



LINCOLN IAM

www.lincolniam.org.uk

Registered Charity: 1049400

SPRING 2017



THE LATEST FROM LINCOLN IAM



What to say?

Do we talk enough about IAM RoadSmart and the purpose of the charity we support?

For many of us, we joined the IAM to become a better driver, enjoy driving more, gain confidence and improve road safety. The advanced driver test remains the pinnacle of the charity, but we want to reach a wider audience through taking a different tone to approach all driving licence holders.

Ask your friends and family, have you heard of IAM RoadSmart? If not tell them who we are and what we can do for them!

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

By phone:
0300 365 0152

By email:
lincolniam@gmx.com

By post:
Lincoln IAM, 17 Waterford Lane, Cherry Willingham, LINCOLN, LN3 4AN

By social media:

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ADVANCED DRIVER COURSE

2017 so far

We have had another excellent start to 2017 with a record number of new associates and a record number of test passes. All this growth has been achieved whilst at the same time bettering all the IAM's key performance indicators.

Currently we have had 14 associates pass their advanced driving test this year and have another 9 awaiting their tests. In addition we have a further 21 associates in training. This volume of associates has put us under pressure to have sufficient observers available to carry out the training and I am therefore pleased to report that we have recently recruited and trained another four observers with one more currently under training. Within the next few months we will have all our observer team qualified to National Observer level, the highest IAM observer qualification.

Our new associate recruitment success has come about, in the main, from our very well received presentations to groups such as U3A, Probus and Women's Institute.

We are looking forward to the remainder of the year with enthusiasm and the satisfaction that we are playing a part in improving driving standards and road safety.

Roger Hicks—Chief Observer

2017 (14 passes to date)

Associate	Pass Date	Observer	Check Drive Observer
David Kirkup	10/05/2017 F1RST	Ashley Behan	Tom Burton
David Bowdrey	20/04/2017	Howard Balchin/Roger Hicks	
Christine Johnson	07/04/2017	Tony Lofts	Ashley Behan
Darren Lane	03/04/2017 F1RST	Roger Hicks	Kelvin Simmonds
Adele Clapham	31/03/2017	Mike Hill	Julia Vause
Paul Seaward	16/03/2017	Tom Burton	Ashley Behan
Graham Ford	07/03/2017 F1RST		Trevor Kerry/Ashley Behan
Darren Lane	22/06/2017	Roger Hicks	Kelvin Simmonds
Rob Murray	18/02/2017	Kelvin Simmonds	Roger Hicks
Euan Sweeting	14/02/2017	Ashley Behan	Roger Hicks
Vera Asher	13/02/2017	Peta Steadman Bee	Ashley Behan
Caroline Woolsey	07/02/2017	Julia Vause	Peta Steadman Bee/ Ashley Behan
Tom Sweeting	02/02/2017	Ashley Behan	Roger Hicks
Alison Russell	22/01/2017	Trevor Kerry	Ashley Behan

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GROUP NEWS

Advanced passes for Frank and Christine

When Frank took and passed his Advanced Driver Course last year, his wife Christine didn't want to be left out so swiftly signed up for a course herself!

Frank and Christine, from Fiskerton, were both observed by National Observer Tony Lofts who said "They were a pleasure to go out for a drive with and didn't take long to reach the required standard. They were both only just short of achieving a FIRST!"

Mark Carlin pictured presenting Frank and Christine with their certificates.

Well done on an excellent achievement!



Observers reach Local qualification

Congratulations to Tom Burton, Simon Clayton, Trevor Kerry and Howard Balchin who have recently passed their Local Observer qualification. Pictured below (L-R) with IAM Examiner Mark Carlin presenting their certificates. Following this route, Lincoln IAM aims that all observers who wish to do so take the



National Observer qualification, the highest observing qualification available.

We are delighted to have them on board!

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GROUP NEWS

Tony's F1RST

Lincoln IAM Tony Nutkins recently took a Members Driving Refresher with a view to passing his Advanced Test again achieving a F1RST.

