



THE LATEST FROM THE LINCOLN GROUP

What's new?

Welcome

Welcome to the Spring edition of the group newsletter.

Coming up in the following pages:

Find out which county has the country's most dangerous roads, test your knowledge with a driving theory task, LRSP investigate spy technology and much more!

At our last Driver Development Evening, we offered a 10% discount on the Skill for Life package for anyone who attended, with one person signing up on the evening. We will be looking to repeat or better this offer later this year, so please tell anyone who might be interested to watch this space or get in touch!

As ever, we're also keen to hear your feedback so feel free to make some suggestions by emailing the address below. Look forward to hearing from you!

Members Update



Five new members have joined the group as Associates since the beginning of 2015.

Overall, the group currently has 110 Full Members and 20 Associate Members, with 11 Observers.

With 27 test passes achieved in 2013 and 12 throughout 2014 we are well on the way to surpassing the latter number - more about that in our Skill for Life update on the next page.

We would like to thank all members who have renewed their membership with us over the past few months and would encourage any former members who are keen to re-join and others to sign up - if you are already a national member, it's only another £7.50 to join us!

AGM Information

It's almost that time of year again!

Our AGM will be held on Tuesday 12 May, 7:30pm at Lincolnshire Fire and Rescue HQ.

All members will receive details of this in early April, including details of Officers who will be standing for re-election.

As always, guests are welcomed, however only paid members of the group are eligible to vote for Officers.

A full review of the previous year's activities and financial information will be given at the meeting.



Contact the Newsdesk

Have you got something you'd like to share with our members in the newsletter? Send it to us at lincolnadvancedmotorists@gmx.com We look forward to hearing from you soon!

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SKILL FOR LIFE UPDATE

Congratulations...

We would like to congratulate the following members who have all passed their Skill for Life test in the last 3 months. Certificates were presented (to those members who hadn't already got them) at our last evening meeting, Tuesday 14 April. **Really well done everyone!**

So far, this means that we have already achieved 11 passes this year, with a further 20 Associates in training.

An extra special mention for David Black and his observer Mike Hill as Dave achieved the first 'F1RST' (passing the test with nearly all 1 scores), a Lincoln Group member has achieved since 2013!



Associate	Pass Date	Observer	2nd Opinion Observer
David Langsford	15/04/2015	Roger Hicks	
David Black	22/03/2015 F1RST	Mike Hill	Ashley Behan
Chris Smith	14/03/2015	Roger Hicks	
Phyl Farmer	13/03/2015	Tony Lofts	Ashley Behan
John Walsh	13/03/2015	Tony Lofts	Mike Hill
Sophie Wheeler	21/02/2015	Julia Vause	Ashley Behan
Nick Carding	19/02/2015	Roger Hicks	Neil White
Simon Clayton	26/01/2015	Ken Green	Tony Lofts
Rupert Vause	26/01/2015	Gary Hill	Tony Lofts
Stephen Bates	26/01/2015	Gary Hill	Mike Hill
Harriet Brown	03/01/2015	Ashley Behan	Gary Hill



TAKE LONGER TO
LOOK FOR BIKES

Bikers are
55 times
more likely
to be **killed** or
seriously injured
than car drivers

30 bikers
a day
are **killed** or **injured** at
junctions on GB roads

We would also like to welcome

Bernard Beacroft, Tom Burton,
Janet Richardson, Martin Nash and Ian Jones
who have joined the group as Associate
Members since the start of 2015. We hope you
enjoy the Skill for Life course and look forward
to seeing you at an event soon!



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Britain's most dangerous roads...

A new report, released by PACTs (the Parliamentary Advisory Council for Transport Safety) and Direct Line Car Insurance, has revealed Lincolnshire has the most dangerous roads in the country.



Radio Lincolnshire

@BBCRadioLincs

Lincolnshire roads have been named among the most dangerous. Of the Top 10 worst areas for road casualties - 5 are in the county.

