



NEWSLETTER

Spring 2016

Issue 5

Well Christmas has been and gone and now we are all looking forward to dry roads and, hopefully, a bit of warmth!

This issue has articles from David Toyne, Terry Heath and Brian.

I am fortunate to visit a lot of factories as part of my (other!) job and it is always fascinating to see how the things we take for granted are manufactured – For example did you know that cardboard is paper held together by maize starch or one of many other starches (including Pea)! Or that the plastics on your Land Rover or Jaguar were probably made in Scunthorpe? Or that the North East exports parts to Russia for Nissan's to be built out there? Or that tape sold by a Scunthorpe business is used to secure carpets and panels in airplanes!

Whilst traveling I see all sorts of driving, sadly, I am seeing more and more poor driving. I counted the other day on my 10 mile commute into the office, 3 people on mobile phones – holding them to their ear's busily chatting away, one with no seat belt on and one near miss involving someone not looking right at a roundabout. So you have to question if what we do as a group can change this – the answer is probably not. But what it can do is make YOU a safer driver and by doing that we are all a little bit safer. That good forward planning and observation mean you approach the hazard slower (rather than racing up and braking hard) this makes it easier for the car behind to respond in a more controlled way, but all importantly, it makes the situation safer. You drive safe, you make other people safer that has to be better for all of us? Doesn't it?

Nigel Hobson

Editor

www.scunthorpeadvancedmotorists.co.uk

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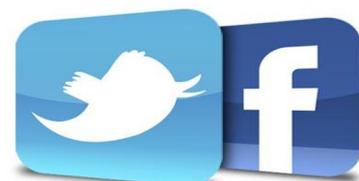
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IAM

DRIVING ROAD SAFETY

In this issue...

Special articles on
Smartphone use



DATES FOR THE DIARY

Social meetings held on:

April 27th (AGM)

June 22nd

August 24th

October 26th (Quiz Night)

All social meetings are held at the Redbourn Club,
Cemetery Road, Scunthorpe.

Meeting at 7.30pm for an 8pm start.

We got Mail!

You can email, tweet or post a letter to the following addresses.

Email: ng hobson@btinternet.com

Twitter: [@IAMScunthorpe](https://twitter.com/IAMScunthorpe)



Letters:
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Old Lane
Reedness
DN14 8HE

SPECIAL OFFER

FOR A LIMITED TIME ONLY

IAM Scunthorpe are delighted to introduce a brand new promotion for people living in the North Lincs Area.

The project will allow 18-24 year old's to receive a full refund once they have completed the 'Skills for Life' course. A big thank you to Richard Hall (who is the manager of the 'Roads Safety Team' working for the North Lincolnshire Council) for helping to fund this project.

T&C's apply, please see our website for more details.

IAM
DRIVING ROAD SAFETY

SKILL FOR LIFE

SPECIAL OFFER FOR A LIMITED TIME ONLY

The Scunthorpe Advanced Motorists, together with the North Lincs Road Safety Partnership, are pleased to announce that 17 to 24 year old drivers can now receive a full refund when successfully completing the Skill For Life package.

SPECIAL OFFER

- * Improve your driving
- * Help to avoid crashes
- * Greater awareness of other road users
- * Improve your driving confidence
- * One year's RAC Roadside and Recovery breakdown cover
- * Your chance to become a better driver than your friends and your dad by taking advanced driving

For more details go to www.scunthorpeadvancedmotorists.co.uk

Apply now: [IAM Scunthorpe](https://www.facebook.com/IAMScunthorpe) [IAM Scunthorpe](https://www.facebook.com/IAMScunthorpe) advanced motorists. #I01625 655601

Scunthorpe Advanced Motorists and North Lincolnshire Road Safety Partnership

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Become an
advanced
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The price for the Skill for Life package is £149.00, but you can join for a one off payment of only £125.00.

PLEASE NOTE THIS OFFER IS FOR A LIMITED TIME ONLY

To receive an application form please send your name and contact details along with payment to:

Mr. M Gothard
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DN17 3QT

Cheques should be made payable to 'The Institute of Advanced Motorists.'

Applications made through the Scunthorpe Group of Advanced Motorists will qualify for the discounted rate.

