

## THE LATEST FROM IAM LINCOLNSHIRE

*We look forward to seeing you again in 2021!*

Welcome to the Winter edition of our newsletter.

We'd like to wish all our readers a Happy New Year, we hope you had a peaceful festive period.

Whilst 2020 wasn't what any of us expected, 2021 brings renewed hope and enthusiasm and we're looking forward to playing our part in making our roads a safer place.

We have several virtual events planned for the start of the year and hope to meet our members

again, face to face, as the year progresses. A list of these can be found on page 2. It would be great if you could make some time to log on to Microsoft Teams and join us.

We would encourage you to follow us on social media @IAMLincolnshire to keep regularly updated on our work.

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

### *In this edition*

**Page 2**  
*Online Events Programme & Advanced Test Passes*

**Page 3**  
*Group News*

**Page 4**  
*Father and Son: Black boxes and all things telematics*

**Page 5**  
*Letter from France*

**Page 6**  
*Letter from France Part Two*

**Page 7**  
*Observing ticks the box for Sam*

**Page 8**  
*Keep Your Distance - Tips from IAM RoadSmart*

**Page 9**  
*Fordie's World*

**Page 10**  
*Know Your Stuff*



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

**By phone:**  
0300 365 0152

**By email:**  
[iamlincolnshire@outlook.com](mailto:iamlincolnshire@outlook.com)

**By post:**  
IAM Lincolnshire, 33 Flaxley Road, LINCOLN, LN2 4GL

Join us on     @IAMLincolnshire

IAM Lincoln - Issue 24 Winter 2020  
Registered Charity Number: 1049400

### OUR ONLINE EVENTS 2021

Whilst we're unable to meet in person, we will be continuing to hold webinars online via Microsoft Teams. Links to the events will be sent out to members by email prior to the meetings and will also be shared on our website and Facebook group.

Our first four events are below, we will monitor the develops with COVID-19 and will announce more online or in-person events in our next edition.

**Tuesday 19 January 2021, 7pm - Associate webinar**

**Tuesday 9 February 2021, 7pm - Marc Jones, Lincolnshire Police and Crime Commissioner**

**Tuesday 9 March 2021, 7pm - James Hall, IAM RoadSmart Director of Sales & Marketing**

**Tuesday 13 April 2021, 7pm - Associate webinar**

### NEXT EDITION *Spring2021*

#### 33 new advanced drivers in 2020 - congratulations

Associate	Pass Date	Observer	Check Drive Observer
Ellie Symonds	31/10/20	Tony Larvin/Steve Waltham	Roger Hicks
Robert Aspinall	29/10/2020	Richard Hardesty	Ashley Behan
Emily Smith	28/10/2020 F1RST	Bob Bates/Gemma Melhuish	Ashley Behan
Daniel O'Leary	11/10/2020 F1RST	Martin Dodsworth	Ashley Behan
Colin Robotham	11/10/2020 F1RST	Simon Clayton	Ashley Behan
Paula Bowyer	11/10/2020 F1RST	Tony Lofts	John Edwards
Harry Kisby	11/10/2020	Martin Dodsworth	Ashley Behan
Sophie Leggott	19/09/2020	Mat Goddard	Ashley Behan
Josh Flavell	13/09/2020 F1RST	Tom Burton	Ashley Behan
Madeleine Wood	04/09/2020	Mat Goddard	Ashley Behan
Kiera Woods	03/09/2020	Tony Lofts	Ashley Behan
Ella Pearson	01/09/2020	Simon Clayton	Ashley Behan
Millie Turner	28/08/2020 F1RST	Peta Steadman Bee	Ashley Behan
Bethany Hallam	24/08/2020	Tony Lofts	Ashley Behan
Sam Angus	14/08/2020	Richard Hardesty	Ashley Behan
Thomas Nadin-Hepburn	10/08/2020	Ashley Behan	Peta Steadman Bee
Thomas Holm-Johansen	31/07/2020 F1RST	Andy Coward	Ashley Behan
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

## GROUP NEWS

### *RIP Cam*

We were sad to hear that former group member Cam Baron from Grantham passed away in early December, aged 89. Cam was a long standing member of IAM RoadSmart having passed his Advanced test in around 1976. Cam was originally a member of the Grantham Group which merged with the Lincoln Group. He was a Senior Observer for many years before retiring from IAM membership in 2017.

