




Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 September 2022

Full members - 78; Associate members - 10; Total - 88

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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.

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Paul Johnson
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SOCIAL MEETINGS

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

TREASURER

Malcolm Gothard
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26th October
The Barry Heath Quiz Night

SECRETARY

Jan Burditt
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NEXT ISSUE

October 2022

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

15th October please.

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[WEBSITE](#)



Scunthorpe and Grimsby
Advanced Motorists



@SAGAM

Committee Meeting Dates for 2022 are:

12th October; 9th November; 14th December.

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

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

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MDU is out on the 4th September at the Classic Car Show on the Epworth Showground, Isle of Axholme

Welcome to the August edition of the SAGAM Newsletter....

I'll make it short and sweet this month because I'm sure you're eager to get into the pages of our newsletter to see what it holds in store this month.

Well, I can tell you there are some very interesting articles around driving of course, but there's also one about the steepest road bridge in Japan. Have a look through because I'm sure there will be something to suit you and maybe even your family and friends too!

And don't forget, we are still offering the full Advanced Driving Course at the **greatly reduced rate of £95** as well as the **FREE courses for under 25's**. So, if you know of anyone who would like to join us, please feel free to pass on our details and lets get North and North East Lincolnshire full of better drivers!



Chairman's Chatter - Greetings peeps, hope your all living the dream !

Well this month just gone by has been quite noticeably busier. We keep going out with the MDU and I must offer our very grateful thanks to our local Sainsbury's store for accommodating us with what seems to be quite a useful venue for us. Our MDU staff appear to be having some success there, talking to people and gaining their interest which is also helped by our own massive discount. We seldom get people joining us on the day and then they often take their time to join us, but we never stop trying to recruit new faces. At this point I would like to thank everyone who relentlessly comes out with us month after month on these membership searches.

If you fancy joining us then please let me know. We're also getting out to events more as well. We went to the North Lincs Council event at Normanby hall on 29th August and it was quite a busy event, again we may be a while before anyone we spoke to actually decides to join us. For those that do join us, we have a small army of dedicated people to help process them and make advanced drivers of them. Our next outing is the Isle of Axholme Car Club, on 4th September and it promises to be a good show, so fingers crossed for more people joining us.

Well I think that's enough from me for another month, so take care all of you and please remember this is your group, so please feel free to get involved in it as much or as little as you want.

Terry Heath.

Chairman S.A.G.A.M

Observer Team News September 2022. - Hello everyone, welcome to the team's latest news update.

We had our latest quarterly meeting on 2nd August which included the usual update on Observer/Associate activities, confirming nine Observers in total of which six are active as at time of writing. Geographically we are well placed with two observers in Grimsby area, four around Scunthorpe, two nearer to Brigg and one close to Barton. Another item addressed at our meeting was how to use IAM RoadSmart on line run sheets. Obviously it suits some but not others, who prefer to do associate reports by putting pen to paper and that's ok too. The job still gets done.

A regular subject is updates to the Highway code. This time, of note were serious offences and their penalties e.g. Death by dangerous or careless driving etc. Talking of the Highway Code, have you got your copy of the latest issue yet, it is well worth having and easy to understand too.

We also have a regular item on our agenda called Observers Working Together. It gives us an opportunity to help each other as a team, to discuss any difficulties we encounter during our runs with associates. If you have anything would like to ask need help with or think we could discuss at our meetings, please contact myself or any of the team we will try to help and let you know how we get on afterwards.

The MDU has seen some daylight this month, having been generously granted permission to use an area of Sainsbury's store at Scunthorpe car park. We had a great response and gained a few leads so all in all a good day. On August Bank Holiday Monday we took it to Normanby Hall Country Fayre, where we had a steady

flow of interest throughout the day. Our next outing, On Sunday September 4th, will be Isle of Axholme Lions Classic Car Show at Epworth Showground, come and pay us a visit, we will be pleased to see you.

As you can see, a busy August was had by the team and looking forward, we hope to see new associates taking on our greatly reduced joining fee, so, as usual if you know anyone who might be interested, now is the time to let them know.

For now, though, on behalf of SAGAM Observer Team, have a great September and safe driving.

Paul Cassell
Chief Observer

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Mr M Gothard
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North Lincs
DN17 3QT

Cheques should be made payable to:
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For more information contact: Terry Heath on:
01652 655601 or visit our website

www.scunthorpegrimsbyadvancedmotorists.org

Tell your friends and family now, for them to take advantage of our current offer at the subsidised price of £95.00

Info from  IAM
RoadSmart

Do you have a child or grandchild who's off to university?

Driving at university can open young people up to a variety of different driving situations, from unfamiliar roads, to parking in new areas and travelling with friends in the car. This is where a Young Driver Assessment can help – this relaxed 1-hour session focuses on a particular area of driving that the young person wishes, or can be used to gain additional pointers. There's no test to pass, just a short session in their own car with one of our friendly experts.

[Find out more](#)

Laughter is the Bestest Medicine Eva.....

Where do you find a cow with no legs? ----- Right where you left it!



Why aren't koalas actual bears? ----- Because they don't meet the koalifications!!



What is ET short for? ----- Because he's only got little legs!!!



Why did the cat run away from the tree? ----- Because it was afraid of the bark!!!!





40 years of promoting transport safety



The Parliamentary Advisory Council for Transport Safety



Safe transport for all - The Parliamentary Advisory Council for Transport Safety (PACTS) is a registered charity. It provides the secretariat to the All-Party Parliamentary Group for Transport Safety. Its charitable objective is “To protect human life through the promotion of transport safety for the public benefit”.

Policy and Research Director, **Neil Greig** took part in the 40th Anniversary celebration for PACTS at Westminster recently. It was a hot day in London but made more bearable by refreshments on the House of Lords Terrace. PACTS are one of the most influential bodies in road safety with many MP's as active supporters. With Neil serving as Vice Chairman of their Road User Behaviour Working Group, IAM RoadSmart are long time members. An important part of PACT's programme is to reduce the amount of drink drivers on the UK roads. The study done by PACT with volunteer drivers who admitted to drinking alcohol before driving and using the Alcohol interlock (known as the Alcolock), shows some very interesting results.



The following article has been taken from [PACTS-Alcohol-Interlocks-Report-7.0.pdf](#) and I found it to be an extremely good read, given that there is a relatively high incidence of drink driving convictions in our area.

Alcohol Interlocks

What is an alcohol interlock?

Modern alcohol interlocks require the driver to blow into a breath-testing instrument that is connected to the vehicle's ignition system for the vehicle to start. If the device detects alcohol in excess of the limit, the vehicle will not start. There are a wide variety of different interlock models available, but broadly, the interlocks have four key elements.



- A breath alcohol sensor that records the driver's breath alcohol concentration and prevents the vehicle from starting if the BAC is over a certain threshold.
- A rolling retest system, which requires at least one retest after the vehicle has been driven for a short time. Retests indicate to drivers that they have a certain period of time, normally around 10 minutes to pull over safely and conduct a breath test. In most cases a retest is required every 20 to 30 minutes while driving. Failure to complete a retest is counted as a failed test. The purpose is to prevent a non-driver from starting the vehicle for a person who has been drinking and to prevent drinking once the vehicle is being driven.
- An anti-tamper/circumvention proof system for mounting to the engine, along with a system to detect hotwiring or other means to bypass the interlock device.
- A data recording system that logs the breath test results (BAC level), test compliance and engine operation, and creates a data record to ensure that the offender is using the vehicle as expected.

