

THE LATEST FROM IAM LINCOLNSHIRE

Summer is here!

Whilst we've been adapting to changes in our activities due to Covid-19, we have been busy creating and sharing more online content since lockdown began.

A variety of new videos are now available on our YouTube channel. Click [here](#) or search IAM Lincolnshire.

We hope you enjoy this edition of our newsletter.

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How would you approach this complex junction using IPSGA? Railway Station, Thorpe Culvert near Wainfleet

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

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Join us on     @IAMLincolnshire

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GROUP UPDATE

IAM features in Roads Policing Plan

IAM Lincolnshire are pleased to form an integral part of the new Lincolnshire Police Roads Policing Plan 2020 - 2022', as launched earlier this week.

The plan sets out the vision for the county to have "A road network that is the safest in the UK for all road users." The IAM is identified as part of the education element of the 4th aim 'To reduce the risk to and from younger and older road users through education, engagement and enforcement.'

You can read the full plan at: <https://www.lincs.police.uk/media/256367/roads-policing-plan-2020.pdf>



Join our next webinar

Following two successful webinars for associates currently taking advanced driving courses, we will be hosting a 'Driving Post Lockdown' webinar on Tuesday 7 July at 7pm.

With the next easing of lockdown measures due in early July, the webinar will focus on tips for getting back in the car, refreshing advanced driving techniques and discussing the changes on the roads following Covid-19. We'll also be joined by Lincolnshire Road Safety Partnership.

Joining information is available on the Events section of our website.

Driving Post Lockdown



Elliot first PCC candidate to pass advanced test

Video link: <https://youtu.be/gS2deuihfQk>
Hear from PCC Marc Jones and young driver Elliot Stones sharing their positive experiences of the IAM course.

PCC Marc Jones partnered with IAM RoadSmart in Lincolnshire to provide funding for 100 drivers aged under 25 to take an advanced driving course, free-of-charge. The idea for the project came after the PCC undertook the Advanced Driving Course and test himself – securing the highest pass mark of a 'F1RST', after nine weeks of training with a local IAM Lincolnshire volunteer observer.



The scheme is seen as a crucial step in reducing the high casualties among young drivers in the county. With the first young drivers commencing their training at the end of last year, several have already passed their tests and many more are test ready. The first young driver to pass under this scheme was Elliot Stones from Lincoln, who passed in February.

TO THE MOON AND BACK - THREE TIMES

IAM Lincolnshire Chair/Chief Observer, Roger Hicks

I estimate that throughout all the years since I passed my test I have driven at least 1.5 million miles, which is equivalent to just over three return trips to the moon!!

This has been achieved by driving in 20 different countries throughout the world, from North America in the west to Japan in the east. Whilst a small amount of this driving has been for holidays, the majority was for business travel.

I learnt to drive in the leafy lanes of Devon. Those of you that know the county will be all too aware that apart from on the moors most of the roads are narrow, winding, undulating and with high hedges. Whilst I hadn't heard the expression 'limit point' at that time I certainly knew how challenging it was to drive with a limited distance of vision. In fact most of the time you were driving with a limit point running constantly!

I passed my test in Plymouth driving a Vauxhall Wyvern with 3 speed column change, bench seats, no power steering, lousy suspension and very narrow 590-13 crossply tyres. The car didn't have flashing indicators front and rear, merely single one arm trafficators so it was obligatory to give hand signals whilst on the test. Unfortunately the day I took my test it was pouring with rain so by the time you had wound the window down, put your arm out to give the signal and then got the window up again you were soaking wet!

After passing my test my first car was a Ford Popular 100E! Since then I calculate that I have owned or possessed 30 different cars ranging from a Morris Minor 1000 (0 - 60mph - 31 secs) to a BMW 330i (0 - 60mph - 5.5 secs). I say possessed because the majority were company owned.

Soon after passing my test and before I embarked on my career I drove commercial vehicles between Cornwall and London to earn some money. Mostly it was in a Bedford TK Pantechicon, whilst I am sure Fordie will know what I am talking about, for the rest of you it is best described as a large furniture van. After loading in Cornwall I then had to drive to London to make the deliveries. This was a journey of over 250 miles each way, mostly on the infamous A30 driving through such iconic bottlenecks

as Okehampton, Exeter, Honiton, Salisbury etc. My longest trip was from Cornwall to London and then up to Grimsby to pick up some machinery before returning to Cornwall. This was the first time I came to Lincolnshire, little did I realise then that I would end up living here! At that time there were only two motorways, both not where I needed to go, and very few bypasses so it was quite an arduous trip. Thank goodness tachographs didn't exist then, all you had was a paper log book with a carbon copy.



