

THE LATEST FROM IAM LINCOLNSHIRE

New Year, Renewed Focus

As quickly as it arrived, that's 2021 wrapped up! We enter 2022 with some uncertainty around COVID-19 but with lots to look forward to. We are currently planning a range of interesting member events the first of which will be on 8th February - more information on these on the last page.

Thank you for your support throughout 2021, we hope you enjoy this edition of our newsletter.



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Join us on     @IAMLincolnshire

IAM Lincoln - Issue 28 Winter 2021
Registered Charity Number: 1049400

GROUP UPDATE

Finishing the year with an excellent 35 new Advanced Drivers!

We are delighted to announce that several more associates have passed their Advanced Driving Tests since the Autumn edition of our newsletter, many of these are young drivers undertaking the Police and Crime Commissioner sponsored courses.

There are still around 25 places left for young drivers on this project, the application form can be found on our website [here](#).



Congratulations to our 35 new Advanced Drivers who passed their tests throughout 2021

Associate	Pass Date	Observer	Check Drive Observer
Colin Brough	24/12/2021	Ray Whitaker	Roger Hicks
James Wall	05/12/2021	Mike Hill	Ashley Behan
Melvyn Gordon	30/11/2021	Francis Hughes	Steve Waltham
Lucy Vaughan	15/11/2021 F1RST	Richard Hardesty	Ashley Behan
Megan Gell	07/11/2021	Gemma Melhuish	Ashley Behan
Irina Mullen	06/11/2021	Tony Larvin	Roger Hicks
Carole Dickinson	30/10/2021	Tony Larvin	Roger Hicks
Gautam Paintal	16/10/2021	Simon Clayton	Ashley Behan
George Avison	16/10/2021	Richard Hardesty	Ashley Behan
James Broughton	16/10/2021	Ashley Behan	Gemma Melhuish
Emily Coughlin	07/10/2021 F1RST	Ashley Behan	Gemma Melhuish
Mollie Zalas	26/09/2021 F1RST	Roger Hicks	Ashley Behan
Danielle Bradford	26/09/2021	Mat Goddard	Ashley Behan
Edward Read	22/09/2021	Simon Clayton	Ashley Behan
Rod Inwood	20/09/2021 F1RST	Geoff Coughlin	Roger Hicks
Margaret Campion	18/09/2021	Bob Bates	Ashley Behan
Izzy Chetwynd	18/09/2021 F1RST	Geoff Coughlin	Ashley Behan
Harriet Campion	17/09/2021	Tony Lofts	Gemma Melhuish
Ryan Shaw	11/09/2021 F1RST	Steve Waltham	Francis Hughes
Kian Watkins	11/09/2021	Geoff Coughlin	Ashley Behan
Ravi Yawood-Paintal	07/09/2021	Tony Lofts	Ashley Behan
Sam Perkins	06/09/2021	Martin Dodsworth	Tony Lofts
Lucy Doyle-Thomas	03/09/2021 F1RST	Francis Hughes	Steve Waltham
Emily Barker	31/08/2021 F1RST	Richard Hardesty	Ashley Behan
Joanna Cain	26/08/2021	Tony Larvin	Steve Waltham
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	Tony Larvin
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

2021: OUR YEAR ROUND UP

We look back through our activities throughout the year

Following our [Christmas Message](#) to our members prior to Christmas, we wanted to share a final summary of our activities throughout 2021.

- 50 drivers signed up for an Advanced Driver Course with IAM Lincolnshire throughout 2021
- 35 passed their advanced tests - 11 achieving F1RSTs (our in-car courses resumed in May 2021 following COVID-19 restrictions)
- 16 young drivers undertaking our PCC sponsored courses passed their advanced tests. 25 [PCC sponsored places still available](#)
- Delivered 30 [free taster drives](#) - 40% of who signed up for an ADC
- Four of our volunteer Observers passed their National Observer qualification. Three Trainee Observers passed their Local Observer Qualification
- Delivered four [Confident Driving presentations](#) both face-to-face and via webinar
- Lincolnshire Police and Crime Commissioner, Marc Jones, presented with certificate of appreciation of the young driver courses by IAM Chair, Stuart Donald QPM, at our October AGM
- Launched a [partnership with Boston College](#) to promote road safety to students and staff
- Promoted Road Safety Week by launching our [#TempoTalks videos](#) on social media with Lincolnshire Police Sgt Mike Templeman
- A classic [Citroen 2CV van sponsored with IAM Lincolnshire](#) and South Lincolnshire Advanced Motorcyclist logos to promote our work at classic car shows throughout the county