Some interlock devices include additional features, such as cameras to check the identity of the driver and systems which allow data from the device to be monitored live.

How does an interlock affect road safety?

Simply, alcohol interlocks can prevent a vehicle being driven unless the driver can demonstrate he or she is under a defined breath alcohol level. Many offenders continue to drink drive, even when suspended from driving. Alcohol interlocks can provide an alternative option to disqualification or be used after a disqualification has been completed. The best way to protect other road users against this group of drivers is preventing them from driving while they are intoxicated. Alcohol interlocks can help to prevent these convicted offenders from driving while intoxicated. Rather than serving the full length of disqualification or suspension from driving, offenders are allowed to drive when their BAC is below a certain threshold. Alcohol interlocks can be seen not as an additional sanction but also as a way of rewarding an offender for showing positive behaviour, regaining the ability to drive sooner, or in some cases not being banned at all.

Interlock Programmes

Alcohol interlocks are commonly fitted as part of a broader interlock programme. These programmes



involve more than a device installed in a vehicle. They can be much more comprehensive, involving a large set of integrated activities, rules and stakeholders. Activities can include courses, meetings with mentors or medical professionals or being provided with feedback based on interlock data. These additional measures vary considerably, between countries and even within countries. The main differences and considerations are:

- Programme authority – Interlock programmes may be administered in a variety of ways. Some are managed by the government agency responsible for driver licensing (interlocks being made available as a condition of licence reinstatement). Others are judicial, managed by the courts (interlocks ordered by the courts as a condition of probation for a drinkdriving conviction). Programme authorities are responsible for deciding who is eligible to participate in the interlock programme, monitoring participants, imposing sanctions for non-compliance and determining the point at which programmes are completed.
- Discretion – Interlock programmes can also be optional or a required if an offender wants to get their licence back. Non-discretionary programmes require involvement as a condition of licence renewal. Discretionary programmes, however, can allow the programme authority and/or participant a level of discretion over involvement. For example, some may allow courts to determine whether offenders should participate. Others allow offenders to decide whether they wish to participate (in these programmes, participation may be incentivised by a reduction in the period of licence disqualification).
- Participants – Programmes vary in terms of who is able to participate. In some cases, programmes can include first time offenders, in others, the participants are primarily reoffenders. BAC Threshold – This can refer to either the BAC threshold which is required for participation in an interlock programme, and/or the threshold set on a specific interlock device. In some schemes, only those with a specific BAC level eligible for interlock programmes. In some cases, only offenders with a high BAC are eligible for interlocks, while in others only first time offenders with relatively low BAC are eligible. What constitutes a high or low BAC varies significantly across the world.
- Duration – The length of time in which the interlock device is fitted differs between programmes. In many cases, programme duration is longer for offenders that have had more previous convictions. In some programmes, BAC level recorded at the original offence can determine the duration of the interlock programme e.g. those with a higher BAC when arrested have an interlock fitted for longer. Monitoring – Interlock devices record data related to vehicle use. This can include BAC readings, GPS location and attempts to circumvent the devices (e.g. getting a passenger to provide a breath sample). This data can be stored and monitored by the relevant authority. Monitoring data enables programme authorities to keep track of offender behaviour and in some cases, issue sanctions for non-compliance. Monitoring may also refer to participant monitoring. In some schemes, participants are monitored at regular intervals by individuals such as health professionals in face to face appointments.

- Rehabilitation – Some interlock programmes include a rehabilitation element. Rehabilitation varies from scheme to scheme and can include courses similar to the UK drink drive rehabilitation course, or programmes with medical professionals. The rehabilitation element is usually designed to prevent and deter participants from drink driving after the alcohol interlock is fitted. The content of these rehabilitation courses varies considerably.

Interlocks in the UK



The UK has taken a cautious approach to the use of alcohol interlocks to date. There has been limited voluntary adoption of the technology over the past two decades by industry, principally in the bus and coach sector. There has also been a small degree of voluntary uptake by private individuals. In a criminal justice context, there have been two different trials in the UK since 2006, though they are not part of the criminal justice regime for drink driving at present.

However, the way the trials were conducted raised questions about the reliability of any conclusions which can be drawn from them. This section summarises the law surrounding the use of alcohol interlocks, reviews the two trials and describes levels of industry and private use of interlocks in the UK.

Interlock use in the UK

The law Sections 15 and 16 of the Road Safety Act, passed in 2006, set out how interlocks should be used by magistrates' courts following an appropriate trial in a small number of pilot court areas. Such trials are common when significant changes to legislation are proposed. They are conducted prior to widespread roll out to test the efficacy of the legislation and to address any problems with it. The procedure for such a trial of alcohol interlocks is laid out in section 16 of the Act. The Act states that pilot areas should be nominated by the Secretary of State. Until the pilot is complete and has been evaluated non-pilot areas are unable to deploy the legislation. Section 16 of the Act allowed trials to be conducted at magistrates' courts until December 2010, at which point unless a prior action had been taken to change the deadline, the legislation effectively expired. This means there is no current legal provision for alcohol interlocks in the UK. Section 15 of the Act is concerned primarily with rehabilitating recidivist drink drivers. It enables individuals to reduce the length of their driving disqualification period by allowing them to install an alcohol interlock in their vehicle. The principal provisions of section 15 of the Act are that:

- Those eligible should be repeat drink drive offenders who would otherwise be disqualified from driving for at least 24 months.
- They must not be people who have reduced their ban by taking a drink drive rehabilitation course.
- They should receive a reduction in their disqualification period which must be at least 12 months and if it exceeds 12 months must not amount to more than 50% of the disqualification period that would otherwise have been imposed.
- If they fail to adhere to the interlock programme demands they immediately lose their disqualification discount.
- They agree to bear the costs of the alcohol interlock programme.

As noted, the drop-out rate was fairly high. Of the 89 participants that had an interlock installed on their vehicle, 43% failed to complete the full 12 months. 63% of these withdrawals occurred during the first three months of having the interlock installed. The main reasons given for withdrawal were technical problems with the device, as well as annoyance associated with having to provide a breath test at every start and the frequent retests. All of these reasons, along with others, such as embarrassment, failed 'morning after' tests and device warm-up time, were also noted by participants who continued with the study. However, as the study progressed and participants gained more experience with the interlock, there appeared to be greater acceptance of the devices. Specific 'events', such as failed tests, were recorded and showed that 90% of the recorded key events were stationary fails (this trial did not have a 'rolling retest' requirement. 66% participants had fewer than three stationary fails per month, and a quarter had an average of three to ten stationary fails per month. There were 328 recorded BACs over 80mg/100 ml corresponding to 172 potential trips. Although this data was reported on in the evaluation, no analysis was conducted which specifically describes whether or to what extent the participants were prevented from committing drink drive offences. The only information that provides any insight into the specific extent of this benefit is commentary in the

research report, which states that that participants indicated the major benefit of the interlock was the impossibility of committing another drink drive offence. The device was seen as a safety valve that prevented participants from making a bad decision after drinking. The report states that attempts to circumvent the interlock devices were common. Several participants admitted that they had others provide breath samples so that they could start the car, some frequently. Some also admitted to improperly using the emergency override simply to enable use of the vehicle. In the final phase of the project, participants reactions were assessed six months after the interlock devices were removed (at month 18 of the study). This interval allowed participants to reflect on their experience. Follow up interviews were conducted with 50 interlock participants and 83 control group participants. Selected questionnaires were also completed again. Whilst a larger proportion of interlock participants (54%) reported consuming less alcohol in month 18 than at the beginning of the study than control group participants (40%), the difference between the two groups was not statistically significant. Both interlock participants and the control group scored lower on the AUDIT (Alcohol Use Disorders Identification Test) than they did at month zero, indicating a decrease in the level of problem drinking for both interlock and control group participants.