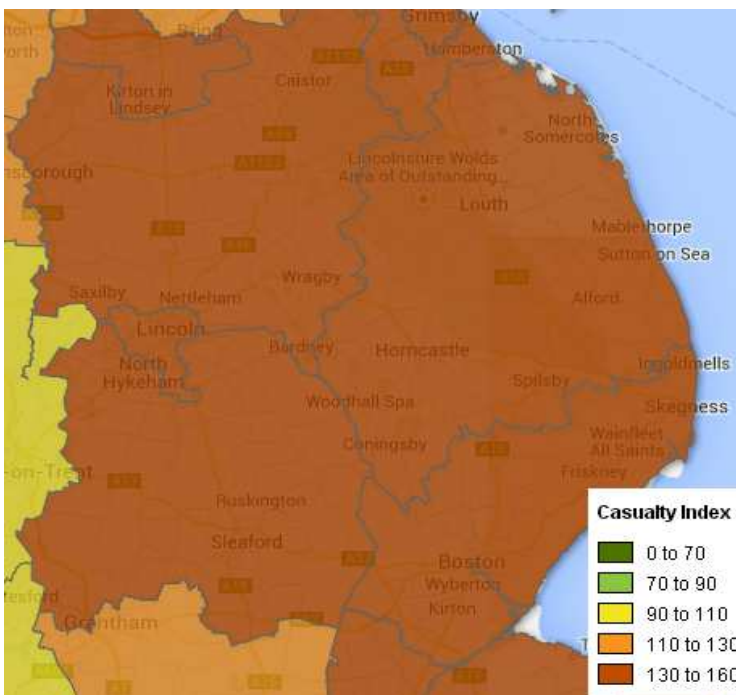
It looks specifically parliamentary constituencies and splits into three categories: road casualties, killed and seriously injured (KSI) road casualty rates and car occupants (drivers and passengers) casualties. The report reveals the 'progress' reducing casualty statistics in different areas against the national average – Lincoln is 14% slower, Grantham and Stamford 10% slower and Boston 17% slower. Great Grimsby has the highest road casualty rate in Britain, which is 52 per cent above the national average.

There are three main factors affecting deaths and serious injury on the roads, the report said. The first is the driver's behaviour, including speeding, drink and drug driving, non-use of seat-belts and use of

mobiles behind the wheel. The second is the safety quality of the road network itself and the vehicles using it, and the third is the quality of emergency medical system and trauma care in that particular region.

A 'Road Safety Dashboard' is available on the PACTs website, which allows you to drill down on the specific figures for your area.

The report also found that residents living in rural communities nationally were more likely to be 'killed or seriously injured' on the roads, as vehicles travel faster and there are fewer traffic calming measures.



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IN THE NEWS



Not so Top Gear

Love it or hate it, BBC's Top Gear splits opinion like Marmite. Dominating screens across the world, it's success owes much to the outspoken Clarkson and chemistry between the three presenters. But Clarkson's latest unacceptable controversy left the BBC with no choice, the presenter's contract was not renewed - and with James May and Richard Hammond rejecting new deals as well (and Chris Evans saying 'not me') it leaves the shows future in the balance.

LRSP Investigate Spy Technology

The Lincolnshire Echo brought us the news that road safety officials in Lincolnshire have looked at bringing in spy technology capable of detecting mobile phones in use in vehicles. LRSP officials have been in talks with Westcotec, whose technology is currently being used on the roads in Norfolk. Something needs to be done to crack down on mobile use, but the funding to introduce the technology is likely to be the stumbling block.

HGV speed limit increased to 50mph

The speed limit for HGVs over 7.5 tonnes has risen from 40mph to 50mph on single carriageway road and from 50mph to 60mph on dual carriageways in England and Wales (from 6 April 2015) - but, beware HGV drivers, not in Scotland as it remains the same! The government say the change will boost the economy by £11 million, but road safety charity Brake has criticised the move as 'short-sighted'. Motorway limits for HGVs remains unchanged at 60mph.

