

IAM LINCOLNSHIRE UPDATE

Our changed plans for 2020

As we have previously reported, 2019 was another very successful record breaking year for IAM Lincolnshire with over 100 associates recruited.

Once again this year started really well and we were expecting another similar result. We had also planned to take on the remaining 64 Young Drivers under the Police and Crime Commissioner Initiative, in two more phases to run until March 2021.

Unfortunately as a result of the Coronavirus pandemic we have understandably had to change our plans in order to protect our observers and associates, and also to comply with government regulations. We have therefore postponed all Advanced Driver Courses observed drives, tests and Free Taster Drives. All of our planned members meetings and external presentations are also postponed at this time. We are hopeful we can conduct Committee Meetings via Skype or something similar in order to keep up to date with our activities within this period.

On a positive note, we are pleased that 16 members have passed their Advanced Driver Tests so far in 2020, including four with a F1RST. They are detailed below - congratulations to them and their observers on achieving this. Several others have already had a 'Check Drive' and are awaiting their test with an examiner. We look forward to supporting many more progress through to their tests when possible.

We are making plans to keep our associates enthused and motivated by regular phone and social media contact including some advanced driving hints and tips bulletins. We have developed an IAM Lincolnshire POWDERY vehicle check video which will be shared with members and associates tomorrow, followed by social media. If you have an idea for a driving hints and tips video which would be helpful for you, please let us know and we'll use your ideas to form our next one. We will also be sharing a bulletin with all of our members - keep an eye out for this arriving over the next few weeks.

We would like to say thank you to our observer team for their support in keeping in touch with associates over this period - there have been some great ideas shared, with some of our team creating specific guidance worksheets for associates to read through. We have spoken to many of our observers personally over the last few days and appreciate their ongoing enthusiasm. We are hoping to support each other further and keep up to speed with the creation of a team WhatsApp group to share information and best practice shortly.

We trust that everyone appreciates that we are doing our very best to keep the group together during this difficult and unprecedented period. All we can do now is to look forward to seeing you again when it is safe to do so.

Meanwhile, we hope that you all stay safe and well and that our lives will soon return to normal.

Roger Hicks & Ashley Behan

**Chair & Vice Chair
IAM Lincolnshire**

2020 (16 passes year to date)			
Associate	Pass Date	Observer	Check Drive Observer
Robin Twelftree	16/03/2020	Steve Waltham	Alan Jackson
Sam Hurry	12/03/2020 F1RST	Ray Whitaker	Roger Hicks
Dean Chapman	08/03/2020	Bob Bates	Ashley Behan
Jack Taylor	07/03/2020	Mike Hill	Ashley Behan
Isabelle Siddle	29/02/2020	Kelvin Simmonds	Geoff Coughlin
Bethany Howells	29/02/2020	Geoff Coughlin	Ashley Behan
Geran Jackson	26/02/2020 F1RST	Tony Larvin	Steve Waltham
Vicky Willan	26/02/2020	Alison Shelton	Roger Hicks
Alan Jackson	09/02/2020 F1RST	Tony Larvin	Roger Hicks
Jacob Dossett	03/02/2020	Simon Clayton	Ashley Behan
Kevin Lemon	02/02/2020	Tony Larvin	Steve Waltham
Gemma Melhuish	26/01/2020 F1RST	Bob Bates	Peta Steadman Bee
Elliot Stones	26/01/2020	Ashley Behan	Peta Steadman Bee
Valerie Gibson	26/01/2020	Roger Hicks	Geoff Coughlin
Dylan Cheetham	22/01/2020	Geoff Coughlin	Roger Hicks
Diana Darley	19/01/2020	Keith Lovering/ Ashley Behan	Peta Steadman Bee

THE LATEST FROM IAM LINCOLNSHIRE

Spring Forward

The way we operate will look a little different over the coming months. Whilst our upcoming events are postponed, we will be keeping you updated through our newsletter, website and regular bulletins.

We hope you enjoy the Spring Edition of our newsletter.

YouTube

Check out our latest videos and vlogs on YouTube. Click [here](#) or

search IAM Lincolnshire. Subscribe to receive our latest content. We'll be sharing regular updates here over the coming months.