To Summarise

Many participants appeared to reduce the extent of their drinking over the course of the study. However, there were not statistically significant differences in this reduction between the control and interlock groups.

3.3.2 Conclusions

It is important to be careful when drawing conclusions from this trial for several reasons. Contrary to the provisions of section 15 of the Road Safety Act 2006, which laid out that eligible participants should be repeat drink drive offenders who would otherwise be disqualified from driving, the participants of this trial were self-selected volunteers who had responded to a postal invitation and 82% were first-time offenders. All had served a period of disqualification and had completed a drink drive rehabilitation course, and all were fully re-licensed. This also meant there was no long term incentive to comply: failed tests would not result in the interlock being fitted for longer. They were all also fully compensated for their time, travel and inconvenience, and the installation, maintenance and de-installation of the devices were all provided free of charge. This was also contrary to the provisions set out in the Act. As the research report notes: “the findings may not be representative of those obtained from other drink-drive offenders who participate in interlock programmes under other circumstances, such as those who are mandated to participate and/or must pay for the interlock themselves.” There is no specific data in the research report describing to what extent the programme group participants were prevented from committing drink drive offences. Some of the commentary suggests the interlocks did provide a physical barrier to drink driving and prevented offending, but no analysis specifically demonstrated how effective the interlocks were in preventing participants from drink driving during the period which the interlock was installed. Notwithstanding these limitations, there were some useful conclusions to be drawn from the trial. Though there were numerous complaints about issues with using the device, most participants found the device to be an acceptable instrument that had a beneficial impact. Many close family members of the participants reported an improvement in their own peace of mind, knowing that the participant had an interlock installed. Additionally, participants viewed the trial itself as being worthwhile and there were no negative ratings of the operation of the trial.

Above information taken from www.pact.org.uk

In the article on the next page, you will be shocked to read how many drivers are unaware of the drink driving limit. **How do you feel about the use of Alcolocks to reduce the amount of drink drivers on our roads?**

Send me your thoughts in an email (publicity@grimsbyscunthorpeadvancedmotorists.org.uk) and let's get a good discussion going about the use of these extremely useful gadgets which when used correctly, could stop the incidence of individuals being either killed or sustaining life changing injuries due to drink drivers.

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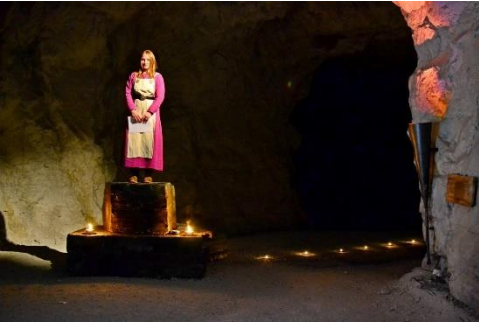


Mmmmmmm....Have you been Scrummy'd yet?

Info from  **Four in Ten Motorists do not know the Drink Drive Limit**

Potentially millions of motorists could be unknowingly getting behind the wheel while over the drink-drive limit. That's according to research commissioned by the UK's leading independent road safety charity, IAM RoadSmart, which has revealed that up to four in ten drivers (42 per cent) of the 1,004 motorists surveyed do not know the legal drink-drive limit in England, Wales and Northern Ireland. This potentially represents over 15 million of the 35 million people who possess a full driving licence in the UK. Alarmingly, around one in five (23 per cent) of those surveyed knew the correct drink-drive limit in England, Wales and Northern Ireland - that being 35 micrograms per 100 millilitres of breath. Meanwhile awareness in Scotland was higher with six in ten (60 per cent) of those surveyed knowing the limit which currently stands at 22 micrograms of alcohol in 100 millilitres of breath. In addition, of the 585 who answered that they knew the drink-drive limit for England, Wales and Northern Ireland, less than half (40 per cent) actually answered correctly. These findings have concerned IAM RoadSmart, who are reminding drivers that while they may think they know how many drinks will typically tip them over the limit, that amount could actually fail a breathalyser test. Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "Our research highlights that there is still a real lack of awareness regarding how much alcohol is too much before it is illegal to drive. We would like to remind drivers that individual characteristics such as body weight, food consumption, gender and metabolism will also have an impact on the reading. This is why we will always recommend 'none for the road'." The survey's findings have also led the charity to reiterate its plea to the government to roll out a smarter package of longer-term measures to help drive down the number of drink-drivers on Britain's roads. This includes a lower drink-drive limit across the UK, in line with Scotland's limit to reinforce good behaviour, a fast track of evidential roadside testing machines to release police resources and compulsory drink-drive rehabilitation courses for all drivers caught over the limit. Neil concluded: "A prosecution for drink-driving will impact the rest of your life through public humiliation, loss of earnings, family break up and a criminal record, as well as adding real danger to our roads. At IAM RoadSmart we estimate that the last drink that takes you over the limit could cost you up to £70,000! If that isn't a sobering thought, then nothing is."

Anorthite ~ The White Mines.



Whilst on a holiday in the Norwegian Fjord country, I took the opportunity to visit the tiny isolated village of Gudvangen. High on a mountain pass and about 10 miles West of Flam, Gudvangen is little known in its own right; yet for many years it was a world leading source of anorthite.

Although plentiful on the moon, this curious mineral is rare on earth. A combination of calcium, aluminium and silicon, it consists of tiny hard particles loosely bound together to form a soft rock. For many years it was used as the abrasive part of tooth paste, and its tooth whitening properties became legendary. Furthermore the calcium content served to add strength to the user's teeth.

However, the 1960's saw the advent of plastic polymers, effectively sounding the death knell of commercial anorthite mining. The tiny plastic beads, with which we have all become familiar, soon began to replace anorthite in all kinds of abrasive products from tooth paste to cream cleaners.

Nevertheless the white mines of Gudvangen found a second lease of life as a tourist attraction. Running water is a natural feature of any mountainous region, and low voltage electric lighting was added to turn the caverns into a picturesque tourist site.



Described as a "room and pillar" mine, the caverns are about 30 feet high and up to 100 feet across, with occasional pillars of rock being left in-situ to support the roof. As you would expect of a worked out mine, this is generally a grey and dusty environment, whereas the exposed mineral face remains brilliant white and responds well to the incident coloured lights.

Altogether the White Mines were an interesting day out, and a reminder of a bygone era that preceded the plastics age.

Many thanks to John Wigmore for the above article

Errrrmm.....

Is there anyone amongst us who would not park in an empty space?



.....More than likely not but there are those who at least have a try

PS – Hope I can assume neither of these cars belong to anyone here



Did You Know? – The Bridge to the Sky - Eshima Ohashi

If you're not a huge fan of rollercoasters, you might want to give Eshima Ohashi Bridge a big miss – it's said to be the steepest in the world, and it has nauseatingly sharp slopes on both of its sides.

Nicknamed the Rollercoaster Bridge, it was constructed with such impressive gradients so that it could allow large ships to easily pass underneath – but when you see it, you might think it was meant to be a ride at a fairground instead. As well as its rollercoaster moniker, it's also been dubbed the Bridge to the Sky, a fitting name, as it does seem as if it's ascending to the heavens.

