

THE LATEST FROM THE LINCOLN GROUP

What's new?

In this edition...

Find out more about the IAM's Skills Enhancement Day held at RAF Elvington in North Yorkshire, Lincoln is crowned UK capital of road rage and much more.

Pages 3 & 4 feature a contribution from David Black, who recently passed his Skill for Life test with a F1RST - the first Lincoln Group associate to do so since 2013. His piece makes a really great read!

Many thanks to members who attended the AGM in May and special thanks to those who took the time to complete the feedback forms. We were happy to receive some positive feedback and good suggestions, your input is always appreciated. Anyone who didn't attend and wishes to offer us some feedback or suggestions can get in touch on the email address or telephone number below. Look forward to hearing from you!



David Black, presented with his F1RST certificate by Group Chairman, Neil White

Skill for Life for £99!

A reminder that under 25's get £50 back when they join and take the Skill for Life course (test must be taken). Contact us for more details.

Barrie Heath Quiz

The Barrie Heath Quiz takes place annually in memory of Barrie, who was a member of the Grimsby and Lincoln IAM groups and founding member of the Scunthorpe IAM group. He sadly died in June 1977 - just a couple of months after the Scunthorpe Group was formed, aged 32.

The Lincoln, Grimsby, Scunthorpe and Lincolnshire Motorcyclists groups take part in the quiz each year to compete for the 'Barrie Heath Trophy' in his memory.

This years quiz will be on the evening of Wednesday 28th October at the Redbourn Club in Scunthorpe. We're looking for 2 group members to join our quiz team and as many people as possible to come along in support. If you're interested, please contact us on the details below. It's a great night, good opportunity to socialise with fellow groups - and the buffet is always excellent as well!

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 or contact us on 0300 365 0152

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SKILL FOR LIFE UPDATE

Congratulations...

We would like to congratulate the following 18 members who have all passed their Skill for Life test in 2015!



Martin Nash is presented with his Skill for Life certificate by Chief Observer, Roger Hicks

| Associate | Pass Date | Observer | 2nd Opinion Observer |
|------------------|------------------|-----------------|----------------------|
| Sarah Hall | 13/07/2015 | Roger Hicks | Ashley Behan |
| Ian Firth | 19/06/2015 F1RST | Roger Hicks | |
| Martin Nash | 12/06/2015 | Ashley Behan | Gary Hill |
| Janusz Lebioda | 29/05/2015 | Terry Johnston | Gary Hill |
| Bernard Beacroft | 29/04/2015 | Ashley Behan | Gary Hill |
| Alison Wyatt | 22/04/2015 | Ashley Behan | Roger Hicks |
| Alex Richardson | 17/04/2015 | Kelvin Simmonds | Roger Hicks |
| 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 |

We would like to welcome...

Trevor Kerry, Andrew Wylie, Colin Stevens, Chris Canner, Henry Robinson, Sue H, Jill Bos, Maurice Keyte, Mike Perridge and Ian Lacy who have joined the group as associates to take the Skill for Life Course since our Spring15 newsletter.

We hope you enjoy the Skill for Life course and look forward to seeing you at an event soon!



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FROM CRASH TO FIRST...

My journey with the IAM!

Having been a really good and safe driver for over thirty years I knew I'd never have an accident that was my fault. Sure, there are plenty of rubbish drivers out there - not paying attention, driving too fast etc but I wasn't one of them. Until I was!

A dry road, clear weather, radio on, running a little late for an appointment and an 'S' bend that sharpened a touch on the second bend and there I was – off the road, bumping along the verge before rolling over and



ending up looking at the world suspended by the seatbelt. Luckily the side windows were open so the adrenaline rush was able to get me out of the car quickly and easily. Luckily my phone was still in my pocket. Luckily I was virtually uninjured. Luckily there was no oncoming traffic. Luckily the car didn't catch fire.....you get the drift!

After a trip to A&E to be checked out, and subsequently being released back into the wild, I took stock of the situation and had to confront my delusions. Like most of us, I was clearly driving virtually on auto-pilot trusting that my years of experience would see me through. Like many of us, I often placed a little too much emphasis on getting somewhere as quickly as possible rather than just concentrating on getting there. The journey had become an inconvenience to be overcome rather than a pleasure to be enjoyed in its own right.

So, what to do? Carrying on the same was not an option – I couldn't possibly be so lucky next time. Giving up driving was not an option – I wasn't THAT bad after all! Maybe it was time to get some help, to go back to school, to re-focus and my thoughts turned very quickly to the IAM. I didn't really know much about it but I had heard of the 'Advanced driving test' and knew a little about the 'commentary' aspect of the test but that was about it. I figured that by becoming an advanced motorist I would prove to myself that I had improved my skills and become a better, and importantly, safer driver.

