

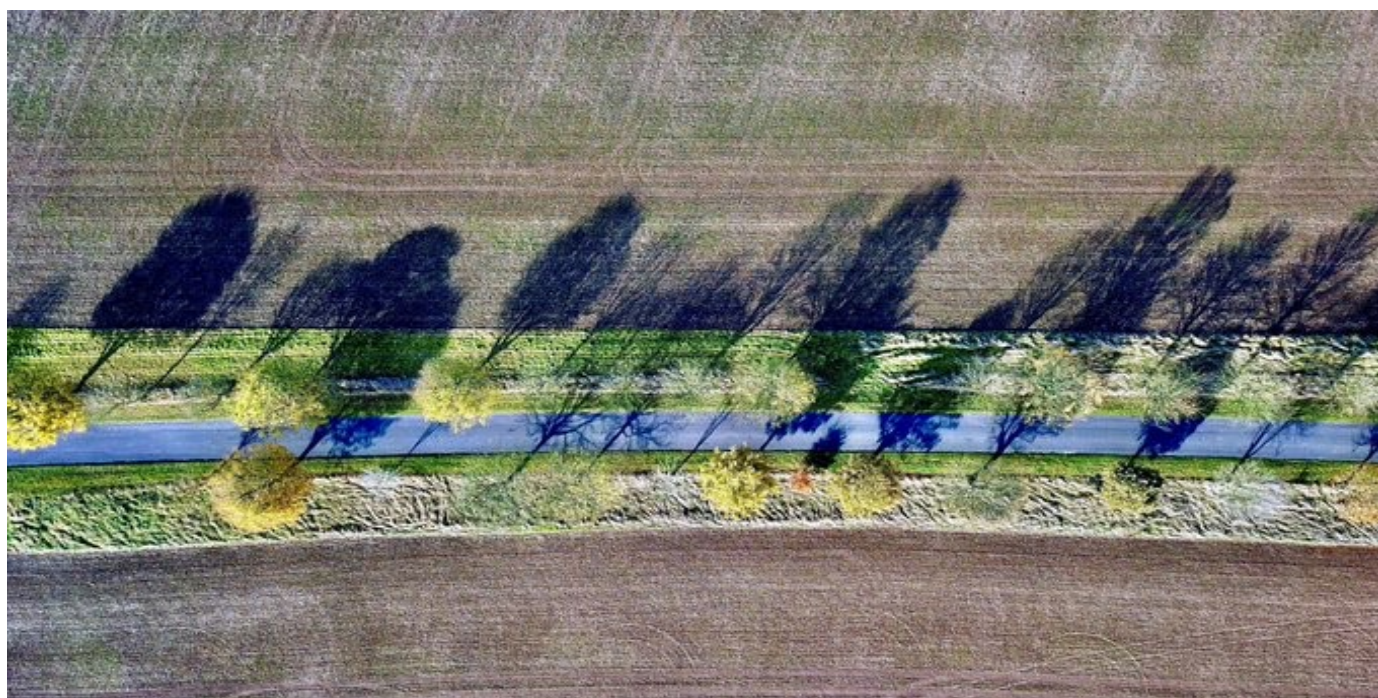
THE LATEST FROM IAM LINCOLNSHIRE

Summer news!

Welcome to our Summer newsletter, we hope you enjoy it.

We've been back out on the road coaching advanced driving since the end of May and we're really looking forward to welcoming our members to our first face-to-face meeting on 15th September where Dr Simon Topham, LIVES Medical Director, will be the guest speaker.

Our update events list is on the last page.