The dual lane, concrete structure is Japan's largest rigid frame bridge – and the third largest in the entire world. Its broad, robust design is 11.4 metres wide, while its length spans just over a mile, reaching across Lake Nakaumi to connect up the cities of Matsue and Sakai Minato.

When you first see vehicles driving up or down its slopes, they look as if they might go sliding off its steep gradients, which are a panic-inducing 5.1 % on its Tottori side, and a blood-curdling 6.1% on the Shimane side. On its steepest incline, that equates to drivers ascending or descending about 6 feet for every 100 feet travelled!

Despite its terrifying appearance, Eshima Ohashi bridge is apparently pretty safe, as since its completion in 2004, there have been virtually zero recorded serious accidents. Although the slope appears as if cars could just slip right off of it, in reality, drivers gradually ascend and descend, so it's easier than it looks for them to get used to the sharp gradients.

The bridge was built on the original site of an old drawbridge, which slowed down traffic considerably, as every time a ship passed under, drivers would have to wait for up to 8 minutes. On top of that, the flow of traffic would be interrupted near-constantly, sometimes as much as every 10 minutes – and so, Eshima Ohashi was born.

Over the years, Japan's scariest bridge has picked up its fair share of fans, as visitors from all over the world now come to see it, and some even dare to experience driving on it for themselves. As it has a cycle lane, tourists can also cycle or walk to the middle of the bridge, to enjoy stunning views of Lake Nakaumi, and the panoramas from the middle of the bridge have become so infamous, free telescopes and binoculars are now provided for tourists.

The bridge is such a celebrity, it even starred in its own tv commercial, for the Daihatsu Motor Co in Japan, with the company's Tanto minivan tackling its perilous slopes, to prove the vehicle's durability.

Despite its surprising track record for safety, many experienced drivers do suffer anxiety attacks when preparing to navigate Eshima Ohashi's sharp inclines, which due to their design, look much steeper than they are. Apparently, once you get on the bridge, it's nowhere near as scary as it seems, but though we'd love to see it for ourselves, we think we'll give driving on it a swerve.

Have a look at this scary bridge here ➡ [Watch | Facebook](#) or here ➡ <https://fb.watch/eWazfmG7if/>



Head of Driving & Riding Standards Richard Gladman, takes a closer look at safe motorway driving.

Motorway driving is actually a unique skill, so much so that the Driver & Vehicle Standards Agency (DVSA) has recognised this and changed the rules to allow a qualified driving instructor to teach this to a learner driver before they pass their test.

Speed is a given on a motorway. If you find other traffic going faster than the legal limit of 70 mph, just get out of their way. If you find someone coming up very fast behind you, create space in front of you, so that if someone does something in an emergency, you've got plenty of braking distance for both yourself and the person behind you. Of course, as soon as you can, get out of their way.

Because traffic tends to be moving quickly, anticipation is key. For instance, if you're driving down the outside lane and approaching a car on the inside, which is coming up behind an HGV, you should know that it's likely the car will pull out. The legal limit for an HGV on a motorway is 60 mph, but actually they have a physical limit of 56, so the car is almost certainly going to overtake it.

Likewise, drivers approaching an HGV at say 70 mph tend to look in their mirror – see a car in the distance behind them and assume they've got plenty of time to pull out to overtake. However, in that time they might have already slowed from 70 mph to around 60 mph, not leaving as much time as they originally thought. This is particularly true of people driving cars with radar cruise control, which will literally fit your speed with the traffic in front of you – before you know it, you're doing 50 and you've then got to make a conscious effort to overtake.

Plus, of course, even the best technology is no replacement for good, old-fashioned concentration.

Relax and stay in lane

When a motorway is busy, you often see people weaving in and out of every lane; then you get to a stretch where the traffic is at a crawl, or a standstill, and that same car is actually almost adjacent to you.

There's a five-lane section of the M25 and what tends to happen is that everyone is trying to go faster in lanes four and five, while one and two are relatively empty.

The best thing to do is stick to around 50 mph if you can, turn up the radio and relax; if the traffic is moving slowly, accept it. You will all still get to where you are going at broadly the same time. And contrary to popular belief, it's ok to overtake traffic on your offside in congested conditions on the motorway, to keep up with the traffic in front – as detailed in Rule 268 of the Highway Code.

Think ahead

Queuing traffic is of course an everyday hazard on the UK's motorways. Ideally, you don't want to stop, but that means you have to plan a long way ahead. If you see brake lights cascading then that's the time to begin slowing, checking in your mirrors, and coming off your accelerator, while monitoring the traffic behind you too.

If you really do have to stop, you need to be very aware of the traffic behind you, because you need to control it a long way before you come to a standstill. Use your hazard warning lights – that's one of the exemptions in the Highway Code for using them when moving - to get the traffic behind you to match your speed: Ideally, it will feel obliged to roll to a stop before you.

Sometimes, while I don't really need to brake, I just touch the brakes to signal to the cars behind that they need to slow down, and to ensure they are aware of what's ahead.

Motorways and motorbikes

People often ask me how best to cope when motorbikes are coming up on either side of them in heavy traffic. If I see a bike coming up alongside of me and I don't have time to confirm 100% that there isn't another bike coming up on the other side of me, I don't change position.

Of course, filtering on both sides of the traffic is legal for bikes but overtaking dangerously is not. So when traffic is flowing at 50 or 60 mph and motorbikes are coming through at 70 mph, is that legal? That's debatable. However, filtering generally happens in slow moving or stationary traffic.

At the same time, one of motorcyclist's biggest complaints is about drivers who pull onto the white lines between lanes to try to see what's going on ahead, and just sit there. Drivers need to be aware that motorcyclists are likely to be coming through and leave a free passage for them.

Smart motorways

I'm not a fan. But, if you're going to break down on a live carriageway then you're better off on a smart motorway that will have the static vehicle detection systems and CCTV.

However, I'm an ex-traffic policeman who policed the M25: I hate smart motorways because they've taken away the one facility that we had to get people off the live carriageway. The perfect motorway would be one with the smart motorway detection technology, *and* a hard shoulder.

When necessary, unless you have an immediate, catastrophic failure, get off the motorway as soon as you can...even on a smart motorway the slip roads have a hard shoulder.

Get out of the car, and over the barrier – check you're not on a bridge: I've dealt with people that in the stress of breaking down have remembered they need to get over the barrier, but not thought about what's on the other side and have literally fallen off a motorway bridge!

Once safely over the barrier, go up the embankment and walk towards the oncoming traffic so your car is slightly beyond you. There are a couple of reasons for this; if your car is hit, the flying debris will not hit you, the other is that anyone coming to help you, will see you and be able to pull up beside your car.

Is your car fit to drive?

Finally, before you even think about driving on a motorway, make sure you've got plenty of fuel in your tank, or it's well charged – running out of fuel is one of the most common reasons people break down, and your car is fit to drive. Your tyres should be in good condition - neither overinflated, or under, with no cuts or bulges.

Whether you're a driver or rider, get your IAM sticker, lanyard, pen, pencil or mints for the car from the.....

IAM RoadSmart Shop



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Caught My Eye – Honda CR-V

WHAT IS IT?

Another crossover-cum-SUV. Because that's what people want nowadays. First released in 1995 and now in its fifth generation, [Honda](#) sells hundreds of thousands of these things every year to people who want something practical and reliably tedious. Its popularity shows no sign of slowing down, either – last year, it was the world's second best-selling SUV, just behind the [Toyota RAV4](#). But it's not short of alternative rivals, from the likes of the Ford Kuga, Kia Sportage, Nissan Qashqai, Peugeot 3008, Suzuki Across, VW Tiguan, and more.



