

THE LATEST FROM IAM LINCOLNSHIRE

In this edition

Firstly, an apology as it'll feel more like winter as you sit down to read this with the start of December upon us. With all the latest motoring news for Lincolnshire included, we hope you enjoy the read.

Join us on YouTube

And check out our latest advice videos. Search IAM Lincolnshire or click [here](#) for access!

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CHAIR/CHIEF OBSERVER'S REPORT

2019—Another busy year!

As the year progresses, we have continued with our very successful associate recruitment programme and I am very pleased to report that 2019 will be another record year for IAM Lincolnshire. So far this year we have enrolled 75 new associates compared with 53 for the whole of 2018 – a 41% increase!

These numbers will grow significantly before the end of the year due to our very successful PCC Young Drivers' Initiative. This exciting initiative came about as a result of Marc Jones, Police and Crime Commissioner for Lincolnshire, electing to take an Advanced Driving Course earlier this year. Thanks to our Training Officer Richard Hardesty's excellent coaching Marc passed with a F1RST and so impressed with the positive effect it had on his driving, decided he would like to sponsor some courses for 17 to 25-year-old drivers.

We subsequently agreed a sponsorship deal with the PCC for 50 young driver places on our courses and when it was advertised, we received 162 applications in 2 days! As a result, Marc kindly agreed to increase his sponsorship to 100 places.

We recently launched the initiative and will have the first 30 young drivers enrolled and starting their courses before the end of the year. As a result, our associate recruitment numbers for this year will now rise to over 100, a 100% plus increase on last year.

All this increase in activity has created an enormous amount of extra work and I would particularly like to thank Ashley for all his hard work and support in setting up and managing the administration for the project. At the same time maintaining his day to day duties as group secretary and an active observer role, not forgetting of course his family and career!

I explained in the last newsletter that we had conducted an observer survey and as a result of the findings we recently had an Observer Development Meeting and an ongoing training and support programme was discussed and agreed. Given the increased workload and the need to deliver the PCC initiative in a professional and timely way it is very important we support the observer team in every way possible.

Meanwhile our existing associates are continuing to do well and so far this year 47 have passed their advanced driving tests, 34% with F1RSTs. Our congratulations go to all those who have passed this year and our best wishes go to those who are currently completing their courses and will be taking their tests in the near future.

Finally a big thank you to all our members for your continued support throughout 2019.

Roger Hicks

Free Advanced Taster Drives still available

The most popular way to engage with IAM RoadSmart for free is with a free advanced test drive. These drives are still available throughout the UK. Those interested can sign up at www.iamroadsmart.com/drivefree or by calling 0300 303 1134. Spread the word—IAM's most successful promotion is through word of mouth from its members. Speak to your colleagues, friends and family about the work IAM RoadSmart does and the availability of the free tasters!

REMEMBERING GARY

It is with sadness we announce that our former National Observer and Committee Member, Gary Hill, passed away on 18 October, aged 78. Gary was an ever present IAM Lincolnshire member having joined the IAM in December 1979.

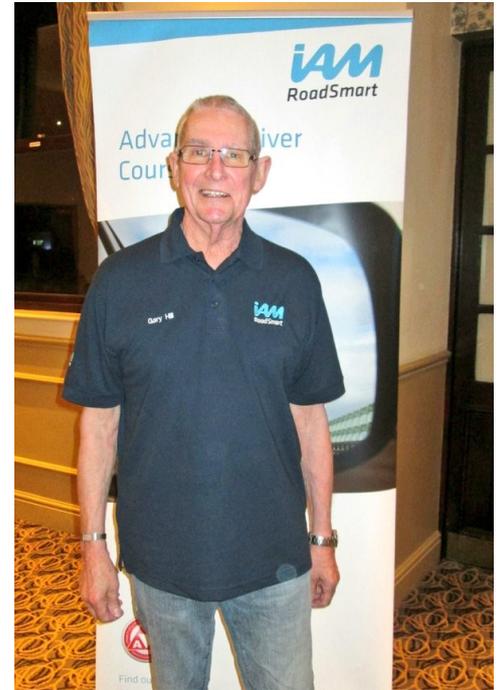
Members will remember Gary for his smile, passion for observing—with lots of laughs and the odd swear word thrown in for good measure. In memory of Gary, we donated £40.00 to the charity Samaritans which was chosen by Gary's family; £1 for each of Gary's 40 years of membership. RIP Gary.