I started my career a Trainee Manager for a 'cut, make and trim' manufacturer supplying the Rag Trade (clothing manufacturers) in London. Whilst in those days the Rag Trade was a tough environment I learnt so much about the principles and methods of running a business from this experience, something that has proved invaluable throughout my career.

After this, apart from five years working as Business Development Manager for a major high street bank, most of my career was spent in the tyre industry. I eventually became Managing Director of a

manufacturing company employing 350 people and operating internationally. I was also National President of a trade association and a director of the Tyre Industry Council. After I retired from the tyre industry, I ended up running a smaller company manufacturing materials and machinery for building synthetic pitches, running tracks etc. Interestingly one of their machines had a unique patent with worldwide licensees, so even in semi - retirement I ended up travelling again.

When I finally 'hung up my boots' I decided I still needed something to do so I took an IAM Advanced Driving Course never for one minute expecting to become involved in the running of the group. Initially I became an observer, then following a resignation I took over the role of Chief Observer. I guess I am my own worst enemy but having spent my whole working life developing business I can't resist trying to maximise opportunities when I see them and I could certainly see them with the Lincolnshire group. Therefore when a like minded individual, by the name of Ashley, said he wanted to get involved in the operation of the group I was confident that with a strong committee and observer team we could make it 'probably the most successful in the country'. I believe our National Audit results vindicate this decision!

When I took over as Chair as well as Chief Observer I worked on the principle that I always applied during my career, that being 'you can't ask someone to dig a hole six feet deep unless you are prepared to do it yourself'. I therefore made sure I qualified as a National Observer, Local Observer Assessor, Masters (Distinction) and Masters Mentor. I also won the Fred Welch Trophy in 2016 and served for 3 years on the then named IAM Strategy Group.

You will see from this Bio that travelling and in particular driving has always played a very important part in my life so it is somewhat appropriate that I am able to give something back through the IAM. Hopefully I will continue to drive for many more miles before I 'hang up my keys' but I doubt I will do enough to be able to say TO THE MOON AND BACK - 4 TIMES!

Roger Hicks

DRIVING IN FRANCE





David Hosegood, IAM Lincolnshire Observer, shares his French experiences

I'll start by giving my background into giving my experience of driving in France. I've towed a 7 metre caravan for some of my 25 years driving in France. For those of you that have already driven there then you will understand my concerns. The French can be very accommodating when the need arises but sometimes, downright dangerous but for different reasons to us in our driving style in the UK.

Motorways. I have for much of the time thought that motorways are the safest place to be when on very long journeys. There's the usual boredom, however the French have a habit of tailgating, even if you were the only 2 vehicles on the road. They've never heard of the 2 second rule. On a regular basis, they will be in the boot of your car. The concept of running into the rear of your car doesn't cross their mind. I have on rare occasions whilst in lane 2, had them coming up to me at great speed no more 1 metre from my bumper whilst I'm doing an overtake at the legal speed limit of 130kph (82mph). Most of the French drivers are very respectful but there's always a few to spoil things. The one thing they do very well, is pull into lane one immediately after an overtake. No sitting in lane 2/3 holding everyone up.

Staying overnight in the motorway Aires (rest areas) is not a good idea. There have been several reports of thieves gassing the occupants of Motorhomes as they sleep. They then break in and steal all of your belongings, cash, passports, credit cards etc. If you do use an Aire, then use one that's got a good a commercial setup such as petrol/diesel pumps, shop, café, etc.

Towns. There's the usual queuing that applies to any town or city. I usually try to keep the car rolling gently up to a set of traffic lights, however on odd occasions you'll have some angry French motorist blasting their horn at you telling you to get a move on when there's only 5/6 metres or so to the traffic lights, which may be about to change.