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

By phone:

0300 365 0152

By email:

iamlincolnshire@outlook.com

By post:

IAM Lincolnshire, 33 Flaxley Road, LINCOLN, LN2 4GL

GROUP UPDATE

10 new advanced drivers in 2021 so far – congratulations

Associate	Pass Date	Observer	Check Drive Observer
Alex Leek	23/08/2021 F1RST	Ashley Behan	Roger Hicks
Zoe Newnham	21/08/2021	Tony Larvin	Roger Hicks
Kevin Miller	02/08/2021	Ray Whitaker	Steve Waltham
Peter Smith	31/07/2021	Francis Hughes	Steve Waltham
Marianne Platt	24/07/2021	Bob Bates	Ashley Behan
Cathy Platt	24/07/2021	Derek Smith	Ashley Behan
Josh Stainsby	17/07/2021 F1RST	Roger Hicks	Ashley Behan
Jack Constable	01/07/2021	Ray Whitaker	Roger Hicks
Robert Harper	22/06/2021	Tony Larvin	Ashley Behan
Sarah Myatt	19/06/2021 F1RST	Les Robey/Thomas Holm-Johansen	Ashley Behan

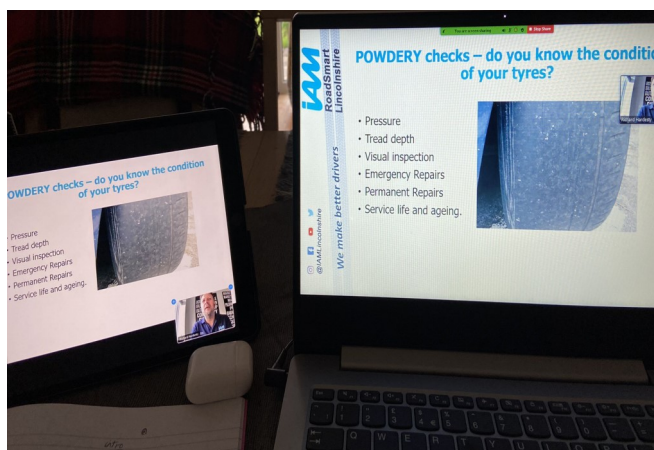
Advanced Driver Course latest

We returned to in-car observing on 17th May following the changes in COVID-19 restrictions. With a mixture of associates at different stages, our observers have been busy re-establishing their coaching to develop new advanced drivers.

We're delighted that 10 drivers have now passed their Advanced Driver Tests since our return - the first of which was PCC Young Driver Associate, Sarah Myatt, who passed with a F1RST. Our next steps will be concentrating on the next in-take of PCC Young Driver associates along with a face-to-face Observer's Development Meeting which will be our first since the return.



Sarah Myatt pictured with observers Thomas Holm-Johansen (centre) and Ashley Behan



Our webinars and presentations

In late June we held another webinar for our Members and Associates, sharing hits and tips around some core advanced driving principles focusing around:

Safe, Legal, Smooth, Progression and Restraint.

We also returned to face-to-face Confident Driving presentations in August with members of Grimsby and Cleethorpes U3A.

Further details about our presentations can be found on our website [here](#).

TRAVIS' TRIP

An Isle of Wight adventure for Travis, Tom and Matthew

As the COVID restrictions were eased (again!) I had the need to go down to the Isle of Wight to meet up with a relation that I had not seen for years. I was planning to go down on my own: however, my son Matthew had some holiday accrued at work and wanted to see the island's heritage steam railway; and decided to join me. I didn't mind: another advanced driver to share the driving, and to tell me what I'm doing wrong! So, I booked a ferry and a campsite so we could have a few days touring the island etc.

I was originally planning to take one of the modern cars in the family fleet to make use of all the comfort and safety technology incorporated in such a car: e.g. lumber support, active cruise control, autonomous emergency braking..... and servo assisted disc brakes: but Matthew had other ideas. 'Why not take Travis (the 1969 Morris 1000 Traveller) – It's not had a decent long run since we last went down to the Great Dorset Steam Rally a few years ago'. 'Oh sugar' said my spine.