And so to my first assessed drive, poor old Mike! I was somewhat nervous beforehand – what would it be like? What would he say? How bad was my driving in someone else's eyes? Thankfully Mike was a calm, reassuring presence who put me at ease and encouraged me with many "thank you"s as the drive progressed. He was kind enough to comment that I wasn't totally rubbish, even going so far as to say that he didn't think it would take an age to get me to a standard ready for the test. Smiles all round!

After a few more drives Mike suggested that I might try a little commentary on a drive as I hadn't really attempted it up to that point. Well, his comment at the end of the drive was priceless – "where on earth did THAT come from?!" What Mike hadn't known was that I do like to talk (ask my family!) and that the only reason I had been quiet previously was not really knowing what was expected. Having absorbed Mike's comments on previous drives I let him have it! I did find the commentary aspect very helpful as a tool for retaining focus during a drive as it forces you to be thinking about the hazards, the road ahead, the actions of other road users etc and even now I often talk to myself whilst driving (but only when there's no one else in the car!).....

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FROM CRASH TO FIRST...

My journey with the IAM! (Continued)

..... A 'second opinion' drive was arranged with Ashley and he was duly subjected to a good talking at for an hour or so! He professed himself satisfied with my driving – well, I couldn't let Mike down could I? I must admit I did fleetingly consider driving like a complete dunce to get Ashley wondering what on earth Mike was up to but I didn't think that would really be fair! Both Ashley and Mike were very supportive, encouraging and non-judgemental throughout the whole process which is just what was needed with my confidence having been knocked by the accident.

So to the test, March 22nd, which unfortunately coincided with the running of the Lincoln 10k road race. When my examiner, Roy, asked about the route of the race we realised that he had planned for the drive to include part of the course! Undaunted, and it being about an hour and half before the start, we set off towards Lincoln and managed to sneak through before the roads got closed off. This is an interesting start to the drive, I thought!

We were soon out on the open road and I did feel that things were going well although the complete lack of feedback from the examiner, whilst anticipated, was somewhat unnerving and I think that, as a result, my commentary became somewhat 'dry' and unenthusiastic as the test progressed (sorry Roy!). A few "did I do that alright?" moments aside the test felt generally quite comfortable although I did wonder if I was being over cautious when I delayed an overtake and was myself overtaken by a couple of other drivers (just the sort of risky overtake I might had carried out myself a few months previously!).

As we approached Lincoln again about an hour after setting off I began to relax as the test was nearing its end and I was confident that I had at least 'scrapped through' it. Then Roy turned us onto the bypass! A quick 'blast' up and back followed – presumably to check that I wasn't going to drive at 50mph all the time! I did also manage to sneak in a "block change" as well just to show that I was aware of the technique! Back to the start and, following a quick reversing manoeuvre to park the car, the test was over. Thankfully I was not kept waiting for a decision and Roy quickly advised me that I had passed. He then asked if I knew what a "first" was and I had to confess that I didn't (I later remembered that Mike *had* mentioned this during a drive so apologies Mike!). I could scarcely believe it when Roy said that I had just completed a near perfect test drive and that he was recommending me for a First pass. For once I was somewhat lost for words!

I can safely say that I have enjoyed my experience with the IAM and definitely feel that I am a better driver for having undertaken the "Skill for life" course. My daughter has commented that I seem to be driving better and I do find that I am able to concentrate more on the drive itself rather than letting my thoughts drift to the destination and what I'll be doing when I get there. I'm not perfect, that's for sure, and this skill is one that needs constant practising but I guess my motto now could be summed up as "you don't drive with the car in neutral so don't drive with your brain in neutral!"

David Black, Lincoln IAM

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WHO'S WHO

Observer and Committee Member, Tony Lofts...



I left the RAF in 2006 after 38 years service, as Warrant Officer Aircrew. For my resettlement training I took a C class (HGV2) course. I applied what I learned on that course to my car driving. It was somewhat different to the way I had been taught 40 years before!

I could never understand why people left the forces then went from job to job. I soon realised that with a decent pension in your pocket you could try lots of things until you found something you really liked.

I tried agency lorry driving but it was mostly builders merchant deliveries and was too much like hard work. Then I did national courier driving for two years for Serco. I was a white van man! My eldest son then persuaded me to try taxi driving which I have been doing for the last 6 years.