DON'T BE KEPT IN THE DARK THIS AUTUMN AND WINTER

With dark nights now upon us, we're going to be travelling in the dark a lot more. IAM RoadSmart has written up some top tips about riding and driving in the dark.

It's not just drivers and riders who need to be more careful, there are vulnerable road users such as pedestrians and cyclists that need to be aware of the dangers too. IAM RoadSmart's head of driving and riding standards, Richard Gladman, has put together some tips to keep road users safe.

- If you're a pedestrian walking in the dark, take notice of the state of the pavement and if possible, walk in a well-lit area. Carrying a wind-up torch will help you and a driver on the road - and it's a lot safer than using the torch on your phone. Keep hi-visibility clothing in your car in case of a break down
- Some rural roads do not have pavements, and although we would never suggest walking on the road in the dark, you may have set off as a pedestrian when it's light and the sun may be setting as you're walking. As a pedestrian, plan to get to your destination before it gets dark. And as a driver, remember that not all rural roads have a pavement
- Drive or ride every road as if you've never done it before, as the road situation could be different each time. When travelling, be prepared as more wildlife is around this time of



year and circumstances can change from day to day

- Reduce your speed, understand the limit of your vision and plan ahead. The limit of your vision at night is often the limit of your headlight beam, which is where you must be able to stop
- If you're travelling through a rural area at night, it's possible for a herd of deer to cross the road, so those signs warning you of wild animals you'll have previously passed will suddenly make sense.
- Wear the right driving/riding gear. This may sound obvious, but you'll be surprised at the amount of people who don't. The right footwear is crucial, and make sure your clothes are comfortable to drive in

Richard said: "It will soon be that time of the year where our daily commute is all done in the dark, remember your headlights will be your lifeline so keep them clean and make sure they are working properly. It is amazing how different a road looks at night so take extra care and allow extra space and time in areas where vulnerable road users are likely.

PROJECT WITH PCC LAUNCHES

100 courses for young drivers across the county

We launched our Young Driver Project with the Police and Crime Commissioner for Lincolnshire, Marc Jones, and the first group of under 25's to take part in the initiative.

First announced in September, up to 100 17-24 year olds across Lincolnshire have the opportunity to take an Advanced Driving Course for free. The youngsters will pay a £50 deposit which is refunded upon completion of the course. The project will run until March 2021 in line with the PCC's Police and Crime Plan for Lincolnshire.

Across Lincolnshire in 2018, there were 512 incidents in which people were killed or seriously injured – including 56 fatal crashes. Of the 512 incidents, 132 involved a driver aged 17 to 24 – up from 104 in the previous year.

The idea for the project came after Mr Jones undertook the Advanced Driving Course and test himself – securing the highest pass mark of a 'F1RST' after nine weeks of training with a local IAM Lincolnshire volunteer observer.



"The death and injury toll on our roads is of real concern and I have made it a priority to address this issue," said Mr Jones.

"Having undertaken the advanced driving course myself, I know that my own driving and observational skills have improved and how valuable the course can be in alerting drivers to potential dangers and, hopefully therefore, in helping them avert tragedy. If just one serious injury, or death, can be avoided then it will be worth every penny of investment.

"This is just one of many initiatives I am pursuing to address road safety and I will continue to seek new and innovative ways to keep our highways safe for the people of Lincolnshire."

We'll keep you updated on their progress as the courses get underway, you can view regular updates on our social media. To register your interest in the course, visit our website.



An important factor for an advanced driver to consider!

I've recently had the chance to try out the IAM RoadSmart IPSGA system of car control on my first ever drive abroad, during a driving holiday in Iceland.

While using the system is now second nature for me in the UK, complimented by spoken thought in my mind, I do find it consciously useful when driving on unfamiliar roads. I trusted this would be the case on the remote Icelandic highways.

Upon arrival at Keflavik Airport we quickly located our baggage and went to find the hire car check in desk. Within just 15 minutes we were signed up and automatically walking to the wrong side of a well equipped left hand drive Kia Niro Eco Hybrid with auto gearbox. We had pre-booked a 'Golf sized hatchback' so we were pleased with the size of the Niro, which was slightly bigger. I was even more happy because I'd recently mentored an associate in his Niro, and had been intrigued by the self charging aspect which made it feel like the driver was braking every time he let off the throttle. I'd had to apologise for repeatedly asking him not to brake so often, when he wasn't.