So, after doing our POWDERY checks etc. off we went at a steady 55-60mph down to the ferry at Portsmouth. During our stay on the island I got to thinking (I had time – Matthew insisted on doing most of the driving) do the principles of advance driving change when driving an older car? i.e. are IPSGA and OAP with the occasional SLAP in the mix still fully relevant?

IPSGA

INFORMATION: Can't see any change here: perhaps driving a car that is generally slower and does not accelerate so quick gives more time to take, use and give information: is this why police pursuit drivers need reactions akin to those of a fighter pilot?

POSITION: No change here in terms of maximising the limit of vision when approaching bends etc.

for the purpose of increasing the time available to take information. I do notice that in an older smaller car that the effect of moving towards the centre line or the kerb is accentuated. Note that there are roads on the Isle of Wight that are single track and have a tall hedges on each side, i.e. the limit of vision can be very close to the car such that speed is down to a crawl!

SPEED: In general I think that speed needs to be lowered relative to a modern car in order to safely negotiate a hazard: the suspension of an older car with torsion bars and dampers on the front and leaf springs and dampers on the rear of Travis is not as responsive as that of a modern car and thus less stable when changes in direction are made. Note that after first starting to applying advance driving techniques back in the days when I was an associate it took me a while to get used to relying solely on the brakes in Travis to slow down.

GEAR: No change in my opinion here: knowing your car and where the torque band relative to engine speed is important in terms of having acceleration sense, e.g. always have the ability to accelerate quickly out of trouble if required. Just as a side note an older car tends to be more 'torquey' than a modern one at low revs, i.e. will pull away better. A modern car engine is designed for low emissions and has more of a defined torque 'cut in' point. For example in Travis, unless setting off up an incline, 2nd gear is OK – besides you must be stationary in order to select 1st gear as there is no synchromesh on the same!

ACCELERATE: Again no change apart from the appreciation that the rate of increase in speed is less in an older car.

Continued on Page 4...



TRAVIS' TRIP - PART 2

OAP

OBSERVATION: No real change here: the same far, middle and near scanning technique applied. Perhaps as previously mentioned, there is more time to observe as speeds are generally lower.

ANTICIPATION: Ha Ha! With 8" (front) and 7" (rear) drum brakes that are not servo assisted; anticipation sense is heightened. Particularly in respect to correcting the speed prior to negotiating a hazard. Stopping/slowing distance is a lot greater – I once considered carrying an anchor for emergency stops! My 2 second dry distance behind another vehicle is doubled when in Travis. Note also that brakes on classic cars tend not to be self-adjusting so regular maintenance in this respect is a must.

PLANNING: No real change. With a 6.5 gallon petrol tank range is about three 3 hours between fuel stops on 'fast' journeys, although I always plan to stop for a break at least every two hours anyway.

SLAP (straightening out bends)



SAFE and LEGAL: No changes here in my mind

ADVANTAGE: Certainly. With a less responsive suspension set up in respect of change of direction occupant comfort is improved

PERCEPTION: No change, i.e. don't do it if other vehicles are in sight.

In summary from the above to my mind the basic principles are just as relevant in a classic car: it is all about knowing the traits and abilities (or rather lack of them!) of the car that you are currently driving and adapt your brain to suit! This is particularly true in respect of ANTICIPATION.

Note that subsequent research informed me that driving principles were 1st derived in 1937 by Lord Cottenham, in the days of rod brakes and 'crash' gearboxes; and then first formally published in 1955 as 'Roadcraft'. Thus the principles were around a long time before Travis was manufactured, or in the case of the principles being derived, before Travis was even designed! So it stands to reason that these principles, although modified to take account of technological advances, still apply.

Tom Burton, IAM Lincolnshire Observer

HIGHWAY CODE CHANGES ANNOUNCED

IAM RoadSmart warns road users over confusion around changes

IAM RoadSmart is warning all road users, to be patient and cautious when it comes to the Highway Code this summer. While changes are coming, they are not here yet, they were simply announced on 30 July, but are yet to be put into law. We therefore all need to be mindful of the current rules that will apply for the foreseeable future, and not confuse the proposed changes with the Summer of Cycling campaign which was also announced.

