



### Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity N	No. 10631 September 2021
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## ${\cal H}_{ m ello}$ and welcome to the September edition of the SAGAM Newsletter......

As the nights begin to draw in, it's becoming clear that winter is on its way. After the year and a half we have all endured, the last thing we need is to be stuck in with little to do during the winter months, so why not set yourself some goals and rid yourself of the boredom. In this edition, you'll find a few useful ideas to get you through the long nights and cure that cabin fever. On page ?? there's some ideas to encourage you to take up hobbies to pass the time away on those dark nights. So go on, take a look and see if there is anything to interest you! There's also a very interesting article on the abuse our road workers suffer while keeping the roads and motorways in good repair.

Well, I have to say that although the regular people were there, I was surprised at the lack of members at our first SAGAM Social night since Covid-19 put a stop to everything! The Humber Rescue talk given by Yousef who is a current crew member, was extremely interesting especially as he spoke about the rivers around where we live, making it a very good night indeed for those who tuned in. The write up from the night will be in the October edition.

Questions – Do you find the newsletter to long or not long enough? Is there enough information about our group included? Is there anything in particular you would like to see added or even removed? As editor, I include things I think you will be interested in but when all said and done, this is your newsletter so please let me know the topics you would be interested in.

Did you find our little Hetty? I didn't have any responses to the August Newsletter so I can only assume you didn't find her. She was on the back page, hiding in the web logo but was very sad that no-one got in contact and I had to really persuade her to stay with us.

Will you cheer her up and find her in this edition? Please drop me a line and let me know where she is.



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### IAM Members offer – Member get Member

Encouraging drivers & riders to expand their knowledge and skills by taking the Advanced Courses is a great way to protect those close to you and benefits all other road users. As a member, for every referral you make you will get entered into our prize draw to win a **£250 Virgin Experience Days Gift Card.** Whether it's a track day with a friend who you haven't seen for a while or a hot air balloon ride – one to tick off the bucket list. The referee will get **10% off an Advanced Course** as well as an entry into the prize draw. We will be running these competitions each quarter with lots of amazing prizes to be won. To book a course the referee will need to call our customer care team on **0300 303 1134** quoting your membership number and name. This will ensure you both get entry into the prize draw and that the 10% discount is applied to the booking. The competition ends on 30 September 2021. The winner will be announced on our Social Media channels and emailed by 4 October 2021.

### Laughter is always the Best Medicine What Did.....

The tornado say to the car? Fancy going for a spin? The egg say to the mixer? I know when I'm beaten! One ocean say to the other ocean? Nothing, it just waved!

### **COMMITTEE MEMBERS**

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*T*he 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

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on: <u>peter.serhatlic@iam.org.uk</u> or via mobile on 07703 718 907



Group Website

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

SAGAM can be found on Facebook at:

<u>@SGAMG1</u>

You can Follow us on Twitter: @ANDGRIMSBY HAVE A LOOK AT OUR NEW WEBSITE

AND PLEASE LET US KNOW WHAT YOU THINK!

### **Chairman's Chatter**

 ${\cal H}$ i 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.**

 $\mathcal{H}$ ello 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 no later than **15**<sup>th</sup> **September please**.

### Committee meeting dates for this year are: 8th 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.

Please give all our new members a very warm......



### John Lowes, James Pítt, Colín Quínn, Anna Stevenson-Típpít, Justín Elliot, Terry Burditt, Steven Bowling and Philip Gutcher

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### Hull & East Riding Social Night

 $\mathcal{K}$ evin Williamson was the speaker for the Hull and East Riding Social Night held on the 9<sup>th</sup> August at 7.30pm and the topic was **The Science of Being Seen** (or SOBS for short).

Chairman, Chris Leferve, introduced Kevin, explaining that he has worked with road safety bodies including Somerset Road Safety Partnership. In 2011 he created the 'Science Of Being Seen' (SOBS) module for the international award-winning 'Biker Down' course and has twice visited New Zealand in 2018 and 2019 to deliver SOBS for the NZTA. (New Zealand Transport Agency)

Kevin began by asking if we could remember the 1976, 'Think Once, Think Twice, Think Bike' slogan which came into being in an attempt to help bikers stay safe on the roads. He showed us a video clip of the retro safety advert which was designed to raise people's awareness on the roads and shows a well-known accident between a police motor cycle and a car. The ad's a bit hard hitting, but with a very good message and can be seen here; <u>https://www.youtube.com/watch?v=QiUdo3bilOA</u> - remember to skip the ad!