Once we got ourselves into the correct sides of the car, I was faced with a very helpful cardboard guide to driving in Iceland. It was wrapped around the steering wheel, so you couldn't miss it. It pointed out the key rules for driving in Iceland (other than driving on the right) which were; that you must drive with your dipped beam headlights on at all times, the speed limits were in kph (maximum of 90 km/h, or 56mph, on the open road) and the inside lane of a two lane roundabout had priority (over the outside lane) when turning right! Whilst I'd prepared in advance, I hadn't picked up on the roundabout anomaly.

We were booked into 4 different hotels along the south coast and had decided to drive to the furthest point first; the equivalent of driving from Gatwick Airport to Lincoln...at a maximum of 90km/h. The speed limits ranged from 30 and 50 kph in built up areas, along with 70, 80 and 90 km/h on the open road. I quickly became accustomed to driving 'offside' and it was good to see that most people, certainly tourist's hire cars, stuck to the speed limits. It seemed the local drivers were not so keen to stick to speed limits though especially when we left the city of Reykjavik and headed out into the wilderness of Route 1 to the south. Beyond the local drivers, other hazards included sheep being moved on mass between fields; as such a walking roadblock.

I'm lucky to get to present some of our confident driving presentations to local groups around Lincolnshire, where we often talk about the use of limit points to inform speed. We "always travel at a speed that allows us to stop safely, on our side of the road, within the



distance we can see to be clear". This is where Iceland became interesting, as most limit points were literally miles ahead - other than the odd shallow brow of a hill. The few tighter corners (which were totally open) were therefore difficult to gauge; but it was okay as the hybrid petrol/battery power plant stopped me on a half penny each time I lifted my foot off the throttle!

While the road markings were very similar to those in the UK (with a standard / hazard / solid centre line arrangement) the road signs were somewhat different. Oh, and there were no cats eyes and/or pot holes! The signs were easy to read with the vast majority being pictorial, albeit with a yellow background and red border. The images on the signs enabled all nationalities (I think they were all in Iceland with us) to understand them and the yellow backgrounds designed to contrast with the winter snow. Instead of cat eyes each and every road, including the gravel ones, had waist height yellow marker posts with reflective tape on top - positioned every 50m or so.

A big advantage of being an advanced driver is that you do actually read the road markings and signs, and dare I say even more so on roads that are new to you. This observational skill was crucial when approaching the majority of bridges across Iceland, where there was only enough width for one car at a time! One was quite long though, and had several passing places along it. The advanced warning signs for these were clear, and started a good 500m ahead. The speed limit gradually lowered on approach from 90, to 70 and then 50 km/h. This was complemented by a flashing amber beacon, at the end of the bridge, and hazard tape on either side barrier. I'm sure it won't

surprise you just how many near misses we saw on the approach to bridges, simply caused by drivers being seemingly oblivious to the signs and lines...

Of course many of them could well have been distracted, causing them to miss the signs. In the UK we think of typical distractions being mobile phones, satellite navigation systems, a stressful day at work or maybe the kids in the back shouting "are we there yet?" In Iceland, it's more often the scenery; especially the ice capped mountains and plethora of simply stunning waterfalls.

We pulled over to take many photos, many times.

And then it was over, or so we thought. The hire was car returned and we headed back to Manchester airport ready for the journey home to Lincolnshire.

We were quickly back on the road in our Mini Cooper with manual gearbox, where being back on the left hand side of the road was much easier than I thought it might be after 5 days abroad. The contrast between Iceland's simplistic but efficient roads was stark, as were the driver behaviours and traffic volumes. Oh, and motorway users travelling endless miles in lane two overtaking thin air whilst creating congestion.

The system of car control served me well throughout the journey in Iceland and helped provide us with a safe, relaxing and fuss free journey; despite having never driven abroad before. However, I was far more reliant on IPSGA to get me home safely on UK roads.

PETER'S JOURNEY

IAM Lincolnshire member, Peter Bell, writes about his IAM journey so far

Each time my wife applies for car insurance, she calls through to ask me how long I have been driving. I reply, "Put down 50 years". It's so long ago, that the type of car I learnt to drive in often appears in the row of Antique cars that's on display at our Skellingthorpe Gala each summer! Those readers who go back that far will remember the arm signals we needed to know in order to pass our test; the slowing down and the 'twirly' one to indicate a left turn.

