



# IAM LINCOLN

[www.iamroadsmart.com/groups/lincolniam](http://www.iamroadsmart.com/groups/lincolniam)

## AUTUMN 2018

## THE LATEST FROM IAM IN LINCOLN

### *Lincoln Update!*

Our membership is at the core of what we do. When you choose to renew your membership each year, it is your donation to road safety in Lincolnshire and enables us to achieve our aims and objectives.

Overall, the group has 104 Full Members, 34 Associate Members working through their Advanced Driver Course and 17 observers.

Thank you for your continued support!

### *In this edition*

#### **Page 1**

*Intro and contents*

#### **Page 2**

*Chair & Chief Observer's Update*

#### **Page 3**

*Lights!*

#### **Page 4**

*Group News*

#### **Page 5**

*Preparing for the Cold Weather*

#### **Page 6**

*In a spin!*

#### **Page 7**

*Observers Develop Together*

#### **Page 8**

*Fordie's World*

#### **Page 9**

*Know Your Stuff*

#### **Page 10**

*Events Programme*



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

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# IAM LINCOLN

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## AUTUMN 2018

### CHAIR/CHIEF OBSERVER'S UPDATE

2018 continues to be a very busy year for Lincoln Group and we will certainly beat last year's results making it another record one!

As at the end of October, we have achieved 42 test passes and recruited 53 new associates.

Because of the record number of associates we are submitting for test we are still struggling for examiner capacity. This has caused a few delays in finalising test dates but we are working with our Regional Service Delivery Manager to clear this problem before the end of the year. In the meantime, we would like to thank those associates affected for their patience and understanding.

Whilst our very successful Confident Driver presentations continue to be our main recruiting ground for new associates, we are also introducing an associate referral scheme. This will involve sending out vouchers to each associate when they pass their test offering a £20 reward for each family member or friend they introduce to sign up for an Advanced Driving Course.

Our emphasis on observer training and development is still ongoing. We recently held an Observer Development Day, at which we were able to discuss share ideas, discuss best practice and review our IAM RoadSmart objectives. Everyone who attended agreed that this was time well spent even if it did mean giving up a Sunday!

Our events programme is being well supported this year. We recently had an excellent presentation, given by Emma Todd, on Blue Light Driving from an experienced ambulance driver's point of view. A record attendance of over 70 members, family and friends found this to be a most interesting and enlightening evening. Next we have one of our committee, Professor Trevor Kerry, giving his unique views on Rural Rides. This we be followed in December by our Christmas Social.

Meanwhile, we are looking forward to 2019 and another year whereby we can make a significant impact on road safety by training new associates and encouraging existing members to constantly review and develop their driving skills.

Thank you for your continued support, we really appreciate it.