### *How to be a better cyclist social media giveaway*

In support of Lincolnshire Road Safety Partnership's #BeBrightBeSeen campaign in December, we gave away two goodie packs which included a copy of IAM RoadSmart's How to be a better cyclist - advanced cycling. The campaign was aimed at increasing awareness of vulnerable road users such as cyclists, pedestrians and horse riders and encouraged those road users to wear bright and reflective clothing to be more visible when using the roads. How to be a better cyclist can be purchased for £9.99, contact us for details.



### *Plenty to shout about in 2020*

- We started the year with 70 associates
- IAM Lincolnshire has 140 full members, currently 40 associates - over 30 new associates joined in 2020
- 70% of observer team and associates returned after lockdown ended in July 2020. Three new Observers joined our team
- Almost 50% of our test passes came after lockdown ended in July 2020
- Delivered 25 free taster drives - 20% then took an Advanced Driver Course
- Delivered two face-to-face 'Confident Driving' presentations to groups across the county. Following lockdown, delivered three virtual webinars to replace f2f events
- Several webinars held via Microsoft Teams to replace f2f members events
- Continued successes on social media, BBC TV, and radio led by Richard Hardesty
- PCC Young Driver Project for 17-24 year olds underway - almost halfway through despite COVID-19 delays
- Achieved 33 test passes, 11 of these with a F1RST.



### *Our campaign for Road Safety Week 2020*

We wanted to do our bit to support Brake Charity's Road Safety Week for 2020 which was 16-22 November so teamed up with some of the people and organisations involved in road safety in Lincolnshire to share some video messages.

These messages and a full report can be [read here](#).

The videos were seen over 65,000 times on our social media channels and included the Police and Crime Commissioner, DCS Andy Cox UK lead for fatal collision investigations, East Midlands Ambulance service and many more.

### *We're looking for your testimonials*

We'd like to include more comments from you on our website and in our promotions sharing your experiences of our courses, events and presentations. Please share these with us to [iamlincolnshire@outlook.com](mailto:iamlincolnshire@outlook.com)

## FATHER AND SON:

### *Black boxes and all things telematics*

Telematics policies, sometimes called 'black box' insurance, traditionally rely upon small pieces of kit known as black boxes installed in a vehicle to record driving style. Alternatively, this can be done via a mobile phone app. The technology records data on the motorist's speed, how hard they brake and corner and may also record - or even limit - how far and when they can travel.

In a recent blog for IAM RoadSmart, our National Observer and Social Media lead, Richard Hardesty, and his new driver son Oliver share their thoughts on telematics insurance for younger drivers.

#### **Oliver (18) said:**

For me, like for many young drivers, my car insurance policy is a telematics one - meaning that my driving style is constantly monitored by some equipment in my car, with data on things like my speed, braking and acceleration sent back to my insurers.

Telematics premiums are often much lower, so for many young drivers like me it is an attractive option. My year one premium would have been £4,000, but having a black box and Dad as an Advanced named driver brought it down by more than 50%.

With telematics insurance, good driving is rewarded either through bonuses or lower premiums in the future, so there are other benefits than just the immediate ones too. In my second year of the policy, for example, my premium went down by another 50% as a result of my positive year one score.

At the same time, extremely poor driving can lead to your insurance being revoked, so it is a good incentive to make sure you drive well, and safely!

But even though I see the benefits, I have to confess I am looking forward to leaving my black box policy behind. Even though I've enjoyed reduced insurance premiums during my first two years of driving, it's not so great when I get scored down if I stay out after 10pm. And my mates take the mickey out of me for having it!



#### **Richard (48, Oliver's father) said:**

Professionally, I'm a commission manager at a transportation and infrastructure firm and I'm a fan of telematics policies. We employ the technology in our fleet of vehicles at work.