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Self Driving car completes recording breaking trip

A specially adapted Audi SQ5 has completed the longest automated drive in the US, travelling from San Francisco to New York - a 3400 mile trip with 90% of it in fully automated mode! The project by American automotive company Delphi, saw the car take a 9 day trip to arrive at the New York City annual auto show on April 3. The journey was a real-world test for the sophisticated array of cameras, radar, lidar and wireless technology being developed by Delphi. Along the way the car encountered and, successfully dealt with roundabouts, bridges, aggressive drivers and a variety of weather conditions. There's still a long way to go, but it is thought some automated cars will be production ready by 2020. They are, however, likely to add around £3500 to the cost of a new car.



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HQ UPDATE

Two new faces...



On 5 February, the IAM appointed Sarah Sillars OBE, one of the leading women in British industry, as its new Chief Executive Officer.

Sarah's mission will be to improve driving and riding skills and to campaign for legislation to improve road safety.

Sarah takes up her role on 5 February having overseen the commercialisation of Semta, the sector skills council for engineering and advanced manufacturing.

Sarah said: "I am delighted to be back playing a significant role in the automotive sector. The IAM has played a unique part in lowering the numbers of people killed and injured on UK roads. I am very proud to be appointed their Chief Executive."

Sarah has a long and illustrious career within the automotive sector, having been CEO and Executive Chair of the Institute of the Motoring Industry (IMI). They made her an Honorary Fellow and Vice President on her departure in 2012.

Awarded Industry Personality of the Year 2004 and

Outstanding Achievement Award 2006 by automotive magazines AM and Motor Trader respectively, Sarah was listed in the UK motor industry's most influential top ten and the 'most powerful' female executive, according to the 2007 AM Power List.

Sarah has more than 25 years of experience within the motor and retail industries.

Regional Operations Manager - Central England and Wales appointed...

Dave Shenton, head of field operations at IAM, is pleased to announce that Ian Firth has been appointed to the position of regional operations manager for central England and Wales, and will be joining the organisation on 14 April. Ian will be working from home in Lincolnshire, and during his induction process will communicate to all the groups within the region giving his contact information and a brief history of his driving and riding background.

Ian replaces Andy Bolton, who attended the Lincoln Group AGM last May. Ian will be the key contact at IAM HQ for groups in our region.



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THIRTY-SIX YEARS AGO!

Our 'ever present' Senior Observer, Gary Hill...

Way back in 1979 I was very lucky that I worked for a firm that had made the decision to become involved with the IAM to promote better, safer driving. The IAM had told my company that involvement with their organisation would enable the company to cut their costs in terms of accident repairs, insurance costs and lost time.

My role at the time with the company was as Service Co-ordinator. This meant that I was responsible for the maintenance and servicing of all the company vehicles. The company was the Lincolnshire Standard Group (LSG), originally known as the "Chronicle". The "Lincolnshire Chronicle" had a large circulation, covering Lincolnshire and surrounding areas. There was a fleet of fifty-six vehicles. I greatly enjoyed my role as it gave me the chance to drive all makes of vehicles, including commercial vehicles.

As a keen driver, I had no hesitation in volunteering to take part in the IAM initiative, especially as there was no financial cost to myself. LSG did not make participation compulsory but all employees were encouraged to take part.

So I joined the Lincoln Group in December 1979 and was certainly looking forward to the challenges ahead and excited about learning 'the system'. I was contacted by an observer and we arranged to go for a run out. The vehicle I was using at the time was my own Ford Capri 2.0S. The observer made a lot of constructive suggestions about my driving; the first being that I made too many gear changes coming up to a halt or giveaway (and stopping). I was also taught how to do one thing at a time, like braking first, then gear changing, and setting the car up for the road

ahead. This was difficult as you needed to concentrate and plan to make the road situation ahead safer. My observer started to do a running commentary on what he would be doing in these circumstances. I found that very helpful and it enabled me to grasp what the observer was looking for.

