

## THE LATEST FROM IAM LINCOLNSHIRE

### *Spring news*

Welcome to the Spring 2023 Edition of our newsletter

In this edition, we look ahead into the groups 50th year, having been founded in September 1973. We are currently planning how to celebrate in September and more details will follow soon.

We hope you enjoy the read.

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

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# CHAIR/CHIEF OBSERVER UPDATE

## 2023 so far

I am pleased to report that 2023 is going well for the group and looks like being another very successful year.

This year so far we have recruited 28 new associates, achieved 14 test passes and currently have 35 associates in training.

Our second PCC Young Driver Scheme is well underway and we have been encouraged by the uptake with 18 signed up to date. We are also working with the PCC's Safer Together Team and have been invited to be part of the Police Road Safety Seminar in September.

Very recently we agreed to work with Lincs Air Ambulance to assess and train their volunteer drivers.

We have resumed our external presentation programme and recently we gave a presentation to Newark u3a. There were 110 members present and 21 registered for Taster Drives several of which will end up purchasing an Advanced Driving Course.

A busy year will be made even busier with the welcome introduction of the new National Observer qualification and subsequent group training programme. This will ensure that every IAM observer is qualified to the same high standard.

Finally September 2023 is the 50th anniversary of the formation of the original Lincoln group. We plan to celebrate this milestone and we will be announcing our plans in due course. These will include the publication of a special newsletter covering the group's significant events over the past 50 years. I would therefore be very grateful if of our long standing members could lend us any photographs, newspaper articles or other memorabilia. Also I would like to meet with you, if you are agreeable, to hear your recollections and record these in our newsletter. If you can help us in any way please contact me on 07521 655 708 or via iamlincolnshire@outlook.com.

Let's make our anniversary year a successful and enjoyable one whilst at the same time paying tribute to our past.

### ROGER HICKS

## Test passes in 2023 - congratulations to all the new advanced drivers

2023 (14 passes year to date)			
Associate	Pass Date	Observer	Check Drive Observer
Martyn Everett	15/04/2023 F1RST	<i>Member Re-Assessment</i>	Tony Larvin
Richard Ellis	15/04/2023	Tony Larvin	Tony Lofts
Peter Mottram	15/04/2023	Tony Lofts	Ashley Behan
Stephen Johnson	07/04/2023 F1RST	Andy Coward	Ashley Behan
George Hone	01/04/2023	Tony Larvin	Tony Lofts
David Jardine	01/04/2023	Roger Hicks	Ray Whitaker
Jacqui Elton	01/04/2023	Richard Hardesty	Ashley Behan
Jack Milner	01/04/2023	Simon Clayton	Tony Lofts
William Adcock	28/03/2023 F1RST	Ray Whitaker	Roger Hicks
David Olverson	25/03/2023	Malcolm Crosher	Roger Hicks
Paul Reeve	21/03/2023 F1RST	Tony Lofts	Tony Larvin
Jennifer Thornton	18/03/2023	Dawn Zalas	Geoff Coughlin
Gerry Long	17/03/2023	Chrissie Larkin	Ashley Behan
Thomas Watson	20/01/2023	Ray Whitaker	Steve Waltham

# DRIVING A KIA EV6 TWIN MOTOR - WITH HAND CONTROLS

*Our observer, David Hosegood, shares his EV experiences*

I wasn't able to test drive a car before purchasing, as it's not possible without a Hand Control system fitted. I had to make my decision to purchase based on the ability of a car salesman's drive.

The demonstration wasn't very good as the salesman had never driven an electric car before. However, I did manage to glean some facts about the car and decided to buy after being out in several other EVs.

I waited 49 weeks for my new car to arrive and collected it on 16th October 2022.



I'd heard many opinions about EVs some good and some poor. I approached my first drive with some trepidation and nervousness.

As I made myself comfortable and did a Cockpit Check and managed my position in the driver's seat the moment came to squeeze my hand throttle. As I said in the beginning I didn't have the luxury of a test drive and wasn't sure what to expect.

I studied the car in great detail before purchasing. A strange experience and silence is all I can say. We had a 42 mile drive home from Grimsby with my wife Jean following in our other car. The journey was relatively uneventful in terms of traffic. However, the technology on the car is something else which decided to manifest itself with a very colourful display on the car's windscreen. I was given basic instructions about the car by the salesman but I wasn't prepared for what was going on in front of me on the Head up display. The windscreen came up like Blackpool illuminations with data I wasn't expecting.