To keep pace, in 2019 Honda introduced – for the first time ever in the CR-V's history – a hybrid powertrain. It then ditched the formerly available internal combustion engine altogether a year later, with the CR-V receiving a slight facelift to reflect its new electrified credentials.

SO HYBRID IS NOW MY ONLY OPTION?

Yep. It combines a 2.0-litre Atkinson-cycle petrol engine with two electric motors and a small self-charging battery coupled to a CVT gearbox. It's a smart system, automatically switching between three driving modes – EV (though don't expect anywhere near the range you'd get in a plug-in model), Hybrid, and Engine, depending on the environment and how heavy footed you are.

This helps to maximise efficiency, with Honda claiming fuel economy of 42.2mpg and 151g/km of CO2 emissions on front-wheel drive models, and 39.2mpg and 161g/km on all-wheel drive models. That's pretty good going – and as we found, realistic in the real world too.

ENOUGH TECHNICAL TALK. WHAT'S IT LIKE INSIDE?

We're used to cars getting bigger with each generation, but the fifth-generation CR-V is the same length as the old one. Instead, Honda has stretched the wheelbase by 30mm – pushing the wheels closer to the corners and “contributing to the more muscular stance of the SUV” – meaning you get more space inside. Front passengers benefit from an increase in headroom and hip room, while second-row passengers get 50mm more legroom.

The elephant in the room, however, is that where the petrol-powered CR-V was available with a third row of seats, the presence of those batteries under the floor means there's not enough room in the hybrid. Nor for a spare wheel, even.



WHAT'S THE VERDICT?

“Latest CR-V remains a sensible buy in the sector, but there are more exciting options out there”

The CR-V is spacious, practical, and reasonable to drive, but starting to show its age. The infotainment system is off the pace, there's no seven-seat option now it's hybrid only, and, well, it's a bit dull.

In a world of ever-increasing eye-catching SUVs, plus a rather dated interior, the CR-V is a tough sell. If unpretentious is solely what you're after, the CR-V ticks all the boxes, but otherwise there are better options out there.

WHAT IS IT LIKE TO DRIVE?

Honda knows how to make a fine-handling car. The regular Civic is pretty good for what is ostensibly a humdrum, family hatchback, while the Type R remains one of the greatest hot hatches in recent history – Top Gear's 2017 Car of The Year, no less. Even if it does look a bit ridiculous.

The CR-V is no Type R, obviously, but it does drive quite well for what it is – a big, heavy, family SUV that majors on practicality instead of outright fun. Most impressive is the ride, which is helped by hydraulic bushings, with the CR-V handling our pothole-scarred roads with dignity. It doesn't roll too much and the steering is progressive



and well-weighted – not too twirly-light – if lacking much in the way of any feel. But it's a family SUV, so who really cares.

CAN YOU DRIVE IT ON ELECTRIC POWER ALONE?

Propulsion comes in three 'Drive' modes: EV, Hybrid, and Engine. In EV mode, the battery supplies power directly to the motor, meaning at low speeds you can *theoretically* drive it using the motors alone. However, due to the size of said battery, you won't get very far – just over a mile, according to Honda.

Which means, realistically, you'll spend most of your time in Hybrid mode, in which the petrol engine drives a generator, which in turn powers the electric motor. This not only helps improve efficiency, but also means any excess power can be diverted to recharge the battery.

Full Engine mode only really kicks in when you're cruising at higher speeds, and connects the 143bhp petrol engine to the wheels via a lock-up clutch, leaving you with a single gear. As CVTs go, Honda's isn't a bad one, with the rubber-band effect you often get with CVTs not so pronounced thanks to clever mapping.

HOW DOES IT HANDLE DAY-TO-DAY DRIVING?

When you're pootling around town the electric motor is as quiet and well-mannered as anything, with the electric motor providing a useful burst of acceleration. Things do, however, get a little louder when you start to plunder the depths of the electric/engine power combo, particularly at motorway speeds in full Engine mode. Zero to 62mph takes 8.8 seconds in front-wheel drive models and 9.2 seconds in all-wheel drive models due to the extra weight, while top speed is 112mph – not that you'll likely get anywhere near that – while tyre noise and wind noise are minimal. We managed a respectable 39mpg on a real-world town/motorway run.

WHAT IS IT LIKE ON THE INSIDE?

A little dated, to be frank with you. But we'll focus on the good first – the material quality is broadly on point, everything feels reassuringly solid, the front seats are comfortable and together with reach/rake adjustment for the wheel, most drivers ought to be able to get comfy. But we can't help but feel that the design/layout of the controls feels a bit old. Take the Peugeot 3008 and its space-age 'i-Cockpit' interior, for example – the CR-V looks leagues behind in comparison. Honda has replaced the CVT's flimsy gear lever with a switch-style transmission selector, but it still looks very ordinary.



WHAT'S THE TECH LIKE?

Behind the steering wheel sits a full-colour seven-inch instrument cluster, flanked by battery charge status and fuel-level gauges. The screen itself displays a large digital speedometer and linear power gauge with a charge status indicator – all useful info, if not the most visually appealing.

Base spec models get a five-inch infotainment screen, with anything upwards from that getting a seven-inch unit. It can do things – many of them – but Honda's UI isn't easy enough to use, the graphics aren't good enough and the navigation is childish. You'll likely just plug your phone in and use Apple CarPlay/Android Auto instead, which comes as standard on SE models and above.



WHAT'S PASSENGER SPACE LIKE?



Comfortable enough – the wider track, longer wheelbase and sculpted front-seats give good legroom in the second row, and because the rear-doors open to almost 90 degrees getting things/tiny people in and out should be easy as. The battery under the boot floor, however, means there's no space for a third row of seats and also eats into boot space, though you still get a reasonable 497 litres with the seats up and 1,694 litres with the seats down. That compares to 504/1,585 litres in the Nissan Qashqai, 580/1,690 litres in the Toyota RAV4, and 615/1,655 litres in the VW Tiguan. The boot floor is pretty

much level with the boot lip – good for loading and unloading the weekly shop – and the second row also offers a handy 60/40 split. Storage is ample in the passenger cabin too, and Honda’s moved the speakers up so all four door bins are way, way bigger than before.

WHAT SHOULD I BE PAYING?

Prices start at £31,555 for the 2WD variant, and £33,670 for the 4WD variants. Monthly payments start at £505 and £545 respectively, on a four-year agreement with a six-month initial payment.

That puts it in the mid-range price bracket up against rivals, with the Nissan Qashqai starting from £25,505, Toyota RAV4 from £33,930, Kia Sportage from £33,325, and Peugeot 3008 from £37,980 in mild hybrid guise.

WHAT ARE THE KIT CHOICES?

The CR-V follows the standard Honda grading, rising from the entry-level S to SE, Sport Line, SR and finishing at the top of the range EX. The S trim level is only available with 2WD variants, and brings a five-inch infotainment display, LED head- and tail-lights and... not much else. You can do better.

Moving on up, SE grade adds a seven-inch infotainment screen, parking sensors, rear-view camera, privacy glass, and Apple CarPlay/Android Auto. Much more like it. Don’t be fooled by the Sport Line trim – it focuses on style additions as opposed to any extra equipment over SE spec.