The Summer of Cycling campaign, however, offers us a key prompt to brush up on the current rules to make sure the summer staycation can be as safe as possible, sharing the road with respect and courtesy for all.

Rebecca Ashton, Head of Policy and Research at IAM RoadSmart said: "The Department for Transport's proposed changes announced to the Highway Code have been designed to improve road safety for cyclists, pedestrians, and horse riders. However, they need to be explained properly to get the desired outcome of increasing safety of the most vulnerable road users. Without a well-funded education programme, we have concerns that the changes could instead increase conflict and potentially reduce the safety of the vulnerable road users the rule changes are intended to protect."

In a recent survey, conducted by IAM RoadSmart, it was revealed that 71% of drivers and motorcyclists believe the new proposal to give pedestrians priority when turning into and out of junctions, for example, will increase conflict rather than reducing it, with more than half (57%) thinking this will be a significant issue.

Almost three quarters (73%) think that the new Highway Code should make it compulsory for cyclists to wear a helmet, in contrast to the proposed Code itself which, while restating the evidence that wearing a cycle helmet reduces the risk of sustaining a head injury in certain circumstances, stops short of making them compulsory.

Meanwhile, 71% of people agree with the general concept that drivers and riders should give motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians walking in the road at least as much room as they would when overtaking a car.

On the new Code's most controversial suggestions - to establish a hierarchy of road users, where those in charge of the vehicles that can cause the greatest harm should bear the greatest responsibility to take care - the majority (56%) agree that this is the right way forward, but 26% are against and almost one in five (19%) are still to be

convinced either way. The new Code doesn't suggest any obligation on cyclists to use cycle lanes or tracks when they are present, and a resounding 80% of IAM RoadSmart's poll respondents believe this is a mistake.

However, some of the proposed changes were met with widespread support, with 63% of those surveyed agreeing with the new advice that when riding a bike on busy roads, when vehicles are moving faster than them, cyclists should move over and allow traffic to overtake them. There is also strong support for every proposal that contains clear guidelines on passing distances, with 78% in favour of the one and a half-metre gap between cyclist and vehicle travelling below 30mph, with a two-metre gap when above 30mph. And 90% agree with the new Code's advice that drivers and motorcyclists should give horse riders at least two metres' space and pass at speeds under 15 mph.

Finally, just over half (57%) agree with the new proposal to include the 'Dutch Reach' in the Highway Code. This is a technique which advises motorists leaving their vehicles to do so by using their left hand to operate the door handle, allowing the driver to naturally twist their body, making it easier to look over their shoulder and check for cyclists or other road users approaching.

Rebecca continued: "Regardless of what changes are introduced, it is clear there will be a need for a huge education campaign to ensure any amendments to the Highway Code are understood and fully adopted by the millions of existing UK drivers, motorcyclists and road users. At IAM RoadSmart we believe an online resource to help with this re-education in an engaging way would be helpful.

"The simple truth is that most of us don't read the Highway Code unless we drive or ride professionally or are about to take a test. The Department for Transport needs to be realistic about the impact simply changing a seldom read document will have on the behaviour and safety of road users."

IAM RoadSmart has recently published two pieces of advice on their website for road users to brush up on some of the facts, rules and dispel myths. Read both articles here:

[Part One: Highway Code Confusion \(iamroadsmart.com\)](https://www.iamroadsmart.com/part-one-highway-code-confusion)

[Part Two: Highway Code Confusion \(iamroadsmart.com\)](https://www.iamroadsmart.com/part-two-highway-code-confusion)

MY IAM STORY

IAM Lincolnshire Observer, David Jones

At the age of 17, I left home and headed for The Big Smoke. Without a car but keen to pass my driving test, I would drive most of the A1 route between Doncaster and London on L-plates with my mother by my side. In 1982, after two years of driving back and forth between DN2 and N16, and only four driving lessons with the instructor next door, I took my test and promptly stalled the engine in Doncaster town centre at a set of traffic lights with a queue of cars behind me. I must have dealt with the stall correctly because though I'd convinced myself that I'd just failed, when I got back to the test centre the examiner announced in a rather flat and uninspiring voice, "I have to inform you that you've passed".