My reason for joining the IAM was to improve my driving. Having taken early retirement and moved to Lincolnshire in early 2011 I found that driving mostly on rural roads was unfamiliar and something that I would need some guidance to adapt to. I had not had a driving test since 1968 when I got my full licence.

Driving in London and the daily commute to work meant that most of the time I was following familiar roads and routes even when travelling 30,000 to 40,000 miles a year around the country in one job for a few years, mostly done on A Roads, Dual Carriageways and Motorways, Lincolnshire's B roads were a challenge.

I signed up with the IAM in late 2011 having had a Drivecheck 55 session which showed that while I was a reasonably safe driver there was room for improvement. I was originally put in touch with the Boston Group by IAM HQ but changed to the Lincoln Group in 2012, starting Observed Runs in March and, after some

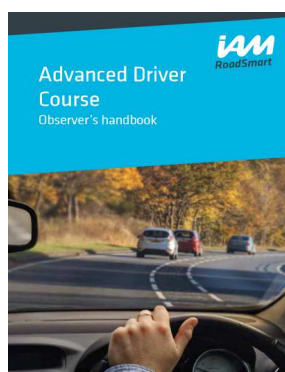
delays, taking the test, which I passed, in June.

I do believe that once you have achieved a skill, it is best to maintain or, if possible, improve the standard and that can only be done by putting in to practice what has been learned and by regular reassessment. I always had ongoing training and assessments while working so why not apply that to driving? I did one of the IAM free assessments that were offered in late 2014 with Mike and, while I appreciate that it is not a test, I did achieve a fair result and it was an improvement on my test in June 2012, which was also an improvement on my Drivecheck 55 assessment in October 2011.

In late 2016 I decided to take the test again to see if my driving had improved or otherwise and also to see if I was able to achieve a "First". Ash was good enough to take me for an observed run, was very supportive and gave me a few pointers as well as encouragement.

I achieved the First in November with Mark Carlin as the examiner on a dull, dreary day with persistent rain. His comment on the Advanced Test Report: "A very good First. Systematic & professional drive done in awful conditions".

Lincoln selected for new pilot



A new option will soon be available for those taking Advanced Driver or Rider courses. Currently, when you progress to the completion stage of the course, you are tested by an Examiner. Feedback from members and non-members has shown that the 'test' scenario puts some people off signing up. With this in mind, IAM RoadSmart is to trial a 'Group Sign Off' process from summer this year which will see Local Observer Assessors be able to sign off candidates to complete the course rather than a test. This widens the appeal of the course and improves IAM RoadSmart's aim of improving the standard of driving and riding.

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GROUP NEWS

Fred Welch Trophy returns to Lincoln

When Roger Hicks, Chief Observer of Lincoln Group, was awarded the Fred Welch Rosebowl at last year's conference he noticed that it had been previously won by Lincoln in 1991. At that time it was awarded to Glenys Allerton for her excellent work in promoting the aims of the IAM.

Glenys is still a loyal member of the group and was grateful for the opportunity to get her hands on the trophy once again.

Photo shows Roger and Glenys with the trophy.

AGM 2017 update

The Lincoln Group Annual General Meeting took place on Tuesday 9 May at The Pride of Lincoln and was attended by around 45 members and guests.

The evening's formalities saw reports from the Chair, Secretary, Treasurer and Chief Observer along with a short talk from IAM RoadSmart Regional Service Delivery Manager, Pete Serhatlic.

Adoption of the 2017 accounts was agreed along with an increase in annual membership fee to £12.

Ken Green stood down as Chair to take a quieter role on the committee, whilst Julia Vause stood down from the committee. Observer, Trevor Kerry was nominated to join. Nominations to propose and second were received from Shane Bower, Tim Smith, Dennis Lockwood and Graham Ford which allowed the member vote to proceed swiftly.

The Committee make up is now as follows and is available on our website. More details on individual roles will be circulated in the next edition of the newsletter.

Chair/Chief Observer Roger Hicks

Vice Chair/Secretary Ashley Behan

Treasurer David Bee

Committee Members Gary Hill, Ken Green, Trevor Kerry, Pete Steadman Bee, Mike Hill, Tony Lofts



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CAR MAD FELIX HAS HIS SIGHTS SET ON HELPING ROAD USERS

At age three!



