

**THE LATEST FROM IAM LINCOLNSHIRE**

*50th anniversary celebrations*

Welcome to the Summer 2023 Edition of our newsletter

We're looking forward to celebrating our 50th anniversary with a special event on Wednesday 4th October at The Bentley Hotel in South Hykeham from 7pm. Further details will be shared with members soon, we hope you'll be able to join us.

In this edition of our newsletter, hear about David's experience of driving an EV in France,

Stephen's experiences of taking the advanced rider and driver course, summer driving tips from IAM and much more.

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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Join us on     @IAMLincolnshire

## ADVANCED COURSE UPDATE

### Congratulations to the 25 new advanced drivers in Lincolnshire so far in 2023

Associate	Pass Date	Observer	Check Drive Observer
Lewys Whitfield	07/08/2023	Richard Hardesty	Ashley Behan
Hannah Stafford	05/08/2023	Steve Waltham	Ray Whitaker
Dan Swindells	04/08/2023	Dawn Zalas	Roger Hicks
Sam Parker	29/07/2023 F1RST	Geoff Coughlin	Ashley Behan
Alicia Woods	22/07/2023	Paul Russell	Richard Hardesty
Simon Wiles	21/07/2023	Dawn Zalas	Roger Hicks
Caroline Brookfield	13/07/2023	Tony Larvin	Ray Whitaker
Stuart Robertson	10/07/2023 F1RST	Tony Larvin	Geoff Coughlin
Gurtej Singh	24/06/2023	Malcolm Crosher	Roger Hicks
Codati Ramesh	20/06/2023	Malcolm Crosher	Roger Hicks
Liam Smalley	31/05/2023	Ray Whitaker	Roger Hicks
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

## YOUNG DRIVER COURSE STILL AVAILABLE

### £50 courses for 17-24 year olds across Lincolnshire

Further to our January announcement of 50 funded Advanced Driver Courses for 50 drivers, the interest in these courses remains high.

25 courses are still available, further details about the course, what it entails and the application form for young drivers to sign up can be found on [our website here](#).

We agreed a further partnership with IAM RoadSmart and the Police and Crime Commissioner for Lincolnshire, Marc Jones, which will see 50 young drivers take their Advanced Driver Course for just £50 (full course price £175).

This follows on from the success of the previous partnership in Lincolnshire, which saw 87 young drivers undertake their advanced driving test.



# IAM ROADSMART'S TOP TIPS FOR HAVING FUN IN THE SUN

*Advice from IAM's Chief Examiner, Richard Gladman*

As we say goodbye to the sixth wettest July on record\*, we can only hope for warmer temperatures in August. If you're about to hit the road on a long journey with the kids during the summer holiday, IAM RoadSmart has some tips to help you plan the perfect road trip.

## Before you travel

Check your vehicle before you set off and be sure to carry out your [POWDERY](#) checks.

- **Petrol** - Make sure that you have enough for the journey and plan refueling stops.
- **Oil** - This should be checked when the engine is cold (check your handbook), and the vehicle is parked on a level surface. Also include hydraulic fluids for the clutch, brake, and power steering systems in your inspection.
- **Water** - The levels in the radiator and windscreen washer bottles should be checked while parked on a level surface.
- **Damage** - Check the bodywork, wheels, and fixtures, including mirrors and windows. Make sure your windows are clean inside and out.
- **Electrics** - Check all lights, indicators and hazard warning lights are in good working order. It's important to make sure your lights are clean, and you test your horn before your journey,
- **Rubber** - Check the tyre pressures and tread depth and look for damage to the tyres and wheels, and this should include checking your wiper blades for damage.
- **Yourself** - If you were drinking the day or night before, are you fit to drive now? Not only should you think about how much you have to drink, but also what time you stopped drinking. Remember, you may need more than just overnight for alcohol to be out of your system.

## Check traffic before you go

Roads are likely to be busier than usual, so when the sun's shining routes to popular seaside resorts can be particularly packed. And don't forget roadworks are more commonly planned in summer to take advantage of the dry weather.

## Stay hydrated

Although there's not been much sunshine yet, being cooped up in a car when it is warm outside can be stressful. Always keep plenty of water with you and make sure to keep your passengers hydrated.