In 2008, Survival Skills was contacted by the European Motorcycle Industry Association – ACEM – to research and storyboard (lay out the basic design) for a series of road safety messages aimed at powered two-wheeler riders. This was to be within the framework of the European Road Safety Charter and the design brief was to explain the hazards created by the road infrastructure itself, in a format that would appeal to younger and more mature riders alike. After discussions, we settled on a cartoon series, with a nod towards the style of the famous 'Joe Bar' cartoons of the 1980s. Kevin says;

'My brief from ACEM was to use my experience as a motorcyclist to identify the kinds of issues caused by the design of the riding environment itself causes powered two wheelers' problems, for example, metal access covers, junctions, poor road surfaces and decreasing radius turns. After some weeks of research and discussion with ACEM, had a total of thirteen different tonics humaned to cover.

discussion with ACEM, I had a total of thirteen different topics I wanted to cover. The next step was to turn these into a 'storyboard' so that a cartoon could be drawn around each theme. To do this I had to summarise each issue as succinctly as possible, in a way where the dialogue flowed from beginning to end. I also had to keep the language nontechnical, not just so it could be understood by riders but also to aid translation! This



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?

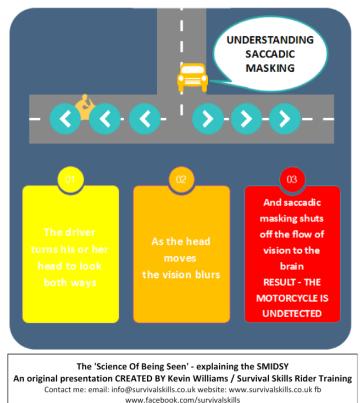
Kevin continued, saying animals such as dragon flies and lions use what is known as the camouflage technique whereby when hunting, they position themselves in such a way, that they are within the peripheral vision of the animal they are hunting so the said animal does not see them. Clearly, nature is 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;

<u>5 SMIDSY – looked but looked past – Science of Being</u> Seen (wordpress.com)

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



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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.



Take longer to look for motorbikes.

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 which 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.



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; <a href="http://scienceofbeingseen.wordpress.com">http://scienceofbeingseen.wordpress.com</a>

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 <u>save</u> <u>money on groceries</u>. 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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### Advertising in our Newsletter

If you or anyone you know would like to advertise in our newsletters, please contact Jan on 07834 170678 or email: <a href="mailto:publicity@scunthorpeandgrimsbyadvancedmotorists.org">publicity@scunthorpeandgrimsbyadvancedmotorists.org</a>

The cost of advertising is: Full page - £40.00: Half page - £20.00

Costs are per annum and will there are 12 monthly issues

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### https:/www.iamroadsmart.com/groups/scunthorpeandgrimsby

### Have a look at our new website!

You can read hints and tips from the IAM including;

Back to School, Higher Education Begins as You Leave, The Swings and Roundabouts of Life,

Leave Sooner, Drive Slower and Live Longer, Leave a Positive Vision Behind and Buying a Used Car.

There are more than the above to see, so have a look and let us know what you think.

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10% saving exclusively for Members

Be-Seen Screen is the road safety innovation for motorists. If you breakdown, it improves visibility and could provide vital extra seconds of awareness that can help to prevent serious accidents. IAM RoadSmart members now have an exclusive offer of a 10% discount on the £54.95 cost of this new motoring safety product.

READ MORE >







278, Pelham Road, Immingham, North East Lincolnshire

We are a small family run business, serving the whole of Immingham 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 Meat 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!

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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 inion
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



### Did You Know? - The World's Longest Limousine

Limousines are, by design, over-the-top vehicles that are made to impress. From the sun roofs to disco lights and built-in bars, limos have always offered a premium experience for those who can drop the cash on this kind of experience.