Next up is SR grade, which adds keyless entry and start, leather interior and active cornering lights. Top spec EX further includes a heated steering wheel, head up display, hands free access power tailgate, heated rear seats, panoramic glass sunroof and wireless charging.

All CR-Vs feature Honda’s ‘Sensing’ safety suite, which includes collision mitigation braking system, forward collision warning, lane keep assist, lane departure warning, road departure mitigation, adaptive cruise control and traffic sign recognition. SR and EX trim levels also feature blind spot warning and cross traffic monitoring.

WHERE’D YOU SPEND YOUR MONEY?

We wouldn’t look below SE grade for the seven-inch infotainment screen, and, more importantly, smartphone connection. Unless you’re likely to use 4WD, we’d wager your best bet is to opt for the 2WD variant and instead spend the savings on extra luxuries. That’ll set you back £33,670, or around £545 per month on lease.



Honda CR-V 1.6 i-DTEC SE 5dr

41 deaths and 434 seriously injured...



41 deaths and 434 seriously injured...That is the number of road deaths in the Humber region in 2021, not some natural disaster on the other side of the world. We all have a responsibility to change this.

'Share the Road' – to reduce casualties



Safer Roads Humber Partnership is reminding all road users to 'Share the Road' and to look out for each other. During the first decade of the millennium, the number of people injured on the region's roads reduced considerably from 4,597 in 2000 to 3,519 in 2010. However, over the following decade, this reduction has slowed with on average 2,673 people injured each year between 2017 and 2021. The number of people killed or seriously injured has stagnated, with an average of 534 deaths and serious injuries each year. Ian Robertson, Partnership Manager for Safer Roads, said:

"Over the past 20 years we have seen a reduction in the number of people killed or injured on the region's roads. However, this has now plateaued and so it is time for us to do something different and for all of society to think about how we work together to reduce casualties further."

Even during the Covid pandemic in 2020 and 2021, which resulted in 80% less traffic on the roads, an average of 37 people were killed and 397 seriously injured each year on Humberside's roads. This is not acceptable as many of these injuries are avoidable by road users taking more care and obeying the rules of the road.

As we have come out of the pandemic and traffic levels have returned to normal, it is now time to work with all road users to help keep themselves and others safe, something that is reflected in the recent changes to the Highway Code and the hierarchy of needs.

In the coming months, all the partners in Safer Roads Humber - this includes Humberside Police, the four unitary councils, Humberside Fire and Rescue Service and National Highways - will be using different approaches to reduce casualties.

The partnership will be focusing on the standard of driving as, ultimately, those who drive vehicles have the greatest responsibility to protect the most vulnerable: pedestrians, horse riders, cyclists and motorcyclists. It is important to challenge perceptions and influence road-user behaviour through a combination of interventions, including road-safety education, engagement, enforcement, and campaigns to raise awareness. The partnership's enforcement activities will focus on, but will not be limited to, the 'Fatal Four': excessive and inappropriate speed, driving whilst distracted (eg: by a mobile phone), the non-wearing of seatbelts, as well as drink & drug driving.

During 2021, safety cameras detected more than 48,000 motorists exceeding the speed limit across the region. Approximately 50% of these took part in a speed awareness course, which is offered to drivers who meet certain criteria and allows them to reflect on their behaviour and driving style as the course provides a reminder of some of the rules of the road.

Ian Robertson said:

"Clearly those motorists who exceed the speed limits or commit other road traffic offences are driving in a manner which is unacceptable, and they put others and themselves at risk. Their actions destroy lives. This behaviour significantly contributes to collisions causing the deaths and serious injuries that we are seeing. We will continue to do everything we can to change their behaviour through education and enforcement."

In the coming months, Safer Roads Humber Partnership will be increasing their enforcement activities to reinforce the message that all traffic laws need to be obeyed when travelling across our region. In addition, Humberside Police will be tackling a wide range of traffic offences including not being in proper control, red light offences and drink and drug driving offences.

Police officers and staff should be aware of driving policies - such as not using handheld devices, sticking to speed limits, wearing seatbelts etc - as we should all be leading by example.

Safer Roads Humber Partnership

Ian Holt - 10/08/2022

Cyclists may face speeding fines and may need number plates



Cyclists could face 20mph speed limits and may need number plates, after Transport Secretary **Grant Shapps** flagged a shake-up in road laws. Less than a fortnight after [vowing to create a "death by dangerous cycling" law](#) that will treat killer cyclists the same as motorists, Mr Shapps said he wanted to stop certain behaviour on the roads.

He told the Daily Mail:

“Somewhere where cyclists are actually not breaking the law is when they speed, and that cannot be right, so I absolutely propose extending speed limit restrictions to cyclists. Particularly where you've got 20mph limits on increasing numbers of roads, cyclists can easily exceed those, so I want to make speed limits apply to cyclists. That obviously does then lead you into the question of: 'Well, how are you going to recognise the cyclist? Do you need registration plates and insurance? And that sort of thing”

Mr Shapps said he is proposing that there should be a review on how to track cyclists who break the law.

The Highway Code and Road Traffic Act speeding limits only apply to motor vehicles and their drivers. While local authorities can impose speed limits on cyclists, it has been rarely done.

The Department for Transport refused to provide comment on Mr Shapps' interview.

However, Department officials did acknowledge that the flagged measures would require cyclists to have number plates or other identification markings for enforcement purposes.

Mr Shapps said that while he doesn't want to stop people from getting on their bike, we should not "turn a blind eye" to cyclists who break road laws, speed and "bust red lights" and "get away with it".

It comes after Mr Shapps pledged to create a "death by dangerous cycling" law to "impress on cyclists the real harm they can cause when speed is combined with lack of care".

The move will close a legal loophole which means that cyclists who kill pedestrians can only be jailed for two years.

Under Mr Shapps' proposal, the new law would be added to the Transport Bill due to be put before Parliament in the autumn.

Above article taken from [msm.com](#)

I'm sure you have already heard about this on the news recently, so let's wait and see how this Bill get on in parliament but I for one would welcome the move to put number plates on every cycle as well as making sure the rider has insurance. And like me, I'm sure you have also seen many cyclists with their hands in their pockets rather than on the handle bars, or on their mobile phones whilst riding and not paying too much attention to what's going on around them. I know drivers can send dashcam footage into the police to report dangerous driving but perhaps drivers/riders like ourselves (IAM, RoSPA for example) could be given permission to report cyclists (as well as other drivers) who openly disregard the law of the roads. Maybe we should speak to or email **Neil Greig at the IAM** and ask if he can use his influence to request they ask for this to be include in the Bill (if it isn't already).

Your thoughts on this would be greatly appreciated please. (address on contacts page)



We all know that in an ideal world our eyes and minds would be 100% on our driving, 100% of the time. However, in the real world we are easily distracted by all sorts of things – from children or pets in the back seat, the radio, mobile phones, other road users and, increasingly, in-car technology, such as infotainment systems.

In fact, a recent IAM RoadSmart Twitter poll found that just under half (44.4%) of respondents said they find infotainment systems distracting, while 42.1% found other road users distracting; and research by road safety charity Brake and Direct Line insurance found that 91% of drivers believe adjusting their satnav is a distraction.

Distractions impair our ability to react quickly and could have serious consequences for you, the driver, other passengers - plus of course other road users and pedestrians.

New legislation

The law also recognises the danger that being distracted while driving can pose. While it's been illegal to use a hand-held mobile phone since 2003, in March this year the law changed yet again in response to the fact that mobile devices are now capable of so many more things than making and receiving calls and text messages.