I had long thought that the way I drove was different to the vast majority of drivers. I thought that perhaps they were doing it right and I was doing it wrong. I had been talking about doing an 'advanced driving course' for a while when my family bought me a Skill for Life as a birthday present. Two sessions with Ken Green convinced me that I had been 'doing' it almost right!

Ken and Gary Hill considered me good enough to become an observer and also invited me to join the committee. It really is gratifying to see one of 'your' associates being presented with their Advanced Driver Certificate. That and them saying that they enjoy driving much more, are more confident and are saving fuel make all the time and effort well worth while.

July Events Update

July Driver Development Evening

We held our Driver Development Evening on 14th July at Lincs Fire and Rescue HQ. We hold these evenings three times a year as part of our social calendar and they focus on specific aspects of driving. This one was presented by Roger Hicks and Ashley Behan and was all about 'Lone Driving'. 30 members attended an informative evening with plenty of questions and interaction. They're always good nights with a tasty buffet, come along to the next one!

Cherry Gala

Ashley Behan, Gary Hill and Tony Lofts represented the Lincoln Group at the Cherry Gala - an annual village event held in Cherry Willingham, Lincoln. Several hundred people attended the event where we promoted the IAM, advanced driving and held a driving related quiz to win an IAM Skill for Life driving course with the group - the winner was Ian Lacy of Cherry Willingham.

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ROAD RAGE CAPITAL

Lincoln named UK's road rage capital in survey!

Lincoln has been named the UK's road rage capital. Reported in the Lincolnshire Echo, The Lincolnite and several national newspapers, the survey was carried out by insurance company Privilege.

The study defined road rage as "an incident in which a driver raised their voice, swore, used hand gestures, flashed their lights or used the horn as a reaction to another driver's, cyclist's or pedestrian's behaviour."

61% of drivers surveyed in Lincoln said that they regularly experienced road rage while driving around the city. The national average is just 41%.

Other statistics

- There is a road rage incident every 20 minutes or along every 7 miles of road
- Six in 10 said being cut up by another driver was the source of their road rage
- Five in 10 cited tailgating
- Men aged 50, 69 and 79 are the top three worst offenders. Women aged 39, the fourth
- 21 year old women least likely to suffer with road rage
- 7:30am on a Monday the most likely time for incidents to occur

Most common road rage triggers:

1. Another driver cutting you up 62%
2. People not indicating 56%
3. People using their mobiles whilst driving 55%
4. Tailgating 51%
5. Pushing in a queue 42%
6. People driving too slowly 36%
7. Cyclists going through red lights 33%
8. Another driver not saying thanks 27%

Other road rage hotspots include Portsmouth, Peterborough and Hull, while Nottingham has the calmest drivers in the country. London was (surprisingly) ranked 13th - expected much higher!

As advanced drivers, we hopefully remain calm at all times - take a step back to realise you control your actions and control your frustration by good planned use of 'the system'. Good, early observations as far as you can see, all around your vehicle give you more time when dealing with any hazards, including road rage.

(Article sources: The Lincolnite, Lincolnshire Echo, Privilege Car Insurance)

Contact the Newsdesk

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SKILLS ENHANCEMENT DAY

Ashley Behan attended the IAM's Skills Enhancement Day

A surprise early birthday present from my other half, I found myself booked on one of the IAM's Skills Enhancement Days up at the old RAF Elvington - now an air museum.

It's about an hour and a half away from Lincoln and a nice drive along the A15, M180, across the Humber Bridge, up to Market Weighton, Pocklington via the A63, A1034 & A1079 and finally the B1228 to Elvington - some great roads to enjoy even before I'd arrived. I was there for 9am and was surprised to be greeted by a 'Hello Ashley'. It was Simon Clayton, who is one of our Observers from the north of the county along with his Dad, Mike, a long-standing Senior Observer of the Sheffield & District Bike Group.



We were split into two groups, one to drive in the morning with the presentations in the afternoon and vice versa. There were four presentations to choose from: Highway Code, Common Confusions and Masters, System Observation and Commentary and Modern Vehicle Technology. If you didn't fancy any of those you could take the opportunity to have a look around the museum. I decided to take System, Observation and Commentary and Common Confusions - although the latter was changed to a 'Standards Update' instead.

David Stringer took the first presentation and talked about the aim to create 'thinking drivers' and spoke in detail about the system of car control (IPSGA) and the use of Observation, Assessment (Anticipate) and Planning (OAP) constantly to carry out the system successfully. Some video examples of the use of commentary (or 'spoken thoughts' as it is becoming more commonly known) in driving were shown and we were given the opportunity to try some out while following a developing hazard on the big screen (I didn't volunteer!).