**ROGER HICKS**

2018 (42 passes to date)			
Associate	Pass Date	Observer	Check Drive Observer
Callum Everett	27/10/2018	Tony Lofts	Peta Steadman Bee
Martin Webster	14/10/2018	Howard Balchin	Roger Hicks
Leah Wright	03/10/2018	Richard Hardesty	Ashley Behan
Bob Fletcher	17/09/2018	Julia Vause	Tony Lofts
Helen Burton	12/09/2018	Ashley Behan	
Peter Blevins	06/09/2018	Ashley Behan	
Pam Simpson	23/08/2018	Peta Steadman Bee	Ashley Behan
Janet Lees	23/07/2018	Ross Glover	Ashley Behan
Bill King	20/07/2018	Trevor Kerry	Roger Hicks
Sarah Watkins	05/07/2018	Alan Buckland	Tony Lofts
Peter Thornburn	05/07/2018	Gary Hill	Tony Lofts
Ali Broadley	05/07/2018 F1RST	Roger Hicks	Ashley Behan
Roy Dale	15/06/2018	Kelvin Simmonds	Ashley Behan
Patricia Newman	23/05/2018	Richard Hardesty	Ashley Behan
Richard Parkinson	14/06/2018 F1RST	Howard Balchin	Roger Hicks
Fiona Smith	12/06/2018	Alan Buckland	Tony Lofts
Bethan Jones	03/06/2018	Kelvin Simmonds	Roger Hicks
Emma Chappell	29/05/2018	Tony Lofts	Gary Hill
Martin Stannard	25/05/2018 F1RST	Ashley Behan	Roger Hicks
Phil Robinson	23/05/2018	Mike Hill	Simon Clayton
Anne Potter	21/05/2018	Peta Steadman Bee	Ashley Behan
Matthew Burton	16/05/2018	Ashley Behan	Peta Steadman Bee
Tony Larvin	10/05/2018 F1RST	Tony Lofts	Julia Vause
Catriona Adams	09/05/2018	Roger Hicks	Ashley Behan
Adrian Parker	27/04/2018 F1RST	Ashley Behan/Alan Buckland	Roger Hicks
Sam Jackson	25/04/2018	Kelvin Simmonds	Roger Hicks
Donna Jennings	25/04/2018	Alan Buckland	Tony Lofts
Stephen Bailey	19/04/2018	Tom Burton	Tony Lofts
Paul Naylor	05/04/2018	Roger Hicks	Ashley Behan
Bob Potter	05/04/2018 F1RST	Peta Bee/Trevor Kerry	
Paul Membrey	05/04/2018	Alan Buckland	Roger Hicks
Simon Thom	23/03/2018	Kelvin Simmonds	Roger Hicks
Emma Wells	21/03/2018	Ashley Behan/Richard Hardesty	
Tony Wilson	17/03/2018	Gary Hill	Tony Lofts
David Jones	13/02/2018 F1RST		Mike Hill
Peter Harden	14/02/2018	Howard Balchin	Roger Hicks
Nick Wiles	10/02/2018 F1RST	Kelvin Simmonds	Ashley Behan
Barbara Wilson	02/02/2018	Roger Hicks	Ashley Behan
Victor Francis	29/01/2018	Mike Hill	Tony Lofts
Tony Bennison	15/01/2018	Alan Buckland	Roger Hicks
Ced Shurben	06/01/2018	Trevor Kerry	Roger Hicks
Pauline Fort	06/01/2018	Tony Lofts	Julia Vause

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## AUTUMN 2018

### LIGHTS

*Information. Position. Speed. Gear. Accelerate.*

As we prepare to change the clocks many more of us will be travelling in the dark, maybe as part of a daily commute, running around after our children or grandchildren or visiting friends and family.

Either way, driving in the dark for the first time in a few months can be disconcerting.

Some drivers prefer driving in the dark, as on-coming headlights can provide information that there's a vehicle



coming, and shadows created by your headlights can give an early warning of undulations in the road, for example.

Others struggle with the reduced vision and complain that new style LED headlights are dazzling. They do look bright, as they're generally whiter than halogen bulbs, but they do auto adjust for height and give out very good light to drive with.

There's lots of things you can do to prepare for driving at night.

One of the most important features on your car, for driving at night, are your lights. They help you see and be seen and are there for your safety and those around you. Whilst many modern cars tell you when you have a bulb out, it's still worth checking all lights are working daily either by walking round the car or by checking reflection against a wall, or shop window. It's also important that your vehicle lights are clean.

As well as being seen, it's important that you can see, and not just with your lights! Your eyesight is vital as poor vision can negatively affect your night vision. Your eyes take in less light as you age, no matter how fit you may feel, so it's best to get them checked on a regular basis.

One of the biggest night-time hazards can be caused by inappropriate use of main beam, and fog lights. Make sure you dip your main beam when you meet other vehicles and you must only ever use your fog lights when visibility is less than 100m!