All of our activities are delivered by volunteers who are passionate about driving and road safety. Our courses are delivered by 25 Observers and we have six Committee Members, who run the charity behind the scenes. We are thankful to all of our 140 members and volunteers for their support throughout 2021.

We are currently planning a range of [Member Events for 2022](#), the first of which will be on 8th February 7pm at Windmill Farm (COVID-19 permitting) where our guest speaker will be Lincolnshire Police's Detective Chief Supt. Andy Cox, who is Head of Crime Intelligence and National Lead for fatal collision investigations.

MAKING OUR ROADS SAFER

How can you spread the safer driving message?

Win a £250

Gift Card

**with
Member get Member!**

It's recognised that the most powerful way to spread the message about road safety is through our membership. IAM Lincolnshire has over 140 members, so if each member recruited just one new member in 2022, the reach of this would be really powerful and undoubtedly improve road safety throughout our area.

To support members in doing this, IAM RoadSmart's **Member Get Member** scheme is a great way to encourage non-members to take an advanced course.

As a member, for every referral you make, you'll be entered into a prize draw for a chance to win a £250 Virgin Experience Gift Card. To find out more and how you can spread the word, visit www.iamroadsmart.com/mgm or call 0300 303 1134

DRIVING WITHOUT GLASSES

Do you know the eyesight requirements?

One in ten drivers break the law by not wearing their prescribed glasses when driving. By doing this they are risking voiding their car insurance and losing their licence.

Contact lens retailer, Lenstore surveyed 1,029 UK drivers to find out how often they wear their prescriptive eyewear for driving, when they last had a sight test, and their views around testing, driving and older generations on our roads.

They also discovered that 65% of drivers don't know the legal eyesight requirement set by the DVLA for driving safely, which is to be able to read a registration plate from 20 metres away. 67% of drivers believe people aged 60+ should not be allowed behind the wheel despite those aged 55 and over being more consistent in wearing their glasses all of the time whilst driving (61%) compared to those aged 17-24 who wear them half as much.

27% of people believe drivers who are caught not wearing their prescribed glasses or contact lenses should face a fine, while 15% believe they should receive a driving ban.

Roshni Patel MCOptom, expert optometrist, comments: "With several accidents still taking place on the roads as a result of poor vision, it is crucial for drivers to be receiving regular eye examinations. Motorists should take an eye test at least once every two years to ensure they are fit for the roads and not causing any dangers to themselves or others. If you experience a deterioration in your eyesight or a change in your vision it is important to arrange an eye test as soon as possible. Poor eyesight can lead to a slower reaction to things happening on the road which can therefore increase the chances of an accident taking place."

This article was originally found in Disabled Motoring UK and re-produced with their permission.

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NEW EV CARS...

and IPSGA!

For a petrol head, there's nothing much better than a 'new car day'; even if the car in question is fully electric. For an advanced driver, and National Observer, that advent also prompts the thought of 'how might my new Electric Vehicle (EV) affect my approach to IPSGA and driver coaching'?

Forth things first, referring to the G of IPSGA, most EVs don't have gears. Whilst the brand-new car in question is a 2021 Audi e-tron GT, which does in fact has 2 gears: they're not controllable by the driver. However, what is controllable on this car is the level of 'regenerative braking', as it is on some other EVs. The strange thing, for someone who has come from an automatic Audi A4 with regular use the + & - gear shift paddles, is that this braking effect is adjusted through what look like normal paddles on the steering wheel. If I tap the '-' paddle, it as such slows the car down via the electric motor regeneration when you're not accelerating. This action also tops up the battery, very slightly, but most certainly doesn't negate the use of the disc brakes.