The discount is a local agreement only.

Any applications made through head office in London will pay the usual rate of £149.00.

For more information contact Terry Heath on 01652 655601 or visit our website on:

www.scunthorpeadvancedmotorists.co.uk

THE GROUP SHOP

FOR ALL YOUR ADVANCED MOTORING NEEDS. [Ring IAN WALPOLE 01724-337547]

Anyone wishing to purchase a Scunthorpe Group polo shirt or fleece please contact Paul Johnson on:

01724 721156 or 07902 010420.

Polo Shirt red/black with logo a £15

Anyone wishing to advertise in the newsletters should contact Geoff Tew.

The cost of advertising is: Full Page £40.00 1/2 Page £20.00 per annum (four quarterly issues).



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email terryheath7080@btinternet.com

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Rally legend Paddy Hopkirk appointed IAM ambassador to champion older drivers' interests



Rally legend Paddy Hopkirk has been appointed Mature Driver Ambassador by the UK's leading independent road safety charity, the Institute of Advanced Motorists (IAM) and will be championing the cause of the older driver for the organisation in the future.

Paddy, now 82, needs no introduction to a generation of motorsport enthusiasts. He won the Monte Carlo Rally in 1964 in a Mini Cooper, and he and his co-driver Henry Liddon remain the only all-UK crew to win the iconic event.

Belfast-born Paddy went on to win other world championship rallies, arguably the greatest of which was the Acropolis in 1967. However he and co-drivers Alec Poole and Tony Nash became famous for giving up a certain victory in the epic 1968 London-Sydney Marathon, when they stopped to rescue a fellow rally driver from his car which had burst into flames – undoubtedly saving his life.

In particular Paddy will be promoting the IAM's Mature Driver's Assessment (MDA) while also delivering safe driving advice – an area he is passionate about.

Paddy, who also received an MBE in the Queen's New Year Honours this year, said: "I am delighted to be involved with the IAM. Our joint goal is to bring the numbers of people killed and injured on the roads down as low as we can. It's something I know the IAM is dedicated to just as much as I am, so we are a great match.

"With the numbers of drivers age 70 or more now increasing by over 10,000 a month (reference 1), the Mature Driver's Assessment is a great way for older people to gain the reassurance they need on increasingly congested British roads."

Older drivers are statistically less likely to commit a motoring offence than those in their teens and 20s and are less likely to be in a serious or fatal road accident (reference 2).

In 2014 the IAM discovered that while 36,001 people between 20 and 30 were disqualified from driving in the previous 12 months, just 10,025 people in their fifties and just 3,874 in their sixties were (also reference 2).

However some older drivers face certain challenges such as coping with reflexes that are not as keen as before, deteriorating eyesight or hearing, and the potential onset of Alzheimer's disease and dementia.

The IAM believes enlightened policies and practical actions are needed to help older drivers keep safe and competently mobile for as long as possible, and to help them decide when the time has come to stop driving. Giving up driving too early places a direct burden on health and other services, which can no longer be independently accessed (reference 3).

The Mature Driver's Assessment is a 60-minute one-off session in the driver's own vehicle administered by a qualified assessor. The assessment gives an overview of any areas of the candidate's driving that might need improving as well as any areas of concern.

There is no pass/fail rating at the end, but every candidate is given a written report of how they have performed.

Paddy himself has taken the Mature Driver's Assessment and was relieved to find he had fared extremely well in it.

He said: "I really enjoyed taking the MDA. Everyone needs to revisit their abilities, and to get that from someone who is both independent and sympathetic to the driver is very valuable."

Many who have taken the Mature Driver's Assessment then go on to do the IAM's Skill for Life course leading to the Advanced Test, which gives candidates the chance to gain a comprehensive set of new skills for safer and enjoyable driving.

Paddy's sons and daughter have taken the IAM's Advanced Test and passed.

Paddy added: "Everyone can be a better, safer driver – even someone who has won races and rallies.

"I've always said rallying is all about the ability to control the car, not just the speed of it. These are skills that can translate easily to driving on road. You need to get to know your car – how it will act and react if you encounter unexpected conditions."

