

THE LATEST FROM IAM LINCOLNSHIRE

Spring Forward!

With our clocks now adjusted for British Summer Time and the lighter nights here, they provide some much-needed extra hours for our observer team to support drivers in their journey to improve.

We hope you enjoy the Spring Edition of our newsletter.

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Spring is here!

Contact us... something you'd like to share in the newsletter?

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Join us on    @IAMLincolnshire

IAM Lincoln - Issue 19 Spring 2019
Registered Charity Number: 1049400

CHAIR/CHIEF OBSERVER'S REPORT

A great start to 2019

I reported in our Winter Newsletter that 2019 had started with a bang and I am very pleased to say that this level of success has continued throughout the first four months.

As of 30 April 2019 we have signed up 49 new associates compared with 53 for the whole of 2018!

2019 (10 passes to date)			
Associate	Pass Date	Observer	Check Drive Observer
Elaine Whetton	10/04/2019	Richard Hardesty	Ashley Behan
Lucy Rayner	27/03/2019 F1RST	Alison Shelton	Roger Hicks
Patrick White	20/03/2019	Howard Balchin	Roger Hicks
Alex Myers	05/03/2019	Howard Balchin	Roger Hicks
Brad Bavin	01/03/2019	Tony Lofts	Ashley Behan
Tom Bavin	01/03/2019 F1RST	Tony Lofts	Ashley Behan
Michael Mackay	01/03/2019 F1RST	Tony Larvin	Ashley Behan
Martin Dodsworth	19/02/2019	Peta Steadman Bee	Ashley Behan
Geoff Coughlin	19/02/2019 F1RST	Kelvin Simmonds	Roger Hicks
Jo Rimmer	05/01/2019	Trevor Kerry	Ashley Behan



By the end of June, we expect to have delivered approximately 150 Taster Drives. The vast majority of this success coming as a result of our own efforts, for example our latest presentation to Spalding U3A which generated 28 Taster Drives, many of which will convert to advanced courses.

Fortunately we have been able to recruit some new observers and I am also pleased to report that three car observers from Boston group have also joined our team.

Our congratulations to the 10 associates listed who have passed their tests this year and good luck to the remaining 55 associates who are currently completing their courses.

2019 will be yet another very busy, record breaking year for the IAM RoadSmart Lincolnshire Group.

Roger Hicks

Top: Brothers Thomas and Bradley Bavin. Bottom: Geoff Coughlin, Patrick White and Norman Jackson presented with certificates by Chief Observer, Roger Hicks

GROUP NEWS

Mike and Kate visit Lincoln February 2019

IAM RoadSmart CEO, Mike Quinton, visited Lincolnshire to talk at our first group meeting of 2019.

Mike was joined by IAM Director of Marketing, Communications and Membership, Kate Tonge.

Mike spoke about his impressions of IAM RoadSmart during his first months in the role. His presentation focused on what the IAM does now and what more it can do going forward to have a bigger

impact on road safety. This included ensuring the IAM was financially secure, growing membership and commercial business, lobbying for legislation change and strengthening the IAM Council with newer members, starting with a new Chairman appointment and manifesto launch on 1 April. Mike also spoke about the importance of attracting younger members to IAM. The infographic below shows the progress made towards this so far.



Demographics

Some progress in attracting younger members



Age Band	All Members	2018 New Members
17-30	2%	19%
31-40	6%	14%
41-50	13%	20%
51-60	26%	26%
61-70	26%	15%
71-80	19%	5%
81-90	6%	1%
90+	1%	0%

52% over members are aged over 60
A third of new members are under 40

Following Mike's presentation, Kate Tonge, spoke about the challenges of her role and desire to boost membership numbers. Kate said that the most successful new engagement was "member get member" or word of mouth promotion of the IAM.

There were over 70 members in attendance, including those from our neighbouring groups Scunthorpe and Grimsby, South Lincolnshire Advanced Motorcyclists and Lincolnshire Advanced Motorcyclists.

Photo shows Mike Quinton presenting certificates to (L-R) Jo Rimmer, Lesley Lawie, Mat Goddard, Cheryl Plume, Janice Shepherd and Peter Harden.