As with daytime, anything can happen at night so it's important to be prepared. Having items such as a tool kit, a torch, a map and a first aid kit (if you don't have them already) can all make a real difference if you come across an emergency at night. A fully charged mobile with the details of your breakdown cover is another must.

Besides these things, the system of car control still applies; whilst always travelling at a speed that allows you to stop safely, on your side of the road, within the distance you can see to be clear.

So, it's a case of; Lights, Information, Position, Speed, Gear and Accelerate into the darkness!

**Richard Hardesty,  
National Observer**



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## AUTUMN 2018

### GROUP NEWS

#### *Presentations proving popular*

We've enjoyed our "Confident Driving" presentations so far this year. We've spoken to groups such as U3A, Women's Institute and PROBUS.

The initial presentation covers various aspects of driving, with examples of how you can improve your driving skills and as a result increase your confidence and enjoyment on the road. There are also a number of follow on presentations on specific aspects of driving such as motorways, winter and driving at night.

Our free advanced taster drives are offered at the end of the talks and always prove popular with many who take up the offer going on to complete an advanced course.



#### *Paramedic shares on road experiences*

On 11 September, we were delighted to be joined by Emma Todd, a Paramedic with East Midlands Ambulance Service.

Emma talked about her experiences driving an ambulance on road and shared hints, tips and best practice for dealing with them coolly and calmly on the road.

Our Chief Observer, Roger Hicks (left), is pictured with our guest speaker, Emma, who spoke to over 70 of our members about driving ambulances. Also pictured is Richard Jolly, Roger's counterpart from IAM in Bournemouth who was visiting Lincolnshire!

Everyone who attended will agree Emma gave an interesting and informative talk and we look forward to inviting her back in 2019.

#### *PCC drives forward on road safety*

It's been a year since Marc Jones, Lincolnshire's Police and Crime Commissioner, hosted his first Road Safety Summit.

The summit was seen as a success and a great opportunity to learn more about success stories from other parts of the country.

There's been lots of progress on the county's road safety since then - next step for Marc, an Advanced Driving Course? Watch this space!



**Marc Jones PCC**

@MarcJonesLincs

One whole year since our first Lincs road safety summit! Some great progress made with new @lincspolice safer roads team, community speed watch, ANPR upgrades & more. Watch this space for even more news very soon! About time I took @IAMinLincoln training I think. #safertogether

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## AUTUMN 2018

## PREPARING FOR THE COLD WEATHER

*IAM RoadSmart's Richard Gladman, head of driving and riding standards, takes a look at driving at preparing for driving through winter*

Although the sun is still shining, the chilly mornings are starting to creep in.

- It's important to keep the windscreen clean. Try to get scratches, abrasions and chips fixed as colder temperatures can make the damage worse. Keep the windscreen washer topped up with a more concentrated screen wash mix to ensure it doesn't freeze in action. And don't forget your de-icer.
- Check your tyres. The legal limit of a tread depth may be 1.6mm but anything under 3mm will see a potential fall in grip and braking performance. If long-term cold weather is forecast, and you can afford it, invest in a set of winter tyres approved by your car manufacturer. Don't follow urban driver myths of reducing the tyre pressure to get more grip – it simply doesn't work.
- Set up a pre-winter check list. List things that need to be checked such as the car battery, bulbs, wiper blades and electrics. You don't want to be stranded in a cold car in the middle of night waiting for the recovery team to get you up and running again.
- Dress appropriately for the weather. It may be surprising but too many drivers dress based on a working car heater. If it breaks or you are stranded you can easily be caught cold.
- Start to plan for the really bad weather with a survival kit in the boot. Spare clothes, a torch, mobile phone charger, some emergency rations such as water, chocolate and a tow rope and shovel to help yourself and others.

Richard said: "Winter is unpredictable but Highways England and your local authority are already planning for it by building up their salt stocks and getting the snow clearing equipment out of storage. If they are getting ready then why shouldn't you? With a little bit of preparation you can avoid getting stuck and adding to the problems that bad weather can bring."