Finally, I was ready for the test and was looking forward to meeting the examiner, who was Bob Hardisty MIAM ADI DofE, ex-police Class 1 Patrol Car Driver Instructor (Cert), ex Class 1 HGV Driving Instructor (Police). He introduced himself and told me what he was looking for. I can't remember where we met up but I do remember that it was on a garage forecourt, I think somewhere on Yarborough Road. Bob requested sight of my driving licence and insurance, etc and then off we went.

The drive went well. After about forty-five minutes Bob requested a stop just outside a field entrance. He got out and went to the field gate to be greeted by a horse. He produced some Polo mints and offered these to the animal. I was amazed that this was one of his stopping off points! Anyway, we continued the rest of the drive and returned to the garage where Bob presented me with a small card denoting that he was recommending me for membership. The date I passed was 21 February 1980. I was thrilled to have been successful and looked forward to becoming more skilled. Soon after I decided that to "keep up to scratch" I would like to become an Observer myself, so taking the opportunity to become an even better and safer driver. I was appointed by the Lincoln Group and attended many meetings on the required subjects, enabling me to become a Senior Observer.

Although 'the system' has been updated to keep up with the introduction of new road planning and the things that have changed, the IAM have ensured that our skills are kept up-to-date.

I think one of my best memories of the IAM was when we had a day at Cadwell Park and were given the opportunity to drive some of the Formula Ford 1.6 litre race cars. Then there were the times when we held open days offering the general public a driving assessment. We were also invited to join the Lincolnshire Road Safety Partnership at their speed seminars at Bishop Grosseteste, where we gave out leaflets to encourage the public to join the IAM and improve their driving. Recently, we were invited to Newark to set up a manoeuvrability course and road safety quiz. Again, it was very successful.

Overall, I believe that we have a very good team of committee members and an enthusiastic crowd of members. I will continue with the group as long as possible!

Gary Hill, Senior Observer
(36 years of membership)



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DRIVEN TO DISTRACTION...

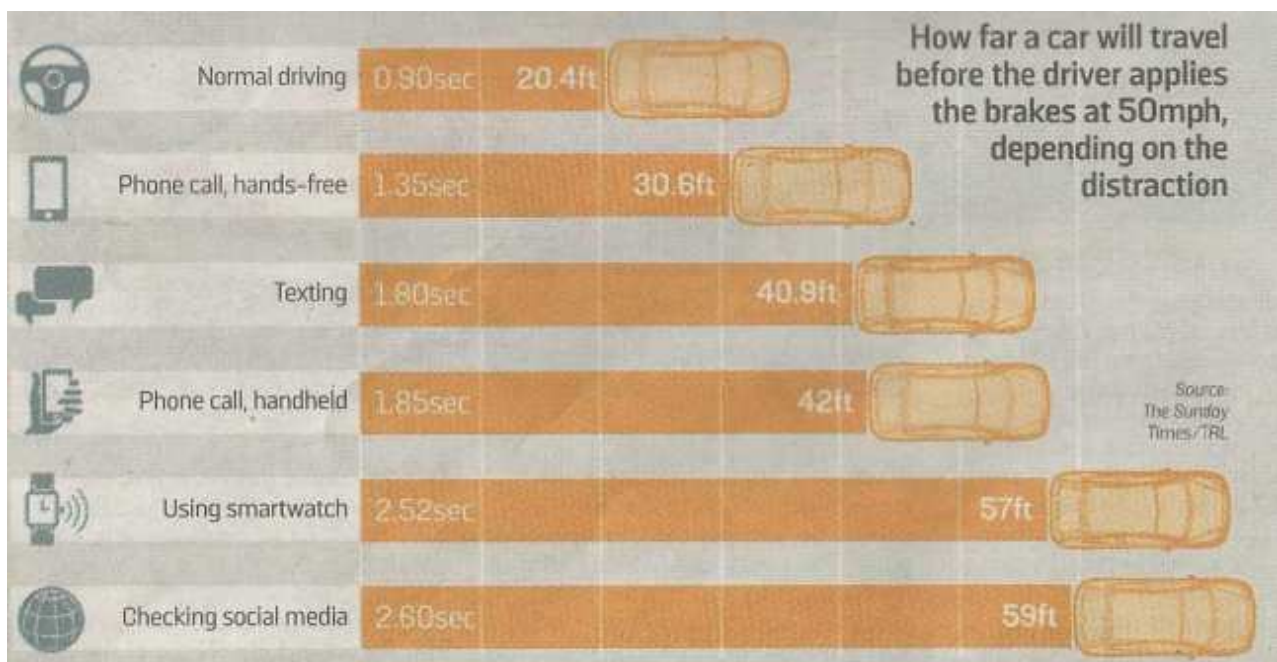
The Sunday Times has been busy finding out: ***How much do distractions affect a driver's ability to respond?*** To find out, they went along to the Transport Research