GROUP NEWS

Our presentations still proving huge success

January-April 2019

We're always ready to speak to groups throughout Lincolnshire about the work we do.

Our thought provoking "Confident Driving" presentation is the first of a range of talks designed to increase the knowledge and skills of those attending.

We presented to 15 groups throughout 2018, including the U3A, Women's Institute, PROBUS and Lincoln Business Club.



Also on offer, our popular Free Advanced Taster Drives and Advanced Driving Course. Over 70 people took a Free Taster in 2018 following a presentation with around 20% of these going on to take an Advanced Driving Course.

In 2019 so far, our presentations are still proving a huge success. With four delivered so far, we are in the middle of delivering over 100 Free Taster Drives from these with many going on to take the Advance Course.

Our follow on presentations including Night Driving, Motorway Driving, Winter Driving, Tyre Safety and New Vehicle Technology. If you know a group who'd be interested, please put them in touch with us.

Record attendance for Emma!

April 2019

Our previous record attendance for a group meeting was set in 2018 for Paramedic Emma Todd's presentation on driving an ambulance.



Emma talked about the training she had received, experiences of blue light driving and gave advice for drivers on hearing blue lights approaching.

We were delighted that Emma was back for our April 2019 meeting where the subject was dealing with road traffic collisions - a fantastic 84 members attended!

The presentation and information were well received as Emma shared her experiences from a paramedics point of view and offered advice for motorists.

FOOT TO THE FLOOR

Understanding the connection!

Can you recall when you last put your foot to the floor? It's probably more recent than you think!

Most drivers go about their daily business, on reactive autopilot, without really giving thought to how connected they are to the road. However, if you asked most people what connects them to the road, I'm sure the majority would say their tyres. Delve a bit deeper and you may get a few drivers that recognise the importance of correct tyre pressures, and tread depth - but how far back do we go until we find out how connected *you* are to the road?

How about we answer that question by starting with you, the driver. There you are sitting in the driver's seat; cockpit drill complete, seat and mirrors correctly adjusted. You're sat comfortably, feet on the pedals and hands on the steering wheel at a quarter to three. There's your first part of your connection to the car, and the road. Anyone remember 'Dem Bones' – The Skeleton Song? Well let's explore each of those connections.

You

Before we explore the connections between you and the road, let's remember that your hands and feet are connected through a series of 'Dem Bones', nerves, muscles and some brain power. Oh, and skin! In the case of your feet, you're also probably connected through socks and footwear before we get to the rubber on the metal pedals. And let's not forget your legs, bottom and back being connected to the car body via the seat, through your clothes! You feel what's going on through all of these connections, and more.

Accelerator Pedal

Another term for 'foot to the floor' is 'pedal to the metal' – albeit through the carpet. But on this journey we'll find that the accelerator is connected to the fuel system in the engine, either through a cable or a combination of electronic control modules, sensors and actuators. Either way, when you press your right foot, sock and shoe, on the pedal you're increasing the amount of fuel and air that enter the combustion chamber which results in an increase in power. In other words, the car accelerates. Those that have done an advanced driving course may be aware that the process of acceleration moves the weight of the car backwards, affecting the connection of the tyres with the road. Gentle pressure results in gentle weight transfer, and therefore less chance of unbalancing the car.



Brake Pedal

Your right foot is also used to apply the brake pedal, again through your sock, shoe and pedal rubber. If we're still humming the 'Dem Bones' song, we could be thinking how the brake pedal physically connects through to something called the master cylinder, which provides pressure into a hydraulic system of pipes and onto the brakes themselves. The brake callipers generally hold brake pads, either side of a brake disc, which in turn connect to the wheel hub, the wheel and then your tyres. The effect of your pressing your brake pedal, via the brake fluid, pushes the brake pads against the brake discs and this slows your car down, via friction. Whilst this is the opposite of the accelerator, in that braking transfers the weight of the car forwards, gentle use of the brake pedal also results in gentle weight transfer.