As a parent with my son out in his first car, I find it reassuring to be able to view his performance. And I think black boxes encourage good driving in young people. But I don't have total faith that the scoring is always 100% accurate, which seems unfair.

Overall, the fact that I know Oliver is being safety conscious for the first year of his driving is very reassuring.

Nobody is perfect when they're driving, but for Oliver the telematics will hopefully give him good initial guidance that will help him adopt good driving practice long term. It's so easy for young people to be tempted when they're driving around with their mates and get sucked into bad behaviours. A black box certainly reduces the risk of that happening. And for any parent concerned about their child's driving that can only be a good thing.

This blog was taken from an interview with Oliver and Richard Hardesty which was featured on the [Compare the Market's Black Box Guide](#), providing information on telematics insurance policies.

## LETTER FROM FRANCE

*Following his ['Letter from Australia'](#) published in 2019, IAM Lincolnshire member, Norman Jackson, updates us from his time in France*

Bonjour mes amis. Another article in the popular series about international driving.

After 3 months of lockdown and living on my own since my wife of 48 years died, travel corridors became available and I was off on a driving adventure in my trusty 2005 Volvo V70. 3 weeks in SW France staying with an old friend.

The target area was between Toulouse and Bordeaux near Agen. The house is on the banks of the Canal de Garonne, part of the canal des 2 Mers à Vélo. A cycle track route entirely on green ways linking the Mediterranean and the Atlantic. Pythias the Greek is thought to have passed here on his voyage to Britain in about 325 BC. Although he had previously travelled the long route round Spain via the Phoenician city of Gades, present day Cadiz. The overland short cut also avoided exposure to the potentially more severe weather in the Atlantic. See more about Pythias below.

Venture into the surrounding countryside and enjoy a charming, hilly terrain with hints of Tuscany. Montauban and Moissac are pink brick towns on the Tarn River and have both been designated a Ville d'Art et d'Histoire for their rich culture.



I was excited about the trip but apprehensive at the same time.

The first problem that I needed to solve was how to pay autoroute tolls using a machine that was accessible only from the passenger side, and no passenger. Télépéage solved that problem with a little gadget attached to the windscreen. Approach the pay barrier slowly, very slowly, and the gadget beeps, the barrier rises and off we go. You get a bill once a month and if you don't use it, the cost is zero. It works in some car parks too.

A very limited number of pay booths are for those with the tag only. It is interesting in a UK registered car seeing the local cars following, scattering to other pay booths. I wonder why!

The system is very reliable but in case of a problem at the toll booth, press the enquiry button and ask to speak in English.

The French don't like paying the autoroute tolls so the traffic is often lighter than on national and departmental roads, similar to what we would call A roads. Also, most lorries are banned from autoroutes on a Sunday so traffic is quieter, except in holiday periods.

### On the road

A word of warning - don't leave unopened fizzy drinks cans unprotected in the car. They heat up quickly and explode. Air temperatures are generally higher than the U.K. hitting the upper 30s regularly.

AutoRoute speed limits in good weather are 130kph, about 80mph. In the wet they are reduced to 110kph, about 70mph.

In common with many other continental countries, village name signs mean a speed limit of 50kph, 30mph. Outside urban areas, the equivalent of our national speed limit is 80kph, 50mph unless otherwise signed.

Speed cameras exist but having detector equipment, including satnav camera locations turned on, is illegal. Mind you, how the authorities would know you had satnav camera position warnings turned on is interesting to contemplate.

If you are stopped, on the spot fines rule ok. If short of cash, you will be taken to the local ATM to get some.

The trip from Caen to Agen is just short of 500 miles, mostly on autoroutes. It is do-able in one day and to avoid unnecessary exposure to the Coronavirus I decided to attempt it. I could always stop and find a hotel. Safety being the name of the game, I carried plenty of food and water, stopping for a rest every two hours and using local facilities only for toilet breaks.

Service areas or Aires are plentiful. Some are just rest areas with toilet basic facilities. Look out for the signs advising what is available. I looked for those selling fuel as they were more comprehensive in the service available and the toilets are modern. Petrol is called essence, diesel is gazole.