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Our Magnificent Seven presented with their Advanced Driver Course certificates - part of the 16 new advanced drivers of the decade so far!

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

By phone:
0300 365 0152

By email:
iamlincolnshire@outlook.com

Join us on     @IAMLincolnshire

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LATEST NEWS

Events update

Upcoming Events Postponed

Our upcoming events, including our AGM, have been postponed at this time due to the Coronavirus.

We are required to hold an AGM within 18 months of our previous meeting (May 2019) and are hopeful of coinciding this with our first meeting back - hopefully later this year. We plan to share the audited accounts with you prior to this.



Practice makes perfect!

It has been a busy start to the decade out on the roads for our Observers.

With Free Taster Drives, Advanced Driver Courses and Member Refreshers all underway, we've been reinforcing that 'practice makes perfect' when it comes to advanced driving.

Our practical training has now been postponed whilst Coronavirus is ongoing, with all non-essential travel prohibited by the government.

For those making essential journeys, we remind everyone to keep up your very best advanced driving and at all times you should **OAP: Observe, Anticipate and Plan!**

Your Committee

IAM Lincolnshire covers Lincolnshire, Newark and Retford. The charity is run by a Committee of trustees, who are all volunteers. We meet regularly as a Committee and ensure the charity works towards its aims and objectives:

- To improve the standards of driving and riding on the roads
- To improve road safety
- To administer the nationally recognised advanced driving test

The current Committee:

Chair & Chief Observer— Roger Hicks

Vice Chair & Secretary— Ashley Behan

Treasurer— Les Robey

Fundraising Officer—Tony Lofts

Events Officer— Peta Steadman Bee

Social Media Officer & Training Officer— Richard Hardesty

Committee Member—Geoff Coughlin

You can contact the Committee by emailing iamlincolnshire@outlook.com or by calling 0300 365 0152.

Join us on     @IAMLincolnshire

BLANKET BAN ON PAVEMENT PARKING COULD LEAVE THOUSANDS WITHOUT A PARKING SPACE

A blanket ban on pavement parking could lead to a need for thousands of new car parking spaces that towns and cities are simply not equipped to provide, warns IAM RoadSmart.

Last September the House of Commons Transport Select Committee called for a nationwide ban on the “blight” of parking on pavements and today (12 March) the Department for Transport (DfT) has announced that a consultation on pavement parking across England could be published to help pedestrians.

One suggestion that emerged from the original enquiry is a blanket ban on all vehicles parking on any part of a pavement – but IAM RoadSmart, the UK’s biggest independent road safety charity, said this could cause a major parking headache for drivers across the country.

In its submission to the committee last year, IAM RoadSmart said: “Where data has been collated, the problems appear to be localised.

“Where pedestrians are being put in danger or denied access by inconsiderate pavement parking, or if costly long-term damage is being done, then we have no problem with local solutions being implemented for these problems.

“Local councils should be encouraged to use their existing powers to sign, define, review and enforce local bans as required.”

“New traffic orders, new signposting, new road markings and new enforcement administration will all be required at extra cost if a blanket ban is introduced. Councils are already struggling to implement low emission zones, cycling and walking policies, active travel policies, 20mph zones and a host for other transport measures.”

IAM RoadSmart added that a blanket ban risked creating conflict between residents as they attempt to find a place to park, often in

areas where there has never been a road safety problem.

“If enforcement is going to be applied rigorously then councils should provide safe and secure alternative parking arrangements in those areas where pavement parking has been banned but worked well before. IAM RoadSmart welcome the consultation but would like to see more research and pilot schemes before a decision is made on a total ban. In many urban areas, pavement parking is actively encouraged and the road marked up to allow it.”



IAM Lincolnshire 🚗🚙
@IAMLincolnshire

We were delighted to join @seandunderdale on @BBCRadioLincs this morning to talk about our, and @IAMRoadSmart’s, view pavement parking.

The government are consulting on the potential of banning it.