One limo offered clients a ride like no other and was built to be the longest car in the world and was certified as being such by the <u>Guinness Book of World Records</u>. Called the American Dream, the sad history behind this limo is now finally being turned around.

The car was built in 1986 by Jay Ohrberg, a car builder who also designed General Lee from *The Dukes of Hazzard* and the Ford Gran Torino from *Starsky and Hutch*, among many other famous vehicles. To say this man knows his cars would be an understatement.

This limo is the longest on record, coming in at a whopping 100 feet in length. The car features 26 wheels and got 1 mile to the gallon when it was first built. The basis of the car, built in the Hollywood Car shop, was a 1970s Cadillac Eldorado. However, it took a lot of cars and a lot of parts to create this masterpiece.

The American Dream was designed to be the ultimate limousine. The vehicles feature an in-car phone, which was quite the novelty at the time. It also had a king size waterbed, a pool with a cover that doubled as a miniature putting green, and wait for it...... a helicopter pad!

The limo has two driver areas, one on front and one in back. While the design was first built as a straight vehicle, it was designed to accept a modification which allowed the middle to become articulated. In the latter situation, a second driver would steer the rear axles during turns. It's hard to imagine how this vehicle could be driven without that bend in the middle and two skilled chauffeurs at the wheels.



When this monster limo was first built it cost \$2M, but it was left to rot after the leasing company who rented the vehicle out for promotions left it abandoned when the contract was over and unfortunately, the America Dream suffered quite a lot of <u>damage and deterioration</u> after all maintenance on the vehicle was stopped for decades. There is some evidence that the car was <u>bought by the Autoseum in Mineola</u>, New York, although they have not yet brought this whopper back to fighting condition. (To read more, click the link to the Autoseum in Mineola)

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### The Three Sisters......

I found what I thought was particularly funny story on one of the Facebook sites I am a member of and I think you'll find it amusing too.....

Three sisters age 92, 94 and 96 lived in a house together. One night the 96 year old runs a bath, puts her



foot in and pauses. She yells down the stairs, "Was I getting in or out of the bath?" The 94 year old yells back, "I don't know, I'll come up and see." She starts to go up the stairs but pauses and yells, "Was I going up the stairs or coming down?" The 92 year old was

sitting at the kitchen table having tea listening to her sisters. She shakes her head and says,

"I sure hope I never get that forgetful." She knocks on wood for good measure. She then yells, "I'll come up and help both of you as soon as I see who's at the door." 🙄 🙄 😳



**Granville Tours -** Back in May this year, Mike Mason sent me a very interesting article about himself and Granville Tours...

June 1955, July and August saw a heat wave: the previous months were what the weathermen called 'In a Weather Block'. I was walking down Selby Road towards the shops at the junction with Leeds Crossgates Ring Road, holding the hand of my visiting Aunt Vivian. We paused to pay homage to a passing funeral cortege, little knowing it was my father on his final journey. I was 5 and a half years old. It was many years later when my Aunt Vivian recounted that story to me.

I was born on Otley Road number 30 above a bank in 1950, in the short time from then till that June day, we had lived in 5 locations mostly Crossgates but my favourite and I still visit today when passing is "Yew Cottage" opposite the Church Hall in Scalby village Scarborough.

My mother very soon returned to her family roots in Humberston and for many years we lived with Aunts and Uncles or in a room in a strangers' house. Finally, around 1962 we moved into a Maisonette on Wootton Road on the Nunsthorpe estate Grimsby. Throughout this time my mother had maintained links with my



fathers' sisters, my lovely Aunts Olive and Sarah. We did this by way of a Granville Tours coach service to Leeds, setting off from Brighowgate bus station, the journey taking the old A18 to Scunthorpe through Gunness Wharfe and Keadby passing Crowle onto Hatfield and on into Doncaster. Here we would take a break, the coach parking in front of a colonnade of shops with one in particular being a cafe which made the most scrumptious Horlicks's drink. It would be light and frothy from

being whizzed around in the mixer, and a delight to a small boy. The journey would continue onto Leeds

and Vicar Lane coach station (right) where my Aunt Sarah was always waiting. Aunt Sarah who never married worked the Jaeger counter in Marshall and Snelgrove on Bond Street and Park Row, quite the prestigious job and my mother would always get first refusal on the greatly reduced sale items.