## IAM RoadSmart's Chief Examiner, Richard Gladman, says:

"You'd be amazed how many people don't fill up with fuel or fully-charge their batteries, before setting out. But by thinking about it beforehand and planning your journey, not only will it prevent you running out of fuel and potentially stranded on a roasting motorway embankment, but it will also save you a fortune because filling up with any fuel on a motorway is currently very expensive.

\* Provisional data from the Met Office

## EV DRIVING - IN FRANCE

*Our observer, David Hosegood, shares his EV experiences from the continent*

### Chargers

Chargers are plentiful but there are problems if you do not do your research first. I have a brand new KIA EV6 with a supposed range of 328 miles. We started our Journey late at night with the intention of charging at Peterborough Services on the A1. However, the A1 was closed north of Peterborough and a long detour to get our charge station was experienced. Charging is very easy if you have the correct Charge Card. We have the KIA charge Card that covers most of Europe. Our contract for the first year gives us a price about 25p per Kw and the same in France. The normal price is 75p per Kw but that's only for the first year. Normal pricing in the UK varies between 40p to 80p per Kw. The French pricing is also very varied. We found at some Lidl supermarket chargers that were as cheap as 27centimes per Kw and up to 1.05E per Kw which means you're paying twice as much as a gallon of diesel. I've based that figures on my BMW at 40mpg. I've included my KIA Charge account itemizing my costs and Kw charged at each charge station across UK and France.

I have also included a copy of my charging Logbook (see next page) that has miles per Kw as a percentage as is displayed on my cars screen that way. It allows me to use the figures as a comparator only to see what is going on over a period. My charger account can be used in conjunction with my logbook to see exactly how the Kw used compare with miles I have done in my logbook. You can see where I have occasionally put the letter F that signifies that I have used a free charger. Free chargers are more plentiful in France than in the UK but you have to find a nice Frenchman to help you register for the particular charge provider.

### Problems

Our problems started as soon as we arrived in Bayeux in France. We had absolutely no problems at all charging through the UK or France on the motorways. The IONITY (UK and France) charging system is placed at suitable distances of about 100 miles although our last leg from Baie Somme services on the A16 was 152.6 miles to Gibberville services on the A13 near Caen. We still had 46% left in the tank. If you look at my Charger account you can see all of my charging sessions throughout our journey to and from France which cost us about £50 each way. I've worked out it would have been about £80 in diesel each way had I used our other car.

On arrival at our destination village was not good, as the public charger in Le Molay Littry I had planned to use on a



daily basis did not work. According to the Charger App I was using for our holiday showed there were plenty of chargers. However we decided to try Bayeux which is only 8 miles away. The only 50Kw charger in Bayeux did not work. We drove around the périphérique of Bayeux to check out other chargers on our App only to find that their chargers are rated at 10Kw. My car has a 77Kw battery and we use 30% to 40% per day, which means we would need to sit at the charger for about 3 to 4 hours every day to survive our holiday.

We have stayed in the same Gite in France for the past 19 years as it's all kitted out for my disability. It's a beautiful place sat in its own grounds and very private. The owners are a very kind couple and are now looking at installing their own EV charger which will change the whole dynamic of our holiday. We lost many days out, as we couldn't travel the usual distances that we usually do due to the shortage of decent chargers. What's actually needed is a charger rated at 75 kw minimum. Another issue I've experienced at every charger is that they never give out their rated amount of power that they are rated at. So if you expect 350Kw from an IONITY charger all you will get is (if you're lucky) is about 140/160Kw. Having said all of that the charging rate always slows down to protect the car's battery system towards the end of the charge.

### Conclusion

Our holiday was almost completely spoilt by the lack of decent chargers. The proprietor of our Gite was also aware of our charging problems as his other clients with electric cars had suffered in the same way as we were doing. It is impossible to survive a holiday with nothing more than a 10Kw chargers as you have to spend several hours each day charging. I don't think the UK charger network is any better than France.