Whilst you can't use the 'gear phase' of the system, the 'engine braking' can be utilised to assist in the speed phase. That said I would always recommend that you allow time and space for the 'gear change', especially when approaching bends, as this will allow the car to balance before you get to the hazard in question. Another thing that needs to be considered is the added weight of batteries on an electric car, requiring a driver to be mindful of the effect on balance and braking. In the case of the e-tron GT this is a whole 2.3 tonnes!



'Information' and 'Position' should not be affected by a change of car, albeit visibility may be slightly different and a change in car size is likely to adjust a driver's approach to 'Position' – either for safely, or the view.

We've already discussed that the speed phase can be assisted by regenerative braking on an electric car, and note the Highway Code rule 126 applies to all vehicles; to drive at a speed that will allow you to stop well within the distance you can see to be clear.



As we move from 'Speed' to 'Acceleration', a new car of any kind can sometimes provide more invigorating acceleration. In the terms of some EVs, this can be certainly be compared with a rocket ship. The new Audi e-tron GT in question has 523 bhp and a 0 to 62mph acceleration time of 3.9 seconds. Most would agree this is 'too fast' for Lincolnshire's roads and smooth application of the accelerator is a must during everyday driving, as the torque delivery is instantaneous. The disconcerting thing is the lack of notable sound makes it difficult to judge speed, and there's no 'third for thirty' to hold you back in town. However, cruise control and a speed limiter are standard equipment for considered use.

As technology progresses, we're seeing the P of POWDERY checks shifting from Petrol to Power. There's much talk of range anxiety with electric cars but in truth, from an advanced driving perspective, it's all about planning your journey. Like a car with an internal combustion engine, the distance an electric car can travel can be affected by several things. In the case of the e-tron GT, Audi claims that a full 93.4 kWh battery will provide around 300 miles of range. In everyday conditions, this is nearer to 250 to 270 miles. The things which can affect this is ambient temperature, driving mode, the use of air conditioning and, most telling, the actions of the driver. Forward planning and smooth use of controls can, as always, have a positive benefit.

The final consideration for this article is for Volunteer Observers. Observing an Associate in a car with technology that you're not familiar with can be challenging. You're reliant on the driver to share their knowledge and experience. Of course, part of an advanced driving course objective is for an Associate to demonstrate and understanding of their vehicle. In truth the main difference is the regenerative braking, which can be felt by all occupants. An Observer may think the Associate is braking, when in fact they've just lifted their foot off the accelerator. I've experienced this myself during an Advanced Driving Course, from the passenger seat of a Kia Nero Hybrid car.

The IAM Lincolnshire delivery team will have the option of experiencing the Audi e-tron GT, from the three passenger seats, to help inform their understanding of electric vehicles at their next Observer group session.

Richard Hardesty, National Observer

WINTER DRIVING TIPS

From IAM RoadSmart's Head of Driving Standards, Richard Gladman

In 2020, over 18,000 accidents were reported across the UK where rain, snow, fog, or high winds were a contributing factor. More severe road traffic accidents are happening in winter due to motorists being unprepared for driving in winter weather and ignoring weather warnings, and IAM RoadSmart believes now is the time to remind drivers how to drive safely when the temperature drops, and the daylight hours get shorter.

Driving in winter can be difficult, and fog frequently makes the dark mornings and evenings more dangerous. It is important to know exactly how to adapt your driving behaviour to suit the weather conditions at the time.

Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, is offering his expert knowledge on keeping yourself and other road users safe over the winter months.

Check before you travel

Checking the [weather forecast](#) before you set off on your travels will help to ensure you are fully prepared for the conditions that may impact your journey. Severe weather can present different challenges, and it's not just winter weather which can wreak havoc on the roads. Rain at any time of year can be dangerous. In fact, 9 out of 10 weather-related deaths and serious injuries on the roads take place in the rain. With today's technology and the right App or website, most weather forecasts or warnings are communicated ahead of time allowing you to be prepared.

Keep your distance



When you're driving in wintery conditions, it's important to substantially increase the stopping distance between you and the vehicle ahead, and approach every junction intending to stop well before the stop or give way line. According to advice from the Highway Code, it can take up to 10 times as long to stop in icy conditions.