You can listen to the feature on the below link;

YouTube



We recently joined BBC Radio Lincolnshire to discuss this further. You can listen here: <https://www.youtube.com/embed/5vAgYWNxW8Q>

VOLUNTEER BIO:

Les Robey, Observer and Treasurer for IAM Lincolnshire

It was back in 1969 at the age of sixteen when I purchased my first motorised two wheeler, a Lambretta with the massive engine of 200cc, in gold and maroon. My motorcycle test started as a bit of a disaster as following the examiners instructions (I thought!) I ended up facing a no entry sign, the wrong way. Either he wanted to get rid of me for good or felt sorry for me as I passed first time. My two wheeled motoring finished when, in 1973 I realised that driving to Great Yarmouth with my new wife of four weeks and a suitcase perched between us was not the way to cement the marriage. So, the BSA Rocket 3 had to go!

I joined the brewer, Whitbread, in 1975 and was given an old van that had so many holes in the bodywork that when cornering the parts would be spread out all over the road. Within a few months it was stolen but was found and taken to West Hampstead Police Station. When I went to collect it, I was given an envelope and within it was the vans rotor arm. I asked the Duty Sergeant, why it had been removed and was told that they had so many thefts from their car park that they took them out.

One of the accounts in my area was Hendon Police School and the Cadet school next door. This is where the idea of increasing my driving knowledge started. Watching the instructors on the skid pan, I could see they drove better in reverse skidding than most people did driving forwards on dry roads! I borrowed a copy of Roadcraft (before it was on public release) and read it many times from cover to cover. This led me to Harrow Driving Centre to do an advanced driving course, but at the time they did not do the IAM test.

In 1985 I found my wife reading my life insurance policy while she handed me my birthday present of a half day racing course at Brands Hatch on a motorcycle.

Ten years had passed and I had left Whitbread three years earlier to start my own business within the same industry. We were now living in Milton Keynes and not far from Silverstone Circuit so I got my wife a days course at the Silverstone Driving Centre doing skid and road skills, but as I thought she may not like going on her own I got myself a ticket – that's my excuse anyway.

Over the intervening years I let my advanced driving courses and refreshers take a back seat as business was my priority, but when Prince Phillip had his accident it rekindled my desire to update my skills so in 2019 I applied for a Free Taster Drive with IAM



Lincolnshire and went on to complete the Advanced Driver Course. I have since gone to become and observer and I am enjoying the challenge so far, having delivered many Free Taster Drives so far and having three Advanced Course candidates of my own. I have also enjoyed getting involved with some of the 'behind the scenes' roles of the charity, having been co-opted by the Committee as Treasurer earlier this year.

Over the years, we have had dogs but after our last dog died we decided to travel more extensively. After two and a half years without one, we decided that being without was not for us so our new pup is another German Shepherd Dog (number 5) so I may bring him along to a meeting just to say hello as he loves coffee and biscuits.

Les R.

PETER'S JOURNEY

The second part of Peter's IAM journey

The first part of 'Peter's Journey' appeared in the 2019 Autumn Newsletter. It explained my first experience with IAM in the Nottingham area 25 years ago. I had only 2 or 3 drives with them and how it has changed my driving habits since then. I also mentioned how my son said that I, 'drove like a fairy' and that I was proud of that and I wrote at the time I would, "continue to do so." I was under the misapprehension that's how you drove, slowly and gingerly!



Former RAF Wing Commander, David Bolover, a fellow IAM F1RST Member presents Peter with his certificate

My first few drives with Martin Dodsworth soon dispelled that myth. His attempts to get me to move along a bit quicker failed, so he took me for a ride in his car. My first impression of his drive was, "Wow, so that's how it's done!" My driving changed from that moment on; I dropped my window down and flicked the fairy from off my shoulder for good, who said you can't teach an old dog of 76 new tricks?!

Since then I have driven stronger, more confidently, have learnt to plan ahead, keep more out of trouble, to anticipate and be more understanding of other drivers,' and generally enjoy my time behind the wheel.

As we approached November 2019, I had had about 8 drives under my belt. Martin mentioned about the test and that the winter time is a difficult period due to weather conditions. He said he would ask Ashley to accompany me to get his opinion whether I was ready for taking the test. Weeks ticked by, I hadn't heard anything from Ashley and I began to think this isn't going to happen before Spring 2020. Then all of a sudden things started to materialise; Ashley called with a near date for him to come with me. After the drive he said he was satisfied with my performance and he would contact the testing people. I wait... Christmas was coming into view, again I think, this isn't going to happen- then late November, an email from Ross Glover one of the Testers which said, "Are you good for a weekend two weeks ahead?" YES!