I chose to set the cruise control a few KPH lower than the speed limit so that I could cruise along and the locals in a hurry could speed on by. Progress was brisk and business like.

***Continued on Page 6...***

## LETTER FROM FRANCE PART 2

### Driving

When driving on the righthand side of the road in a right-hand drive vehicle, "Steering wheel to the kerb" is the mantra. Watch out for the traditionalist French drivers who think the outdated guidance of give way to traffic from the right still rules ok, despite general priority and other signs to the contrary.

Police and gendarmes lie in wait, sometimes hidden in the long grass. Also, at known tight points and junctions where speed limit signs as low as 30kph are in evidence.

At stop signs, handbrake on and stationary for 4 seconds is compulsory but not always observed.

Despite the feeling that all the enforcement is against you, driving can be quite pleasant, although French drivers do generally follow far too close behind. They haven't heard of "tyres to tarmac" or "TUG" either.

On my trip in July, UK registered cars were few and far between. The Dutch were in evidence but little else. On my second trip in September there were many UK registered vehicles on the ferry. This was despite travelling against UK Gov. advice and having to isolate for two weeks on return home.

The locals use roundabouts better than we do and there is little hesitation in usage. Nearside lane for first two exits, outer lanes for 3rd or later exits. Signal right on exit and if using the third or later exits signal left until you approach your exit. For BMW drivers signal means use the little yellow lights fitted to each corner of your vehicle.



When disembarking from the ferry terminal in France, set the location as a favourite in the satnav. This helps when finding the terminal on the return trip.

Road signs can be confusing to our eyes and there are plenty of them.

*None more confusing than this!*

Place names mean 50kph speed limit unless otherwise signed, until the village exit sign is seen. Look for the signs that are needed and reject the others. It becomes easier after a while.

### Be prepared

Make sure you carry the compulsory documents. Driving Licence, passport, V5 vehicle registration form, insurance certificate and Annual test certificate. Compulsory equipment includes spare bulbs, warning triangles, high visibility vests (one for each passenger and the driver) and face masks.

Recommended items include Travel and Health insurance, GB badge (not compulsory), headlight deflectors for driving on the right, European Accident Reporting Form, travel and vehicle breakdown/recovery insurance and the European Health Insurance Card (EHIC) plus plentiful supplies of food and water.

### History of the Area

For those of you interested in the destination area, yes, they make wine and lots of it. There is manufacturing industry, notably aero engineering in Toulouse.

In both historic and prehistoric times, the route between the Mediterranean and the Atlantic seems to have been well known for thousands of years and used often. The navigability of the rivers probably helped and is amply demonstrated by the Garonne. In recorded time there are the remains of substantial roman villas. For example, Villascopia at Castelculier near Agen.



As mentioned, it is thought that Pythias, born in Marseilles, passed this way in around 325 BC on his way to Britain. Unfortunately, his principal work On the Ocean was lost in antiquity in the Alexandria library fire. What is known of his travels is gleaned from other sources who refer to him, notably Polybius around 150 BC.

**Norman Jackson, IAM Lincolnshire Member**

## OBSERVING TICKS THE BOX FOR SAM

*Former PCC Young Driver associate, Sam Hurry, shares his experiences of the Advanced Driver Course and why he has chosen to become an Observer*

I passed my driving test in May 2017 and I relied upon being able to drive. Before this, my mum had to take me to and from cadets every Tuesday and Thursday night, so being able to drive myself gave her a lot of time back in the evenings. I also started gliding at RAF Syerston, so being able to take myself to and from this was a big need. With all this driving, I thought that it was a good idea to boost my confidence, especially in what is a potentially dangerous situation.

I started my Advanced Driver Course at the beginning of 2020. I attended the open night where I was given further information into what the course involved, how I would be trained and assessed. It sounded similar to my driving test, although like it would be much more relaxing, which was a relief.