When three-year-old Felix Behan saw his dad wearing his new IAM RoadSmart polo shirt, the youngster proved he was a chip of the old block by asking for his own version of the road charity's official shirt.

And not wanting to let the youngster down, the UK's leading road safety charity duly obliged and came up with a bespoke child's edition of the navy blue IAM RoadSmart polo – with 'Future Observer' embroidered on the front!

Felix's dad Ashley is group secretary for Lincoln Advanced Motorists, an official provider of courses and advice from IAM RoadSmart.

Ashley said: "Felix understands quite a lot about the work I do with IAM RoadSmart – he knows I go out and help people drive their cars safer. As soon as he saw me wearing my IAM RoadSmart polo shirt, he asked if he could have one just the same!

"When he saw the package he was so excited and wanted to put the shirt on right away."

Ashley added: "Felix loves everything about cars; they are all over his room. He switches from wanting to be a bus driver, to a racing driver to a lorry driver, but we'll see what happens."

Felix now has a younger brother; six-month-old Milo. We have yet to discover if Milo wants an IAM RoadSmart baby-gro yet ...!

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EXTERNAL EVENTS

Presentations key to success

One of IAM RoadSmart's objectives is to reach a wider audience. There are 46 million driving licence holders in the UK and only 500,000 advanced drivers. Locally we have taken this objective forward. We increased our membership by 22% last year and are on course to reach the same in 2017. A large part of this success is achieved through our presentations on advanced driving to local groups such as Women's Institute's, U3A's and PROBUS.

We appointed our first Publicity Officer, Peta Steadman Bee early last year and Peta has been working hard to develop our relationship with such organisations. Please get in touch if you know of any groups who'd be interested to learn more about advanced driving.



20% DISCOUNT

On Advanced Driver or Rider Courses with Lincoln IAM and Lincolnshire Advanced Motorcyclists

MEMBER OFFER

Partnership with Lincolnshire Advanced Motorcyclists

Are you a biker as well as a car driver?

You've taken your advanced car test and fancy progressing to your bike?

Or you've always fancied buying a bike? Go on, you have, haven't you?

Well now there's no better time! We've team up with our local advanced bike group, Lincolnshire Advanced Motorcyclists with an offer exclusively for you throughout 2017.

Any current Lincoln IAM member can join Lincolnshire Advanced Motorcyclists and take an Advanced Rider course with 20% discount. The offer will also apply to advanced bikers wishing to take their Advanced Driver Course with us, will see members

The bikers will also be joining us for our September 2017 meeting to talk about aspects of advanced biking and giving their tips of how other motorists can help bikers.

We would like to thank Mick Smith, Roland Johns and their colleagues at LAM for making this possible.

What do I get?

As a current member of Lincoln IAM or Lincolnshire Advanced Motorcyclists you will receive 20% discount when you sign up for a Advanced Driver or Rider Course in Lincolnshire.

How to claim?

Simply contact us on the details below quoting "LINCS-DISCOUNT" and we'll sign you up!

Advanced Driver Courses with Lincoln IAM

Contact 0300 365 0152 or lincolniam@gmx.com

Advanced Rider Courses with Lincolnshire Advanced Motorcyclists

Contact 01427 616864 or lincs-am-sec@pobroadband.co.uk



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DVSA TEST CHANGES

Satnav check to be introduced

The government has announced that the driving test is to change from 4 December 2017 to include the following:

1. Independent driving part of the test will increase to 20 minutes

The independent driving part of the test currently lasts around 10 minutes. During this part of the test, you have to drive without turn-by-turn directions from the driving examiner.

2. Following directions from a satnav

During the independent driving part of the test, most candidates will be asked to follow directions from a satnav. The examiner will provide the satnav and set it up. You won't need to set the route - the examiner will do this for you. You'll be able to ask the examiner for confirmation of where you're going if you're not sure. It won't matter if you go the wrong way unless you make a fault while doing it. One in 5 driving tests won't use a satnav. You'll need to follow traffic signs instead.