Since the end of his active racing career, which includes five starts at the Le Mans 24 Hours and five Circuit of Ireland rally wins, Paddy has continued to be involved in the motor industry. He has run a successful car accessories company, and has promoted the MINI for many years as one of its best-known drivers.

He has also appeared on numerous television shows celebrating his race and rally achievements over the years.

Neil Greig, IAM director of policy and research, said: "We are delighted to have Paddy on board to promote the IAM and our Mature Driver's Assessment. He is the perfect example of how being older shouldn't be a barrier to a safe and enjoyable motoring life.

"Older drivers should always be aware their faculties might not be what they used to be, but as long as these are identified early and addressed, they shouldn't be stopped from getting behind the wheel."

For more information about the IAM's Mature Driver's Assessment get in touch!



I joined the IAM - What a journey by Dave Toyne

I had been driving for over 30 years when I began to question my driving skills. I was 55 years old and wondered if I was maybe getting a little complacent. I therefore approached Terry Heath by email and explained my situation. Terry arranged for me to have an assessment drive. I had some reservations about the drive knowing Terry was watching every move, and I might drive in an artificially good way therefore thwarting the benefit of an assessment. That notion soon went out of the window, when we got chatting and my driving just went back to normal.

At the end of the run Terry announced that he thought I was a safe driver, but there were several areas which could be improved.

I suppose I was a bit slow in realising that actually the most dangerous task I undertake every day is driving my car, so anything to increase the skill level and educate the driver would significantly reduce the risks.

I did not know a great deal about the IAM, but Terry soon introduced me to the system of car control and a breakdown of IPSGA. Aspects of the lessons were certainly a challenge: getting all the features of the system in place at the right time took me many weeks to get right. The hazard had come and gone, but I was still on the Information phase!

In the early days my commentary was poor so I purchased a dash-cam to enable me to record Terry giving the commentary with me driving. This proved to be a great benefit as I could replay the commentary over and over on my home computer, picking up on what Terry was commenting about. As ever Terry would have a trick up his sleeve, and part way through a commentary he would abruptly stop and say, over to you! That got me tongue tied a few times!

There were several occasions during the lessons when I was surprised just how much there is to know about driving a car correctly. I have gone 30+ years and never heard of IPSGA, but wow what a lot of sense it makes. To be in the right gear for each situation is just so true, it makes driving much easier and safer. Another great concept was the "what I can reasonably expect to happen scenario". This was admirably demonstrated on my Test when entering a narrow road in village with a continual row of parked cars on the opposite side to me forcing any oncoming car to be well over on my side of the road. I eased off, took a suitable gear, commenting on the reasonable prospect that any oncoming vehicle would be on my side of the road. Sure enough a big Volvo appeared round a slight bend looking for a gap to dive into on his own side of the road. That to me sums up advanced driving – what you can reasonably expect to happen and prepare for it. It's not hard, it doesn't really require any effort, and can be as simple as easing of the gas and having a bit of forethought.

One thing that has really surprised me about the IAM is the sheer amount of voluntary effort which is its back bone. It just could not exist without the volunteer observers who give up considerable amounts of their time to help associate members. The level of support I received from Terry was enormous, he was totally focussed on improving driving standards to make the roads safer. I have had a lot from the IAM and it is time I put something back, so I am currently working with him on various handouts for the benefit of new associates.

It cost me £125 to join as an associate member, but when you consider what I have had in return, it must be the bargain of the century!



Smartphone use ‘an addiction’ - IAM welcomes consultation on stricter penalties for using hand-held mobiles at the wheel

The Institute of Advanced Motorists (IAM) has welcomed the Department for Transport today opening up a public consultation on stricter penalties for using a hand-held mobile phone whilst driving.

The DfT’s consultation is looking for feedback on proposals for increasing the fixed penalty notice level from £100 to £150 for all drivers.

It also invites views on increasing the penalty points from three to four points for non-HGV drivers, and three to six points for those that hold a heavy goods vehicle (HGV) licence and commit the offence whilst driving an HGV.

Neil Greig, IAM director of policy and research said: “Forcing all drivers caught using a hand-held mobile for the first time to attend a re-education course would be a really positive step.

“For many, smartphone use has become an addiction that we can only start to cure through some form of therapy. The IAM does not object to tougher penalties but we do believe that the real deterrent is fear of being caught. That fear can only be increased by increasing the numbers of traffic police on our roads.”