Then Saturday 14th December 2019 arrives, we meet at the Windmill Farm Pub 8.30 am to take the test. Ross is very friendly and makes me feel relaxed. It's very easy at a time like that to be put off guard, but I kept focused on the job in hand, I hadn't come this far to fall at the final hurdle. Ross said the test would take two hours. Martin had given me last pieces of help which I found very useful, like repeating road directions Ross had given me. From the start I used the 'Spoken

Thoughts' all the time, which I enjoy as it confirms what you are thinking and seeing. The test drive took us mainly onto back roads, and dual carriageways in the south of Lincoln area and in no time found ourselves back in the Pub car park 90 minutes later.

Ross asked me to reverse into a parking bay, probably to test my manoeuvring; I turned the engine off, undid my seat belt and waited. Silence. I stare through the windscreen. I thought, I had done ok, not bad, not brilliantly well either, but surprised to be back so early. Pleased it was over actually, couldn't have done any more than I did with Martin, which on reflection shows what a good tutor he is. Ross writes and then says. "Peter you have passed the test and I'm giving you a first." More silence. Should I say thank you? Sounds silly, after all it was I who put in the effort, I was probably a little stunned. But I was pleased.

We enjoyed a cup of coffee in the Pub! Ross talked me through the Masters, the next stage and asked me if I had thought about being involved as an observer. I had. I will wait until I'm invited.

My thoughts return to our Skellingthorpe U3A monthly meeting back in June 2019, when Ashley and Roger gave us a talk and I thought at the time, "Yes, I'll give it another a go!"

Peter Bell, Skellingthorpe

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#SafeAt17: THE PATHFINDER INITIATIVE

Do you remember reading in IAM RoadSmart's Inform Weekly News 2/10/19 that the U17 Car Club's **'Pathfinder Initiative'** was looking for Observers to help run a course in the Half Term at Seighford in Staffordshire? I did, and having helped at two courses I wanted to share some insights and thoughts.

First, Pathfinder brings the generations together, builds understanding and trust between them, shares their driving and learning experiences and enables them to celebrate each other's successes and achievements in acquiring driving skills for life. Importantly, surveys undertaken by the Club and validated by Loughborough University shows that young drivers who have attended a Pathfinder course have been statistically proven to be much less likely to be involved in an accident than their peers, and are more advanced drivers having benefitted from the scheme. See: <https://u17ccctrust.org/wp-content/uploads/2018/12/Pathfinder-Survey-2018.pdf> The Club has been invited to give a presentation about Pathfinder at the Road Safety GB Conference in November.

Pathfinder is a five-day intensive driving course enabling 15 to 17-year olds to get a head start on driving skills, learning techniques behind the wheel and practicing the fundamentals of safe driving on private land, behind locked gates. The students are accompanied by an adult, usually a parent or guardian – and drive the adult's car in this safe and secure environment. The Pathfinder team of Instructors and Marshals provides instruction, focus and certificates!

Remaining calm whilst trying to teach your offspring to drive must rank as one of the toughest tests for a parent. Day 1 of the Pathfinder course is by far the most fraught both inside the vehicles and out; as are those days when a different adult has to attend (for whatever reason) because, whilst the student has progressed, the new adult hasn't got off the starting blocks and doesn't yet understand how it all works. But by Day 5, the new-found confidence and understanding displayed by students and adults towards each other is wonderful. I found it a privilege to see their relationships and driving skills developing and, because you share their struggles and successes with them, the awarding of their certificates and the end of the course can get quite emotional.



The Observer's role is that of Instructor, teaching the basics of car control and safe driving according to the Pathfinder Manual, which is derived from Roadcraft. At regular intervals, Instructors assess the student and when appropriate move them through each of the three different levels.