### **My New Hand Controls**

Another surprise for me. The EV I've purchased has a unique way of adjusting the Regenerative Energy recovery system. There's 2 paddles on the steering wheel which look as though they're gear shift paddles and operate in the same way. There are 4 levels of energy recovery. Level 1 is quite mild, level 2 mediocre, level 3 much firmer and level 4 is called max and brings a one pedal drive system into play. It tells you in the instructions that you can drive using the regeneration levels as brakes. It's done exactly that as I almost never use the brakes. There's a bonus to the slowing down this way as it's recharging the batteries. My KIA app for my car is telling me that I've recouped 100.3 kw for a 28 day period which I think is not bad under the present energy crisis period that we're in. Before criticism I'd like people to try it first before forming an opinion. It's made driving by hand much, much, easier and am more than willing to take anyone out for a drive to show that 3 phase braking can be achieved. I am always aware as an Observer that the brakes need to be used in certain road conditions.

*Continued on next page...*

# DRIVING A KIA EV6 TWIN MOTOR - WITH HAND CONTROLS Cont.

## Economy

I think it depends on lifestyle as to what you do on a daily basis. My wife and I are now both retired and stay relatively not far from home but we do go out on most days covering about 25 miles which uses about 15% (about 8kw) of the batteries, 3% of that is heating the Cockpit. Total cost of our day is about £1/day.

I can use this car to supply electric to our home as the car has a special adapter supplied to work with as an Inverter giving Mains voltage to a 13amp socket. I've drilled a hole in our garage wall and passed through an extension lead. I have for the past month drawn about 6kw per night with an electric blow heater and television at a quarter of the daytime cost.



## Breakdown

The car has the usual auxiliary control so you can listen to the radio etc when stationary.

I thought I could use the heater in the cockpit when stationary. But I, what I wasn't aware of was, that the car has a secondary battery that controls all of the peripheral electrics and electronics components of the car. This battery is charged when the ignition is switched on and charges from the main motor batteries.

What a shock when the car suddenly went dead. No power to be found anywhere in the car, and no display from the car's hi tech control system. But even worse, my wife couldn't open the Boot to retrieve my wheelchair. I was trapped. A call to KIA recovery (RAC) and they arrived in 90 minutes. The mechanic put jump leads on the secondary battery and everything was normal again. I was informed

that the brand new battery was in need of replacement. I was told that you must keep the ignition on when stationary to keep the battery charged. The battery has been replaced.

## Living with and Charging an EV

I've had a few issues with my EV6, one of them being paranoid about running out of charge. However I studied the charge networks across the UK (there are many) for over a year before purchasing. The present prices range from about 28p per Kilowatt up to 85p per kilowatt depending on the speed of the charger. I've managed to charge my car at home for 12.522p per kilowatt which has made journeys very cheap. I can do a 24 mile round trip for less than a £1.

I've produced a chart/diary of a 4 month period which isn't very complicated but a bit messy to read. However if you look closely you'll see I've managed 1.44 miles to 4 miles per kw. The car advertising and dealers will tell you that it's possible to charge your EV in 20 minutes on a 350kw charger. However all I could achieve was 90kw, and 30kw on a 50kw charger. Temperature plays a large part of the economy as it's not been that bad over the winter months but, I'm expecting a big improvement in the coming months as temperatures rise.

Would I purchase an EV again. Yes, but I would like to see more action from the government on controls of the installation of chargers. It doesn't matter where it is, many of chargers are inaccessible to wheelchair users which makes life very difficult.

*See following page for mileage/economy/cost calculations*

**David Hosegood, Observer**

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### DRIVING A KIA EV6 TWIN MOTOR - WITH HAND CONTROLS Cont.