It was perhaps 25 years ago in Nottinghamshire that I first discovered the Advanced Motorist as it was then I think.

Whatever it was called, it has certainly changed now. A much more professional, up to date organisation that can feel proud of itself as a necessary body in today's, what I observe as madness sometimes.

I only had 2 or 3 'drives' out with the Nottingham group and I don't remember why I stopped, it may have been the time factor as I was working for myself at the time. But what I learnt from those days I have kept in my driving habits. I always feel a little pride in what my son used to say about my driving, he said, "Dad, you drive like a fairy!" Well if that's what it looks like and it keeps my family and friends safe, I'll continue to do so.

So, when Roger and Ashley came to talk to our Skellingthorpe U3A in June this year and mentioned the 10% reduction for U3A members, (!) I thought yes, I'll give it another go! Up to now, I've had 3 drives and both Ashley and Martin admired my fairy wings, said I *might* be in with a chance. I didn't pass my test the first time all those years ago and it isn't all about gaining a certificate, it's about keeping yourself and others safe by developing good habits in all walks of life.

I'm writing this just after the summer edition has been published, so if this piece is entered into the autumn copy lots will have happened by then I hope. See how it goes, I'll keep you in touch!

Peter Bell



FORDIE'S WORLD

Reading reports in the motorcycle press, it seems the government is to trial "Noise Cameras" at various locations for seven months. If proved "successful" (which I'm sure they will be, according to government figures) the evidence may be used to fine offending vehicles. The main concern is that they will target motorcycles predominantly but there are plenty of cars with aftermarket exhaust systems which can be louder than a motorcycle. There are, also a number of lorries with aftermarket exhausts that can be louder than the manufacturers intended. I am thinking particularly of some Dutch hauliers who come to England, running V8, 14 litre Scania's with open pipes – they sound gorgeous but then, beauty is in the "ear" of the listener! Will all these types of vehicles be subject to these "cameras" and the owners prosecuted? Then again, if the camera is situated in open country, the noise appears to be reduced, conversely, put that vehicle in a slow moving built up area and the sound tends to be magnified. Think of going through a longish tunnel. I accept that this country is getting noisier and that levels do need to be reduced, but have the "powers" REALLY considered all the implications of this scheme.

Earlier in the year I have been watching a series of programmes on TV. "Great Canal Journeys" with Timothy West and his wife Prunella Scales. If you have seen the programmes, you will know that "Tim and Pru" sail a variety of canal boats around the British Isles. The last programme I saw, they were in Vietnam or Cambodia and during the trip they went "walkabout" in the town centres. The point I am labouring painfully to is that the towns seemed full of little 125cc "twist and go" scooters, some piled high with cardboard cartons others with vast baskets of fruit and veg and yet others being used as the family transport. Dad at the controls, Mum perched side-saddle on the pillion, maybe nursing a youngster and yet another child between Da's knees and the handlebars. None of them wearing crash helmets or other protective clothing, just T-shirt, jeans and "flip-flops". Apparently unconcerned as they buzzed around the streets.

I couldn't help thinking that if that occurred in Great Britain, the police, health and safety, NSPCC and heaven knows who else would be throwing "duckfits and wobblers" on a gargantuan scale! No doubt citing every "can't do that 'ere" rule in the book, oh boy!! They'd have a field day or three!!

The middle weekend of August was the Steam Rally at the Showground. The Saturday was a good day weather-wise, warm, sunny and dry. So, after a quick word or two with my friend up from Cornwall, Liz and I made our way to the showring. First through were the motorbikes, the majority of which I recognised from previous years, then the cars, again mostly regular attendees but always good to see them. However, the highlight for us was the parade of "scale models" not just traction engines, all built to a variety of scales but little lorries, a Land Rover, a fire engine, someone had even made what looked like a "Centurion Tank" complete with swivelling turret, radio controlled by the driver sat on a small trailer towed behind the tank! I believe the commentator said there had been 97 entries in all and all of them a delight to see, the camera working overtime! Next through were the full-sized engines, a mixture of road rollers, lighter agricultural

engines and the large traction engines for road work. One or two of the Fowler (Leeds) engines looking very impressive and dare I say a little menacing! Most of these engines seem to be a two-man job, one to steer, the other to work the controls and stoke the boiler.

