



LINCOLN IAM

www.lincolniham.org.uk

Registered Charity: 1049400

SPRING 2016



THE LATEST FROM LINCOLN IAM

A new look for the future



Lincoln IAM @Lincoln_iam1 - Feb 25

Welcome Sue&Chris to the @IAMgroup F1RST club. Top class advanced test passes! Examiner, Mark Carlin presents certs!



Welcome

You may have caught up with the launch of IAM RoadSmart announced in the Spring Advanced Driving Magazine. The IAM's rebrand is the biggest change in its 60 year history and is great to be apart of. Locally it's been a great start to 2016. 107 members, 19 associates and 6 test passes so far. A record number of members at our social events! This will be bolstered by the introduction of new standards for the Advanced Driver Course coaching and test later in the summer. Stick with us, the future for current and new members is really bright!

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Skills Days

IAM RoadSmart has announced this years Skills Day Events. Skills Days are a place to learn skills that you can put into practice whilst driving your car on the roads. They are for all who want to improve their personal skills whilst also having some fun. The days are carried out in a controlled circuit environment without the hazards faced on our roads. Days at Croft and Thruxton circuits are now available for late summer. For more information visit the 'Skills Days' section of the IAM website. To book, call 0300 303 1134.

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

By phone:
0300 365 0152

By email:
lincolniham@gmx.com

By post:

Lincoln IAM, 38 Salisbury Drive, Bracebridge Heath, LINCOLN, LN4 2SW

By social media:

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INTRODUCING IAM ROADSMART

We make better drivers

It was 1956. The first London Routemaster bus starts public service and is advertised as London's bus of the future. Double yellow lines prohibit parking in Slough. The Corgi Toy Model car is launched. The police guidebook on driving was taken and adapted into an advanced driving standard for everyday drivers.

The Institute of Advanced Motorists was born.

Since then huge changes have taken place on UK roads. More of us are on the road. The vehicles we're driving are more advanced. There are more technological distractions in our cars. Developing the skills of drivers and riders is clearly more important than ever.

For the past 60 years the IAM have been here for road users. Gathering unrivalled technical knowledge and expertise. We've driven the development of driving and riding standards.

The next 60 years will be every bit as challenging. To ensure we stay at the forefront of road safety, we must anticipate and adapt for what lies ahead...

IAM RoadSmart CEO, Sarah Sillars explains...

We have been investing in our future in the past 12 months. We've undergone a modernisation programme that has seen us update our driving standards, review our products and services and evaluate our customer experience.

Our research has shown us that while the IAM brand is strong and authoritative it is not as relevant as it once was. It is not one a younger audience wants to be a part of. If we don't change, we won't be here in 60 years time. We will continue to recognise our members as Advanced Drivers and Riders, but need to move away from being the old school, wagging



finger of road safety to be more inclusive with a more personal, friendly and advisory approach. We want to inspire confidence by speaking with authority on our areas of expertise: the

human factor in driving and riding. We want to be the best and most recognised provider of training and advice to drivers and riders. We want to be a sustainable charity that influences road safety policy, we want to reach out to a wider audience; everyone who drives and rides.

None of these aims are any different to the mission established 60 years ago. We encourage any road user who wants to improve their skills to buy our courses. Step by step, we can make a huge difference. We are proud of our heritage, we are excited for the future. Our new brand is all about grabbing that future and continuing to deliver what we set out to do 60 years ago.



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ASSOCIATE UPDATE

2016 so far

I am very pleased to report that we finished 2015 with a record result for the group with 27 advanced test passes, four of which were F1RSTs.

We have started 2016 in fine fettle with another two observers, Peta Bee and Mike Hill, qualifying as National Observers. This



Mark Carlin presents Roger Turner (left) with his F1RST certificate

brings our total of National Observers to 10 which is well ahead of where the IAM requires us to be to meet their new standards criteria. It cannot be a coincidence that with this level of observer expertise our pass rate is currently running at 100%.

So far this year we have had six advanced test passes, three of which were F1RSTs, and currently have six associates who are test ready and awaiting test dates. Whilst this is a very comfortable situation to be in after three months we must not relax if we want to make 2016 yet another record year.

Meanwhile we look forward to the IAM's rebranding exercise and the introduction of the new standards and training programme both of which can only improve our image and performance.