FY collected 16-10-22		KIA EV6 GT Line S							8							
FY 72 WKT		White							Date	Miles	Trip	Charge %	New %	Change %	Miles %	Where
Date	Miles	Trip	now %	new %	Charge %	PL	Where	T								
10-1	2-11-22	651	79	100	21%		H		14-12-22		47					
23-1	5-11-22	703	72	65	100%	35%	2-06	H	15-12-22	2078	92	43	100	53	1.074	Home
3-2	7-11-22	768	83	78		22%	3.72	H 12°	16-12-22			21	58	2.27	11-4	
10-2	8-11-22	829	61	74		26%	2.35	11-4°	17-12-22			32			11-4	
18-2	9-11-22	891	62	73	100	27%	2.70	11-2°	18-12-22	2248	176	64*	100	71 <sup>c</sup>	2.15	11-3
7-3	12-11-22	965	74	66		34	2.18	11-17°	19-12-22	2273	25	83		17	1.047	11-2
12-3	14-11-22	1035	70	69	91	23	3.04	11-17°				94		6 P		11-2
20-3	15-11-22	1083	48	69	81	12	4.00	11-17°	21-12-22	2224	39	79	100	21	1.044	Home 5
30-3	16-11-22	1121	38	62	100	39	1.72	Home 9°	22-12-22	2243	521	45	100	55	2.20	Home 6
8-4	19-11-22	1219	48	52	64	12		11-6°	29-12-22	2524	81	65		35	2.31	11-2°
21-4	20-11-22	1297	78	67	97	30	2.6	11-6°	30-12-22	2669	145	70		30		Home 4°
28-4	22-11-22	1320	78	67	100				31-12-22	2669				160	2.04	11-5°
15-5	24-11-22	1380	83	73	100%	27	3.67	11-6°	1-1-23			47	79	32		11-6°
22-5	25-11-22	1407	27	84		16	1.69	11-7°	3-1-23	2808	139	69	100	163	2.21	11-1°
6-7	26-11-22	1471	94	61	95	34		11-9°	4-1-23	2845	37	79		21	1.076	11-1°
24-1	28-11-22	1527	56	66	98	32	1.46	11-9°								11-1°
14-1	29-11-22	1586	67	97	30			11-6°	9-1-23					32		Home 2°
3-1	30-11-22	1622	215	79	100	21	1.69	11-6°	11-1-23					32		11-2°
20-1	3-12-22	1673	69		33			11-7°	12-1-23					32		11-2°
26-1	5-12-22	1712	39	77		23	1.61	11-5°	1-1-23	3126	281			164	2.047	Home 12°
8-1	6-12-22	1761	49	75		25	1.96	11-5°								
16-1	7-12-22	1806	45	73		27	1.67	11-5°	13-1-23					39		11-1°
21-1	10-12-22					32		2°	15-1-23	3209	83		100	138	2.18	11-1°
1-1	11-12-22					32		2°	17-1-23					86	32	11-1°
6-12	11-12-22					32		2°	18-1-23	3311	102		100	26	1.075	11-6°
11-1	12-12-22	1986				12	Free	2°	19-1-23	3344	13	79		21	1.57	
		1986	180			23	1.82	Home								

Date	Miles	Trip	Now %	New %	Charge %	Miles %	Where
20-1-23	3395	51	75	100	25	2.04	Home 1°
22-1-23	3447	52	70		30	1.73	11-4°
23-1-23	3478	31	82		18	1.72	11-1°
24-1-23	3541	63	70		30	2.01	11-2°
25-1-23	3635		55	86	31		11-3°
26-1-23	3664	124	70	100	30	2.05	11-3°
28-1-23	3747		51		32		11-2°
29-1-23	3767	103	74		26	1.76	11-1°
30-1-23	3871		47		32		11-3°
1-2-23	3902		63		32		11-4°
3-2-23	3952	50	70	100	30	1.97	11-3°
14-2-23	4391			100			11-1°
1-1-23	4418	37	81		19	1.95	11-4°

## MOT CHANGES

### *IAM RoadSmart covers how the MOT changes could impact*

With many people currently struggling with the cost of living the thought of parting with more money can be a painful one. When it comes to our cars the costs are creeping up, everything from petrol prices, road tax, and normal wear, and tear, but could new government legislation on the future of the MOT, help save us money?

The Department for Transport (DfT) has launched a consultation on potential changes to the MOT test. The main proposal includes pushing back the first test for new cars by one year.

As it stands, brand-new cars in the UK require an initial MOT test when it becomes three-years-old, but the DfT launched a public consultation in January, as to whether this should be extended to four years.



#### The proposed MOT options are:

1. No change, vehicles that currently require their first MOT at 3 years will continue to do so.
2. Increase the date at which a first MOT is required 3 to 4 years.
3. Increase the date at which a first MOT is required from 3 to 5 years.  
The government's preference is for option 1.

#### So why the proposed change?

IAM Roadsmart Director of Policy and Research, Neil Greig says: "The DfT's proposed changes seem to be linked to two things, one being Brexit because we can do things our own way now and MOTs was linked to EU Law, but secondly the cost-of-living crisis. The government see this as a way of saving drivers money because an MOT costs £50 to £60 these days so if you don't have to pay that for an extra year then you have saved a little bit of money, however it's a bit more complicated than that."