### *Essentials for your car in winter*



- Keep an ice-scraper and de-icer in your car, it can be sunny one day and frosty the next. Consider carrying an empty fuel can (not a full one). Consider jump leads.
- Carry a first aid kit in the boot of your car and a reflective triangle for if you break down.
- A torch, batteries along with some warm clothes, blanket and high visibility jacket. A set of shoes with good grip. A bottle of water.
- Last but not least, your mobile phone! Switch it to silent and place it in the glove box to avoid touching it whilst driving (but it will be ready to use if needed!)

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## AUTUMN 2018

# COMMITTEE MEMBERS IN A SPIN

## *Skid car training with LRSP*

Whilst anticipation, planning and the smooth application of your vehicle's controls are important aspects of advanced driving, used together they can help reduce the risk of a loss of traction. But, with that in mind, would you know what to do in the event of a skid?

Ashley Behan, our Secretary, and Richard Hardesty, our Social Media Lead, thought they'd know how to recover from losing grip but decided to test this theory by attending a skid avoidance course with the Lincolnshire Road Safety Partnership (LRSP).

The course is conducted on an open section at RAF Scampton, where on arrival Ashley and Richard were met by the course instructor. They were both made to feel very welcome and were quick to receive a hot drink.

Taking around 3 hours, the course includes a combination of an informative classroom-based presentation, interjected with practical driving segments in specially adapted Citroen C4's. The great thing about this is that at the point that the presentation introduces you to understeer; you then go straight out in the car to experience it. You're then back into the classroom for the next subject, which is our case was oversteer.

The cars have an integral control system which is operated by the instructor. This enables him to set the car up for the different scenarios mentioned above. When you first go out he leaves you to deal with the loss of grip, often part way through a corner, in the best way you see fit. This mainly relies on previous experience with a big dollop of natural reaction. It's fair to say that the first attempt at dealing with

oversteer was, erm.... Interesting!

The instructor quickly assesses how you react and provides constructive feedback in a detailed, but friendly way. He then gives you a selection of hints and tips before you have another go. Needless to say, it's much better second time round.

After a combination of two or three classroom to car sessions, it was back out in the car to apply this to some (staged) real life scenarios; where anything can happen at any time. The course proved that even a pair of advanced drivers could learn a thing or two about controlling a skid. Now of course, the art of dealing with this is to drive in such a way that prevents the skid in the first place – but do you know where that next patch of oil is part way round that next bend?

You can check out a video of our experience at <https://youtu.be/-1-aBAVOejU>

## *An offer just for you*

If you're not certain where the next loss of traction may be, the course comes highly recommended and it's even more affordable with a special offer just for our members.

We will shortly be offering skid car training at a discounted rate for our members. Normally £49 per person, we will be offering the course for £40. You are able to complete the course in groups of 3. Watch this space for this offer coming soon! More details can be found at <https://www.lincolnshire.gov.uk/lincolnshire-road-safety-partnership/road-safety-courses>



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## AUTUMN 2018

## GROUP NEWS

### *IAM Lincoln Observer Development Day*

Whilst we put a lot of effort into developing our associates advanced driving skills, it's also important that our volunteer Local and National Observers hone their skills too.

We therefore held an Observers Development Day on Sunday 28<sup>th</sup> October in Lincoln.

It was great that 12 of our 17 observers could attend, with the main purpose being to share best practice, hints and tips. It was also a great opportunity to brief the team



L-R: Mike Hill, Roger Hicks, Richard Hardesty, Howard Balchin, Chrissie Larkin, Tom Burton, Peta Steadman Bee, Trevor Kerry, Ashley Behan, Derek Smith, Tony Lofts and Ross Glover

on the group's objectives for 2019.

The team were also briefed on our new 'observer's resources' section of the IAM Lincoln website, and reminded of the end to end process we follow to take associates from a free taster driver through to receipt of their advanced driving qualification.