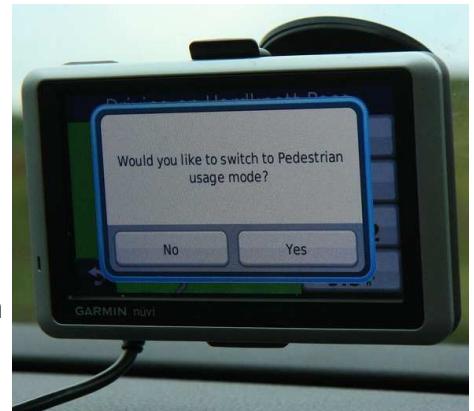
3. Reversing manoeuvres will be changed

The 'reverse around a corner' and 'turn-in-the-road' manoeuvres will no longer be tested, but you should still be taught them by your instructor. You'll be asked to do one of 3 possible reversing manoeuvres:

- parallel park at the side of the road
- park in a bay - either driving in and reversing out, or reversing in and driving out (the examiner will tell you which you have to do)
- pull up on the right-hand side of the road, reverse for 2 car lengths and rejoin the traffic

4. Answering a vehicle safety question while you're driving

The examiner will ask you 2 vehicle safety questions during your driving test - these are known as 'show me, tell me' questions.



INSURANCE RISE

Increase in premiums

Drivers saw car insurance premiums rise by an average of £110 over the last year, according to Confused.com.

An increase in the cost of repairs and recent government changes to injury payouts pushed the annual cost up by around 16%.

The report found that the average driver pays £781 when using a comparison site for a fully comprehensive policy in the year up to March 2017. Newer vehicles have seen some of the biggest rises due to more complex electronics and the increasing cost of repair.

In March 2017, the government altered the Ogden Rate which calculates lump sum payments to accident victims who suffer long-term injuries. This

saw premiums raise a further 4%, Confused.com has found.

The stats

- Men pay an average of £96 more than women
- 11% rise for 17 year-olds
- 23% rise for 66 year-olds
- 3% decrease for those over 71
- Drivers in London pay higher premiums, with prices rising 16%
- Highest increase in the Scottish Highlands at 21%

The research checks over four million car insurance quotes. More information can be found online at www.confused.com/on-the-road/cost-of-motoring/what-the-price-index-means-for-you

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WHO'S WHO

National Observer and Committee Member, Trevor Kerry

I passed my driving test in 1964 and took my first advanced test in 1968 with the League of Safe Drivers, now RoSPA, advancing from 2nd class to 1st and finally Veteran! I learned to drive in London and passed my test on a Mk 1 Ford Cortina; but my own vehicle was an ancient Standard 8 into which I fitted seatbelts and a lashing for a carry-cot. LSD required repeat tests; I have always believed that to be the right policy (the IAM Fellowship will catch up with this idea!).

By now I had left secondary teaching and moved into teacher education – the first of many education and management jobs over thirty years which required me to link work with driving long distances for my employer, plus commuting a 100 miles a day as well. Sadly, I always had to buy my own cars. But interminable miles in poor weather convinced me advanced driving skills were a MUST.

My first new vehicle was a Renault 4 with a three-speed push-pull gear lever horizontal from the dash: OK for city driving. After a second-hand Anglia, a succession of practical Maxis, and a disastrous period with a Ford Cortina Mk 4 estate, over the years I chose mostly Astras in various guises, a Tigr, and culminated in an Astra Bertone. But by now I had acquired a wife, a family, a mortgage etc., and so had lapsed from the League; and meantime this organisation had fused with RoSPA.

By the 1990s I was senior adviser with Norfolk LEA and had my only company lease cars: Rover 214 and Peugeot 405. I have always had access to my wife's vehicles: Metro, various Novas, Renault 19D (her favourite), Laguna Sport, Megane Scenic, Vauxhall Signum – and latterly a series of small tanks: Tucson, iX35, and Mitsubishi ASX3.