Higher the better

Driving your car in a higher gear will help you avoid unwanted wheelspin. If it's icy and you're struggling to get started, try pulling away in second gear. This should make it easier to get you going, as pulling away in first gear on ice will give you poor grip. Most modern automatic cars will have the ability to pull away in a higher gear or may even have a separate system for winter driving and a low torque pull away.

Light the way

The winter doesn't only see us hit with cold weather; we also see the days getting shorter which means you'll be using lights much more. Before setting off on every journey, check all your lights are working correctly and clean. If you've changed your car recently, in the summer, you might not be aware of automatic settings, how to override them or about how to activate full beam. Be prepared before you set off.

With an increase in local councils introducing strategies to tackle climate change which involve dimming or reduced street lighting, your headlights become even more crucial.

Don't get lost



This goes back to planning. Know your

route, where you are going, where you plan to stop and anticipate delays so leave plenty of time for the journey. With unpredictable or fast changing weather, severe drops in temperature, being prepared should include avoiding getting lost. If you don't know where you are going, it's dark and you're in the middle of a snowstorm then the danger gauge has just gone through the roof. Having a Sat Nav, phone, map and torch and some warm clothes all apply to this point and don't forget water and a snack. Planning really can help. Rather than getting stranded book into a hotel, leave earlier or don't leave home at all. However, if you enjoy 'exploring' and don't mind getting lost just pack for the occasion.

Under pressure

Your grip will be seriously reduced in the winter, so ensuring your tyres are in good condition is essential. Whilst law requires you to have your tread depth at a minimum of 1.6mm, grip starts to reduce on anything under 3mm, so make sure you keep an eye on your tyres and replace them if needed.



You can also get your hands on some winter tyres which will give you a better grip and traction during winter. If your budget allows then this could offer optimum traction and grip in cold conditions, and help disperse water/snow, and allow the rubber to move around to improve the contact with the road. If you are likely to encounter extreme snow conditions, consider carrying snow socks or chains.

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WINTER DRIVING TIPS - PART 2

Prepare a winter kit for your car

It's worth packing a few essential items in your car's boot to make sure you're ready in case of getting stuck in cold and wintry weather. If you were to breakdown then it's best to be prepared as possible:

1. Ice scraper and de-icer



There's nothing more frustrating than rushing to get out in the morning (or the evening) and your front and back windscreens are iced over. Instead of having to use a credit card, having an ice scraper and de-icer in the car will save you lots of time.

If you are tempted to clear the windscreen with water, not too hot otherwise you'll be dealing with a cracked windscreen rather than a frosted or icy one if it finds its way into an imperfection.

Remember that if you don't clear your car windscreen fully and then includes inside misting, you won't be able to see properly. So, leave extra time too, to ensure you have full visibility!

Or if you are lucky enough to have the facility pre-condition your car for your departure time, the screen will be clear and the interior ready for

you just to jump in and drive off.

2. Torch, warm clothes, blankets, and high visibility jacket

With less daylight hours in winter, it can get dark quite quickly in the evenings so a hi vis jacket or vest and a torch will mean you won't be missed by other drivers. Another useful item to keep you warm and comfortable if you get stuck in cold weather is blanket and warm clothes, you never know when you'll need them.

3. First aid kit



It's always a good idea to keep a first aid kit in your car. Items such as sterile wipes, plasters, dressings, and scissors to treat minor wounds might come in handy.

4. Jump leads

Car batteries are one of the most common reasons drivers may find themselves stranded in the winter months. Jump leads are useful to have in the boot of your car in case you need them to kickstart your battery.

5. Reflective warning triangle



It can be put on the side of the road by anyone to warn other drivers of a breakdown or crash ahead, but remember not on the motorway

6. In-car phone charger

If your car has a USB charger then keep a mobile charger lead in the car so you can charge your phone as you go. If your car doesn't have a USB then there are lots of gadgets on the market that will do the same usually using the cigarette lighter as the charging point. Don't forget to take your phone in the first place and it's also a good idea to take a plug too as if you have to stay overnight you can charge the phone in a hotel or restaurant before restarting or completing your journey.

7. Food and drink

Non-perishable foods, such as crisps, biscuits and dried fruits are a good choice and easy to store in your vehicle. Some bottled water will also stand you in good stead if you find yourself stranded or in unexpected standstill traffic.