Roger Hicks—Chief Observer

Congratulations to our six members who have passed their advanced tests in 2016

2016 (6 passes to date)

Associate	Pass Date	Observer	Check Drive Observer
Jason Stevens	19/02/2016 F1RST	Kelvin Simmonds	Roger Hicks
Colin Stevens	21/02/2016	Neil White	Roger Hicks
Roger Turner	14/02/2016 F1RST	Neil White	Roger Hicks
Jill Bos	02/02/2016	Roger Hicks	Ashley Behan
Sue Holtby	26/01/2016 F1RST	Julia Vause	Ashley Behan
Ian Lacy	23/01/2016	Ashley Behan/Peta Bee	Gary Hill

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GROUP NEWS

Jill proves age is no barrier

Following a successful Mature Driver Assessment Jill Bos decided to take up a Skill for Life course with Lincoln IAM. Jill's motivation was that at 81 years of age she wanted to ensure she was competent to continue driving around the country visiting family. Jill's observer was Roger Hicks, chief observer of the group. He described Jill as the perfect associate; she listened and practiced, asked relevant questions and eager to learn. As a result Jill passed her advanced driving test in January just a few weeks after her 82nd birthday. Roger said: "Well done Jill! A great achievement and an inspiration to all mature drivers."



IAM Examiner attracts bumper crowd

Sgt Mark Carlin, opened our 2016 social calendar with great success! Team leader at EMOPSS; which is a collaboration between Nottinghamshire, Leicestershire, Northamptonshire and Lincolnshire police forces; his fascinating talk to an audience of over 75 (including members of the Boston and Scunthorpe groups) covered his commitment to encouraging safer driving through his role as police instructor and as a local IAM examiner. In his police duties, Sgt Carlin has assisted recovery following 600 road traffic fatalities. He spoke of the sadness and loss for the victims' families, as well as the cost to society. Sgt Carlin says he gives his time as an IAM examiner because he wants to help anyone wishing to improve their driving skills and reach a higher level. In addition, six associates received their Advanced Test pass certificates that night from Sgt Carlin.

Lincoln IAM for IAM RoadSmart

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Welcome to Lincoln IAM

We are an independent road safety charity affiliated to the Institute of Advanced Motorists (IAM). We prepare drivers in our area to reach the standard to be able to take their Advanced Driving Test. We cover an extensive area including Lincoln, Grantham, Retford, Newark and the surrounding area.



Take an advanced



Upcoming events



Follow us
About 2 days ago from IAM's Twitter via Twitter Web Client



As part of the IAM RoadSmart rebrand, you may have noticed our new website. We'll also be updating our regalia, banners and leaflets to match the IAM RoadSmart livery. Whilst the charity will still be registered as Lincoln Advanced Motorists, we'll be using the more snappy and relevant Lincoln IAM name for our day to day activities and publicity.

We are also pleased to announce that our National Observer Peta Bee has joined our Committee as Marketing and Publicity Officer. Peta took up her role in January and is already making a valuable contribution to the group.



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GROUP NEWS

A pass isn't enough for Sue

Inspired by a friend's success in passing her advanced test, Sue Holtby enrolled for her own Advanced Driver Course.

Thanks to her observer Julia Vause, Sue soon ironed out her bad habits picked up from 50 years of driving and learned new techniques with the group. Sue successfully passed her advanced driving test in December and according to her examiner Mark Carlin she was only one point away from a F1RST. This inspired Sue to apply for a retest and she duly scored a F1RST six weeks later.

The picture shows Sue Holtby (right) with her observer Julia Vause.

GROUP EVENTS

Lincoln IAM proves hit with Witham U3A

18 February Roger Hicks and Ashley Behan gave a talk in two parts to the Witham U3A group who meet at Cherry Willingham. In the first part, Roger outlined the system used by the IAM, based on police advanced driving training. In the second part, Ashley spoke about the considerations and issues of driving in winter conditions. At the end the two speakers gathered quite a large crowd wanting to find out more about the IAM's driving courses.

So far six U3A members have signed up for taster drivers and three have signed up for full Advanced Driver Courses.



Michael causes no offence

8 March Over 45 members and guests from Boston group attended to hear local solicitor and motoring offences specialist Michael Pace as guest speaker. Michael, a former Police Officer with seven years service prior to becoming a solicitor talked about numerous issues including the consequences of failing to stop and report an accident and the increasing problem of cloned cars.

Michael's off-the-cuff relaxed presentation kept the group interested, while his wealth of stories and anecdotes were also very informative.