	ACCIDENT - USE HARD SHOULDER	ACCIDENT - UTILISEZ LA BANDE D'ARRET D'URGENCE	
	QUEUE SLOW DOWN	BOUCHON RALENTISSEZ	
	INCIDENT AHEAD	INCIDENT SIGNALE	
	OBSTRUCTION ON SLIP ROAD	OBSTACLE EN SORTIE	
	BROKEN DOWN VEHICLE	VEHICULE EN PANNE	
	FLOODS LANE CLOSURE	INONDATIONS VOIE FERMEE	
	SMOKE CAUTION	FUMEE SOYEZ PRUDENTS	
	FOG PATCHES SLOW DOWN	BROUILLARD RALENTISSEZ	
	PEDESTRIANS IN ROAD - SLOW	PIETONS SUR CHAUSSEE RALENTISSEZ	
	DEBRIS IN ROAD	OBJET SUR CHAUSSEE	
	SNOW SLOW DOWN	CHUTES DE NEIGE RALENTISSEZ	
	STRONG WINDS SLOW DOWN	VENT VIOLENT RALENTISSEZ	
	LONG DELAYS AHEAD	BOUCHONS	
	SKID RISK J nn TO J nn	CHAUSSEE GLISSANTE ENTRE SORTIE NN ET SORTIE NN	
	CONGESTION AT TOLL	BOUCHONS AU PEAGE	

Parking. Don't think you're safe. The French will park in the very smallest of gaps whether their car will fit or not. I was parked very close to the centre of Cean a few years ago. A very busy area. We were lost trying to find the offices of Gites de France. We managed to find a parking bay which appeared to be quite safe, as it was constructed with a high curb with a large paved area all around it. It was large enough to take 4 cars. We parked in the rearmost position of the bay with approximately half a metre behind us. My wife and I decided to look at our street map to find our destination. A few moments later there was a bump in the rear of our car with some crunching. Observing my rear view mirror, there was an elderly French gentleman smiling away at us. He'd mounted the very busy pavement to park and ran into our tow ball damaging his car slightly, our car appeared to be undamaged. He explained to us in French that he was purchasing a baguette and newspaper from the nearby shops. It all ended happily as he took us to our destination. What a day!

Continued on Page 3...

DRIVING IN FRANCE (PART 2)

Zebra Crossings. You will find a large amount of the time that people are parked on them, even the police. We've travelled a large proportion of France and find the same problem everywhere. I did approach a policeman in Cean, and I asked him in French why do people park on the crossings. His reply was shocking (but typically French) he replied in English. "It iz becoz we arr French" We didn't know whether to laugh or cry. Another problem is that when you are trying to use a crossing, drivers will not stop, even though you're on it. We saw recently a national TV information broadcast/Instruction by the French Highways System, asking the French drivers to give way to pedestrians. The biggest surprise of all, is that they're asking them to drive like the British!!

Speed Cameras. You will see as you travel the country roads and motorways signs telling you of a speed camera. Unlike us here in the UK where camera signs are not followed up by the presence of a camera, **In France if it says there's camera, then there is a camera.** There has been a lack of cameras for many years but over the past 6 years or so there has been a huge increase in their proliferation. However, they are now not always informing them with signage. There has been an organised campaign by some of the disgruntled French motorist to destroy or cover up the cameras with plastic bags or spray paint. The French authorities have come up with a new trick. They have produced a monstrous camera which is placed on the roadside. It is movable only with a forklift or alike, and you will see the same camera a few miles down the road hiding around a bend to catch you.