It was then the turn of Peter Rodger, the IAM's Chief Examiner and Dave Shenton (Heads of Field Operations) to talk about the work the Institute has been doing updating standards and its new course material which is currently being piloted. Peter started the presentation with a thought provoking video of a 1950s Formula 1 pitstop in comparison with one from 2013 (it was that impressive I'll post the link in case anyone wants to watch https://www.youtube.com/watch?v=RRy_73ivcms). The idea being things have moved on in many ways since the basis of 'Roadcraft' was written. The new course material for both Observers and Associates looks impressive and will help to ensure the same standards across the country. It will hopefully be rolled out to groups by the new year. A new version of 'How to be a better driver' will follow in the future as well.

After lunch (chicken stew, dumplings and chips) we were put into pairs and allocated Observers. I was paired with Mike an IAM member of 48 years and our Observer for the afternoon was Angie Bird, Chief Observer of the Hull & East Riding IAM Group and IAM Masters Mentor. We had about 2.5 hours on the road and split the driving, picking up some useful tips from Angie along the way! Smoother braking, being the advice for me! Overall, it was a very interesting and enjoyable day!

These events are advertised in the IAM's Advanced Driving magazine and online and cost £25 per person.

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FORDIE'S WORLD

Motoring thoughts from our Group Member, Graham Ford!

Fairly recently there has been a reported increase of mobile phone use whilst driving, particularly by the under thirties. It would appear male van drivers are the most at fault, although women drivers tend to use their phones at traffic lights. The increase of this offence claims to be at least 14% in three years and that 26 deaths were caused by phoning drivers in 2013. How to combat this problem? The police patrols are already stretched enough at the moment, more patrols? They have to be paid for and most police forces are having to drastically cut costs. Fixed cameras? Not really practical, one camera would be needed every few hundred yards. Maybe a "hands free" system works reasonably well with a COMPETENT driver but "calls out" can only work passably safely with SINGLE button dialling on pre-set numbers. Texting is a big NO-NO at the wheel and should merit an automatic ban on conviction.

I make no apology for saying yet again, a driving licence is a privilege not an automatic right and this fact should be dinged into younger drivers — trouble is, I can remember my own late teens — early twenties — thought I was invincible!

Once again, I notice road tax has increased, my own car, a very modest 1600cc Citroen Picasso, NOT a high performance road burner, the tax has gone up from GBP 170 in 2009 when I bought the car to GBP 200 this time, an increase of GBP 30 in 6 years *(GBP = Pounds sterling, no "pound" key on PC). I accept the government is skint but I shouldn't have to make up the shortfall on my own!

Now then, I read a report that says "posh cars" break down more often e.g. Bentley, Porsche, Range Rover et al, not quite sure I believe that but they are foreign owned these days and that raises a question in my mind.

Rolls Royce owned by B.M.W although built in England, Bentley owned by Volkswagen, Jaguar Land Rover owned by Tata of India, British built but under foreign influence? The current Rolls Royce looks positively Teutonic and a bit of a "lump" to my eyes, Bentley launching an S.U.V! Dammit all!! NOT quite British! Were they not better when British owned with elegant coach built bodies by the likes of Park Ward, Mulliner, Hooper James Young (no not that one!), etc. Then there were the Daimlers, once favoured by Royalty but finished up as "Badge Engineered" Jaguars who at that time were part of British Leyland, maybe not the best recommendation in the world!

I could go on quoting cars with coach-built bodies; all these cars had grace and elegance, big cars, certainly, but had a very "balanced" look. No doubt thirsty and a tight fit in your garage, these cars hail from the 1950s/60s so are my "rose tinted spectacles" working overtime again?

I often wonder what happened to those coach-builders, where they swallowed up by the manufacturers? Did they go out of business through lack of orders or maybe they just became too expensive and time consuming to build.

It can be a very pleasant exercise to wander back through motoring history but as we are well into 2015 I had better return to the twenty-first century.

Take care — they're not all locked up and they're not as competent as us!

Fordie

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KNOW YOUR STUFF

A recap on lane markings

Along with signs, road markings play an important part in how we read the road. On this page, we'll have a look at the different types of lane marking, the meaning behind them and the information we can take from them to build into our driving. The use of road markings is set out in the Traffic Signs Regulations and General Directions Regulations 2002 and it is for the local traffic authority (in our case that's Lincolnshire County Council (and Highways England for our trunk roads)) to decide on their use as based on the regulations. It's important to remember that the use of road markings is inconsistent. So, whilst they are a useful tool to observe you may not, for example, always find a SLOW marking where you think there should be one.