After that we decided it was time for lunch, two juicy hot-dogs and a coffee. By this time, Liz was begging to tire somewhat, so we used the last hour for me to photograph my beloved lorries, again, a lot of regulars, most of whom had been "done" before.

Finally, as we made our way to the gate, I was taken by a fire engine, originally with Blackpool Fire Service. What attracted me were the beautifully proportioned lines of this engine, the body was of the "integral van type, with a small roof mounted ladder, pump equipment on the nearside and various lockers built into the coachwork. Naturally, it was built on a Leyland chassis, with that lovely long bonnet and big, polished aluminium radiator. Being a sucker for lorries with bonnets, I was totally hooked and "I want one!"

On a more serious note, there has been some controversy over "Smart Lanes" on motorways where the hard shoulder has been turned into a fourth lane, ostensibly to ease the flow of traffic. The wisdom of this has been questioned since a motorist, whose car had broken down, was killed when the stationary car was hit by another vehicle travelling in the "smart lane". The problems seem to stem from the fact that (A) there is no safe layby or refuge for ailing vehicles to access and (B) traffic is ignoring overhead signs of a closed lane ahead and not moving over into a "live" lane & (C) are the sign operators being too slow to switch the signs on in the first instance? I realise and accept that in the nearly twelve years that I have been off the road, traffic volume has increased significantly, especially in the areas of large conurbations e.g. London, Birmingham, Manchester, Leeds etc. However, my personal opinion is that these "smart lanes" are NOT a good idea. Maybe more attention should be given to why there is such a build up of traffic at certain points, my guess is that a lot has to do with traffic leaving and entering the motorway, so should these exit/entry points be enlarged to aid traffic flow? I can't claim that this is the answer but as I'm sure you're all aware, to come off a fast moving, three lane motorway onto a single carriageway with very often 30 or 40mph speed limits, roundabouts and the hazards can quickly cause a traffic build-up.

Finally, for the benefit of any new readers of the newsletter, these "ramblings" may seem disjointed. This is purely and simply because I make notes when a "point" strikes me, write it out on a notepad so I can read it back and hope it make sense before committing it to our long-suffering editor.

Stay safe, the days are shortening and all the idiots are not locked up – Yet!

For die



KNOW YOUR STUFF

Insurance crackdown launched

'Operation Drive Insured', developed between the Motor Insurers' Bureau (MIB) and the NPCC's National Roads Policing Intelligence forum (NRPIF), sees increased enforcement activity to seize uninsured drivers' vehicles to help improve road safety and raise public awareness of the issue.

The campaign follows staggering year-on-year collision rates caused by drivers without valid insurance. MIB, a not-for-profit organisation that compensates victims of uninsured and untraced 'hit and run' drivers, recorded over 26,000 personal injuries in 2018 - equivalent to one person in the UK being injured every 20 minutes.

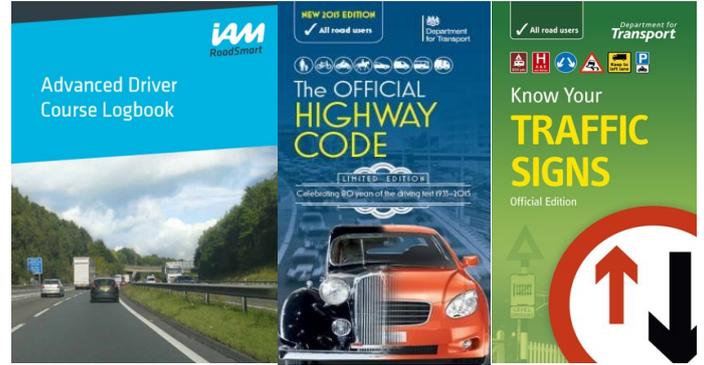
Uninsured drivers also cause a disproportionately high level of fatalities with over 130 people killed by an uninsured or untraced 'hit and run' driver each year.

"Police forces take action every day against those who choose not to insure their vehicles. This coordinated NPCC campaign highlights the issue of uninsured driving and anyone stopped by the police who is not insured can expect to have their vehicle seized and face a substantial fine as a consequence." Chief Constable Anthony Bangham, NPCC Lead, Roads Policing.

The economic impact of collisions caused by uninsured and untraced 'hit and run' drivers is considerable. Government figures for the average value of prevention of road traffic injuries compared against MIB's recorded rates indicate an annual economic cost over £1.8 billion. This includes costs for emergency services, medical care, loss of productivity and property damage.