Laboratory's (TRL) lab in Wokingham, Berkshire and put six scenarios to the test in a driving simulator. This simulated an ordinary hatchback and measured the drivers' reactions as they carried out different activities while driving (see the panel below for results).

Many drivers allow themselves to be distracted, because they still believe they are in control. Research by road safety charity, Brake, said "research shows drivers are not able to correctly estimate how distracted they are and 98% are not able to divide their attention without a significant deterioration in driving performance."

Modern technology is now commonplace in society and with it evolving further, road safety organisations and campaigners must look to address a cultural change in how people view driving. We can only wonder... What is the answer?

The Department for Transport (DfT) has said it is considering changing the driving test to include modern technology – learners, in future, may have to drive while following a sat nav. Car companies are moving away from the modern 'touch only' displays and are starting to introduce voice-recognition software.



Article Source: The Sunday Times/TRL (Article 8 March 2015)

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Advanced driving put to the test

TO HELP hone his skills behind the wheel the Advertiser's NICHOLAS CARDING took an advanced driving course with instructor Mr Roger Hicks. Here, Nicholas plains more about the course and how it helps in the battle to rove road safety.



DRIVING is a skill that many take for granted, yet second decisions behind the wheel can all too often lead to disaster. Statistics show that an average of 4,000 people died every year as a result of a road accident in the UK in 2013, the worst year figures are for.

A better driver is one who improves road safety. The Institute For Advanced Motorists (IAM) offers courses like advanced driving.

"For example if approaching a right bend, you need to be aware of what you intend to do," Mr Hicks said.

"the countryside you should be aware that you may encounter a slow-moving agricultural vehicle," Mr Hicks said.

suggests of information — and being at the wheel for hundreds of hours on every form of journey — to ensure the

IT TOOK me about eight lessons with Roger (pictured) before I was ready for my advanced driving test.

During the lessons we drove around most of the roads surrounding Newark and I learnt to think about many aspects of driving that would never have occurred to me otherwise.

Visual clues such as bins outside houses, skidmarks along the roadside, and worn out road-markings, helped to give me tips about potential hazards.

On the day of the test, I was nervous but my invigilator, Mr Pete Doherty, helped me to relax and told me to just enjoy the drive.

During the test I commentated on everything from the weather to the behaviour of pedestrians. Since then I have felt more confident behind the wheel, and feel like I can anticipate things on the road before they happen.

THE Five Fs — the benefits to advanced drivers

FLOW: Advanced drivers learn how to drive smoothly throughout a journey without losing time. By thinking ahead, reading signs, and using information, advanced drivers are always in control of their speed which makes for a more pleasant ride for everyone in the vehicle.

FLEXIBILITY: Advanced skills equip drivers with the ability to manage a vehicle with ease regardless of what is happening in front.