After a bite to eat at lunch our volunteer observers paired up to take two 20 minute drives. The first time out one observed their colleague's advanced drive. They then swapped cars, and seats, for the second run before debriefing and sharing lessons learnt. One observer recorded his drive so that we could share it with you. Here you can see Richard Hardesty driving his automatic car, in manual, whilst being observed by Derek Smith: <https://youtu.be/l0teGuRSVKM>

We plan to do more sessions like this in 2019, following overwhelmingly positive feedback from the group.

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## AUTUMN 2018

### FORDIE'S WORLD

Watching the Goodwood Revival Meeting on TV recently, I was taken by a race for the "older" F1 cars. Very simple shapes, almost "cigar" like and it just made me wonder if F1 wouldn't benefit from a partial return to that style of car. Use the modern engines with their electric assistance and the other safety features but do away with a lot of the aero-dynamic trimmings, would they create less turbulence when following thus making overtaking a greater possibility? There are not too many places on a Grand Prix circuit for overtaking in a straight line and races can become a bit "processional". True, a few MPH may be sacrificed but would that detract too much from the excitement?

There has been a suggestion (by whom I know not) that the MOT test be scrapped. Apparently, the test raises £250 million annually, again, how much of this goes to government I've no idea. It seems the test is 60 years old and was introduced in the 1950s mainly to deal with older, pre-war cars, of which there were plenty about in that decade and wasn't it a 10-year test originally? If you've ever seen the "mechanicals" of these older cars, you'll see the construction is "basic", things like cable or rod operated brakes, no hydraulic system or servo boost. A lot of joints in the steering system that need regular greasing because if you didn't wear was rapid. Skinny, tubed, cross-ply tyres on spoked wheels and if you were a bit crafty, you could run a tyre down to the canvas, no minimum tread depth then, sure, you'd struggle to stop or steer with tyres that badly worn. Mechanical failures were more prevalent and a cause of road traffic accidents. Modern cars are much safer, more reliable and these days accidents are more likely to be driver error than mechanical failure!

I went to the Steam Rally at the Showground on the August 18<sup>th</sup>. Usually an annual pilgrimage, couldn't make 2017, just out of hospital, so this year had some catching up to do. Unfortunately, my friend from Cornwall, with his lorries, couldn't make it this year, so no "cabbie" round the show ring. Most of the lorries on display were regular attendees but there were some new restorations for me to drool over, always instant "rose coloured" nostalgia when I recognise a make and model I've driven in the past.

So to the cars on show and there were some real beauties on parade, how many had been

totally restored I wouldn't like to guess but amongst many 3 really took my fancy. A three and a half litre Jaguar in stunning white with wire wheels and "P100" headlights, probably just pre-war, a two-tone red and grey Zodiac 60s vintage and a glorious 50s Daimler "Conquest"? convertible. Sadly I wasn't able to speak to the owners but I admit to more than a little envy!

The rally was very well attended, a bigger crowd than I think I've seen for some time. Another favourite were the miniature and scale model steam engines. The detail in the m is amazing, their construction must take hours and hours of painstaking effort but the fact that these little engines nearly all pull one or two trailers with the driver and passenger demonstrates how powerful they are, definitely not toys, not even BIG BOYS toys.

Among the military exhibits was an American made Diamond T tank transporter complete with purpose built trailer sporting a light tank, quite an awesome sight. If any members were in the army you may be acquainted with them, though I guess you may be more familiar with Thornycroft Antars or Scammell Crusaders. I imagine this outfit would be "Blessed" on the road because their maximum speed is barely 30 mph though they were rated for 85 tons gross and would doubtless run heavier than that!