**EV DRIVING - IN FRANCE (LOGBOOK)**

FRANCE JUNE 23

	date	miles	trip	% Now	% New	charge	Miles/kwh	Where
1°	23-5-23	7590						
1°	-11-	7678	88	61	100	BF1	2.2	Peter B Service 10°
1°	-11-	7799	121	50	-11-	50	2.42	Maidstone 10°
2°	-4-	7899	100	63	100	37	2.70	Bele Sam 18°
1°	26-5-23	8052	152.6	46	-11-	54	2.83	Gibberville AB 22°
3°	27-5-23	8092	40.0	89	-F-	11	3.64	Peter L 17°
2°	28-5-23	8114	22.4	92	-F-	22	1.02	-11- 17°
1°	29-5-23				F-	8		-11- 17°
1°	30-5-23	8183	69.3	89	-11-	14	3.64	Caen 18°
4°	31-5-23	8215	32.04	90	-F-	10	3.2	Bayeux 15°
3°	1-6-23	8237	21.8	92	-F-	8	2.78	-11- 16°
1°	2-6-23	8284	47.0	85	100	15	3.14	Lid Volage 14°
4°	-11-	8312	28.60	91	-11-	9	3.18	-11- 15°
	3-6-23	8375	63.4	80	-F-	20	3.17	Bayeux 19°
	5-6-23			90	96	6		-11- 15°
	5-6-23	8434	59.0	87	100	13	3.40	Maderville Caen 15°
	6-6-23			84	94	10		Bayeux 14°
	7-6-23	8505	70.6	90	10	20	3.55	-11-
	8-6-23			88	96	8		Caen 19°
	9-6-23	8574	69	88	-F-	12	3.45	Bayeux 22°
	~11-	8594	20	83	100		2.88	Corsillon Lid 23°
14°		8631	37	90	-F-	10	3.7	Bayeux 20°
	15-6-23	8648	17	94	-F-	6	2.8	-11- 24°
	17-6-23	8689	42	87	-11-	13	3.23	Caberville 28°
	18-6-23	8840	151	45	100	55	2.75	Bele Sam 19°
	-11-	8903	63	81	-11-	19	4.26	Coquette 26°
	-11-	9026	123	50	-11-	50	2.46	Cambridge Service 19°

## MY IAM JOURNEY, SO FAR

*IAM Lincolnshire member, Stephen Johnson, talks driving and riding*

Since I have been told to mention it (so I best do), I am both an advanced driver and motorcyclist.

I first bought a motorbike nearly 3 years ago, with the intention of going through the very long winded license pathway. I completed my CBT at Walt's in Lincoln, with the exciting view of going to and from work on 2 wheels for little cost, and maximum enjoyment. I was riding a derbi tera 125cc

For those of you who don't know me, I have autism. Consequently I find certain things challenging... so undertaking the advanced course had it's extra challenges.

I spent all of perhaps 2 weeks before I found YouTube (deadly word, YouTube) videos of someone going through their Advanced Course. They wasn't particularly instructing anyone, by purpose of their video rather documenting their journey, which I found fascinating. From that point, I began having a go at the techniques I thought I understood for about a year. I then took the A2 license late September the following year, which went very well. A faultless ride around a area I was unfamiliar (Scunthorpe).

After obtaining a full license, I embarked on finding my self a more suitable bike, that would be suitable for 2 years riding. I chose a Honda vrx 400cc Japanese Roadster import. A lovely, smooth V twin engine that has done the trick for 2 years to a tee! I added a pannier rack, heated grips, and a usb charger to make the bike usable from my point of view. I ride all year round, until it gets cold enough to need to apply grit on the road.

Because of this, I managed to get a fair amount of riding in over the winter until April. I was always planning on completing the advanced course via IAM, I signed up that spring. The first observed session was an eye opener, I thought I had an idea of what I was in for... I was seriously wrong. I distinctly remember having the worlds largest headache a few hours after the session. A combination of stress, anxiety, and a sense of being the most overwhelmed I have ever been. I got a run sheet with some incredible feedback on (I generally take everything literally, and not on purpose. But in this instance it proved to be exactly what I needed to do). We had roughly 2 week gaps between sessions, each time I was determined, focused, but also relaxed throughout. Being relaxed, my observer would often mention I achieved very well. Between sessions I would take the time to practice as much as I could. Attempting to ascertain a natural flow engraved in my mind with what



the advanced standard is and what else I needed to do to reach this target. So I spent the summer doing exactly that. I did reach a point  $\frac{3}{4}$  the way through that I was really struggling, I simply could not do anymore. Nothing was making sense, almost like a mental black out. It was at this point I knew that quitting wasn't even on the table. I just needed to figure out what wasn't working.