#### So, what is the reality of the proposed changes?

"The reality is tens of thousands of vehicles do fail it's MOT at 3 years and fail on things like brakes and tyres. That means for an extra year they could be out with illegal tyres, poor brakes, broken lights and unless they are stopped by the police which is increasingly unlikely these days, they won't think about it until the 4<sup>th</sup> year when they must go for an MOT."

#### Will it impact road safety figures?

"Yes, as part of the government's consultation, they commissioned scientists to look at what it might mean for road safety. The 2017 consultation had a report in it dating from 2011, so no analysis has been done on the impact that MOTs have on road safety for a long time and that is overdue. That analysis shows that if you move to a 4-year MOT it's predicted there will be one extra death a year and 10 extra serious casualties, so why would a government want to do something that they know could kill one and seriously injury more people?"

#### Could there be an impact on clean air quality?

"One of things that gets tested in an MOT is emissions. Badly serviced cars do fail at 3 years with poor emissions, so you have another year of a car running round emitting more than it should, which is obviously going to affect air quality. The consultation suggests that a 2-3% increase in failures could be expected based on emissions which will lead to poorer air quality."

#### Could the proposals also hit local garages in the pocket?

"Increasing the date at which a first MOT is required, will mean that the 23,400 garages approved as MOT test stations in the UK will lose revenue. Garages would be further hit if people put off servicing which could results in more businesses closing."

"As a road safety charity, IAM RoadSmart believes changing the time frame of when MOT tests are carried out is not needed, it isn't supported by most drivers and will lead to more crashes due to mechanical failures, less consumer choice in garages and a reduction in air quality."

## DVSA SETS OUT VISION TO KEEP BRITAIN MOVING SAFELY AND SUSTAINABLY

*The DVSA launches its vision to 2030, setting out what needs to be done to keep Britain moving*

By the end of this decade, DVSA will have made progress against 5 important challenges and opportunities. These are to:

- make roads safer
- improve services for its customers
- make road transport greener and healthier
- harness the potential of technology and data
- grow and level up the economy

Enabling a transport revolution DVSA is launching its ambitious vision at a time when the country is on the cusp of a transport revolution.

The DVSA already plays a leading role in:

- setting driver and vehicle standards, and assessing that drivers and vehicles are safe
- licensing, accrediting, regulating and enforcing in industries including driver training, MOT testing and commercial vehicle operators

Under its new vision, DVSA will significantly increase its work to inform, educate and advise the public and businesses.

Overall, these activities will help to make sure that:

- driving standards and driving tests are suitable for self-driving vehicles
- taking theory tests and driving tests becomes more convenient
- existing drivers are able to use self-driving vehicles safely
- the vehicle approval process promotes innovation in automation and net-zero emissions
- MOT testing and in-service vehicle safety keep up with the latest

vehicle technology, such as artificial intelligence, radar and lidar (light detection and ranging)

- vehicle data is accessible and easy to use
- commercial vehicle operators have clear standards to follow that reflect the latest technology
- more commercial driver and vehicle non-compliance is detected remotely through better data and technology
- commercial vehicle operators have access to tailored guidance to help them

### Making a difference to society

The vision focuses on outcomes that help make a real and lasting difference to everyone living in Great Britain.

It will guide work to:

- reduce the numbers of people killed and seriously injured on our roads, which in turn reduces pressure on the NHS
- help people to use new connected and autonomous mobility technology safely, giving people more independence
- improve public transport services, enabling more and better access to work and education
- help the road haulage industry become more efficient and keep supply chains resilient, helping everyone with the cost of living
- help to create 38,000 jobs in the self-driving vehicle industry
- help to end the UK's contribution to climate change by becoming net zero
- help reduce air pollution from road transport, as human-made air pollution causes between 28,000

and 36,000 deaths every year

### [Read the \*DVSA vision to 2030\*.](#)

Loveday Ryder, DVSA Chief Executive, said:

"Whatever your stake in DVSA, we want to set out what the DVSA plans to achieve on behalf of our customers and stakeholders. That's whether you work for us or in partnership with us, or you are responsible for holding us to account.

Our strategic plan to 2025 and vision to 2030 set out our ambitions and the challenges we set ourselves to achieve our vision to 2030 of keeping Britain moving, safely and sustainably.

The transformative plans in these documents demonstrate our drive for more efficient services. We will always keep looking for ways to build on this to support the government's ambitions."