Ray Whittaker was my Observer, a great guy, who, in this small world, used to be on 54 Squadron in the RAF, where I now work as a Civil Servant. He first gave me the idea about becoming an Observer when he said I could achieve a F1RST pass in my test. After a few months of learning some very important skills and techniques for driving with progress, in a safe and risk averse way, Ray thought I was ready for my assessment.

Roger Hicks took me on my Check Drive, to assess how he thought I had learnt through my sessions with Ray. Roger said my driving was very good and he thought I was ready for my test. I also broached the subject about becoming a Local Observer for IAM Lincolnshire. If I passed with F1RST, Roger would contact me to arrange some training for becoming an Observer which was great.

I was lucky enough to pass my test with a F1RST, being one of the first associates to attain this from the Lincolnshire Police Crime Commissioner's scheme for young drivers. It was very well timed, because unfortunately three days after this, the UK went into national lockdown, putting a stop to Advanced Driver Courses.

After several months of lockdown, Roger and I were able to meet to discuss how I would undertake my training to become an observer, which I was very excited to start.

Being the youngest Observer in the county is a privilege. It's great to be able to share the skills and knowledge that I have learnt during my training. I hope by being a young observer the Advanced Driver Course will appeal to many more young drivers and that will help reduce the number of young drivers lost on Lincolnshire's roads and I am proud to have been able to be a part of this scheme and I look forward to continuing to deliver training in the future.

**Sam Hurry, Observer**



## KEEP YOUR DISTANCE

*Safety tips from IAM RoadSmart's Richard Gladman*

While many of us are staying off the road at the moment due to Coronavirus restrictions and social distancing, for those who do need to drive or ride on essential journeys, Richard Gladman, head of driving and riding at IAM RoadSmart, offers some practical tips on stopping distances, to help make sure drivers and riders who are on the road avoid the risk of collision.

Whether you're a new driver or a seasoned old hand with many years of experience, there are times when you may be guilty of driving or riding too fast for the conditions, or too close to the other vehicles around you.

Following too closely to other cars, known as tailgating, is one of the biggest causes of road accidents in the UK. So, it's important to make sure you reduce your risk of collision by leaving enough distance between you and the vehicle in front, so you can make the most of these clear benefits:

- Having time to react and stop in time if cars ahead suddenly brake
- Allowing you a better view of the road ahead to plan your drive or ride
- Reducing your fuel consumption – your driving will become smoother and you won't be required to apply the brakes every time the car in front of you slows down

### The Highway Code

The Highway Code details stopping distances in Rule 126 where it describes the two components which make up your overall stopping distance:

- **Thinking distance:** this is the distance you travel while you are deciding how to react to a situation. The Highway Code has given a simple formula to calculate this of 1 foot (0.3m) per mph, which means that at 30mph you would travel 30ft while thinking

through how to react. However various studies have indicated that, in a measurement of time, this can be as much as 1.5 seconds. This would mean the thinking distance in most cases would be over double than that stated in The Highway Code, and it's possible that at 70 mph a driver or rider would be covering over 200 feet (over 60m) before they even applied the brakes.

- **Stopping distance:** this is the time it takes for your vehicle to stop when you apply the brakes. Using the formula adopted by The Highway Code, it takes three times longer to stop a vehicle from 60 mph than from 20 mph. So, this means a vehicle travelling at 60 mph would need 240 feet (73m) in total to stop. The Highway Code advises that when driving and riding in wet conditions you should double your following distance. It also suggests that in snow and icy conditions it can take up to 10 times the regular distance to stop. So, remember to leave a much larger following gap in the wet or when it's cold enough to freeze.

### "Only a fool breaks the two-second rule"

The well-known two-second rule is a handy technique for judging safe stopping distances: this should be the minimum separation gap between you and the vehicle in front. However, when driving and riding at 70mph it's worth remembering that you will cover 205 feet (62m) every two seconds. This means you may need 315 feet or 96 metres to stop, so a three-second is preferable.