My next port of call were the motorbikes, although I've enjoyed riding motorbikes, I was never a hardened enthusiast and although there was an excellent turnout of well restored machines only three took my eye. 1st a mid-fifties BSA Super-rocket 650cc because this was the first "big" bike I owned, this was the one with the "bling" chrome guards, headlight and tank panels, later iterations became the "road rocket" with a lot less chrome. 2nd, a very well presented 650cc Triumph Thunderbird in metallic blue and silver (factory colours) another bike I always wanted. 3rd was an Indian "Brave?" probably from the 1940s, V-twin, side valve, hand change maybe 750cc. Not fast but would slog through "fire and brimstone" and always get you home.

I am also a fan of the fairground organs and there is always a good selection at the rally, Saturday, being a pleasant day, it was nice to sit and listen while I ate my lunch and sank a refreshing glass of

lager. I have a basic understanding of how these organs work but I'm fascinated by the inventors, how they dreamed up the idea in the first place and how they were developed and refined. I also wonder if any new ones are being built today?

I read, in the national press, that Chief Constable Bingham or Bangham whatever his name is, is agitating again to have drivers prosecuted for exceeding the speed limit by one MPH. Seems he's trying to get a few more Chief Constable's on his side, sorry! The man wants shouting down! Maybe the "buffer" zone needs to be re-thought and maybe reduced but for heavens sake, give drivers a bit of leeway!

Another item in the press states that women drivers are safer than men, less offences, less accidents and so-on! At this juncture I will exclude all lady members of the IAM, you are proven to be good and responsible drivers. For the remainder, could it be that ladies don't make so many long journeys, often have children on board and do more town driving where speed is restricted by traffic flow? Please don't think I'm belittling lady drivers, far from it, the lady drivers of my acquaintance are very good, so much so that I would happily fall asleep in the passenger seat if it were not unsociable to do so. I should add that this report was based on information from an insurance company. In a lot of cases men make longer, more frequent trips and, no doubt, a bit of "gung-ho" attitude can creep in but I mustn't generalise.

Finally, a totally biased paragraph. Sunday September 2<sup>nd</sup> and the day of the Monza F1 Grand Prix in Italy, the spiritual home of Ferrari. Two Ferrari's on the front row should have been a 1-2 finish, however Sebastian Vettel tangled with Hamilton on the first lap which put him at the back. Kimi Raikkonen then went on to lead the race until lap 45 of 53 when Lewis overtook him and went on to win the race, much to the disgust of the "tifos" or Ferrari fans. The forth year in a row that Hamilton has won in a Mercedes, Raikkonen second, Bottas third in the other Merc, Vettel 4th, thirty points adrift in the championship – serves him right for winning the British GP at Silverstone! Told you it was unmitigated bias! I shall now be castigated – or worse – by every Ferrari and Vettel fan in the country, but, it's worth it!

Stay safe, they're still out there!



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## AUTUMN 2018

### KNOW YOUR STUFF

#### *IAM supports Conti Vision Zero Live events*

Imagine a world with zero accidents, injuries or fatalities. A bold ambition that Continental is working towards.

IAM RoadSmart were pleased to partner Conti to support its first Vision Zero Live events in 2018 which demonstrate how Conti positively contribute to a world with zero road accidents.

IAM Lincoln observers Roger Hicks, Ashley Behan and Tom Burton were part of IAM's observing team at the Donington event in September. Tom's son, Matthew, who had recently passed his advanced driving test also took part in the day.

#### *National Observer, Ashley Behan, shares the teams experience of the weekend*

Those of you who attended our first meeting of 2018 will recall an excellent presentation from Continental's Peter Griss on their aims for Vision Zero. I was pleased to see the relationship between the IAM and Continental develop from this and that we were able to support the live events.

Split into several different modules, Vision Zero Live aimed to show the inroads Conti is making towards the target. The events were advertised to a range of drivers, but primarily targeted those with the least experience on the road. When you think of Conti, you instantly think of tyres, however the tyre division makes up only 26% of the overall business.

The modules included "Under Pressure", "Sharing the Road", "Stop the Crash", "Tread Depth" and IAM RoadSmart's on road driving session.