Clutch Pedal

Whilst it's all very good pressing the accelerator and brake pedals, you'd go nowhere without the clutch – whether you drive a manual or automatic car. The clutch is in effect used to make a connection between the engine and gearbox, which then turn the drive shafts and the wheels; these are all required to help make the car 'go'. Whilst this pedal doesn't directly affect weight transfer, smooth use again promotes a balanced car.

Steering Wheel

We finally get to our true connection to the car, via the skin on our hands! Even so, as we've read, this is only part of our connection to the car, wheels, tyres and tarmac. In this case the connection is through the steering column. This is a simple tube that joins the steering wheel through to the 'steering rack', a gear system that transfers your pull/push input from the steering wheel to the road wheels, normally via track rod ends, to the tyres and tarmac. Smooth use of the steering wheel is again the key to a balanced car.

So there you have it; the smooth application of your steering, brakes and accelerator can help ensure you have a balanced car, every time you do put your foot to the floor (via everything above) each time you drive your car.

Richard Hardesty

National Observer, Training Officer

NEW IAM CHAIRMAN IS A FORD MAN

Managing Director of Ford of Britain Andy Barratt has pledged to focus on driver and rider behaviour in the road safety debate as he takes his position of Chairman of IAM RoadSmart on 1 April.

Andy launches a new manifesto highlighting the seven areas where IAM RoadSmart believe they can make the most impact in reducing the number of people killed and injured on UK roads.

With an emphasis on the potential that improved driver and rider behaviour could have on the safety of our roads, the manifesto acknowledges the importance of driving to the economy and business. It should be seen as a core skill for business and a health and safety responsibility for all organisations in the public and private sector.

The Manifesto will form the basis of a submission from IAM RoadSmart to the House of Commons Transport Committee Inquiry into Road Safety.

Andy has almost four decades of experience at the Ford Motor Company where he started as an apprentice. Since 2015 he has been Managing Director of Ford of Britain.

Speaking of his appointment, Andy said: "To be appointed chairman of IAM RoadSmart is an honour. I wholeheartedly support IAM RoadSmart's Manifesto pledge that post-test training is vital for safer roads. I'm delighted to be taking a leading role for a charity whose principal purpose is to make better drivers and riders."

"In my roles at Ford, developing safe vehicles is the number one priority. In taking the Chair of IAM RoadSmart, my focus will be to ensure that human factors are high on the road safety agenda in order to reduce the number of people killed and seriously injured on roads in the UK."

"As a cyclist, driver and pedestrian I've been pleased to lead Ford's 'Share the Road' initiatives, encouraging cooperation and understanding between road users. As a motor industry representative chairing IAM RoadSmart, I believe that we can continue to find common ground, cooperation and practical ways forward to make sure that real change happens - with vehicle makers, politicians, the media, and with all road users."

IAM RoadSmart's Manifesto focuses on the importance of boosting the confidence of drivers and making it an enjoyable activity, while keeping everyone safe at the same time.

Embracing all stages of a driving and riding career from immediate post-test into older age, the Manifesto underlines the importance of periodic refresher courses. It also includes extending driver rehabilitation after a conviction for a wider variety of motoring convictions.

It also highlights the changing world of new technology as the switch to autonomous and connected vehicles continues to gather pace.

Mike Quinton, IAM RoadSmart Chief Executive Officer, said: "I am delighted that we have attracted someone of the calibre, standing and seniority in the UK automotive industry as Andy to the role of Chairman."

"I am confident his knowledge and contacts will be invaluable in driving us forward and I look forward to drawing on his skills and leadership experience."

E-learning Modules

Improve your knowledge and learn to deal with common driving challenges with our e-learning modules

- Motorway driving
- Parking and manoeuvring
- Driving on country roads
- Driving in towns
- Managing distractions
- Managing speed
- Managing overtaking

To access, visit:

<https://www.iamroadsmart.com/courses/e-learning-modules>

Our e-learning modules are now free for a limited time! Use the code 'freemodule' at checkout.