From the age of 10, I would make this journey on my own, being put in the charge of the driver I would have a seat at the front. On our stop at Doncaster, I would get my Horlicks from the much-visited cafe, before we continued to Leeds Vicar Lane and the welcoming smile of my Aunt Sarah. Our return would see the coach rolling into Brighowgate bus station mostly under the cover of darkness, where illuminated under the lights



would be my waiting mother tip in hand for the driver having taken care of me on that day. How times have changed.

I feel I must add to Mikes story.....My grandparents had the Arcadia Café in Doncaster, in the 1950's and early 60's I believe, near where the coaches stopped to take a break. I wonder if it was the one who served Mike with his scrumptious frothy Horlicks?? - Jan

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### IAM Members Offer - grüum



As a young British business, grüum makes clean skincare, haircare and shaving solutions that are not only good for you but for the planet too! Sign up for a subscription and you can claim a free shave set worth over £25. This includes a razor handle in a choice of vibrant colours, Orange and Eucalyptus shave gel and a choice of super-sharp blade cartridges. And it's suitable for both men and women!

READ MORE >

### 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.

 $\mathcal{A}$  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 bodycams, 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.



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 Gethsemané. 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.

it

Continuing our walk, we followed the steep uphill path of the Via Dolorosa,



(WAY route to co Hall Cruc

(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 Calvery.

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.

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### 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

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### 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.

# Editor's Choice......

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 References: english-heritage.org.uk, history.com, sheffield.ac.uk



### Remember this sign Peter Batty sent in for the August edition? Well, we've had a reply.....



Traffic light sequence change sign highlights a permanent change, there's plenty of info on the net regard size and usage but I couldn't find the official purpose of. It probably relates to any junction changes i.e. slip roads being added or priority given to vehicles turning left or right. Secondly the sign could relate to the sequence of traffic flow. Most junctions with lights have priority/preferred junctions where by the flow (length of time the lights are green) is greater. An adjoining junction with less flow will have a shorter time at green, this sign is stating those priorities have changed and be aware the

lights may change quicker than you're used to. Perhaps someone has come up with the official version, actual traffic light sequence is written in stone and I don't see that as changing anytime soon. Many thanks to **Mike Mason** for taking the time to reply.

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What am I

I make two people out of one...

Last months' answer to What am I is.....Starting - Staring - String - Sting - Sing - Sing - In - I

\*~\*~\*~\*~\*~\*~\*~\*~\*~\*~\*~\*~\*\*

### **Dates in September**

Events, celebrations, awareness events, saint's days, annual campaigns - UK and Globally.

### **International Literacy Day**

8th Sep 2021 A day to support the promotion of literacy as an integral part of lifelong learning. Event Website Related: How To Help Reluctant Readers

### **Roald Dahl Day**

### 13th Sep 2021

The birthday of author Roald Dahl was chosen as a day to promote reading and raise money for the children's charities which Dahl supported in his lifetime. **Related: More about Roald Dahl Day** 

### **Recycle Week**

#### 20th Sep to 26th Sep 2021

A week organised by Recycle Now, devoted to encouraging all of us to increase the amount of waste which we recycle.

### Autumn Begins (Northern hemisphere) Spring Begins (Southern hemisphere)

21st Sep 2021

The first day of autumn (or spring if you are in the southern hemisphere.) **Related:** <u>5 Autumn Outdoor Activities for Kids</u>

### **U.N.** International Day of Peace

### 21st Sep 2021

A globally shared date for all humanity to commit to Peace above all differences and to contribute to building a Culture of Peace.

Related: Event Website

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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 on 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 <u>The Control of Dogs Order 1992</u>

### The Road Traffic Act 1988

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 <u>The Road Traffic Act 1998</u>

### 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, <u>microchipped</u>, kept on a lead and muzzled at all times when in public kept in a secure place so it cannot escape

As the owner, you must:

take out insurance against your dog injuring other people, be aged over 16, show the Certificate of Exemption when asked by a police officer or council dog warden, either at the time or within 5 days and let the IED know if you change address, or your dog dies.