Centre Lines

Centre lines appear on most single carriageway roads over 5.5 metres wide to separate opposing flows of traffic.

These are what are known as the 'short lines', either being a 2m line with a 4m gap (40mph or less) or a 3m line with a 6m gap (over 40mph).

Warning Lines

These are used on single carriageway roads as above, but warning lines are noted when the line lengthens and the gap shortens. Used to indicate a hazard ahead (the line and gap rule of the standard centre lines just changes round for these: 4m line with a 2m gap (less than 40mph) or a 6m line and 3m gap (over 40mph)).

The hazard may be a bend, hump or crest, the presence of a junction or other type of hazard. You will generally find at least 5 warning lines on the approach to the hazard depending on the speed of road. In general terms, these inform you that there is 'something different' about what's coming up. Do not cross the line unless it's clear ahead or you are turning off.

Hatched Markings/Chevrons

A broken white line on either side with diagonal stripes in between. Used where the warning line is considered insufficient



at hazards such as a wide carriageway with opposing flows where it acts as a traffic calming measures. Also on approach to a bend/brow of hill and the approach to central refuges. It should not be entered, unless safe to do so. Where the outer line is solid, you must not enter except in an emergency (commonly used on the exit of hard shoulders or as an area around islands in traffic calming schemes).

Double White Lines

Used to prohibit overtaking where visibility is restricted. Always used with a white reflective road studs. Drivers may cross the near line to them when it is broken, provided they can complete the overtake before the solid line begins on their side. You must not cross when it is continuous, unless it is safe to do so and you are entering adjoining premises or side road. You may also cross the line if the road is clear to pass a stationary vehicle, overtake a bicycle, horse or road maintenance vehicle travelling at 10mph or less.

Deflection Arrows

Used before the start of double white line systems in advance of any continuous line on the drivers side to warn of the approaching restriction.

Use in Commentary

Lines Changes

Any changes in line, for example, the change from centre lines to warning lines, and vice versa, can be noted in your commentary. It shows you are noting the potential hazard (and any action you're going to take) or change back to 'normal driving'. For example, on a straight section of road a change from centre lines to warning lines to show the presence of a junction with poor visibility. You'll check the mirror and you may choose to do nothing, may wish to slow down or even position towards the centre line for safety and increased visibility if its safe to do so. Is the other driver looking? Eye contact?...

For more information, see pages 43-44 and 114 of the Highway Code

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Events Calendar

Since our Spring15 Edition, we held our AGM in May and were joined by the IAM's newly appointed Regional Manager, Ian Firth - who by coincidence lives in Lincolnshire!

In June, we had a trip to Stagecoach East Midlands HQ in Lincoln to find out more about the company. 2 members got the chance to complete a reversing manoeuvre in a single decker bus!

Reports of these events can be found on our website.

Forthcoming Events

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!

Free drive with 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

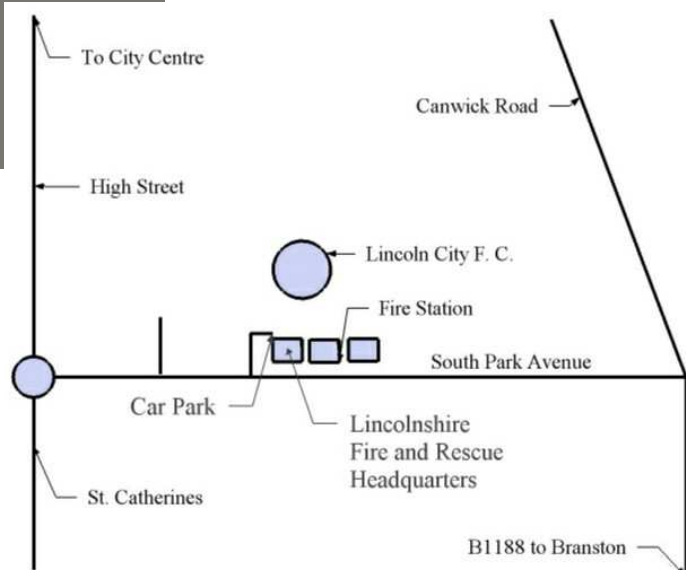
To book call **0300 365 0152** or bring this voucher to our next group meeting!

*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 October 2015

Summer Edition

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NEXT EDITION: WINTER 2015!



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