To ascertain what a two or three-second gap looks like, pick a fixed

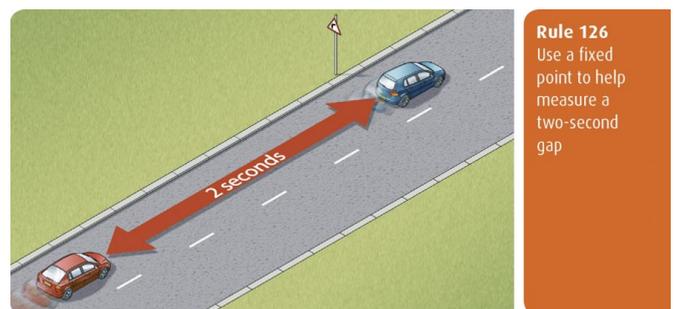
point on the road and count after the vehicle in front goes past it. This will help ensure you are keeping a safe distance between you.

### Factors that impact the stopping distance

Remember that any form of distraction might detract from your ability to react and will lengthen the overall time it takes you to stop. So, it's important to maintain your concentration at all times when driving or riding.

Weather, condition of the road surface, type of vehicle and the condition of your brakes and tyres can all affect the time it takes your vehicle to stop safely, so all should be considered for every journey you make, enabling you to make adjustments where necessary.

Richard said: "Keeping your distance will make for a less stressful journey, not only for you, but also for your passengers and for the traffic in front. It's sensible to reduce the gap in slow-moving traffic to assist in traffic flow, but



when moving at speed the gap should really be equivalent to the overall stopping distance or a minimum of 2 to 3 seconds, or whichever is greater in the dry. A larger following gap will allow traffic to move in and out of the space in front without you needing to constantly brake. Any adjustments required can be subtle and achieved using acceleration sense."

## FORDIE'S WORLD

*IAM Lincolnshire member, Graham Ford, gives his end of year musings*

I hear that in the Birmingham area, electric powered ambulances are being considered. Is this really such a good idea? Has a battery been made that can power an ambulance that can be on call 24 hours a day? Thinking of all the equipment that is carried on a modern ambulance, would one battery provide enough power and would two batteries mean an unacceptable weight gain reducing the "on road" performance of the vehicle? Surely it would be more practical to adopt a system similar to that proposed by London Taxis and have an auxiliary engine/generator to maintain the battery. The thought of an ambulance failing with a flat battery with say a heart attack patient on board doesn't bear thinking about.



Another idea that has been "mooted" (pun intended...) is to produce fuel from cow pats, obviously, you are NOT going to go around a farmer's field shovelling cow pats into your tank. I believe some farms have a "slurry" pit where animal waste disintegrates and gives off some form of gas. I imagine this would be collected somehow and refined to make fuel but would the processing costs would be prohibitive. There again, it could prove a lucrative side-line for dairy farmers!

Whilst on the subject of fuel, I understand experiments are being made with hydrogen to use as a fuel. I'm given to understand that water is the basis for hydrogen, but I've no idea how it arrives at that state. Something at the back of my mind says early airships (Zeppelins) were filled with hydrogen, isn't that inflammable? I know a number of these dirigible thanks caught fire with disastrous consequences.

If water is the basis for a form of hydrogen fuel, the country has plenty of that, I guess it's less polluting than petrol or fumes from a power station but no doubt that refiners will find a way to make a fair old profit from processing.

Perhaps the government "boffins" have latched on to the fact that making the whole country electric ISN'T such a practical idea after all. If the availability and cost of power stations to provide sufficient electricity for us all is in question, then maybe an alternative is the answer.

On a slightly different note, I have been waiting over a year for a cataract operation. Driving, even with glasses, was becoming more difficult. Eventually, I had the operation on the 11<sup>th</sup> December. The difference is unbelievable. I can see so much better. I am considered "near-sighted" so will have to wear glasses for driving but I can cope with that. Delighted as I am with my new-found vision, thanks to "lockdown levels" I can't really go anywhere. However, I look forward to better weather, the end of lockdown and the chance to get on with some serious driving. Maybe in 2021 I will get the chance to try for my "Masters".