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BUILD SKILLS OR RISK LOSING THEM

National Observer, Ashley Behan, on skills development

It was obvious to me that taking and passing the IAM Advanced Driving Course was just the starting point of becoming a better road users. My observer, Tony Loftus, always told me that if you want to be the best you must have the knowledge and practice the skills you build through the advanced course (along with reading the Highway Code, etc). I have to confess, however, that practice and the total 'adoption' of my driving to the IAM system of car control, amongst advanced techniques, took time to sink in.

Being 100% honest, I wrongly thought that 'turning on' the skills when Tony was in the car and 'turning them off' again (or partially at least) when he wasn't would be enough for me to develop—and in part it was. But that method is never enough to be the best you can possibly be and is hardly enough to develop consistent skills to pass an IAM test (if you are an Associate reading this, my advice to you is you must adopt the system and other advanced techniques as part of your daily driving style and *practice, practice, practice!*)



Talking about the skills we have is one thing. "I've passed my advanced test" and "I've never had an accident" are great achievements, but it's inevitable bad habits to creep into your driving over time. You won't even notice some of these begin. Driving is subjective; different to everyone, but demonstrating the advanced standard we talk of consistently well takes continued coaching and development. This can be from reading books (How to be a better driver, Roadcraft, etc), watching DVDs and YouTube clips on advanced techniques, or physically seeking more practical coaching.

"Demonstrating the advanced standard we talk of consistently well, takes continued coaching and development"

Every driver, of every level will make mistakes on every drive it's important we admit and learn from them. By undertaking an advanced course; developing the skills and knowledge you have, your risk is reduced and enjoyment increased. But passing your advanced test is really just the beginning. Continual self assessment is as important as that from others. Thinking of the example of when the police attend a road traffic collision, they often hear the words "suddenly", "quickly", "out of the blue"; but I ask do things really happen that suddenly on the road? Last week, for example, a car pulled out in front of me from a side junction meaning I had to brake fairly hard. Perhaps their mistake, but what could I have done different to observe, anticipate and plan better for that situation?

So, next time you're planning the month ahead on the calendar, or if you're just up early one weekend morning; plan an unfamiliar route and go for a couple of hours drive. Go out to practice. Refine what's good about your driving and don't shy away from the bad—be open and evaluate to improve. If you're unable to honestly assess yourself (some people are!) or you'd like someone else to check what aspects of your driving are the best and what needs a polish, then, by all means give us a call or drop us an email, one of our National Observer team will be happy to ride along with you! Advanced driving can be absolutely thrilling—enjoy the skills you have: Build on them, don't risk losing them!

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WHO'S WHO

Lincoln IAM Vice-Chair, Ken Green

I was a Clerk in the Army in 1957 and everyday had to go from the camp to collect the mail from Thetford in Norfolk in a QL Bedford lorry; passing my driving test whilst in service. In 1982 my son passed his driving test 10 days after his 17th birthday and wanted to take the Advanced Driving Test, so we both joined in later that year.

We had an observer from St Giles called Dave Wilders and took it in turn to drive each week. This I feel is a good way to learn; benefitting from one another's mistakes. I took my test first in January 1983 with Bob Hardisty. I met him in the Sessions House car park at the bottom of Lindum Hill, we went out onto Monks Road and to the lights, he said we will turn left so I indicated to turn left and pulled up at the traffic lights. He then said what are you indicating for you are not going anywhere until the lights go to green! This didn't do my confidence any good, but after a drive around Lincoln we returned to the car park and he said I had passed. My son took his test and passed shortly afterwards.

I went along to meetings and met the other members and was then asked to be an observer. I went out with Glenys Allerton who said I had passed as an observer. Since then I have taken many associates and helped them through to pass their advanced driving tests. I then took my Senior Observers test with the IAM Chief Examiner, Mr Richardson. The test involved going round a 25 mile course with my associate—and with the examiner in the back. I then took him to Lincoln and back returning to my home for a cuppa and chat when he said I had passed. I have passed several retests. Eventually I was asked to be the Chairman which I did for several years. I then took on the Vice-Chair role with the internet becoming essential, passing the Chairmanship on to Neil White.

I have been driving now for 59 years and only had two accidents and none my fault! I think the IAM is really worth joining and promoting to all drivers.



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FORDIE'S WORLD

Naught to 60 in 2.8 seconds...