I think most will agree that the first few times out on your own are quite challenging; questioning every manoeuvre, gear change and decision, taking everything cautiously, double-checking with yourself that you haven't done something wrong. Mine were no different and mile by mile as my confidence grew, I yearned to learn more. I aspired to drive like my father who, as far as I am aware, never took his advanced driving test but who did drive in a way which was clearly different to a lot of other drivers – he was more restrained but still progressed well with the journey. Once I had passed my test, he gave me his 1967 first edition copy of Road Craft, suggesting I could learn something from it. Reading it, I realised he wasn't wrong, and I began to understand why his driving was different. I inwardly digested most of it and set about putting a lot of it into practice whilst out on the roads.

Many years later, I found myself living and working in Mansfield and, driving past the leisure centre one Sunday morning, took advantage of going for an observed drive with the local IAM group. I had so much fun doing it, I went back several times before one of



the observers suggested I become a member and take the test. As so often happens, life got in the way and I never did join or take the test. But my short time driving with them stuck in my mind and I often thought about doing something about it.

Another of my interests is flying and as a glider pilot I can spend whole weekends on the airfield, but in 2016 a leg operation forced me to spend several weeks on the ground, the doctors not wanting the potential for a DVT to develop. They said I couldn't fly, but they didn't say I couldn't drive! So once the bandages had been removed, I registered my interest with the IAM and not long after, went for my first observed drive.

Over the course of a few weeks, many of the bad habits I'd picked up over the years got ironed out and it wasn't long before I went for a check drive. Not long after came the test, a F1RST result, and a certificate presented to me by Paddy Hopkirk, no less!

A year later, I undertook one of my greatest driving challenges – the Masters test. A bright start to a winter's day in early December; a clear sky and bright sun shining on sub-zero icy roads meant poor visibility on slippery tarmac. This made the test harder than it could have been, but under the circumstances I was pleased to get 'a good pass' – the distinction will come next time!

With a little encouragement, I've now decided to become an Observer and give something back. If I can pass on some of my experience and knowledge to just one person who then goes on to become a safer driver and pass their ADT, then it will have been worth the time and effort – only time will tell!

Today, I'm enjoying driving more than ever before. I admit I'm not perfect and frequently learn something new when out driving, and I won't deny that there are still times when I could cheerfully shout and wave at some of the less capable drivers I encounter on the roads. But undertaking the Advanced Driving Test and the Masters has had a calming effect on my driving, has given me a greater understanding of car control and has made me more of a thinking driver with a better ability to assess other road users and anticipate their actions.

It goes without saying that I couldn't have done this without help, and I am indebted to Mike Hill, Ashley and Roger for their continued guidance and support. Thanks chaps!

David Jones, IAM Lincolnshire Observer

SPEEDY STATS

Over 50% of cars and vans were speeding in towns

The latest statistics on vehicle speed compliance for 2020 in Great Britain, released in July by the Department for Transport, paint a worrying picture according to IAM RoadSmart, the UK's largest independent road safety charity. The statistics revealed most drivers and motorcyclists exceeded the speed limit on 30mph roads and motorways.

More free flowing traffic conditions in 2020, resulted in 56% of cars exceeding the speed limit on 30mph roads compared to 53% on motorways and 12% on national speed limit single carriageway roads.