The update now means it's also illegal to unlock any handheld smart device to pretty much anything on it, including accessing the internet, using any app, checking notifications, or accessing any stored data, such as files, playlists, photos, or messages. There are exemptions are when you need to use your phone in an emergency, to make a contactless payment for goods or services – such as at a road toll, and also using a phone for navigation. However, it **MUST** be in a cradle, not your hand.

Here are some IAM RoadSmart tips to help you avoid distractions while you're driving:

Set your destination on your satnav *before* you start your engine to avoid trying to key in details while you're moving or even in stationary traffic.

Avoid playing with infotainment settings while you're driving. Instead select your favourite radio station and load the CD play before you set off.

Newer mobile phones include a setting that will limit notifications whilst driving. If yours doesn't, either turn it off, put it in the boot, or switch to aircraft mode so you're not tempted to check it. If you need to make a call or send a text stop at a service station or in a layby.

If you're faced with an emergency and you must make or receive a call while driving, preferably pull over and stop the car. Always ensure you use hands-free mode when moving.

Avoid eating and drinking while you're driving because dropped food or a spilled drink will mean your mind isn't on the road.

If you're feeling tired, stop at the next services to take a break. Have something to eat and drink, stretch your legs and if necessary, take a nap.

Passengers can a great accompaniment on a long journey, but don't let them distract you; if children are playing up in the back of the car, stop as soon as you can to calm them down. Try to give them suitable games or toys to help keep them occupied during the journey, plus frequent stops for drinks, snacks and the toilet will help prevent problems.

When driving on busy roads, try not to let the actions of other motorists distract you; concentrate on keeping a safe distance between you and the vehicles in front, and increase that distance if the vehicles behind you are too close.

Laughter is the Bestest Eva Medicine.....



Threw out my back sleeping and tweaked my neck sneezing so I'm probably just one strong fart away from complete paralysis.



A little bit of what you fancy..... Apple & Pear Chutney

It's coming up to the time when we pick the fruit off the trees and I don't know about you but we have loads of apples and pears on the trees in our garden. But what do we do with them other than taste their delicious sweetness. Here's a recipe from Morrisons to get your taste buds tingling. Piled on cheese and biscuits or served as a dip, this fruity chutney is a great store cupboard item to have on hand. Make your own and it'll taste even better!

Makes 1 kg - Ingredients

- 500g apples
- 800g pears
- 4 cm root ginger, peeled and very finely chopped
- 100g dried apricots
- 150g sultanas
- 400g demerara sugar
- 500ml cider vinegar
- 1 tbs wholegrain mustard
- 1 tsp ground cinnamon



Total time required ⌚ **2 hrs 5 mins**

- Preparation time: 20 mins
- Cooking time: 1 hr 45 mins

Prepare Ahead

You'll need to sterilise some jars to store your chutney. Any glass jar with a tight-fitting lid will do. Wash all jars thoroughly in hot water and dry completely. If you're using old jars, remove labels. Warm the dry jars in a low oven (140°C/275°F/Gas 1) for about half an hour. The heat will kill any germs and sterilise the jars. Fill the jars to the top while they are warm, being careful not to trap in any air, then cover with cling film before securing the lid. Your chutney should keep for up to six months. It will taste better if you leave it to develop for a month. They make great gifts, too!

Instructions

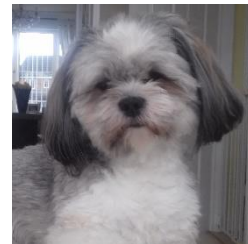
1. Peel the apples and pears with a vegetable peeler then use a sharp knife to remove the core and chop the fruit into bite-size chunks.
2. Place all of the chopped fruit in a large pan along with the ginger, apricots, sultanas, sugar, vinegar and cinnamon.
3. Add the mustard and heat the mixture gently, stirring until the sugar dissolves. Continue cooking for 1 hour 30 minutes until you have a thick, syrupy texture.
4. Spoon the chutney into sterilised, warmed jars, seal and label with the date and contents. Store in a cool, dark place.

Protect Your Vehicle This Summer

Heading out on the roads this summer, or leaving your vehicle at home while you are away? Check out the blog below, with tips for protecting your vehicle from theft, scratches and other vehicles when on the hard shoulder. [READ MORE](#)

New Series — The Lhasa Apso

If you're thinking about getting a furry companion, then this breed might just be the one for you. As an owner of a beautiful Lhasa Apso, I can vouch for their intelligence, independence, playfulness, their loving nature and above all, their perception that they are a big dog in a little body. My beautiful baby is everything described in the article below. She likes to be cuddled on her terms only, turns her nose up at the best (human) meat on the market and does only what she wants to do, when she wants to do it! But I wouldn't have her any other way.....



A common question pondering all Lhasa owners, which is if [Lhasa Apso](#) as a Good Watch Dog or a Guard Dog? But before we check this, let's talk a little about Lhasa as a dog breed. One of the most beautiful, unique, and glamorous breeds in existence today is the Lhasa Apso. Originated from Tibet, the Lhasa is believed to have been in existence from 800 BC. The name 'Lhasa Apso' has a historical beginning.

The first name came from Potala, near the sacred city of Lhasa but, the origin of the second name is cloudy. Some say that the name is a mispronunciation of the name 'rapso' meaning 'goat-like'. Others however feel that name is taken from the term "Abso Seng kye" meaning 'Barking Lion Sentinel Dog'.

A full-grown Lhasa stands between 10-12 inches and weighs between 12-15 pounds. According to local history, it is believed that the Lamas (the Tibetan Buddhist priests or monks) turn into Lhasa's if they fail to attain Nirvana. Tibetans believe these Lhasa's to be sacred living beings with spiritual powers. They were considered to bring good luck to their owners but were very hard to buy.

The Lhasa Apso was first introduced to the USA in 1933, when [Thubten Gyatso](#), the 13th Dalai Lama gifted one to C. Suydam Cutting. Because these breeds were bred in harsh Himalayan climatic conditions, they are quite hardy and long living. They are specially known for their beautiful and unique looking coat. The distinguishing feature of this breed include the eyes, coat and tail. When parted in the middle the Lhasa's beautiful cloak of hair drapes over each side of the body from head to tail.



General Temperament of Lhasa Apsos

Despite their cuddly and cute appearance, the Lhasa Apso does not share temperaments similar to that of another Tibetan dog. Their primitive history and Tibetans' general usage of Lhasa's for guarding and herding, gives this breed a remarkably strong and independent nature.

The Lhasa's possesses a high perceptive intelligence and typically notices everything in its environment and then decides in its own time if it's safe. They are confident and strong-minded and do not easily bend to other's will. And these deep-rooted tendencies are often displayed in the form of guarding possessions, or challenging bigger dogs or objecting to being handled by strangers. They love to be perched on high to watch over their domain. You can see this with my baby in the photo above - she loves to be up high!

The term that is always used by breed standards to identify a Lhasa Apso is 'gay and assertive but chary (suspicious) of strangers' which implies although calm by nature, they are still chary of strangers and are guardians within their domain.

The protective instincts of Lhasa Apso's are strong enough to protect them from any harm. Also, Lhasa's do not change their loyalties easily. They are the biggest in spirit and can be considered as the bravest among the small dog breeds. Their such qualities along with loud barking abilities make these dogs one of the best watchdogs in the toy breed.

Difference between a Guard dog and Watch dog?