Before starting the first Instruction, an eye sight test (as per the Highway Code) is conducted



by an Instructor for both the student and accompanying adult. Aside from that it never really occurred to me how hard it is to start someone driving from scratch. Once I got the hang of that I still needed much self-reflection and practice to find the right level of input ('we're not teaching them to be Advanced Drivers'), how much to explain and at what point to speak. The demonstration drive to introduce the system of car control and to explain IPSGA should present no problem for an Observer. However, finding a succinct way to do that in just a few minutes' drive was harder than you might think. Helpfully, Chief Instructor (Adrian, an IAM Roadsmart National Observer) was on hand to demonstrate how to break it down into small chunks – a technique which I have since found really useful with my associates. POWDEREY, pre-drive checks, cockpit drill discussions and exploring under the bonnets came as a surprise to some – but we certainly sowed the seeds of basic competence and responsibility (although finding a cracked, empty coolant tank fixed up with curling Sellotape came as a bit of a surprise).

The accompanying adult brings their car - allowing the student to practice, guiding them with instructions from the Pathfinder Manual and reminding them about what the Instructors have said! This support builds and develops on existing trust and enhances the learning for both adults and students.

Most of the students freely admitted that they had never given a second thought to how hard it is for the driver 'to do so many things all at once in the car and concentrate on the road as well', so it's a tremendous insight into the risks on the roads, and the skills of their accompanying adults. Some parents were unexpectedly respected for driving and car knowledge as their students suddenly realised they 'knew stuff' whilst others gently found that driving techniques had moved on over the decades. It certainly taught them a lot about each other as new understanding dawns.

Next events. I know that Pathfinder hopes to be running events later in the year and will be looking for more young people to participate (it is open to all) and for Observers to volunteer as Instructors. Through its sponsors Pathfinder is able to cover mileage, accommodation and meals (if required) so volunteers aren't out of pocket. So, if anything I have said appeals or resonates with you, or you want to know more about Pathfinder – either attending or supporting - please contact John Beckford: john@under17driver.co.uk or telephone him on 07785 360249, and he will be happy to answer any queries.

The Pathfinder website is here: www.under17driver.co.uk.

Alison Shelton, National Observer, IAM Lincolnshire

FORDIE'S WORLD

In the summer newsletter, I passed comment on the dangers of "Smart Motorways". I came to the conclusion that ultimately it WAS NOT a good idea - now it seems that the national press has "got hold" of the problem and the various journalists and commentators are generally against the idea; plus the newspaper I read has published a number of letters from readers who also condemned the system. The main bone of contention is that there are not enough "safety refuges" close together, one "comedian" suggested these refuges should be linked together, Fine!! So, why not revert to the hard shoulder? Will the "powers" the MP's and "suits" of Highways England ever admit they got it wrong? But then, we can't have the "high-ups" losing face can we?

At the time of writing (February) an announcement has been made that the government intend to ban the production of vehicles powered by internal combustion engines including hybrids and make us all go electric. No doubt a noble intention to "save the planet" but have they REALLY thought about how the vast amount of electricity will be generated, all this, by the way, is proposed to take place by 2035. What about trains, planes and lorries? How are our essential goods going to be supplied? Not only that, homes are expected to be fully electric, rip out all gas central heating, cookers, etc. YEAH RIGHT! Can't see it happening myself, but then, if I'm still of this world, I shall probably be in a care home, relying on a wheelchair for mobility, so I shan't bother a lot!

Now, to continue my theme of being a lorry nerd or anorak, I have been watching two TV programmes, "Ice Road Truckers" filmed in Northern Canada and "Outback Truckers" filmed in Australia. I'm not sure when Ice Road Truckers was filmed, there seemed to be a suggestion it was made over a number of years. One give-away was that one trucker passed away in 2016 and as he had featured in the programme it must have been filmed prior to his death. In this particular series it had been a "warm" winter and the normally

smoothish ice covered "roads" were melting and breaking up very badly. Many of the routes involved crossing frozen rivers and lakes, not something I'd fancy doing at the best of times, driving an articulated lorry weighing 25 tonnes or so over ice which if it gave way could quickly "dunk" in water 100 feet deep. NO SIR! You can keep that! As the ice roads melted the vehicles were traversing extremely rough tracks, bumps which would throw you out of your seat or rip the wheel from your hands. Think of the worst farm track you know then multiply it by 10! I accept that American built (or designed) trucks are rugged but these conditions were real truck breakers, the wear on suspension and drive line must be horrific, not to mention tyres that had snow chains fitted most of the time. The journeys were often 250/300 miles and once off the metalled highways speeds were down to 15/20 mph, slow progress, no "transport cafts" no fuel supplies or breakdown facilities and I got the impression that the drivers didn't stop for a sleep or to eat, maybe a "right-handed sandwich" and a coffee whilst travelling. The same when unloaded, straight back to the depot before "these goldarned trails break up some more!"