Another point in the news has been the proliferation of cycle lanes. Fortunately, Lincoln has not succumbed to this curse, certainly in the London area these lanes and restricted roads has been causing mayhem particularly for emergency services. No doubt local politicians have been trying to make a name for themselves and NOT considering the consequences, however, this is not the place to discuss the workings of local government. Reflecting on 2020, it's been a mixed-up year what with lockdown and social distancing. Not much face to face contact or rallies (steam rally) to attend. Personally, my mobile phone has been working overtime. I guess I should be grateful that I have enough friends and relatives to contact and that we can keep "tabs" on each other.

As I do every year, I shall wish you the season's greetings and should you not read this until after the festivities, then I hope you survive said festivities, without committing atrocities on the cat, the kids, the turkey or the Granny and that 2021 will be a better year for all of us.

Stay safe.

*For die*



## KNOW YOUR STUFF

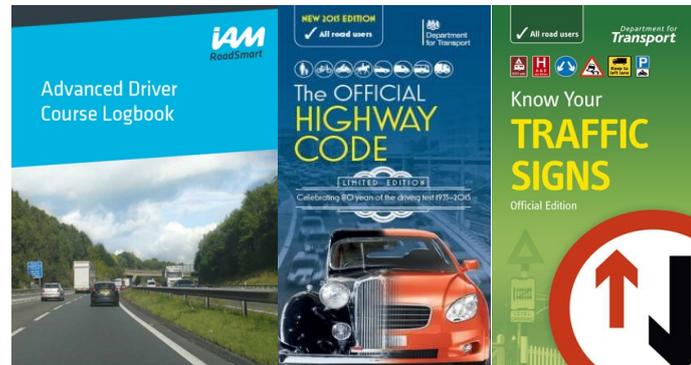
### *Do you leave your engine running?*

Leaving your car with the engine running whilst unattended isn't a good idea - but did you know that doing so on a public highway is an offence under the 1991 Road Traffic Act?

"Quitting", as its known, is an offence under Section 42 of the act, insofar the vehicle fails to comply with further regulations under the Road Vehicles (Construction and Use) legislation which requires the stopping of the engine when the vehicle is stationary, for the prevention of noise.

Emergency vehicles are exempt – provided they are responding to an emergency! The police can offer words of advice or issue the offender with a fixed penalty notice of £30. As well as the noise issue, if you fail to lock your car with the spare set of keys it could make easy picking for thieves and invalidate your insurance.

Thinking ahead is key to winter preparation, especially as many of us will not have driven sporadically over the lockdown periods. Leaving earlier to allow more time for ice on both the road and your car means you won't be rushing in adverse conditions and you will have more time to enjoy the drive. Always carry a winter driving kit, including an ice scraper, de-icer, blanket, torch, shovel and a fully charged mobile phone.



### *Don't land in hot water!*

Never pour hot water on the screen as the sudden temperature change may cause cracks. Prevention is better than cure so if possible cover the glass overnight with cardboard or an old sheet to prevent freezing, or invest in a windscreen cover.

An AA survey found that most people know not to use boiling water with only 2% doing this. But the survey also found that young people (aged 18-24) are more than twice as likely to use boiling water as the general population. 1 in 20 risk a cracked windscreen using this method.

Adding boiling water or heating up a key can also melt plastic components in modern car locks so be gentle when it comes to warming them up or use a squirt of de-icer.

### *Don't fall for online "hacks"!*

There are lots of videos online which claim to have a genius way to defrost your car. Most of these don't work or could even cause extra problems. One hack suggests rubbing half a potato on the inside of your windscreen stops them from steaming up. This could smear the screen and isn't a good idea!

### *National Tyres and Autocare (NTA) discount available*



IAM RoadSmart has teamed up with nationwide motor service provider National Tyres and Autocare. With over 200 branches nationwide, National Tyres and Autocare is the largest independent fast fit operation in the UK.

National is offering IAM RoadSmart members 17.5% off its normal branch pricing on tyres online and in branch.

They are also offering 50% off MOT's (at participating branches).

Your local National Tyres and Autocare stores are located on Carholme Road, Lincoln and London Road, Grantham.

To find out how to access the discount, members need to login to the online Dashboard and view the offer under the 'My Benefits' section.

Join us on     @IAMLincolnshire