IAM Skill for Life for Newark Advertiser Reporter

Hot off the press... Grab a copy of last week's Newark Advertiser for the full report!

Newark Advertiser Reporter Nick Carding signed up for the IAM Skill for Life last year and swiftly started observed drives with our Chief Observer, Roger Hicks. Nick passed his test with flying colours in February and writes a full review of the programme and his training with the Lincoln Group in last week's paper.

Nick writes: 'It took me about eight lessons with Roger before I was ready for my advanced driving test. During the lessons we drove around most of the roads surrounding Newark and I learnt to think about many aspects of driving that would never have occurred to me otherwise. Visual clues such as bins outside houses, skid marks along the roadside, and worn out road-markings, helped to give me tips about potential hazards. On the day of the test, I was nervous but my examiner, Pete Doherty, helped me to relax and told me to just enjoy the drive. During the test I commentated on everything from the weather to the behaviour of pedestrians and managed to pass. Since then I have felt more confident behind the wheel, and feel like I can anticipate things on the road before they happen.'



FORDIE'S WORLD

The latest from our Group Member, Graham Ford!

Probably a while since Christmas, but in the lead-up were you inundated with TV ads and catalogues pushing this Christmases "Must Haves"? Hopefully you're all too savvy to fall for that kind of advertising, but if you were to have a "Must Have" what would you choose? Yes, I know we would all like millions on the lottery but I'm talking about something "nearer home". In this respect I'm talking about a "personal indulgence".

My own choice, as you are all, no doubt, sick of hearing I'm a retired lorry driver. One of my pleasures is to subscribe to a classic lorry magazine. Many of the vehicles shown were in use when I started driving in 1964, many examples of which I have driven so consequently I'm engulfed in great waves of nostalgia. So, to that end my "Must Have" would be an old British lorry, not just a restored example as it left the manufacturer but I'd like to "customise" the lorry. I'm not talking "radical" "cut, shut and slammed into the weeds" a-la USA. Much more subtle, engine rebuilt, balanced, blueprinted, polished ports, hi-efficiency exhaust: 8, 10 or 12 speed gearbox instead of the usual 4 or 5, uprated brakes and electrics. It would also have to have some form of living accommodation built in and so on. The idea being that it wouldn't look too different from the outside so that when I took it to rallies and the like, old fogies like me would come up and say "I used to drive one of them!" (yes, bad grammar).

Then I'd like to use the lorry during the week to revisit my old haunts, stop at the old "caffs" and just generally have a good old drive round, so long as my bed is in the back I could stop out 2 or 3 nights, all the enjoyment without the worry of work. The downside? The initial cost (ouch!) garaging, regular maintenance, fuel, oil, tyres and organising entry to rallies and shows, etc.

My other interest is motorbikes. I am not a big fan of the modern 4 cylinder Japanese machines, much preferring the "rumble and grunt" of a "V-twin". Obviously, Harley Davidson comes to mind and there is the "Indian" motorcycle co and, I believe, "Victory" which all hale from America. Then there are the offerings from Japan and Italy-Moto-Guzzi and Ducati. All these bikes have their merits but they're all high capacity machines and just now I don't have the time to put them to their best use, namely being ridden long and hard!

So that leads me to think I would rather like to construct a "special". It would have to have a particular combined engine and gearbox in this instance, a Rotax 500cc unit. I have experience of this engine and they're just about "bombproof". All this would have to be fitted in a compact, lightweight frame with very good handling. However, it's the same old story, I don't have the money, the workshop or the skill to build this dream machine, therefore I would have to farm the work out - more expense! Never mind, Fordie, owd luv, dream on, you're stuck with that 34 year old 250cc Honda for a bit yet!