To date, then, everything was manual; but a friend introduced me to the joys of Mercedes and automatics; finally, in 2005 I succumbed to a C class. Inspired, I later took my IAM, went on to a First, gained a RoSPA Gold and became an IAM Observer, now awaiting National assessment. I am delighted to be asked to stand for Committee since advanced driving has to be an important cause with young people and the older generation alike.

I 'retired' in 2016 after 53 years' service to education, and have since given advanced driving more time and energy, alongside being Secretary of the RAF Cranwell Branch RAeS and various academic activities in relationship to my two professorial roles.

Driving highlights? Oddest vehicle: Highways Agency snow plough (too long a story!). Worst car: Cortina mk 4 – rear-wheel drive, light on the back end, skittish in any conditions, but good-looking, good tow-car, and capable of carrying a wardrobe (I did). Least reliable: Fords (monumentally bad starters when warm). Worst drive: the ASX3 by a country mile. Most enjoyable driving memories: later in life, driving big automatics for weeks at a time in the USA. Best manual car owned in UK: Laguna Sport. Best car overall in UK: my first Mercedes C, bought 'cheaply' as the version was being discontinued, and kept for ten years. Best car driven overseas: Buick Skylark with column-mounted auto shift. Best car I never owned: Triumph Renown (if you don't know it, look it up on the web, find one in silver, and go weak at the knees for those 'razor-edge' lines).



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FORDIE'S WORLD

F1RST for Fordie

Where do I start? I suppose it must have been at a social night in the middle of 2016 where advanced test passes were being presented to successful candidates, some of whom had gained a "F1RST". What WAS a "F1RST"? A quick word with Chief Observer Roger gave me the outline of the scheme,

At this point, Christmas intervened so nothing was done for a while, then, out of the blue, I get a request from Mark Carlin, the examiner, would I be available for a date in early January? Hang on a sec! I don't know what the job entails, hit the panic button and seek Ash's urgent help! No problem



(how DOES the lad do it?) and I am fixed up with an observed drive with Prof Trevor Kerry. Now I wasn't worried about my car control but it was the details like commentary, questions on IPSGA for example or the highway code where I needed briefing. Trevor took me down to the Newark area and we drove a representative test route during which a few shortcomings – not particularly failures – were pointed out.

For me, this was the whole purpose of the experience and gave me the basis for improvement. In the meantime, Ash lent me his training manual, so I could focus on the points made by Trevor. All this culminated in another observed drive with Ash, who was confident in my ability to gain a F1RST providing I concentrated on the job in hand and didn't blather on about my time on the road... *cont*

could I, a member of the IAM for over thirty years take this test and qualify? Yes, I could, if I was prepared to go through with it. Well "nothing ventured" as the saying goes; I turned to our Hon. Secretary, Ash, who set the ball rolling, getting my details registered.

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FORDIE'S WORLD

F1RST for Fordie Cont.

So, "the die was cast", once again Ash made all the arrangements and a date was given, Monday 27th February 14:30hrs at Newark. At around 12:30hrs an urgent text from Ash said Mark Carlin would be about 30 minutes late due to an incident at work, followed twenty minutes later by a phone call, again from Ash, Mark's incident was more involved, at least an hour late or postpone until another date, I chose the latter option which was Tuesday March 7th at 10:30hrs. Arriving at the "Friendly Farmer", sited at the junction of the A1, A17 and A46, in good time, I was able to relax, collect my thoughts and prepare mentally for what was to come.

Mark arrived promptly and formalities completed, we set off along the A17, direction Sleaford, after about 2 miles we turned off for the village of Coddington, passing through there, we negotiated a series of country lanes with all the usual hazards, you know, potholes, mud on the road, dodgy verges, people walking dogs; until we came to the A1 southbound. I usually claim, immodestly, that the A1 is my spiritual home, so I was able to demonstrate that I could deal with traffic conditions, drive safely at up to 70 mph and follow directions into Grantham. We made a loop around the west of the town, coming out again onto Gonerby Hill heading back to the A1 north and more opportunity to mix it with HGVs and car drivers with their own version of 70 mph (and the rest!) finally making our way back to the "Friendly Farmer".