Compared to pre Covid-19 and lockdown conditions, in 2019, 54% (2% less) of cars exceeded the speed limit on 30mph roads, 50% (3% less) on motorways and 9% (3% less) on national speed limit single carriageway roads.



While cars 55%, LCVs (vans) 55% and motorcycles 58% were the worst offenders on motorways larger vehicles, HGVs and buses scored the highest on national speed limit single carriageways.

% of vehicles exceeding the speed limits by road class in Great Britain, 2020

	Cars	LCVs (vans)	Articulated HGVs	Rigid HGVs	Short Buses	Long Buses	Motorcycles
Motorways	53	55	2	58
National Speed Limit Single Carriageways	12	..	35	41	45	48	29
30mph roads	56	58	46	49	29	24	67

Neil Greig, IAM RoadSmart Director of Policy & Research, said "It is worrying that one in two drivers on motorways and 30mph roads exceeded the speed limit in 2020 when they were given greater opportunity. The increases are not as marked as we might have expected, particularly on rural 60mph roads, so there is some positive news here that many drivers can still be influenced and help us all 'build back safer'. Getting back on track will require greater investment in roads policing but for now the goal of making speeding as anti-social as drink driving looks far from being achieved."

"The report also showed figures for '20mph roads with no traffic calming' which are still far too high (87% exceed the limit) indicating an urgent need for more investment in changing road character and environment to reinforce understanding of posted limits. Due to Covid-19 and the national lockdown in Great Britain over four months of restrictions resulted in more free flowing traffic conditions in 2020. While restrictions have continued in 2021 with Freedom Day around the corner all vehicles will need to adjust to increased 'normal' traffic levels and regulate their speed accordingly to improve road safety and avoid fines."

FORDIE'S WORLD

The thoughts of IAM Lincolnshire member, Graham Ford

Since I wrote in the last newsletter, there has been a plethora of "road dressing"... tar and stone chips. In my opinion, a cheap and nasty way of road resurfacing but typical of County Council Highways Department.

Given 6 to 9 months, "tramlines" will appear on the surface leaving two shiny tracks on the road. Are the Highways Dept. aware that there is a road surfacing machine that digs up the old surface, re-grinds it, re-coats it in "tar" and re-lays it as a "new" road surface. This may take a little longer to do but I'm sure there is a financial advantage to this system as opposed to the "tar and chip" method.

Next "grump": Pelham Bridge! Whilst I acknowledge the bridge needs maintenance, alternative routes could be better organised. The biggest thing is to synchronise the traffic lights on The Avenue and Brayford Way (university bridge) as this would ease traffic flow on Yarborough Road. Next could Brayford Wharf East have been re-opened to traffic from St Marks to Wigford Way for the duration of Pelham Bridge repairs? This need only be a temporary measure, but of course we MUST PROTECT THE STUDENTS who don't seem to have a whit of common sense between them. This again is down to the Highways Dept. who seem bereft of intelligence and the will to keep traffic flowing smoothly. No doubt they will plead poverty and covid!



This bout of fine weather has brought out the weeds in the garden, so much so that I am considering organising a "Tiger Hunt" through the undergrowth, bring your own elephant and gun!

I have, recently, invested in a "smart phone", what's so wonderful about that you ask, we've had 'em for years. You must remember my grasp of technology is, frankly, "prehistoric" plus I have big, clumsy fingers, fortunately a "stylus" helps me manipulate the keypad, given time, I SHALL master the beast and congratulate myself on entering the twenty first century.

Regrettably, I must end this Fordie's World on a sad note. On July 14th my wife, Liz, passed away in Lincoln County Hospital. Whilst on two weeks respite care, in a nursing home, she fell and injured her hip and pelvis. Apparently, there is no operation to rectify this type of injury, only rest, medication and therapy. Liz was 92 plus years old, so the odds were stacked against her. I was able to spend an hour with her just before she died, so a form of "Goodbye" was said. Had she survived to the 21st September, we would have been married for 47 years. Although, because of dementia, Liz didn't recognise our relationship.