Remember if you don't have to go out don't risk it.

With the adoption of online shopping, deliveries, and remote working there is now little need or excuse to leave the house in extreme weather. Do you really want to risk your safety in snow? If in doubt or you don't need to then don't take your vehicle out!

Richard said: "Winter brings difficult driving conditions with frost, ice and snow all adversely affecting road conditions and vehicle handling. Preparation is key to avoiding a dangerous situation whilst driving in snowy or icy conditions. Don't rely on the performance of your car systems to get you out of trouble - allow time, create a safe space, make sure you have good visibility all around and carry the right equipment. If conditions are extreme remember the best advice is not to travel."

FORDIE'S WORLD

Due to a technical issue, there will be no Winter Fordie's World in this edition of our newsletter. Fordie will return in our Spring edition and for now, we'll leave you with one of our favourite Fordie contributions from Winter 2019

I have been watching "Train Truckers". This is a programme about moving rail-way locos and equipment by road, carried out by specialist hauliers Allelays from the Coventry area. The trailers are particularly specialised, multi-axle, steerable and fitted with hydraulic sus-pension which enables them to be raised or lowered to suit loading conditions. The trailers can be lengthened by inserting extra "beds" to make lengths of 30 metres plus and have carrying capacities of up to 125 tonnes (I hate metric!)



Loading/unloading is accomplished by parking the trailer along the rail lines, building a "ramp" of rails and winching the loco onto the trailer. More often than not, the locos are destined to or from "heritage railways" which all seem to be located down a narrow access road usually off a busy main road in the middle of town or big village. However, the lorries are operated by VERY skilled drivers and mates, usually accompanied by a 3rd "man in a van" who provides an escort to the loads and assists with loading/unloading.

I confess to being in awe of these drivers, I thought that, in my day, I was pretty good with a 7 axle drawbar outfit at 60 tonnes, compared to these lads, I was just a beginner! Another point I noticed whilst watching these pro-grammes: the impatience and general lack of consideration of car drivers when encountering one of these large loads. Pushing past, sounding horns and making rude gestures, very often approaching or on roundabouts. Sad to say, these comedians are driving "German or Scandinavian" cars, no doubt they think they're very important and MUST NOT be impeded. A

few lessons from the IAM might concentrate their minds!

A final word on "heavy haulage", in the heyday the likes of Pickfords, Wynnes, Sunters Annis et al were to be seen moving huge "indivisible" loads all over the country. There is less done now, and much is put onto shipping and sailed to the nearest port, thus lessening the road miles of these awkward loads.

Now as if the foregoing wasn't proof enough that I am a lorry anorak or nerd, I have also been watching a series of programmes called "TRUCKING HELL", I've written that in capitals so you cannot confuse it when reading! This programme concerns the heavy recovery firm of D. Crouch based in the Leicester area. Their job is to recover crashed or broken-down lorries from ditches, motorways, quarries, building sites or anywhere a lorry may come to grief. The fleet is a mixture of 4, 6 and 8 wheeled recovery trucks, capable singly or in partnership with another, of recovering just about anything from crashed cars, a 44 tonner on it's side in a ditch or an excavator that's fallen off a low-loader. The recovery equipment is hydraulically operated, the "tools" chains, heavy duty straps, winches etc is comprehensive

BUT, it's not an easy job. Your life can be at risk at the side of a motorway, dual carriageway or country lane from passing traffic, unstable vehicles being recovered. However, these operators are well trained, enthusiastic and knowledgeable.

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

Fordie



KNOW YOUR STUFF

Proposed Highway Code changes in 2022

Following the Department for Transport's (DfT) Highway Code Review, several changes will be introduced to the Highway Code in 2022, the first of which from 29 January.

A 'Hierarchy of Road Users' will be introduced to ensure that drivers who can cause the greatest harm have a larger responsibility for keeping the roads safe and this will become Rule H1. The DfT say this is "not to give priority to pedestrians, cyclists and horse riders in every situation" but to "ensure a more mutually respectful and considerate culture of safer and effective road use."