When the question comes to the fact of whether watchdogs or guard dogs are best to protect your place, they both do it perfectly but with their specialties. Using the terms synonymously is almost like saying that your receptionist in your doorkeeper works the same as your security guard. Therefore, to make the understanding easier, watchdogs are not ferocious. Their only function is to alert their owner about an impending unusual threat detected. Hyper reactive dogs are not good as a watchdog but suit guard dogs or attack dogs. The perfect breed of watchdog should be intelligent and capable enough to determine whether

the threat is real or fake. It should not harm the innocence but alert the people about the incoming risks. Irrespective of their size, watchdogs generally have a loud barking capacity and they continuously monitor the movement of the suspicious person while circling their owner to ensure their safety. On the contrary, a guard dog is also capable of barking to alert its owner but is also quite capable of attacking and restraining the intruder from getting into the house. They initially try to restrain the threat from entering the house by only barking and scaring them. However, in case, it does not work, they move to plan B, which is, at times, attacking.

Since watchdogs do not bite, they do not need excessive training. However, guard dogs have strong senses and, therefore, they need proper training to be able to determine whether it is a friend or a foe. If otherwise, the damage caused can be really serious.

Do Lhasa Apso's make good guard dogs or watch dogs?

Yes, Lhasa Apso's makes great watch dogs. Though they are small, they should not be mistaken as they have serious watchdog capabilities. The Lhasa Apso is also known for its loyal and protective personality. They are generally gentle and assertive, but wary of strangers or new people. This temperament can be traced back to Lhasa's Tibetan heritage where they were not just kept as pets but more importantly as protectors and watchers for their homes and castles.

However, if you are looking for a dog that can protect your home and attack an incoming intruder like German Shepherd or Rottweiler or Doberman, the Lhasa Apso is not the ideal choice for you.

This is what an owner has to say about their pet Lhasa:

The Lhasa's are very sensitive to their environment, highly watchful and intelligent. They are guardians specially within their domain.

Since the long hair of the breed closely resembles the mane of the lion and the strong protective instinct, they truly resemble little lions and are excellent watchdogs and guardians. The Lhasa Apso has an incredible sense of hearing and a loud sharp bark which makes it a perfect burglar alarm. Whilst they are persistent barkers, they will bark to alert you when they perceive something as threat to you or your family. They will also not leave the stranger and continuously monitor their movements unless they get a signal from their owners. Occasionally the Lhasa Apso is seen to be an aloof breed, but this is largely due to their protective nature. They will stay aware and attentive in strange situations to protect their owners.



How can you train Lhasa Apso to be a good watch/guard dog?

The Lhasa Apsos are the toughest and strong-willed dogs. They are quite naughty by nature, and this makes their training hard. They are quite anxious and suspicious about strangers.

The following guidelines may help in easy training of Lhasa Apsos:

If you are planning to get home a Lhasa then bring it when it is 60-90 days old. The sooner the better.

Make sure you slowly socialize your Lhasa with new people and surroundings. This reduces their anxiety and makes them understand their surroundings better. Always choose pup training centres to train your Lhasa than home training, there they get a chance to adjust with other dogs

In training centres, they have a chance to get accustomed to new and challenging tasks and this makes them grow into better dogs. They love to play and so you can socialize with them easily by using games like tug of war, hide and seek, etc. They are very independent and take decisions on their own quickly, so early training makes them disciplined and intelligent. They are quick learners and can easily understand and learn things faster. Small treats may always win their hearts and make them listen to you. Persistence and patience help you to train your Lhasa into a wonderful companion.

Conclusion

The Lhasa's Apsos are the cutest lap dogs and are most popular now. They love human companionship and always cuddle with their owners. They need a lot of grooming and maintenance as they have thick double-layered hair. A Lhasa showers you with love and care once you win its trust. They are quite amicable and suitable as pets for children.

Article taken from petsforcare.com July 2022



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



20% Discount on Advanced Driver & Rider courses with:
Lincoln IAM, Lincolnshire Advanced Motorcyclists &
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As a current member of any of the above groups, you will receive a 20% discount when you sign up to an Advanced Driver or Rider Course in Lincolnshire.

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

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

A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601 or terryheath@sky.com

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

International Literacy Day

8th Sep 2022

A day to support the promotion of literacy as an integral part of lifelong learning.

[Website](#)

International Sudoku Day

9th Sep 2022

Designated by the World Puzzle federation, the 9th of September was chosen because Sudoku is traditionally played on a 9 x 9 board.

[Website](#)

– [Sudoku Online](#)

Teddy Bear Day

9th Sep 2022

A day to appreciate the companionship that your Teddy Bear gives you.

Roald Dahl Story Day

13th Sep 2022

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.

[All About Roald Dahl Day](#)

World Atopic Eczema Day

14th Sep 2022

This is an annual awareness day to recognise the impact eczema can have and to raise the standards of care.

[Website](#)

International Red Panda Day

17th Sep 2022

International Red Panda Day seeks to inspire people to learn more about these lovely species and to contribute to the conservation of the habitat in which they reside.

Talk Like A Pirate Day

19th Sep 2022

Shiver me timbers! It's a day of pirate related silliness!

[Website](#)

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

21st Sep 2022

The first day of autumn (or spring if you are in the southern hemisphere.)

U.N. International Day of Peace

21st Sep 2022

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

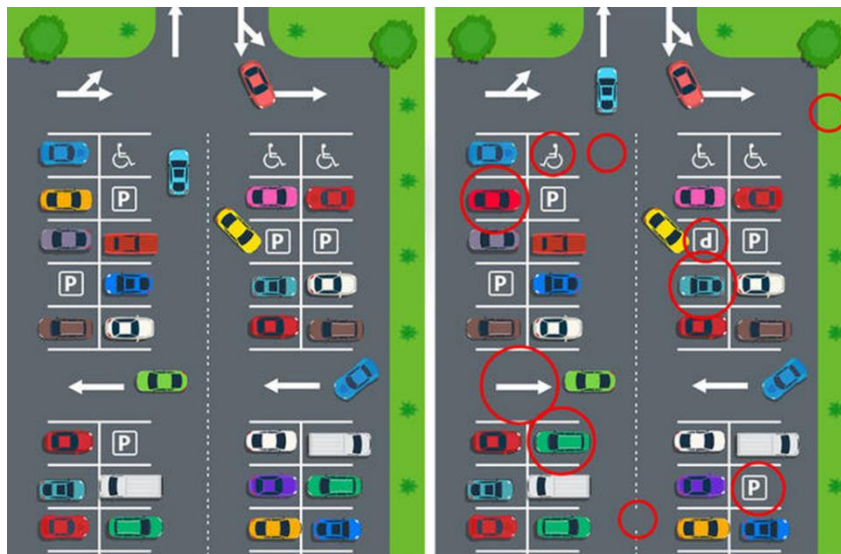
[Website](#)

Hobbit Day

22nd Sep 2022

Hobbit Day is celebrated on September 22 in reference to its being the birthday of the hobbits Bilbo and Frodo Baggins from J.R.R. Tolkien's Lord of the Rings.

DID YOU SPOT THE 10 DIFFERENCES IN THE AUGUST EDITION?



What am I I have a little house in which I live all alone. It has no doors or windows, and if I want to go out I must break through the wall. What am I?

Last Months' Answer - A Mirror -



And last but not least.....don't forget to look us up on the links below:



Group Website

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



SAGAM can be found on Facebook at: [@SGAMG1](#)



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