### Strategic plan to 2025 sets out immediate priorities

DVSA's vision to 2030 is supported by a strategic plan to 2025. This sets out the most immediate priorities to:

- help you through a lifetime of safe and sustainable journeys
- help you keep your vehicle safe to drive
- protect you from unsafe drivers and vehicles

### [Read the \*DVSA strategic plan to 2025\*.](#)

## FORDIE'S WORLD

*The thoughts of IAM Lincolnshire member, Graham Ford*

Starting from the Christmas Catch-up news, it is heartening to read how successful the group has been throughout 2022 with test passes and young drivers trained under the PCC scheme.

As I have noted before, since covid, driving standards appear to have slipped, for the most part it is not the "boy racers" more the 30/50 year age group who seem to be more aggressive. This is only my opinion and I sincerely hope I'm wrong, just not my age catching up with me.

In December of last year we went to Leicester for my Grandson's 40<sup>th</sup> Birthday (that makes me feel my age!), going down on the Saturday afternoon the sun seemed to be in my eyes no matter which way I turned, sun visor and sun glasses to little effect. On to the way home on Sunday afternoon it was quite foggy and although the A46 is a god straight dual carriage-way there were some "UNUSUAL" 70mphs. I found for the most part I could cruise safely at 50/55 mph but was being passed left, right and centre by a number of cars. The drivers of which must have been blessed with "gloom piercing eyesight".

We made it home actually from Hinckley, the far side of Leicester in one and a half hours without rushing, so where the "speed merchants were going, heaven knows, maybe a fire or a cricket ball to catch.

The quiz at the Christmas social was a great evening, I even persuaded my son, Fordie Junior (Ken) to come along and Jan's Daughter was with us too - it was a good job otherwise we couldn't have answered half the questions and as a team coming second was quite an



achievement for us.

On the lighter side of things, I have had my present car for three years and I'm still getting to grips with the technology within, like finally mastering the sat nav, although I was some time before I realised that a CD player was built in and now I've just about mastered the "Bluetooth" phone connection, actually answering an in car call with the phone still in my pocket. Younger readers will, no doubt, say what's so blooming marvellous about that, we've had those features for years! Maybe I am still a techie dinosaur!

The first few months of the year have been relatively quiet, not been out and about much, seem to have spent a lot of time watching the "haunted fish tank" (TV) but for the last week in March Jan and I went to her holiday lodge in Norfolk.

The weather was not the most clement but we kept warm and dry, our longest trip whilst there was to visit my step-daughter's static caravan at Heachem, just below Hunstanton.

My navigational skills temporarily deserting me which made our arrival rather later than planned and keeping step-daughter hanging about on a showery and cold morning, however, a good cup of tea and a warm and all was forgiven. The rest of the week was spent relaxing (doing nothing much) apart from a couple of trips into Sheringham for shopping. You may think this is all very mundane, why bother to write all this, it's because the trip was done in Jan's brand new car. A Hyundai i10, so for once I was chauffeured instead of driving, a very pleasant change and that little car, a bit "Tardis" like on the outside but stacks of room inside, an excellent little motor.

So, I shall end this Fordie's World with a belated wish from Jan and myself for a prosperous 2023.

May your fortunes increase and the price of fuel slump!  
And watch it - they're not all locked up yet!

*Fordie*





### KNOW YOUR STUFF

#### The advanced test - what to expect

When you are approaching test ready stage, your observer will arrange for another observer to carry out a check drive with you. Following this, you will be put through for your test by the group. Your examiner will contact you either by telephone or email to arrange a mutually convenient date, time and location for the test to take place. The location will be safe, easy to find, of no cost to either of you with facilities and easy access to a variety of roads. Supermarket car parks and fast food restaurants are often chosen.

The test will be about 75 minutes from start to finish with around 60 minutes of driving.

#### What will be tested?

After the document disclaimer is dealt with the examiner will conduct an eyesight check.

This is the same as the DVSA test or a police roadside check. You must be able to read a standard number plate at a distance of 20.5 metres.

During the drive you can be tested on anything from the course material. It may not be possible to assess some areas practically so the examiner may ask questions.

You may be asked to conduct a practical real life manoeuvre or demonstrate competency in course of test and your decision making process is part of the assessment.

Your drive must be safe and legal. Use your speedometer to keep to the speed limits which must be adhered to at all times, there are no exemptions when making an overtake so do not plan to exceed the speed limit when deliberating.

#### Your Examiner

All of the IAM examiners are advanced police drivers or hold an IAM Masters qualification with distinction. They have a wealth of advanced driving experiences.