The summary of the review and changes, shows a strong support for the new rules with 75% and over agreeing with the changes.

Rule H2 sets out "clearer and stronger priorities" for pedestrians meaning drivers will need to give way to pedestrians crossing a road which they are turning into. The rule states "At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. You **MUST** give way to pedestrians on a zebra crossing, and to pedestrians and cyclists on a parallel crossing."

The previous rule only gave pedestrians and cyclists priority when they were already crossing the road.

Rule H3 states that drivers should "not cut across cyclists, horse riders or horse-drawn vehicles going ahead when turning into or out of a junction or changing direction". This will give extra priority to cyclists.

Cycling UK has urged the government to properly fund a campaign to inform road users of the changes following an AA poll which highlighted two out of three drivers were unaware of the changes. Duncan Dollimore, Cycling UK's head of campaigns said: "Cycling UK is concerned the forthcoming improvements to road safety outlined in the latest revision of the Highway Code, which will benefit everyone, are not



being communicated through official channels.

"In a month's time, our Highway Code should change for the better, but these changes will be of limited benefit if the public aren't aware of them."

Other changes include:

- Introduction of a minimum 1.5m passing distance for vehicles overtaking cyclists
- Recommendation of the 'dutch-reach' which we covered in our Autumn 2020 newsletter
- Clarification around cyclists riding two abreast
- Rule 186 includes clarification around giving cyclists and horse riders priority on roundabouts, including that they may stay in the left hand lane when turning right
- Rule 192 adds further clarification that pedestrian crossings must not be obstructed by vehicles waiting in traffic

An image of some of these changes can be viewed on our Twitter page [here](#).

How to keep up to date

Go Compare carried out a poll in 2019 which found one in five drivers had not checked a copy of the Highway Code for 10 years.

The Highway Code can be accessed for free online and is available for free as an app on your phone which updates automatically.

You can download it from <https://www.highwaycodeuk.co.uk>

A table of the current text and a table of changes can be viewed on the government website [here](#).

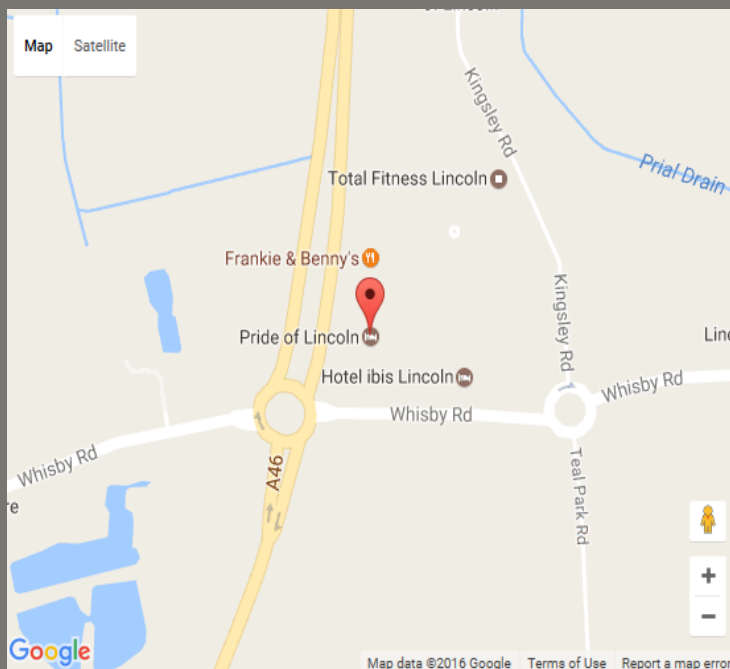
OUR VENUE

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.

2022 EVENTS



Tuesday 8 February 2022

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

Tuesday 26 April 2022

Annual General Meeting—Guest speaker TBC

Tuesday 14 June 2022

*IAM RoadSmart Head of Driving Standards
Richard Gladman*

Tuesday 16 August 2022

*Advanced Driver Course Refresher / Car
Maintenance Practical*

Tuesday 11 October 2022

Reg Local - Advanced and Performance Driving

Tuesday 13 December 2022

Christmas Quiz/Social Evening

NEXT EDITION *Spring22*