

The REVCOM Magazine

Editor - Alan Derrick

Typesetting - Maurice Pinner

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22 Dixon Close

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HX4 8JX

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October 2010

Editorial

Crime is on the increase again. Are you about to go away? Make sure your house is safe before you go. Put a lock on that oil tank. Fuel prices are rising and so is the theft of fuel.

And dont forget your shed. Get a good high security chain and lock.

Also, petrol theft is rising. Does your car have a plastic fuel tank? The ofenders drill holes in your tank to steal fuel. Try to park in a garage, or at least in the open where it can be seen.

Now, what about anti-social behaviour. What happens when you report an incident. Well, a police officer will give you a visit to check on your welfare, then they will patrol the area where the incident took place to see if they can find witnesses to help them. They will keep you informed of progress and arrange a follow up visit from the local neighbourhood team.

See you at the AGM in November.

My address, should you wish to post any material, is:
7, Croft Cottages, Wrantage, Taunton, Somerset, TA3 6DH

Alan Derrick

Editor

PMR Matters

The full details of the REVCOM licence are:

Number: 2662109

Frequency 1 86.3750 MHz

Frequency 2 86.3625 MHz

Other frequencies in the low,mid and high band may also be used on FM or AM.

A full list of frequencies has been published in previous issues.

AGM 2010

The AGM is set for November 21st.

It would be good to see some new faces there.

Location - The Old School, Horton Close, off Exhall Green, CV7 9GL



Event News - Lincoln Imps at Market Rasen

PBR Radio Records

We are obliged to keep records of the whereabouts of PBR radios and the current owner.

Please help us maintain accurate records by making Jane Williamson aware of any changes via a PBR1 form.



Lincoln Imps have for many years controlled the EHPS event at Market Rasen. This event is scheduled over a long weekend, and puts considerable demands on the team. Here we see Barbera Flint working one of the checkpoints.

Changes to Red Diesel

For any users of red diesel, things are set to change.

In the new year the ingredients for red diesel will include around 7% of bio diesel, and have a much reduced sulphur content. This means that there will be risk of filter blockages to begin with, then the dreaded diesel bug later.

Suppliers of red diesel are likely to switch from gas oil to using dyed road fuel to comply with the requirement for a low sulphur fuel.

The filter problem lies with the fact that the new make up will tend to scour tanks of previous build up. Anyone using an old tank may well experience a blocked filter when the new diesel is used. You will need to keep an eye on the state of your filter in the early days, and probably change filters more frequently.

Also, I have experienced the dreaded diesel bug in my boat tank and have to add treatment to eliminate it. This problem will increase when the low sulphur bio diesel fuel appears early in January 2011. The problem is worse when the diesel is left in the tank for long periods, such as in generators and boats, and is made worse by the presence of water, so make sure that water does not get into the tank during filling. Black deposits in the filter indicate presence of the bug.



Lincoln have taken possession of some rather nice Tait PMRs as seen here. A major improvement on the Westminsterers that many of us started with.



Contacting the NEC Members

Chairperson - **Maurice Pinner**

Tel: 01 823 664301 Fax: 01 823 664547 Mobile 07785 508588

e-mail chairperson@revcom.org.uk

Deputy Chairperson - **Jonathon Loughans**

Registrar - **Jane Williamson**

Treasurer - **Anne Lingard**

e-mail treasurer@revcom.org.uk

PMR Officer - **Johnathon Loughans**

e-mail pbr@revcom.org.uk

Secretary - **Jane Williamson**

e-mail secretary@revcom.org.uk

Administrator - **Alan Derrick**

I.T. Administrator - **Gary Stainburn** Tel: 01977 557698

e-mail administrator@revcom.org.uk

Magazine - **Alan Derrick** Tel/Fax: 01 823 490693

e-mail magazine@revcom.org.uk

RLO - **Wilf Watson**

RLO - **John Lingard**

REVCOM website is at <http://www.revcom.org.uk>

REVCOM infoline 07020 925926



An Intent Ann Lingard working on the stats at Market Rasen.

The large number of horse entries requires a lot of work by the Lincoln Imps members.

Diary of a type 2

Since being diagnosed with type 2 diabetes I have been engaged in a battle to avoid the worst effects.

I was told that I would face kidney failure, loss of my legs then heart failure. None of this appealed to me so I set about seeing what could be done.

After 7 years of dietary changes, experiments and reading I am probably fitter than when I was diagnosed. I thought that I would share my findings with any one else faced with the same problem.

What is type 2 diabetes?

Well, it is essentially caused by the body's cells getting fed up with extracting glucose from the blood stream, so the blood sugar (glucose) level rises above a safe limit.

What causes it?

Probably 2 factors together. Firstly a genetic predisposition to the problem, and consumption of dangerous foods such as trans fatty acids, hydrogenated vegetable oils and refined white starch.

Coupled with this, being overweight makes it worse.

So, back to 2003, when I was diagnosed. I had just had a severe accident at work and was whipped into hospital to have my right arm sewn back together. After the preliminary bandaging I sat waiting to go into the theatre. Very soon I was told that the operation was to be put back as my blood sugar was high.

This came as a bit of a surprise as I had had no symptoms at all. So, I had a wait of 5 hours while my glucose levels subsided.

The next morning I was visited by a nurse who took away my Lucozade and told me that I had diabetes, and off to my doctor I should go!

So, into the diabetic nurse I went to be given the standard handouts and info. Basically I was told to go on a low fat diet with plenty of carbohydrates. So this I did, but my glucose levels continued to get worse and eventually I was put on Metformin, one of the standard treatments for type 2. Metformin does 2 jobs, firstly, it reduces the liver's ability to make glucose, and secondly, it tries to make the cells take up more glucose. It sort of works, but does not tackle the problem from the start.

By 2007, I was beginning to think that there had to be a more positive approach to the problem than taking Metformin. There is!

I began to look into the effects of food on glucose levels, and began to realise that a low fat, high carbohydrate diet was wrong. In fact, the reverse is best.