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IAM Lincoln - Issue 19 Spring 2019
Registered Charity Number: 1049400

DRIVING WITH HAND CONTROLS

I'm new to IAM Lincolnshire and Ashley Behan our secretary, has asked me to explain what it's like to drive with hand controls.

Firstly I'd like to give some background information on how I've entered into this situation. I am completely paralysed from just below the chest down. This is as a result of a vehicle accident when I broke my back at the 9th and 10th Thoracic vertebra. More damage occurred to the spinal cord which had completely severed and my level of feeling deteriorated upwards to 7th vertebra making my life even more complicated. All this happened over 46 years ago when I was serving with the Armed Forces in Northern Ireland at the very beginning of the conflict. I suffered massive injuries but have no memory what actually happened on the day.

After a long period of time in hospital under military guard in Northern Ireland, I was then taken to Stoke Mandeville hospital Spinal injuries Unit by CASEVAC. My main concern at the time was "how the hell am I going to feed my family". I had a child of 6 and 1 on the way. The only way was to get a job, the key to this was to be able to drive and get mobile again. And I'm happy to say I did find employment in an Engineering Laboratory, I also furthered my qualification as an engineer by going to technical college.

I must say at this point, I'm passionate about driving, especially doing it safely.

I think I'm safe in saying, that I found



driving by hand very easy as it just came naturally. My first car with my disability was a Triumph 2000 mk1 Automatic. I had it fitted with hand controls in London by a company called Reselco. The brake was a lever for the left hand, which you had to push very hard, as the brakes on the Triumph were rubbish. The throttle was a lever, which you had to pull with your right hand, this was mounted just behind the steering wheel. These levers are connected to the relevant pedals via rods. Problem was I had to retake my driving test, this I did in St Albans but I only gained the automatic gearbox pass to drive. I wasn't happy with only driving an auto gearbox so I got hold of a 1000cc Mini with a manual gearbox. This was fitted out with a servo clutch by the same company in London. Obviously I had to take another driving test in a manual car. My examiner 45 years ago said after he'd passed me that he had examined other disabled people driving with gears and with hand controls, that, I was the best he had ever experienced. My wife still now says, my head is still as big as it was.

Using a manual gearbox by hand is obviously more complicated, needing good dexterity as you have many more things to do. On the latest modern cars that are automatic, you have a very simple single lever mounted behind the right hand side of the steering wheel which is called a push pull system, this is for throttle and brake. On a manual gearbox you have a hand clutch and gear lever to contend with in with one hand, this can be in the left or right hand. The above explanation is only for a few of the hand control systems that exist, where the clutch can be used with the left hand instead of the right as I explained earlier. I've driven many of the variations with ease.

The cost generally is, from my experience, about £600. Technology has worked as a great aid to disability and has opened up many opportunities to disabled people, but the main drawback can be the cost, as it does become very expensive and can run to many thousands of pounds depending on the type and severity of the disability.

Passing my Advanced driving test has been something I've always wanted to do, and

eventually took the plunge about 12 years ago, and I was very pleased to have passed after about 6 outings. At that time I was part of the Scunthorpe group. They had monthly presentations of varying types, one of which was about the Masters. I jumped in feet first (not literally) I wanted to train for it but alas was told my nearest Mentor was more than 50 miles away which, would have meant a 100 mile round journey added onto the Masters drive itself. So I had no option but to find a Mentor more local to my home, this I did in Doncaster on the advice and help of Peter Serhatlic. Several months of mentoring and I gained a pass, and now have a Masters certificate. I have every intention of trying for a higher mark next time.

The Masters itself was very difficult for me, needing lots of new dexterity for braking and fast gear changes on the approach to sharp bends. Braking, steering, gear changes, swopping hands from the steering wheel to gear lever etc, was a struggle but I eventually mastered it.

I am now a Local Observer allowing me to take on new Associates, something I'm very much looking forward to. I passed my Advanced driving test and Masters in a BMW 535d.

In conclusion my passion for driving has never waned. I also have a Triumph 2.5PI which I've owned for 42 years, and I'm sure many (older!) Traffic Officers will remember them as Police cars in the 70s. When I first purchased the Triumph we toured Europe visiting 7 countries in 2 weeks, camping with my wife, 2 children and a friend. Yes we were quite mad then. With this car, I have also towed all over the UK with a 23ft caravan, happy days. Nowadays I drive to France for our holidays twice a year to Normandy and the Dordogne areas.