Mark was happy with my performance and to award me my "F1RST". On reflection, it had been a happy and relaxed experience, we had chatted like old friends out for a drive, interspersed with bits of "commentary". Mark was also generous enough to say he had felt very comfortable during the test and had he not been so he would have talked a lot less. In the light of that, I feel I am still a competent driver and am maintaining IAM standards satisfactorily, although there were a couple of points which need a little more precision.

During our conversations, Mark asked why I had decided to go for a F1RST, that made me think, firstly, to prove to myself I still retain good driving skills, secondly, to prove to

any passengers who travel with me that they are in safe hands and also, a bit of vanity, I maybe "knocking on a bit" but I've still "got it!"

Once again, my sincere thanks to Roger, to Ash, to Trevor for their help and encouragement and last but not least to Mark Carlin for acknowledging my ability. I would say to any other members contemplating going for a "F1RST" DO IT! Anticipation is worse than execution!

Diesel engine emissions are getting a pasting in the media no doubt based on some "scientific study" carried out by people with nothing better to do with their time and taken in our big cities like London, Birmingham, Manchester et al. After half a lifetime working with diesel engine vehicles I can tell you a diesel exhaust DOES STINK and prolonged inhalation DOES NOT do you any good. Come to that, petrol exhaust is not good for you either. Just reflect, how many people have used petrol exhaust to commit suicide! Diesel technology has made great strides in the last twenty years or so with turbo charging, particulate filters built into the exhaust system, ECUs that monitor fuel flow into the engine and so-on. all this has helped to control emissions BUT, it is always worth bearing in mind that in an IDEAL world a diesel engine should run continuously at a fixed speed and fixed temperature only being shut down for essential maintenance.

Any exhaust fumes are dangerous not only motor vehicles, think of those who have suffered or died from carbon monoxide poisoning from faulty boilers as just one example. I realise it is almost impossible to avoid fumes in daily life, so I suppose it falls to us keep out of "the line of fire" as much as we can. Finally, diesel engines are NOT the monsters they are made out to be.

Right! That's "had me say!" better get this typed up and emailed to Ash, if the blessed computer plays ball!

Stay safe, they're not all locked up yet!



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KNOW YOUR STUFF

Making an impact

The model below was first shared with group representatives at the IAM RoadSmart National Conference in October 2016.

The goal is to reach every driver and rider with a licence. Our aim is to improve the standards of driving and reduce the killed and seriously injured on our road.

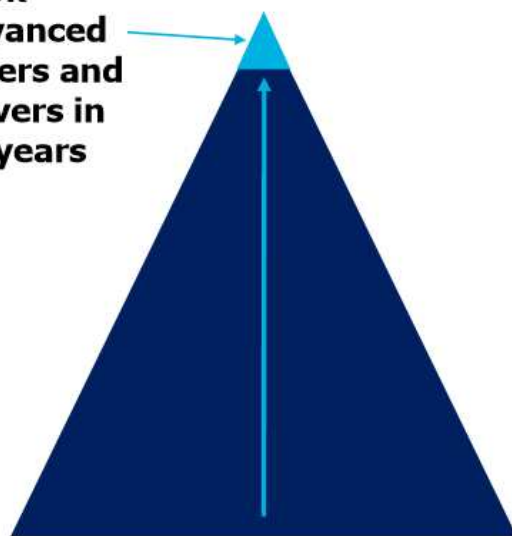
The triangle on the left below shows us at the start of our journey, where we reach a small number of road users as only 460,000 have achieved advanced driver or rider status in 60 years. We can do so much better with new ideas, so we invert the triangle, now the large base of 34+



We improve the courses we offer. IAM RoadSmart have already introduced road modules for specific things such as motorway driving. We told you more about the Group Sign off we're about to pilot earlier in our newsletter. Later in the year, IAM RoadSmart will have a new app available.