I am staring at a blank sheet of paper, before I go and stare at a blank screen, wondering what to write about? A political thought crossed my mind but as this is a family newsletter and children may read it, I better let that one go! So I shall do what all sensible people do in times of uncertainty; go and make a pot of tea! The more astute amongst you, dear readers, will have observed the fact I am now in waffling mode... fear not! An idea will come upon me shortly. I said in a previous newsletter that maybe I would swap my motorbike for a scooter, however, I have had my mind changed, it's going to be cheaper to do up the Honda; about a quarter of the cost of replacement. Likewise, my computer: the operating system must be ten years old at least so maybe I should get bang up to date, Windows10 or whatever it's called! NO I have NOT won the lottery, but reluctantly I can afford to spend a few bob (sound of convulsive sobbing!).

On a more serious note, I am becoming increasingly aware of poor lane discipline in Lincoln. One of the spots is on Wigford Way with the junction of Brayford East, cars come up the outside lane, stop at the lights (usually) then, on green take off like a couple of scalded cats and cross over to the left-hand lane to turn left into Newland. Another area I have noticed is again on Newland but this time coming towards Mint Street; come along the outside lane to the lights then try to push into the left hand lane for Mint Street, etc. There never seems to be "An Officer of the

Law" on hand to point out the error of their ways!

Now February's social was something else! With contingents from Boston and Scunthorpe Groups I reckon there must have been nigh on eighty souls in that room. Obviously, Sergeant Mark Carlin with his TV exposure has great pulling power. I confess I am NOT enamored of the police generally, though I have no axe to grind, perhaps it's the attitude of some officers who take a "we know it all" approach. Fortunately Sgt Carlin appears to be one of the "old school" putting common sense before "the book".

Certainly, as an IAM examiner he appears to embrace all the practical points I would expect to be considered on a driving examination. Another aspect of Sgt Carlin's presentation was his brief explanation of Police Pursuit Driving. For obvious reasons police drivers will be trained to higher standards than "civilians". I just wonder if IAM qualified drivers, say after obtaining a "F1RST", could go on to that higher level of police training. A measure of the man's "diplomacy" shone through when during the question and answer session he was asked "who were the better drivers, men or women?" The answer amounted to "good and bad on both sides". Myself, I can think of a lady driver, a near neighbour, with whom I would travel to the ends of the earth. Conversely, I have seen appalling male drivers, so much so, I query how they ever passed their test, assuming that they ever did! The "poorer" lady drivers, in my

opinion, tend to err on the side of safety too much and let the car be their boss.

Perusing the motoring columns of the weekend press, I note that Bugatti are to produce a "hyper car" called the Chiron, in honour of Louis Chiron the great racing driver of the 1920s/30s. This projectile is powered by a "W16 (two V8s on one block) 8 litre, 4 turbo engine of 1500bhp. It has a claimed maximum speed of approx 290mph, will cost north of £2 million and does naught to 60 in 2.8 seconds. Damn! You'll break the speed limit as soon as you let the hand break off and I guess you'll have to go direct to an oil refinery to fill up! Where, apart from the race-track are you going to use a car with that potential? They should put wings on it and flog it to the RAF.

Next up, McLaren with an "everyday supercar" – the 570GT does that hint at a 5.7 litre mill? Nought to 60 in 3.4 seconds, still fast enough to get nicked, cost £154000, leave the price tag on, flaunt your wealth. Maserati have come up with a 4x4 SUV called the "Levante" twin turbo V6 or V8, good for 165mph, don't fancy a glorified Land Rover at that sort of speed. Not to be outdone, Vauxhall have a prototype GT! It looks good – shades of Porsche about it, but I reckon you'll need to be a bit of a contortionist to get behind the wheel. No doubt, if it goes into production it will go like stink too!

Anyway I've blathered on long enough. Stay safe and enjoy time on the road when (if) the better weather comes.



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KNOW YOUR STUFF

How quick can you stop?

There are two ways of slowing down. Firstly, the release of the accelerator. Secondly, the use of the brakes.

Typical stopping distances are calculated by adding 'thinking distance' and 'braking distance' together. 'Thinking distance' is the distance travelled in the time between first observing the need for action and acting. Actual thinking distance varies according to the speed of the vehicle, your physical and mental condition, your attentiveness and whether or not you are expecting something to happen. This makes early observation and planning key. 'Braking distance' is the distance needed for braking. Actual braking depends on the vehicle's capability, size and weight and the gradient and condition of the road surface.

Brake in plenty of time before a hazard and aim to complete all braking before bends. Braking reduces the grip of the rear tyres. On a bend, this unbalances the vehicle, even with modern ABS system this can affect handling. If a situation arises that requires mid-corner breaking do so progressively.