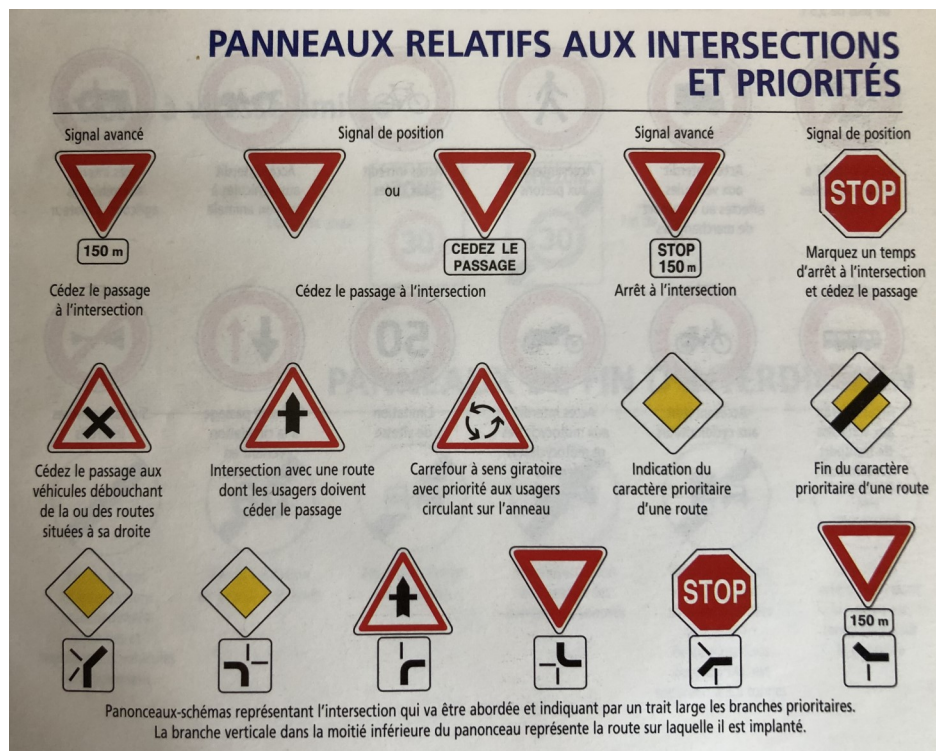
Speed Camera Apps. The cameras that are on several apps used in the UK are illegal in France. If you're caught in possession then you'll have your device confiscated and a 1000e fine. If you're caught using it then it's 1500e, also

confiscation.

Road signs. Many of the signs used in France are very similar to ours and used in the same way. However there is one sign in particular that catches out every expat and holidaymaker that I've spoken to. It is the red warning triangle that we use **but**, it has a large "X" in the middle of it. Brits I've spoken to all think it's a crossroad sign, which it's not. It is telling you that traffic coming in on your right at a junction has priority to enter the main road that you're on. We have even found it is used for a private driveway/entrance. You will also find them in built up areas where you cannot see around corners. We've had some hairy moments of our early days in France. **Beware.**

In conclusion, to my ramblings about France. We absolutely love France and the way the French live. We have many close French friends who we think the world of, but I do make my opinions about their driving habits clear to them. The concept of advanced driving is strange to them, and in some instances amusing as one or two of them have driven here in the UK, they also think we're crazy on the roads. Maybe they're right.

David Hosegood, Observer



SWITCH YOUR PHONE OFF WHEN YOU GET BACK BEHIND THE WHEEL; IAM ROADSMART REMINDS DRIVERS

As Coronavirus travel restrictions begin to ease, IAM RoadSmart is reminding drivers to refocus on the road after weeks spent relying on screens and phones to keep in touch with family, friends and work colleagues.

The UK's largest independent road safety charity is concerned that driver distraction from mobile phones could escalate because good driver behaviour habits may have been lost during the Coronavirus lockdown.

The use of mobile phones while driving, for texting, emailing or to use social media, is seen as one of the biggest threats to road safety for nine out of 10 motorists, according to IAM RoadSmart's annual Driving Safety Culture Survey.

Now in its fifth year, the survey shows mobile phones to be consistently one of the main stress factors for British motorists. The survey reflects the views of just over 2,000 motorists, weighted by gender, region and age group to be representative of the UK driving population as a whole.

While the majority (90%) of respondents claimed not to use the internet, text or email while driving themselves, for 70% of respondents other drivers' distraction from talking or texting on a mobile phone is more of a problem than it was three years ago. Just 6% believe the problem has reduced.

And with technology companies reporting that demand for data has risen substantially during lockdown, as people have turned to their devices for entertainment and to stay in touch with loved ones and work, IAM RoadSmart believes that a new dependency on video conferencing apps, social media and instant messaging could cause a rise in dangerous driving behaviours. The charity is concerned that phone-loving drivers could ignore driving safety legislation and continue to use their devices when they get back behind the wheel.