The latter was where we came in, offering the IAM's expertise on the human factor in the car. In 30 minute sessions, we took delegates out in their own cars focusing on what was good about their driving, areas for improvement and introducing some advanced techniques.



Our main aim was to focus on improving delegates observation, anticipation and planning whilst discussing any specific issues they had about driving.

We were lucky enough to be able to take part in the other modules over the weekend as well. This included testing cars' stopping distances on a wet road and performance around a slalom. We did this with premium tyres, budget tyres, tyres with 6-5mm tread and tread at 1.6mm - the difference between these was incredibly eye opening and it became even clearer to me just how important the tyre is on a car.

We also got the opportunity to test AEB (Automatic Emergency Braking). We did this by driving up to the back of a parked car at around 15mph... as we got closer the challenge was to keep the accelerator on and not go for the brake (believe me, this is really difficult!).

Overall, the Vision Zero Live events really got the message across about the importance of car technology in achieving zero road accidents. It was great to be a part of the weekend and really worthwhile for those who attended.



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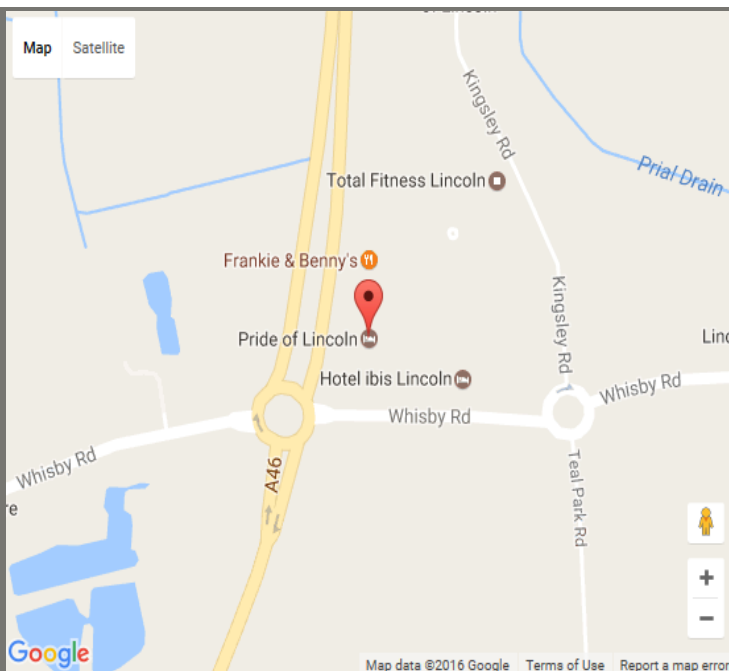
## AUTUMN 2018

### NEW 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.



### 2018 EVENTS

**January 2018**

*No meeting*

**~~Tuesday 12 February 2018~~**

~~Continental Tyres—Vision Zero and Autonomous Cars~~

**March 2018**

*No Meeting*

**~~Tuesday 10 April 2018~~**

~~An Evening with Paddy Hopkirk and David Gallagher~~

**~~Tuesday 8 May 2018~~**

~~AGM and IAM Charity Operations Director, Pat Doughty~~

**~~Tuesday 12 June 2018~~**

~~Just Audi VW car maintenance practical (7pm at Just Audi VW, Outer Circle Road, Lincoln)~~

**~~Tuesday 10 July 2018~~**

~~Advanced Driving Refresher Event (7pm)~~

**August 2018**

*No meeting*

**~~Tuesday 11 September 2018~~**

~~Ambulance Driver Blue Light Training~~

**October 2018**

*No meeting*

**Tuesday 13 November 2018**

Advanced Driver Development - Rural Rides with Prof Trevor Kerry

**Tuesday 11 December 2018**

Christmas Social

### NEXT EDITION *Winter2018*

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