The DfT’s report launching the consultation (reference 1) cites the IAM’s survey in July 2015 on drivers taking selfies at the wheel (reference 2)

The IAM found that 9% of drivers surveyed admitted taking a selfie whilst driving within the previous month – a figure that increases to 19% of 25-35 year olds.

The survey also discovered 8% of drivers admitted to driving while using a video-

calling application such as FaceTime and Skype to make and receive video calls, rising to 16% among 18 to 24 year olds.

Neil added: “Technology has caused this issue and technology offers one route towards reducing the distraction effect of mobile phone use. It will not be easy to retrofit many of these solutions but the IAM is supportive of trials and pilots to show whether automatically switching off phones when moving can deliver safer roads.”



This magazine's tips from the IAM's director of standards, Mark Lewis, are about driving with the correct lights on under different circumstances on the road. Read our latest tips to find out more.

1. Lots of cars now have dashboard warning lights to let you know of a bulb failure, however, you should still check your lights manually on a regular basis. If any bulbs need replacing, change them beforehand to reduce the risk of any road incidents taking place.
2. Use your full beam lights only when you're driving on an unlit road and where there is no vehicle in sight ahead of you. However, remember to switch back to your dipped headlights to avoid dazzling other road users, including pedestrians and cyclists.
3. Dipped headlights can be used during any time of the day and should be switched on in poor weather conditions. Don't rely on daytime running lights as the rear lights will not switch on with them – they are not sufficient in reduced visibility conditions.
4. If you cannot see beyond 100 metres switch on your fog lights. It's illegal to drive with fog lights on in clear visibility so don't forget to turn them off.
5. Hazard warning lights may be used when your vehicle is stationary to warn that it is temporarily obstructing traffic. However, don't use them while you're driving or being towed unless you are on a motorway or unrestricted dual carriageway and you need to warn drivers behind you of a hazard.

Mark said: 'It is so important to make sure you can see and be seen at all times, so keep all lights working correctly and use them when you need to'.



More Tips from the IAM's director of standards, Mark Lewis, sharing advice with motorists about driving safely in fog. Read our latest tips to ensure your journey is as smooth as possible.

- 1. Give your car windows a good clean, including the section beneath the windscreen wipers. Dust, tar, tree sap and grime build up fast, particularly at this time of year.
- 2. Keep your windscreen washer topped up with screen wash to rinse off any debris while you are driving – dirty windows tend to mist up quickly, making it more difficult to see.
- 3. Remember to switch on your dipped headlights and don't rely on them switching on automatically. If visibility is less than 100 metres, switch on your fog lights, but turn them off once visibility improves.
- 4. Always drive so you can stop on your own side of the road and within the distance you can see to be clear. Patches of fog will not always be of the same density and may get thicker again – be prepared to slow down.
- 5. At junctions stop and listen to get as much extra information as possible about oncoming vehicles, but remember that thick fog can deaden sound and make judging speed even more difficult.
- 6. A combination of fog and darkness can make it extremely difficult to see. Keep an eye out for vulnerable road users including pedestrians and cyclists, particularly on side roads and other areas of poor visibility.

Mark said: "If you experience a breakdown when visibility is poor and you're on the hard-shoulder or a side road, make sure you and your car are always as obvious as possible to other road users. Keep the dipped headlights switched on and wear a high-visibility jacket to help other vehicles spot you while you wait for help.

"If weather conditions are extremely bad simply avoid starting your journey at all.

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**The views and opinions expressed in this newsletter
are those of the individual writers and not
necessarily of the IAM, nor the Scunthorpe Group .**

What do all them dash board lights mean ?!

Some cars may display things differently – always consult your hand book.