It now seems "driverless" cars are being trialled in the U.K, so, OK, we have the technology but I wonder just how well it WILL work. I imagine it will be fine whilst the car and computerised gubbins are new but what happens when things get a bit worn? Will the cars be able to cope with snow or black ice on the road, heavy rain, fog and all the vagaries of nature? Then there are the dreaded computer hackers, I could well see them having a field day and creating motoring mayhem. Until I can be utterly and totally convinced this system will work safely in all circumstances, I'd prefer to see a driver at the wheel, idiot though he, or she, maybe, at least there is a person to hold to account.

Whilst we consider driverless cars: pedal cycles seem to cause a fair bit of controversy, could we not have riderless cycles? I'm sure that would reduce road rage! Alright, I know that is a ridiculous suggestion, but I'm equally sure you all have your tales of recalcitrant cyclists to tell. I wonder if it is beyond the wit of manufacturers to build into a cycle some form of "brain" that will switch on lights when riding in the dark, stop bikes at red traffic lights and road junctions, give directional signals instead of expecting following traffic to play detective and guess where they're going and finally to stop the bike dead if the rider tries to ride on the pavement? If we have an IT specialist amongst us, put your thinking cap on, you could make a fortune!

In the meantime, drive safely, they're not all locked up yet!

For die



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KNOW YOUR STUFF

Could you pass a driving theory test?!

2015 figures show that only five in 10 entrants pass their theory test. This is down from seven out of 10 in 2008. How will you do? Try these 5 questions...

You are waiting to emerge at a junction but parked vehicles are restricting your view. What can you do to help you see?

Get out of the car and look

Check your interior mirrors

Look in a shop window's reflection to see the traffic

Ask a passenger to look behind

You can drive over a footpath if

No pedestrians are using the footpath

You are getting to a property

You need to overtake a slow-moving vehicle in front

It is at a dip in the kerb

What does this sign mean?



No motor vehicles

No motor vehicles except solo motorcycles

No cars

No motor vehicles except for access

What does SORN stand for?

Signed On-Road Notification

Statutory Off-Road Notification

Signalling Off-Road Notice

Seagulls On Road NOOOO

What is the legal limit for tire tread?

1.5mm

1.6mm

1.7mm

1.8mm

Answers: Look in a shop window's reflection to see the traffic.... You are getting to a property.... Statutory Off-Road Notification.... No motor vehicles except solo motorcycles.... 1.6mm across 75% of the tyre



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Events Calendar

Lincolnshire Police's Roads Policing Team (as seen on TV!) attended our first evening meeting of 2015, in February. Over 40 members attended their interesting presentation. In March, we held a Driver Development Evening which focused on 'Night Driving'. Reports of these events can be found on our website.

Forthcoming Events

14 April 2015 – *LRSP Collision Investigation Unit*

12 May 2015 – *AGM*

9 June 2015 – *External Event (TBC soon!)*

14 July 2015 – *Driver Development Evening (Free Buffet)*

8 September 2015 – *Group Driving Event*

13 October 2015 – *Michael Pace (Solicitor - talk relating to motoring offences)*

10 November 2015 – *Winter Driver Development Evening*

8 December 2015 – *Christmas Social/Group History*

Where to find us

Our meetings begin at 7:30pm and are held at Lincolnshire Fire and Rescue HQ, South Park Avenue, Lincoln, LN5 8EL. See the map on the right for directions!

NEXT EDITION: SUMMER 2015!

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the IAM!**

**Experience and enjoy the benefits
of advanced driving**



By using this **FREE** one hour introductory voucher. **Available for family and friends of Lincoln Group members**

**A FREE one hour
'Enjoy your Driving' session**

A simple, enjoyable way to have your road skills assessed and receive a demonstration of advanced driving techniques with a Lincoln Group Observer

To book call 0300 365 0152 or bring this voucher to our next group meeting!

*This free session takes place using your own car with a qualified IAM Observer. Dates and times will be confirmed by the Lincoln Group. This voucher has no monetary value and is valid until 31st July 2015

Spring Edition

www.lincolniam.org.uk