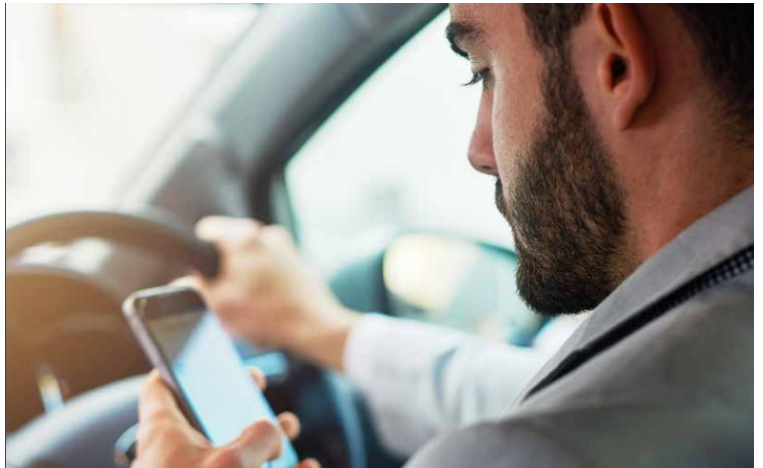
More women (73%) than men (68%) are concerned about the risks posed by mobile phones. Concern rises with age and drivers aged 70 and over are the most concerned (73%), compared with 68% of 17-34 year olds.

Regionally, concern about the use of mobile phones while driving is greatest in Wales (80%) and Yorkshire and Humberside (78%) compared with just 61% of drivers in the East of England.

Although overall, levels of concern about mobile phone

use have fallen back slightly since 2016, it has consistently remained a top three problem for motorists, along with traffic congestion and aggressive drivers.

And while the majority of drivers, in all age groups and all regions, continue to perceive talking and texting on a mobile phone as a threat to their personal safety, as many as four per cent admitted to using the internet, or sending a text or email while driving, and nine per cent stated they have used voice activation to interact with their smartphone.



Neil Greig, IAM RoadSmart's Director of Policy and Research, said: "These results make it clear that there is still an alarming minority of drivers who access social media, send and read texts or even email while behind the wheel. And we believe this could now grow with increased screen dependency following lockdown.

"Driving is a complex activity that requires concentration. Anyone behind the wheel should have their full attention on the road and other road users so they can observe, plan ahead and anticipate what action is needed to get to their destination safely.

"Being connected to family, friends and work colleagues is important, but nothing should be more important than keeping your full attention on the task of driving. This is even more important after an extended period off the roads.

"If you make a journey in the coming days and weeks as travel restrictions start to ease, remember that the best way to avoid the distraction of your mobile phone is to switch it off or put it out of reach."

AM I STILL ADVANCED?

That is the question!

That was my aim, to find out, since it was over 40 years since my first IAM test.

I've loved driving, ever since my Dad took me out in our Vauxhall Victor, bench front seat, column change, floor pedal on/off for full beam headlights. Dad would have been proud that I took and passed an advanced driving test.

I always tried and hoped that I would keep up my driving to IAM standard. Last year I pledged to myself that I would have a reassessment and not only aim for a 'pass' but also to gain a F1RST.

I joined the Lincoln group in 1977, passed my first test in March 1978, followed by two further tests at 5 yearly intervals. I was a committee member for a long time, taking on the role of club secretary, responsible for organising social events and also becoming an observer.

To increase the professionalism of letters to potential speakers, I bought a portable typewriter and carbon

paper to make life easier for me (how things have moved on, thank goodness), Tippex now being a thing of the past, especially as it's difficult to remove from a computer screen!

As well as enjoying my role on the committee, an unexpected bonus (a VIP) came into my life and he later became my husband Andy, who also passed 'the test' in more ways than one.

Towards the end of last year I started to have some observed runs with Peta, who coached me and passed on her extensive experience to enable me to refresh my driving and spoken thought skills.

In December I was contacted by the examiner, Ross Glover, and he offered me a test date. I met him at the Windmill and we set off for the drive. During the test the weather changed dramatically from driving rain to bright sunshine, which at times was very low through the windscreen. Following recent storms there were a variety of things to consider such as standing water, potholes and debris on the main and country roads. All too soon we arrived back at the Windmill and after a debriefing Ross confirmed the result of the test.

I did the reassessment and if you want to, you can too. Initially I asked myself, 'what are you doing, putting yourself through this' but it was worth it.

And the answer to that original question is YES - after 42 years I'm still advanced, I achieved my aim and not only that, I passed with a F1RST.

With thanks to Roger, Ashley, Peta and the Lincolnshire Group.

Jenny Currie
IAM Lincolnshire F1RST Member



FORDIE'S WORLD

IAM Lincolnshire Member, Fordie, gives his lockdown musings

As seems to be the general consensus, these are indeed strange times. Obviously, at Liz and I's age we have been obliged to "isolate". Fortunately, I have been able to stay in touch with family and friends by phone, text and email which lessens the feeling of being "cut off".