1) Fog light (front)	13) Ignition switch warning	26) Trailer tow hitch warning	39) Airbag warning	52) Bonnet open
2) Power steering warning light	14) Key not in vehicle	27) Air suspension warning	40) Handbrake warning	53) Low fuel
3) Fog light (rear)	15) Key fob battery low	28) Lane departure warning	41) Water in fuel filter	54) Automatic gearbox warning
4) Washer fluid low	16) Distance warning	29) Catalytic converter warning	42) Airbag deactivated	55) Speed limiter
5) Brake pad warning	17) Press clutch pedal	30) Seat belt not on	43) Fault problem	56) Suspension dampers
6) Cruise control on	18) Press brake pedal	31) Parking brake light	44) Dipped beam headlights	57) Oil pressure low
7) Direction indicators	19) Steering lock warning	32) Battery/alternator warning	45) Dirty air filter	58) Windscreen defrost
8) Rain and light sensor	20) Main beam headlights	33) Parking assist	46) Eco driving indicator	59) Boot open
9) Winter mode	21) Tyre pressure low	34) Service required	47) Hill descent control	60) Stability control off
10) Information indicator	22) Sidelight information	35) Adaptive lighting	48) Temperature warning	61) Rain sensor
11) Glow plug/diesel pre-heat warning	23) Exterior light fault	36) Headlight range control	49) ABS warning	62) Engine/emissions warning
12) Frost warning	24) Brake lights warning	37) Rear spoiler warning	50) Fuel filter warning	63) Rear window defrost
	25) Diesel particulate filter warning	38) Convertible roof warning	51) Door open	64) Auto windscreen wiping

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TEST PASSES



Congratulations

Pictured left to right
Dawn Kitching, Roy
Hindmarsh and
observer John
Wigmore

WELL DONE!



Congratulations

L to R again is Martin
Breakspear, Roy and
Sue Harris Observer,
Paul Cassell took
over training Martin
while Sue was
incapacitated

WELL DONE!



Congratulations

L to R is Dave Toyne,
who also got a F1rst,
Roy Hindmarsh and
observer Terry Heath

WELL DONE!



Congratulations

Left to right Geoff
Boxx who achieved a
F1rst, with Roy
Hindmarsh and
observer Terry
Heath.

WELL DONE!

Chairmans's Chatter!

Hi folks, we've come to the end of our year again, the A.G.M. Is looming.

We've had a busy year, as always. As you may already have read in this mag, we are cutting our social meetings down from 11 per year to 5.

The reasons for this are twofold;

1. Due to falling numbers of our audiences at the meetings
2. Selecting speakers for meetings is a very time consuming business. It's always difficult to find a good subject, then to get a speaker relating to that subject and available on the date we require.
3. It's all very time consuming and sometimes for little response.

The quiz night in October is always taken as pretty much set in stone, so that is one less to organise. Some of you may be aware that we've already had a meeting in January, Mike Bentley gave a fantastic talk about his work within the Police Dog Section, and he also brought two of his four legged companions to meet us. It was certainly a brilliant meeting to start 2016 off with. We also had four certificates to present, two of whom reached the 1st standard. The group will be working hard to maintain these standards throughout the year.

While I realise everyone may want different things from the socials, and indeed some may not want them at all, so with this in mind we are trialling a reduction in social events. You can always let us know your feelings on the website or to any committee member if you want to.

The year we're leaving behind has seen a mix of things. Some observers having more than one candidate on the go at the same time and one or two not having any candidates for quite a long time, usually due to geographical reasons. We are trying our best to rectify this. This next year should be one where our valued observers will soon be graded as either a local observer or a national observer. I'm delighted to say we appear to be getting a few new members of late, so our observers should be getting a bit busier quite soon.

Thanks to North Lincs Council Safer Roads Team sponsoring us we are still able to offer the 'Young Drivers Scheme'. We currently have 3 young drivers undertaking their training and hope to have more joining us soon, don't forget if you know someone 17 to 25 that you think would benefit from the course then please see our website for more details. Don't forget if they join and pass the test they get a full £149 refund. (T&C's apply) what's not to like?

As a charity group we tick along quite nicely, the emphasis being on the word group because we could not run without all our willing volunteers. I would like to say a very big thank you to all our committee members, observers, examiners, newsletter and media editors and everyone else within our structure who keep this group running. We would not have survived so long if it hadn't been for you all, so thank you.

All that remains is for me to say I hope to see you at one of our social meetings, the next one will be April 27th A.G.M. If you can't make it you can keep updated via our website, or Facebook or Twitter.

Drive Safely

Regards Terry Heath, Chairman