Memorise the overall stopping distances in the Highway Code and remember that as your speed doubles, your stopping distance will actually quadruple!



Typical Stopping Distances

20 mph
(32 km/h) 6 m 6 m = 12 metres (40 feet)
or three car lengths

30 mph
(48 km/h) 9 m 14 m = 23 metres (75 feet)
or six car lengths

40 mph
(64 km/h) 12 m 24 m = 36 metres (118 feet)
or nine car lengths

50 mph
(80 km/h) 15 m 38 m = 53 metres (175 feet)
or thirteen car lengths

60 mph
(96 km/h) 18 m 55 m = 73 metres (240 feet)
or eighteen car lengths

70 mph
(112 km/h) 21 m 75 m = 96 metres (315 feet)
or twenty-four car lengths

The distances shown are a general guide. The distance will depend on your attention (thinking distance), the road surface, the weather conditions and the condition of your vehicle at the time

Thinking Distance Braking Distance

Average car length = 4 metres (13 feet)

Only a fool breaks the two second rule

If you've ever been a 'nodding-dog' passenger in a car, you'll know the effects of ill-timed and harsh braking.

Always drive so that you can stop safely within the distance you can see to be clear on your own side of the road. To keep a safe distance between you and the vehicle in front, leave a gap of at least two seconds. But remember you overall stopping distance depends on your speed and the condition of the road surface.

Aim to brake smoothly and progressively. This is known as 'tapered braking' or sometimes 'three staged braking'. In this method, you should gently squeeze the brake pedal to take up initial free movement then increase the pressure progressively as required. Firm braking should be done in this central stage. Once nearing the required speed, relax the pressure on the pedal and release just before stopping to avoid a jerk. It is possible to brake extremely quickly but smoothly using this method.

Ensure your tyres have plenty of tread. Whilst the legal minimum tread depth is 1.6mm, the IAM recommend to replace at 3mm.



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2016 Events Calendar

January 2016—NO MEETING

23rd February 2016—*Sgt Mark Carlin: IAM Examinier & Star of 'Police Interceptors'*

8th March 2016—Michael Pace, Solicitor: Motoring Offences & Defence

26th April 2016—Driver Development Evening: New Vehicle Technology (Free Buffet)

10th May 2016—AGM & update from Regional Operations Manager, Ian Firth (Free Buffet)

14th June 2016—Sarah Sillars OBE, IAM Chief Executive Officer (Free Buffet)

12th July 2016—*External Event* Lincs Fire & Rescue Waddington Training Facility. 7pm prompt start at: A15 Sleaford Road, Bracebridge Heath, LN5 9FG

August 2016—NO MEETING

13th September 2016—Driver Development Evening: 'Mind Driving' (Free Buffet)

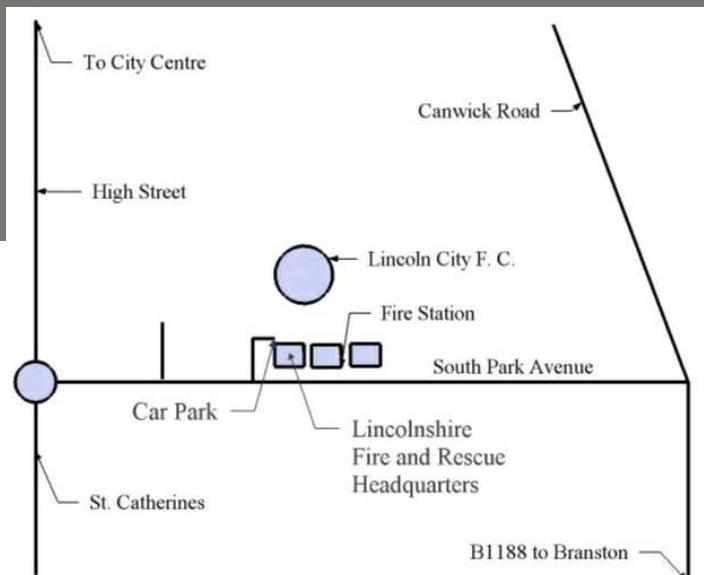
11th October 2016—Lincs & Notts Air Ambulance

8th November 2016—Winter Driver Development Evening (Free Buffet)

13th December 2016—Christmas Social & Quiz (Free Buffet)

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



NEXT EDITION: **SUMMER 2016!**



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