September, my test came around. With some check rides. And I had my normal relaxed, confident mind set back. I passed the Advanced test. Then again, spending the winter refining my skills with no outside pressure.

Now, the car was very different. When I first passed my standard driving test, I had no intention of any advanced driving qualifications at all. I didn't know about it... I further passed the B+E trailer test.. both with no faults and within 6 months of each other. October that same year, I had a collision due to wet weather, flooded right hand bend, and inexperience. Unfortunately I wrote my car off and the one I hit (although parked illegally), the responsibility still landed on me. Which at 18, wasn't at all great! Fast forward too a few years later.. I spent a few months deliberating with my self, should I sign up for the car also. This was before I knew about the incentive from the crime commissioner for Lincoln.

I had a van throughout the summer last year, due to needing it for work, but that changed. And I now drive a Vauxhall Astra estate 1.4 turbo petrol manual. With the change happening in November...

**Continued on Page 7...**

### MY IAM JOURNEY, SO FAR Cont.

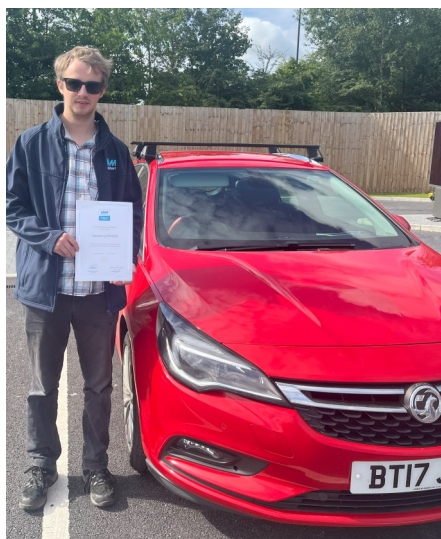
I enrolled on the Advanced Driver Course in December 2022. I'm sure my observer would agree, I had my own way of doing things due to completing the bike course. Almost, under the impression the two were identical in application, which was very quickly not the case. Certainly keeping Andy on his toes with questions... as I was figuring out what the difference between them are. Turns out, quite some difference. It was challenging, not because the systems were different, but because they were the same. Most notably, position and gear changes. On a bike you have a sequential gear box, so you don't always have the choice to do block changes.

The interpretation of the system of car control and the interpretation of the system of bike control took a few sessions to get around. For an analogy, it's like being able to speak American English, and British English. They're so close, with very subtle changes.

Regarding position, car you'll generally take a neutral position in the centre of your lane. On the bike, you'll generally take up a position towards the centre line to increase your view ahead, so you can be seen, and to react to hazards from either side effectively. Steering was another aspect that was vastly different, two very different ways to achieve the same result. As well as this, observation and commentary is also another aspect that had its challenges. You needed to be switched on for both but for me, I needed to be on top of it 10 fold in the car. Kind of due to the bike, but also the introduction of say what you see, what your going to do about it, and making sure its prioritised appropriately for the road. One point that was made to me at an early stage, if your on the bike put on your helmet, if your in the car, take that helmet off. Teaching me to separate the two disciplines. 4 sessions and a check drive and I was test ready in April.

For my own progression, I wanted to achieve a F1RST. I put in the work between sessions reading the book and also watching Videos of my driving, and picking out what was awful, but also what was good. I also watched reg's videos on any subject I wasn't quite sure with. Writing notes and memorising as much as possible.

On the day of the car test, some would say this is quite a strange part of me, but for any of the driving or riding tests that I have done. I have always been 'excited'. Not



to get it over with, but to do it. Enjoy another drive or ride to the max. Emulating my ability of previous drives with my observer/ check drive.