Certainly, the series concentrated on the successful journeys but there must have been failures of one sort or another. True! I was on the edge of my seat very often and that was in a comfy armchair 3000 miles away. I reckon a driver has to be born to that life, you need to know and understand the country, just think, six inches of snow and England comes to a standstill more often than not!

The other series I was watching was "Outback Truckers" filmed mainly in Northern Australia. This appeared to be Ice Road truckers in reverse, big Aussie road-trains delivering to remote villages and settlements, much of the journey on dirt roads in the "outback", which, part from the dust, is fine until it rains and when that happens it is NOT a gentle shower, storms last for hours with downpours of biblical proportions turning the dirt roads into muddy

quagmires. If you get bogged down, there's no help to give you a pull out so it's up to you to get the hovel out and start digging! No fun with maybe two trailers and a gross weight approaching 100 tonnes. Conversely, the weather can turn so hot that there is a risk of overheating tyres, causing them to burst, engines to overheat and rutted tracks to bake like concrete, shaking every rivet on the truck and every bone in your body, load securing straps are jarred loose, which means the driver has to stop, retighten the lashings or worse, change a wheel and all this in searing heat often 40 degrees plus C. Then, just for fun, you have to deal with kangaroos, wild camels and other assorted wildlife who have NOT been taught road sense! As with Ice Truckers, it seems the type of work you have to be born to, there's rarely a soft option, again, not work I would fancy were I of an age to try. It certainly made my life on the road under the British haulage system seem like a Sunday Afternoon drive!

Finally, for some time I have wanted to replace the ageing Citroen Picasso, it was fourteen years old and had given its best. The idea was to have a newer version of the Picasso, this time with automatic transmission, guess what? Citroen don't do a petrol auto version, only diesel which is not practical for me. So, I started looking around the dealers but couldn't find anything suitable until I came across an advert in the "Echo", Twells of Billingham were offering a 15 plate Vauxhall Mokka, 1400cc auto, so we went to view it rather promptly! The car was good, right spec, nice metallic blue, about 58000 miles, good dealer service history and most important, a price I could afford. I was given a very good deal in part exchange, so now "Ford Towers" boasts a Vauxhall Mokka at its portals. I'm well pleased with the car and when (if ever) I master the infotainment system I shall enjoy it even more!

In the meantime, drive safely, and if this Coronavirus doesn't curtail us too much, enjoy your Spring/Summer motoring.



KNOW YOUR STUFF

Do you manage to Merge?

We were recently approached by BBC Look North for some on-screen advice on merging in turn. So, do you merge and what's the advice?

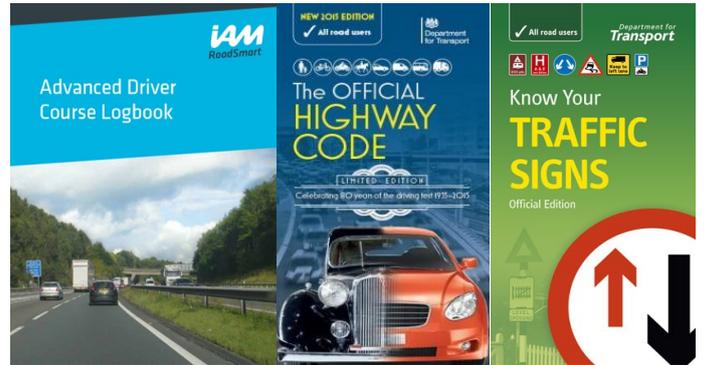
The roads in and around the city of Lincoln provide multiple opportunities to 'merge in turn' but a groundswell of opinion suggests that local drivers don't know how to, or maybe don't want to. BBC Look North decided to do a feature on this following multiple references to the problem on social media and their first point of call for expert advice was IAM Lincolnshire.