Certainly, I have been able to do the weekly shop, which keeps the car moving, Liz comes for the ride but stays in the car and listens to the radio. More often than not, we come the "long way home" which lets us see the local countryside plus we have managed three Saturday afternoon drives and as we don't stop or engage with others. I don't feel I am in too much contravention of "The Regs"!

It was excellent news to read (by email) that "our" group is now rated as one of the best in the country but I have felt for a long time that under the guidance of our Chairman and his team we were going to make a name for ourselves.

I had hoped this year to put myself forward to take the "Masters" training and exam, however, maybe best left until 2021 and a fresh start. I WOULD like to try for the "Masters" for a number of reasons. At 77 years old I would prove to myself that I'm still a capable driver, it may be beneficial to my insurance, may encourage other "senior" advanced drivers to try and so-on.

As I have said previously, I spend an inordinate time watching "the tele" but motoring related programmes seem to have dried up or what few there are are American based and generalised. An odd good programme about railways and locomotive makes passable viewing but as I'm sure you are all aware, there are repeats of repeats of repeats! Maybe I should READ more or re-enjoy my record collection..... SAD "aint it!"

I have noticed a steady increase in traffic through Lincoln which must mean people are taking advantage of lessening restrictions (mid-June when writing) so here's hoping by the time you read this we will be much nearer a "normal" life, like getting a haircut, though Liz has done a decent job of giving me a trim, a pint or three in the pub, visit the family in Hinckley and go for a "Chinese".

No doubt all of you have been inundated with "begging" letters from numerous charities asking for donations, they don't hold back, requesting anything from £20 to £100, all worthy causes certainly, but once contributed, you're never free of requests for more cash. Might be worth starting my own charity to keep me in the manner to which I would like to be accustomed to!

I very much doubt there will be a "Steam Rally" at the "Showground" this summer, this is where I get my "annual fix" of old British lorries and being the "truck nut" that I am. A lot of happy memories are re-kindled. Many of the examples on show I have driven at some time or the other. A look in the cab reminds me of how basic they were, rudimentary noise deadening, limited seat adjustment, tiny mirrors, heater optional, four or five speed gearboxes, six if it was a six or eight wheeled "heavy". Compared to today's lorries, they were barely a step up from motorised wheelbarrows... but I still love 'em!

In the last newsletter I announced the arrival of the "new car", a Vauxhall Mokka, 1400 turbo automatic, I'm getting to grips with it now and find it a very easy car to drive, good performance just by wriggling my right foot. Although the cabin is roomy, there is less storage space than in the Citroen, still, you can't have it all!

I have become aware, reading through this missive, that I haven't had a good "grump" this newsletter, for which mercy you will, no doubt, be calling down blessings!

Stay safe and healthy, raise a glass to better days!

Fordie



KNOW YOUR STUFF

AA advice: Driving in sunglasses

To clear up confusion about the type of sunglasses you should wear when driving, the AA asked The Federation of Manufacturing Opticians for advice.

Clarity of vision

There are 2 essential requirements in lenses used for driving:

1. Vision must remain clear.

Sufficient light to let you see properly must get to your eyes.

Sunglasses sold for general use can be too dark for driving in. Plus, fashion frames could obscure your peripheral vision if they aren't the right style, so it's best to choose your shades carefully. There are some sun lenses which are suitable for driving, and they fall into 2 main categories: 'fixed' and 'variable' tint.

Variable tint lenses

Generally known as 'photochromic' lenses, these change their tint density when exposed to certain kinds of light. Generally the brighter the light, the darker the lenses will turn. Lenses that only react to UV light are not suitable for driving because car windscreens filter out UV, slowing and limiting the reaction of the lenses. You could find yourself driving with lenses too light as a result. You need to look for lenses designed to react to visible light as well as UV to ensure they'll adapt to the varying light conditions when driving. Check with your optician to find the right ones.