This

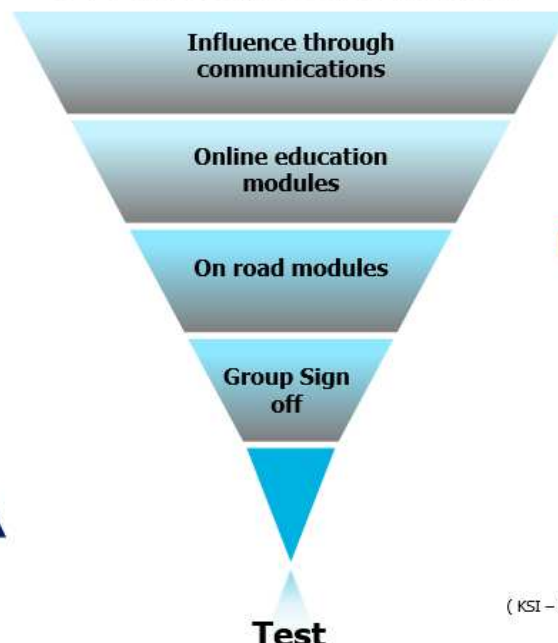
**460k
Advanced
Riders and
Drivers in
60 years**



34+ million licence holders

To This

34+ million licence holders



**Reduce
KSI
Rates**

(KSI – Killed or Seriously Injured)

million licence holders becomes the focus.

How do we do it? Through new communications such as social media, more presence in the news and more collaboration with organisations such as the Women's Institute.

Here in Lincoln, we're welcoming and friendly. Our observers are trained to an industry approved standard. Our knowledge and skills instils confidence in the road users we engage with, young and old. We want to continue to make a bigger impact on improved driving across Lincolnshire.

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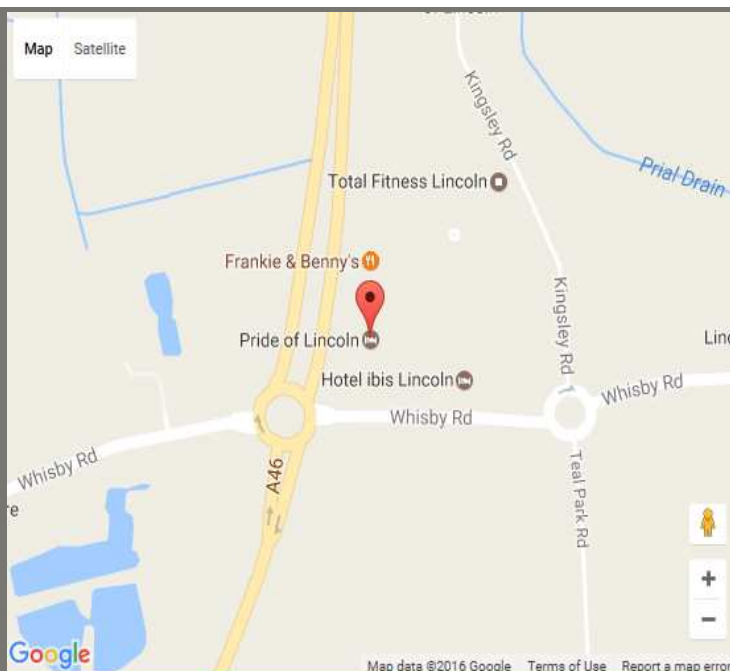


CHANGE OF VENUE

WHERE TO FIND US?

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



2017 EVENTS

Wednesday 15 February 2017

Andy Dixon—Lines Fire and Rescue Accident
Investigation

Tuesday 14 March 2017

Advanced Driver Development

Tuesday 11 April 2017

Sgt Mark Carlin—Star of Police Interceptors and IAM
RoadSmart Examiner

Tuesday 9 May 2017

AGM and update from IAM RoadSmart

Tuesday 13 June 2017

Reg Local - Advanced and Performance Driving
www.reglocal.com

Tuesday 11 July 2017

Car Maintenance Practical/Driving Event - to be
confirmed

Tuesday 8 August 2017

Marc Jones - Lincolnshire Police and Crime
Commissioner

Tuesday 12 September 2017

Lincolnshire Advanced Motorcyclists - Talking Bikes

Wednesday 25 October 2017

Barrie Heath Trophy Quiz

Tuesday 14 November 2017

Advanced Driver Development

Tuesday 12 December 2017

Christmas Social

NEXT EDITION *Summer 2017*

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