Index of Exempted Dogs dogsindex@defra.gov.uk Telephone: 020 8026 4296 Fax: 020 8415 2520 Find out about call charges Dogs Index PO Box 68250, London. SW1P 9XG

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### Terry Heath supplied me with the following article:

A good friend of his who now lives in Bangkok was telling him how good a driver his wife is. Richard Creaser himself, is of course a very good advanced motorist. Terry said jokingly that he should start a group where he lives in Bangkok, calling them "Thailand Advanced Motorists"

Below is Richard's reply; Terry thought his answer might interest you all, as much as it did him.

I did come across an advanced motorists' group in Thailand. Somehow, I find it hard to accept that the UK system of advanced motoring would work here. Of course, I only see it from a passenger's point of view. Some of their driving habits and road safety measures would make motoring safer in the UK but also some of their driving habits make it one of the most dangerous places in the world to drive, if not THE most dangerous place. When coming to a standstill at traffic lights etc, in general they leave a much larger gap between vehicles - bonnet, tarmac, tyres, plus a bit. Motorcyclists weave in and out of these gaps to get to the front of the queue. Large sports motorcycles haven't got much steering lock, they rely on leaning, and would never manage to weave in & out, losing most of the advantages of being on two wheels, consequently most of the motorcycles here are small with a good steering lock.

It seems that their highway code is based on the UK system. However, they don't seem to care about driving on the wrong side of the road & lane discipline on dual carriageways and motorways is practically none existent. This is probably the cause for as much undertaking as overtaking. Motorways have bus stops on them. Roadside traders can take up lengths of hard shoulder with customers stopping to buy their wares.

Roundabouts are extremely rare, U turns take their place. Most U turns are gaps in the central reservation & I still maintain that they are bloody dangerous. Having said that there seems to be an increase in slip roads leading onto U turns above the road & these are considerably safer.

There are dedicated police road blocks but they seem to have purges on various 'breakers' of the highway code. For example, one week they are only stopping & prosecuting people who are not wearing seat belts & ignoring all else. The next week may be road tax, and so on. I am sure that if they are checking, say road tax, it won't be just at police check points but over the whole country. It is really obvious when they are checking for motorcyclists who are not wearing crash helmets because all of a sudden, they are all wearing one, most of the time they don't wear one.

I regularly see vehicles who are stopped at a red light making a left turn providing there is a big enough gap before the next vehicle comes from the right. Leaving a safe gap as you follow a vehicle will be soon filled by another vehicle and as an advanced driver as we see it would have you rapidly going backwards. A flashing indicator doesn't show what the driver would like to do, it shows what the driver is going to do, if necessary, muscle their way in to the lane that they are indicating that they would like to go in to. Strangely traffic backs off & allow them to go where they want to go.

Taxis tend to overcharge when they can get away with it. Buses are slow & primitive but cheap. Mini buses travel very slowly, I think that they are scared to miss a fare! Motorcycle taxis are fast & can go places that cars can't but you need nerves of steel to get on one. And they don't supply crash helmets. Tuk-tuks are common in cities, they go like hell & no seat belts - sometimes no seats!! They are narrower than cars & won't hesitate to go places where other vehicles fear to go. I have never been on the underground & because Bangkok is sinking & at sea level; I have no desire to ever use it. The sky train is good but at certain times of day it is very busy. Bangkok used to be known as the Venice of the East, with canals going everywhere but since the advent of the car it is not so often used these days. If only they knew!! Bangkok is a huge city & in 2015 we needed to cross it quickly. In a car it would have taken around 3 hours, by boat it took around 20

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!

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

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



or terryheath@sky.com

20% Discount on Advanced Driver & Rider courses with: Lincoln IAM, Lincolnshire Advanced Motorcyclists & 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 <u>lincolniam@gmx.com</u> A.R. Course, Lincolnshire Advanced Motorcyclists: Tel: 01427 616864 or <u>lincs-am-sec@pobroadband.co.uk</u> A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601

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💦 Group Website

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

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

SAGAM can be found on Facebook at: @SGAMG1

You can Follow us on Twitter: <u>@ANDGRIMSBY</u> LOOK AT THE NEW WEBSITE ADDRESS!