Over the years I've driven an eclectic range of cars, old Minis, Vauxhall Senator, Peugeot, the list is endless all with different types of hand controls I hope this has given an insight into a disabled person driving with hand controls, but of course, not every disability is the same, and every individual has different needs.

David Hosegood, Local Observer

FORDIE'S WORLD

Since I wrote in the Winter Newsletter saying that my wife, Liz, had been very ill, I am happy to report that a partial recovery has been made, though we are not out of the woods yet. I now find myself classified as a "carer" possibly a euphemism for extra work, ah well! Such is life!

Just to help matters along, I had my left knee replaced at the end of February so am still "confined to barracks" not being able to drive for a few weeks and having to rely on friends or L.A.D.A.R for transport sometimes feel like the centipede with the wooden leg "99 Bonk"! However, all this is temporary, and I should be mobile by the time you read this.

As if all this is not enough, I must have a cataract removal operation, so more temporary inconvenience! Think by the time the medical folk are through with me I shall be Lincoln's equivalent of the bionic man!

A lot of my time, obviously, has been spent watching TV or listening to the radio, especially the traffic reports, it seems that England is becoming gridlocked by ever increasing volumes of traffic, suffering long delays because of accidents and so-on. What's happening to the country? Are people in such an all-fired rush they forget their manners, the basic rules of driving and the Highway Code? It's now 11 years since I retired so I realise things have changed, that's inevitable, but have we sacrificed professional skills, coming to rely too much on all the so called "safety features" built into modern vehicles? Maybe we should step back, switch off the sat-nav the "lane assist" and the automatic braking, re-learn the art of driving "by the seat of your pants", feeling the road beneath your vehicle and listening to the engine, do that and your vehicle will tell you how to treat it in any given circumstance. Right! That's enough of preaching to the converted!

I have in front of me a newspaper article about a very special Bugatti, "Le Voiture Noire" or I suppose, "The Black Car". Seems it's a "one off" and at eleven and a half million quid it needs to be!! The specification is something wonderful, 16 cylinders (double "V") 4 turbo's, 4 wheel drive, 1500 H.P, 11 MPG (on a good day!), max speed 261mph and the whole job lot weighs two tonnes. Performance: 0-62mph 2.4 secs, 0-190mph 13.6 secs and so-on. A beautiful car, more a work of art but damn! You're breaking the speed limit and Lord knows how many more motoring rules the minute you let the hand brake off! No! I don't want one – it's too low-slung for me!

Again, spending a lot of time indoors I am subjected to hours gawping at the "haunted fish tank" (TV) and the infuriating adverts and trailers that crop up on BBC for programmes between each main programme. The one that bothers me the most is the advert for "Top Gear", the presenters seem to spend their time driving powerful road or race type cars as fast as possible, granted, on a track most of the time, invoking the spirit of "Boy Racers" and I just wonder what influence this has on the younger driver. Do they think this is how driving SHOULD be and that the "electronic" gadgetry, mentioned earlier, will get them out of trouble? If that's the case, I suspect they are in for a rude awakening!

Also, in motorcycle magazines a lot of photos show riders cornering hard, almost dragging their knees and elbows on the road, surely not the best way to promote safe riding and yes, I know I've commented on this before, so don't complain to the editor (it's not his fault!)

So here I am folks, back in full "Grumpy" mode. Hopefully by the summer edition I shall have "GOT OUT" a bit more and see life in a different light but don't hold your collective breaths!