Hopefully, by the time you read this, life WILL have restarted.

Stay safe

Fordie



On behalf of all at IAM Lincolnshire, we send our thoughts and best wishes to Fordie at this difficult time.

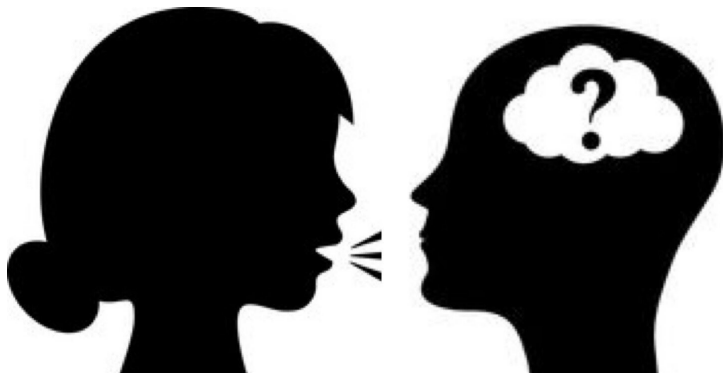
KNOW YOUR STUFF

Do you talk to yourself - in your own words?

Much has been written about spoken thought, or commentary, and it's something that's encouraged as part of advanced driving courses, and subsequent tests, at all skill levels. Is that all it's good for though? Whether you say things out loud, or in your mind, spoken thought can be a powerful tool to aid concentration on any drive or ride.

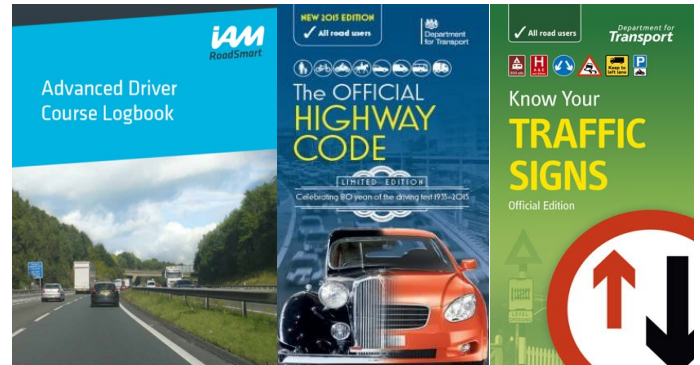
In the simplest form spoken thought is the act of 'saying' what you're seeing and indeed what you're doing about it. Some say a 'less is more' approach is best but either way it helps to be relevant; after all it's unlikely the pretty flowers on the verge are going to cause you an issue...unless of course they distract another driver.

Some struggle with the concept of talking whilst driving and many of us start out by saying a list of hazards we're seeing as the journey progresses, then build from there. Most get their left and right mixed up at some point whilst doing so. We've had Associates say they practice it (in their mind) whilst walking down the street, in a supermarket, or when cycling. We think that's a great idea and it could certainly help prevent you having a collision with someone in the freezer aisle!



Many of us have some standard phrases that we tend to use, albeit in truth there's no right and wrong way to do spoken thought. I always start my drive with the mindset that I'm going to 'travel at a speed which allows me to stop safely within the distance that I can see to be clear' and then identify the speed limit I'm starting from.

The 'distance I can see to be clear' is often governed by hedgerows in Lincolnshire, as well as buildings, parked cars and brows of hills. Therefore the 'limit point/distance I can see/vanishing point' gets regular focus on my drive and therefore a mention in my mind. It doesn't matter which phrase I use, as long as it helps me concentrate.



I generally 'position for safety' or 'position for view' and if travelling on a road with parked cars either side, with nothing oncoming, I'll drive down the middle to 'equalise the risk' of car doors opening. Having my 'eyes on main beam' can focus my attention down the road to help me observe developing hazards and give time to make a plan for dealing with them.