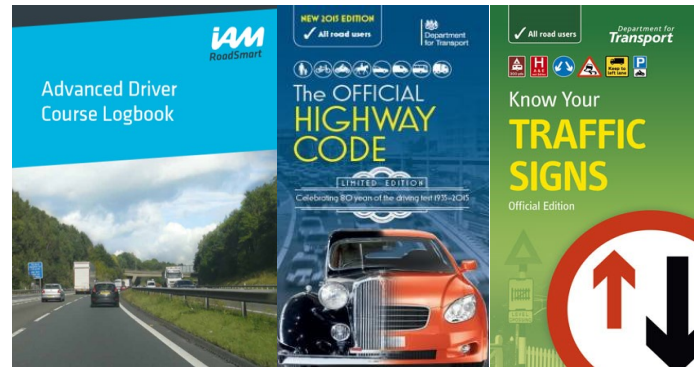
Fixed tint lenses

These stay the same darkness no matter how sunny or dark it is. Fixed tint sunglasses are easy to find, and a fixed tint can be added to prescription glasses too. Polarised lenses normally have a fixed tint and are specially-designed to reduce glare. They're particularly effective on light shining off wet roads.

Tint density

Not all tinted lenses are the same. They can be different colours and different densities, so you need to pick the ones which are suitable for driving.

- Tinted lenses are given a grading according to the density of the tint.
- All sunglasses should, by law, be labelled and show the filter category number.
- Lenses with light transmission less than 75% are unsuitable for night driving.
- Yellow tinted lenses are not recommended for night driving.



- Due to the light levels within the car, filter category 2 lenses which transmit between 18% and 43% of light are recommended for daytime driving.

Filter category 4 lenses only transmit between 3% and 8% of light and are not suitable for driving at any time. Sunglasses with these lenses should, by law, be labelled 'Not suitable for driving and road use'.

Graduated lenses

Some drivers like the benefits of a graduated tint, as the top part of the lens in which you look out is darkest. The bottom part of the lens is generally lighter and this makes it easier to see the controls within the car.

Safety of the lenses

All sunglasses should carry the CE mark and meet the European Standard BS EN 1836:2005. A good quality anti-reflection coating is recommended, along with a hard coating to protect the lenses from scratches. Sunglasses with deep side arms can block side, or peripheral, vision and are not recommended for driving.

Top tips from the AA

- Have a thorough eye examination every two years to find out if you need prescription lenses in your sunglasses.
- Discuss the options for sun and glare protection with your optician.
- Consider a specialist driving lens or tint.
- Be aware that your everyday sunglasses might not be suitable for driving.

Always keep a spare pair of driving sunglasses in the car.

Remember, the onus is on you to have good vision. If you don't have your vision corrected and protected from the sun, it could invalidate your car insurance if you're involved in a crash.

Source: <https://www.theaa.com/driving-advice/safety/driving-in-sunglasses>

Advanced Test Passes 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

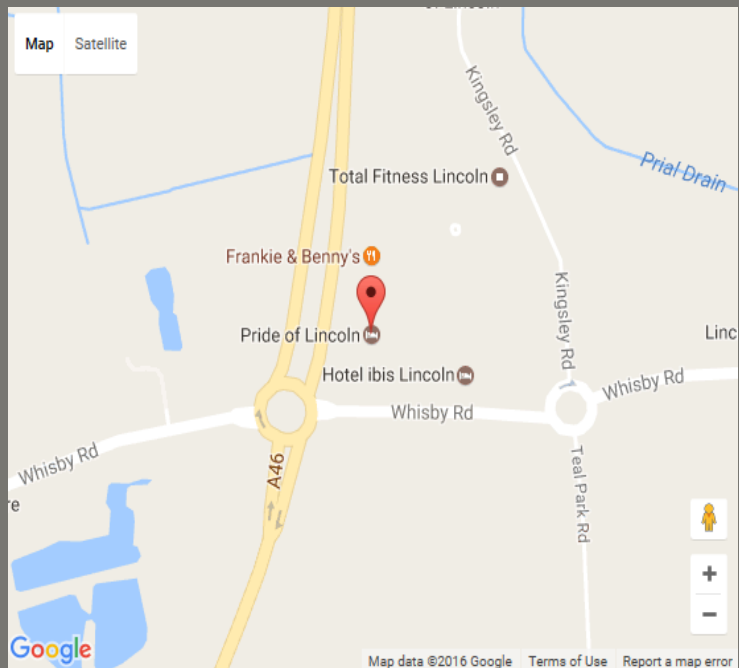
OUR VENUE

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 ONLINE EVENTS



Tuesday 7 July 2020

Driving Post Lockdown, Microsoft Teams Webinar

NEXT EDITION Autumn2020