Enjoy your driving

For die



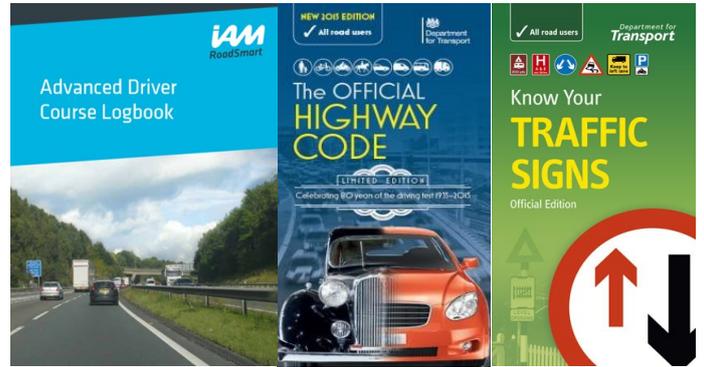
KNOW YOUR STUFF

Knowing the penalty

As an advanced driver, the thought of using a mobile whilst driving should not cross your mind. We're supporting a national campaign to remind drivers to keep off their phones whilst in their cars.

Don't be distracted, just drive. That's the message from Lincolnshire Police in support of a National Police Chief's Council (NPCC) campaign targeting those who use a mobile phone while driving.

In 2018 Lincolnshire Police issued 430 Fixed Penalty Notices to people who were using a mobile phone while driving. This means a £200 fine and 6 points on a driving licence.



East Lindsey Inspector Michael Burke, who oversees fatal four offences* for the East division, says:

"There are serious and sometimes fatal consequences of using a mobile phone while behind the wheel – checking your phone for any reason is just not worth the risk. It can take just a split-second for you to be distracted and put yourself and others in serious danger. The best thing to do is to put it where you won't be tempted to reach for it and either turn it off or place it on do not disturb. Please focus on the road and remain in control of your vehicle."

Penalties

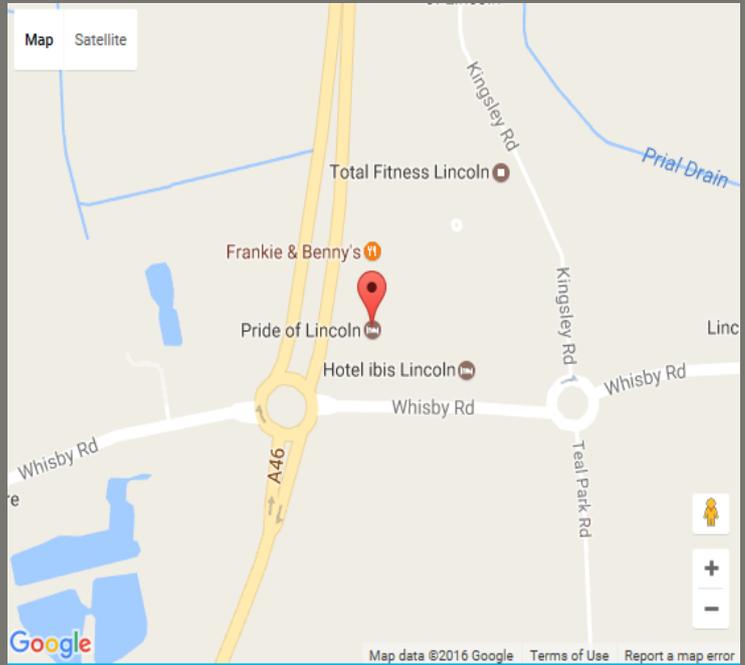
- If you're caught using a hand-held device whilst driving or riding you will get an automatic Fixed Penalty Notice which means six points on your licence and a fine of £200.
- Your case could also go to court and you could be disqualified from driving or riding and get a maximum fine of £1,000 (£2,500 if you're driving a lorry or bus).
- If you passed your driving test in the last two years, you'll lose your licence.
- In some circumstances, for example if use of a phone has caused or contributed to an accident, the police may prosecute for driving without due care or dangerous driving in order to secure a more severe punishment.
- *The fatal four are the four main causes of injury and death on the roads: drink/drug driving, speeding, mobile phones and seatbelts.

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

Wednesday 11 September 2019

Michael Pace LLP, Motor Legal Expert

October 2019

No meeting

Tuesday 12 November 2019

Advanced Driver Development

Wednesday 11 December 2019

Christmas Social

NEXT EDITION *Summer19*