If I'm approaching a roundabout or junction and I'm always 'planning to stop but preparing to go' whilst 'scanning left and right' on my approach to help prepare my approach.

I also find that describing what I'm doing encourages me to mimic the words, especially when 'gently applying the brakes.' Referring to every change of speed limit whilst adding '28 in a 30' can also help monitor your speed.

If sentences work better for you that's fine, it's a great way of remembering advanced driving acronyms. There could be 'INFORMATION - an advanced warning of a right-hand bend, I'm therefore adjusting my POSITION to the nearside to increase my view around the bend. I'm reducing SPEED to match the limit point, selecting the appropriate GEAR, then gently ACCELERATING through and away from the bend.'

Much of my spoken thought phrase catalogue is made up of sayings I've picked up from others and my favourite mantra is 'vision before decision', which can be used in many scenarios. You can create your own catalogue by what ever means, with YouTube being a source of some great examples. However, you may decide some are not for you. If you watch professional advanced drivers, they say 'mirror check' every seven seconds or so. I chose use either 'clear behind' or 'car behind', as I believe it proves I've looked.

Whilst spoken thought can inform your observer or examiner about your drive, I'd encourage you to use the technique every time you drive. Whilst there are some standard phrases for spoken thought, you don't have to use them and can create your own. Either way it's a great technique which can help you concentrate, in your own words. Give it a go!

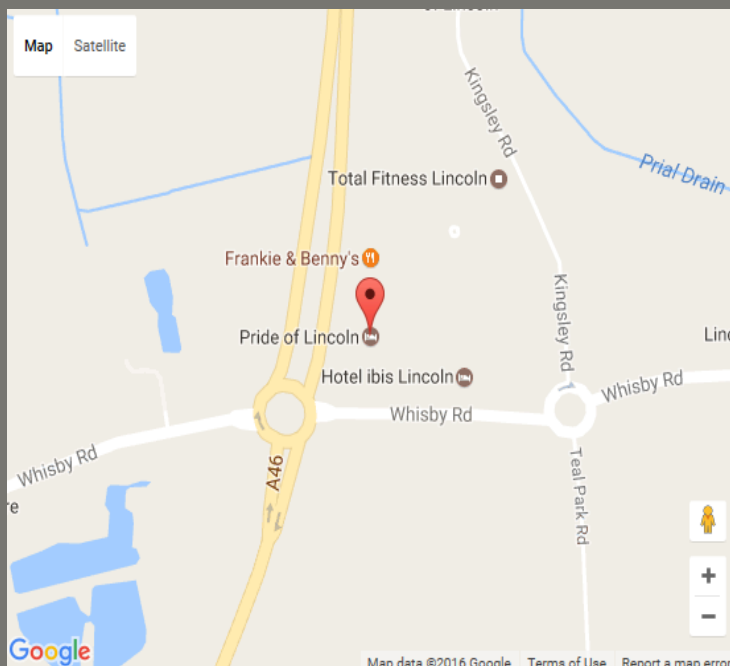
Richard Hardesty, IAM Lincolnshire Observer

OUR VENUE

WHERE TO FIND US?

Windmill Farm Function Room for a **7pm 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.



2021 EVENTS

Tuesday 15 June 2021
(Zoom Meeting)

Safe, Smooth, Legal and Progressive Advanced Driving

Wednesday 15 September 2021

Dr Simon Topham, Medical Director of LIVES and Air Ambulance Doctor

Tuesday 12 October 2021 TBC

Annual General Meeting and IAM RoadSmart Chairman, Stuart Donald QPM and special guest

Tuesday 16 November 2021

Detective Chief Superintendent Andy Cox, Lincolnshire Police Head of Crime Intelligence. National lead for fatal collision investigation reporting

Tuesday 14 December 2021

Christmas Quiz/Social Evening

NEXT EDITION Autumn21