They will:

- Put you at ease.
- Set the scene for you and explain what they are looking for.
- Explain clearly the route directions and how they will communicate them.
- Explain test protocols such as safety and commentary.
- Explain that any road traffic offence is likely to lead to a fail.
- Explain about their note taking (they write positive points as well as areas for development).
- Give advice on how mistakes will be dealt with (you will not necessarily fail for a minor mistake).
- Answer any questions you may have.

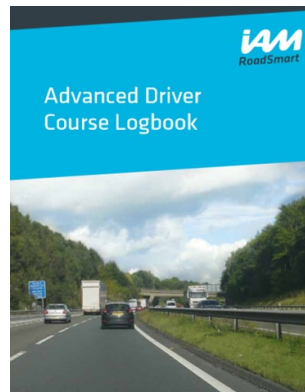
We know that you will be nervous, we all were in the same circumstances. Your examiner will have been through the assessment process a number of times from both seats.

If you have any concerns or are unsure of anything don't be shy, ask the question, there is no such thing as a stupid question and you will get an answer to help put you at ease.

If you are suffering from any disability or mobility issues let the examiner know.

If you are dyslexic or hard of hearing let the examiner know.

All reasonable adjustments will be made to the test to make it all-inclusive. It must however be assessing a standard



that is perceptibly higher than the DVSA test.

You will be asked to attempt spoken thoughts.

To achieve a F1RST you must have tried (unless medical reasons apply) give it a try it can help you to focus.

During the test if you don't hear or think you may have misunderstood an instruction ask.

We are all human!

#### At the conclusion of the test

You will be told your result straight away Pass or Fail

You will be given verbal feedback followed by a written report containing the detail of your drive or ride.

If you are successful you will be given an interim pass certificate. You will also be given advice on other options within the IAM that you may choose to further develop your skills such as Local or National observer, the F1RST register, the Master's program, or regionally run skills days.

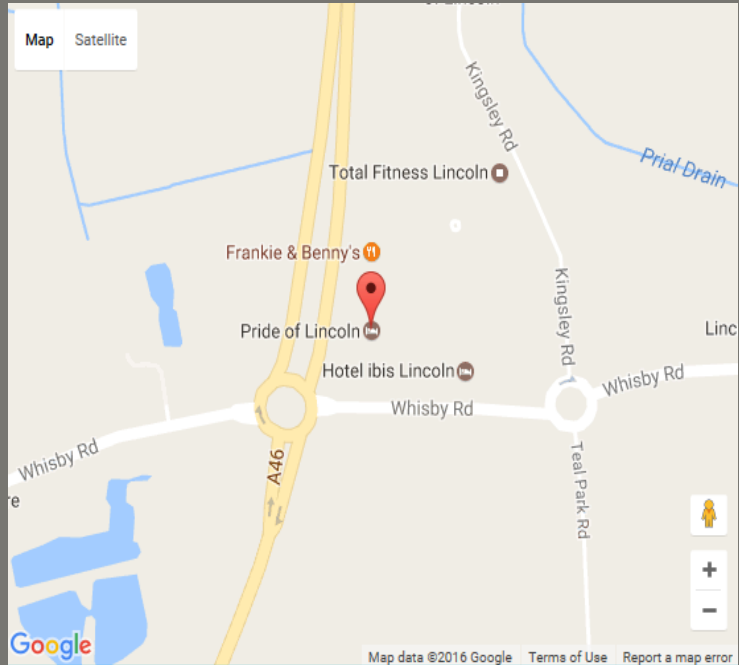
If you are unsuccessful your areas to develop will be highlighted and this reinforced by the written report. If you don't understand what is being said ask, the examiner wants you to develop and be successful.

### OUR VENUE

#### WHERE TO FIND US?

**Windmill Farm** Function Room for a **7pm start**  
Kingsley Road off Whisby Road  
Lincoln LN6 3QZ

Our events are subject to change; please visit the Events section of our website prior to attending and for further details about specific events.



### 2023 EVENTS

**Tuesday 20 June 2023**

*Michael Pace, The Motor Lawyer*

**Tuesday 15 August 2023**

*Advanced Driver Course Refresher Drives*

**September 2023 (Date TBC)**

*50th anniversary event & Annual General Meeting*

**Tuesday 10 October 2023**

*Emma Todd, Emergency Roadside First Aid*

**Tuesday 12 December 2023**

*Christmas Quiz/Social Evening*

### NEXT EDITION *Summer23*