Whereas the economic impact of uninsured driving to the insurance industry comes to around £400 million each year which is ultimately funded by honest motorists' insurance premiums.

One contributing factor behind the concerning rate of collisions caused by uninsured drivers is that they aren't



motivated to drive more safely and legally to help keep policy costs down.

Evidence also shows drivers without insurance are more likely to commit a 'hit and run' and be involved in other crimes. MIB records frequent examples where uninsured drivers are committing a further offence, be it using a stolen vehicle, driving while disqualified or substance abuse.

"Having valid Motor insurance is more than a legal requirement: it is designed to protect victims of road traffic collisions by providing them with financial compensation. We will continue our long-standing partnership with UK Police to ensure that everyone on the roads has insurance and to make uninsured driving socially unacceptable." Anna Fleming, Chief Operating Officer at MIB.

During the month-long campaign Police will access MIB's Motor Insurance Database (MID), a central record of all active UK motor insurance policies which enables Officers to easily check passing vehicles' registration plates to see if they appear to be insured. If a driver denies being uninsured MIB can quickly liaise with insurers to confirm if valid insurance exists or not.

The minimum legal consequence for uninsured motorists means that their vehicle can be seized and potentially crushed, along with a £300 fixed penalty notice and six licence points.

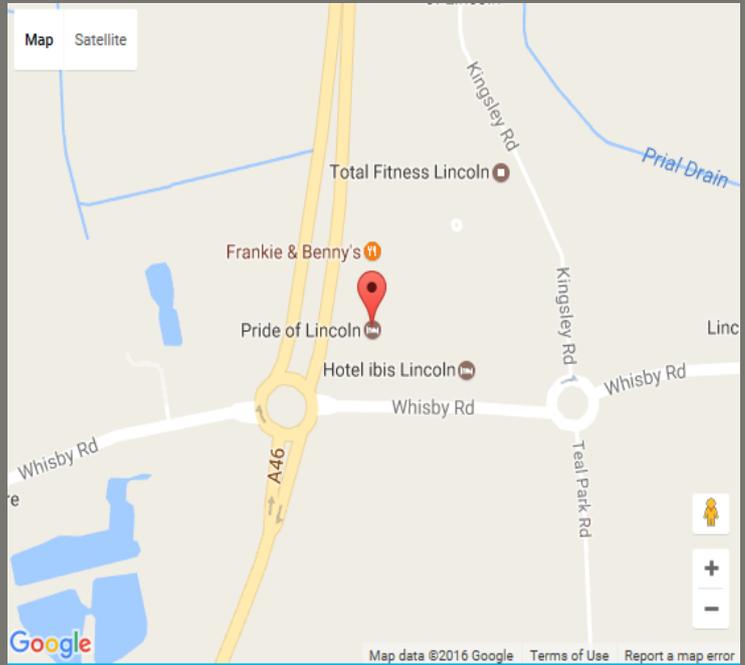
However, uninsured drivers are frequently referred to court where they then face an unlimited fine and a driving ban. Uninsured driving convictions also show on basic Disclosure and Barring Service (DBS) checks which can have a serious impact on employment prospects.

OUR VENUE

WHERE TO FIND US?

Windmill Farm (formerly the Pride of Lincoln) (Function Room) for a **7.30pm start** Kingsley Road off Whisby Road Lincoln LN6 3QZ

Our events are subject to change; please visit the Events section of our website prior to attending and for further details about specific events.



2019 EVENTS

~~January 2019~~

No meeting

~~Tuesday 12 February 2019~~

An Evening with Mike Quinton, IAM RoadSmart CEO

~~March 2019~~

No Meeting

~~Tuesday 9 April 2019~~

Emergency First Aid at Road Traffic Collisions

~~Sunday 19 May 2019~~

Black Cat Travel

~~Tuesday 21 May 2019~~

AGM & IAM Examiner, Tim Stanley

~~Wednesday 12 June 2019~~

Training to Fly with RAF Cranwell

~~Tuesday 9 July 2019~~

Advanced Driving Refresher Event (7pm)

~~August 2019~~

No meeting

~~Tuesday 10 September 2019~~

Michael Pace LLP, Motor Legal Expert

~~October 2019~~

No meeting

~~Wednesday 13 November 2019~~

Advanced Driver Development

~~Wednesday 11 December 2019~~

Christmas Social

NEXT EDITION *Winter19*