You can view the video on our YouTube channel or by clicking here <https://youtu.be/pGuCNoIrUUI>

What does the Highway Code say?

RULE 134

You should follow the signs and road markings and get into the lane as directed. In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed.



Just like a zip...

You may have heard of the phrase "zip merging" which is common practice in the USA - this is a good description of how it should work. Issues often arise when drivers either try to 'force their way in' at speed and/or drivers bunch up and refuse to let others in - done the right way and at a low speed, it is to be encouraged.

Merging in turn reduces the overall length of a queue and is therefore beneficial in cities at peak times or in major road works.

A good example is at the current road works on the A46 at Riseholme Roundabout. "Merge in Turn" signs have been erected to encourage drivers to follow this practice.

E-learning Modules

Improve your knowledge and learn to deal with common driving challenges with our e-learning modules

- Motorway driving
- Parking and manoeuvring
- Driving on country roads
- Driving in towns
- Managing distractions
- Managing speed
- Managing overtaking

To access, visit:

<https://www.iamroadsmart.com/courses/e-learning-modules>

Our e-learning modules are now free for a limited time! Use the code 'freemodule' at checkout.



OUR VENUE

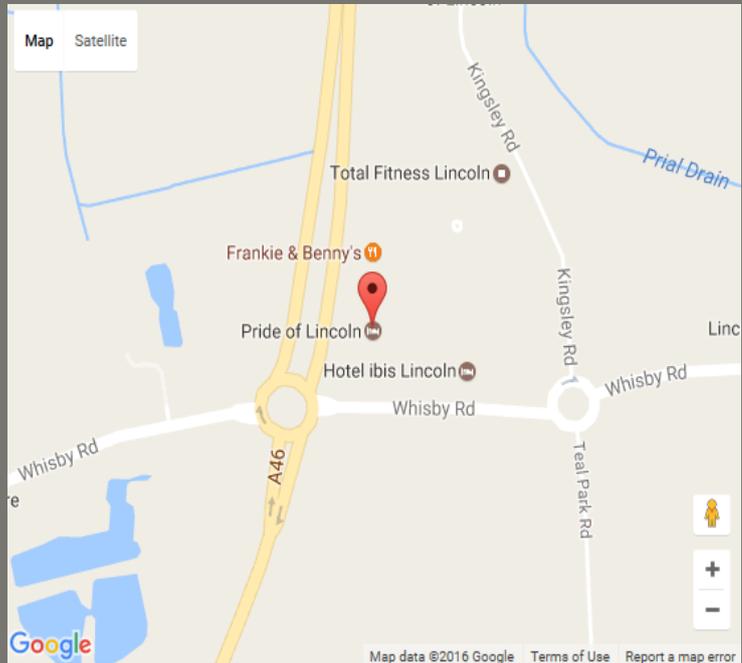
WHERE TO FIND US?

Windmill Farm 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.

2020 EVENTS

DUE TO CORONAVIRUS, OUR UPCOMING EVENTS IN ORANGE BELOW ARE CURRENTLY POSTPONED.



January 2020

No meeting

~~**Tuesday 11 February 2020**~~

~~Wing Commander David Bolsover—Retired, now Training Service Manager for HiG at RAF Cranwell~~

March 2020

No Meeting

Tuesday 14 April 2020

Lincolnshire Road Safety Partnership, John Siddle

Wednesday 13 May 2020

AGM & IAM Marketing, Comms and Membership Director, Kate Tonge

Wednesday 10 June 2020

IAM Examiner and former police driver trainer, Reg Local

Tuesday 14 July 2020

Advanced Driving Refresher Event

August 2020

No meeting

Wednesday 16 September 2020

TBC

October 2020

No meeting

Wednesday 28 October 2020

Barrie Heath Quiz - annual intergroup quiz night (held at the Redbourn Club, Scunthorpe, DN16 1NU)

Tuesday 10 November 2020

Advanced Driver Development Evening

Tuesday 8 December 2020

Christmas Quiz and Social

NEXT EDITION Summer2020