I got the result for the car, after drive. I achieved a First, which was exactly what I had worked hard to get. Passing both advanced tests within a year period

A few things I live by:

- I always aim not to compete against other people, but to compete against my past self
- To always do/be better than person I was yesterday, day before, week before, etc.
- If it is in my control, sort it. If it is not, why am I worrying or allowing it be on my mind
- Only make a decision if you need to, if you don't it's better to wait until your in a better position with more information
- If you're setting out to achieve something, set mini goals. That way 1, it is achievable 2, you don't feel overwhelmed or like your not making progress on something 3, the end goal remains a want too, rather than a need to. With a slight change in language, your mind keeps positive, sharp and progressive throughout the hard work.

I also have a rule of 1/3. Something can be easy 1/3 of the time, okay/good 1/3 of the time and challenging 1/3 of the time. If you fit all 3 in a balanced way, you're doing great.

You want to cycle between these, to maintain balance and limit frustrations.

The plan now, is too complete training required to be an observer with both car and bike (upon passing full A license later this year). And also to reach the required standard to Pass masters to the best of my ability both car and bike, before I am 25.

If you managed to get this far.. if you're wanting to, or are thinking about either Advanced course through IAM. I would highly recommend you do it. On the basis that you'll gain valuable skills that will enhance your driving. These include: observations, correct cornering, increased hazard perception, improved ability to read the road, proper use of you vehicles controls to name a few. But most importantly you'll gain an understanding of how safety is number 1 priority on the road, how to recognise and avoid situations before they happen, but also learn how to make sufficient progress within the legal limits while having fun/ enjoyment.

**Stephen Johnson, 21**  
**IAM Lincolnshire Member**

**FORDIE'S WORLD**

*50th anniversary thoughts from IAM member, Graham Ford*

We, that is Jan, myself and John particularly enjoyed the June meeting where Michael Pace was the speaker. The law surrounding all levels of motoring is much more involved than it would first appear. The motorist needs to be very clear in respect of the law to keep right side of these rules.



It came as something of a surprise to hear that the Lincoln Group is celebrating its 50<sup>th</sup> anniversary. I think I've been a full member for nigh on 40 years, passing my car test in 1984 then in 1997 my commercial vehicle test. Move on another 20 years, I had another go and got a F1RST.

When I first started writing Fordie's World the newsletters were all printed and copied on a typewriter or similar, emails and such technology hadn't really got going, the contents were rather "dry and flat" so, I stuck my tongue in my cheek and tried to inject a little humour, which, for the most part, was fairly well received.

If memory serves, nearly all articles were written in log hand and at first a lady (June?) would type them up and collate them. Somewhere along the way I got to be editor of the newsletter which meant reading through all the contributions, editing if necessary plus writing a short editorial to start off the letter followed by my own contribution. June (I think?) was superseded by Keith, I seem to remember a lot of "comments" about "daisy wheel" and "twisted ribbons".

I had to let that position go, work was keeping me away from home and time was in short supply, again, if memory serves, we did a monthly newsletter. Time moved on and whilst at Denby Transport I had the chance to take my commercial test, at that time, I was

driving a 7 axle drawbar outfit with a gross weight of 60 tonnes – couldn't do the test in that, so I was taken for 45 minutes "instruction" in a 3 axle Volvo tractor unit fitted with an automatic gearbox. Never driven one before in my life! Come the test and I rather gave the until I realized a bit of a "spirited" ride until I realised I could switch off the exhaust brake system which was linked to the footbrake and that quietened things down a bit.

The next "exercise" was to put the gearbox in manual (remember this was an autobox) and demonstrate that I could go up and down all 16 forward gears without making a muck of the job! After that the test progressed normally and fairly smoothly back to the depot where upon I was told I had "Passed".

At that point, I let the examiner into the fact that I had only had 45 minutes practice before the test, upon enquiring which was my lorry, I pointed to the "beast" as it was known, all coupled up, close on 70 feet long and weighing a bonny 28 tonnes EMPTY, depending on trailer. The examiner's face was a picture!

On another occasion, an open evening was arranged at Denby's (I had retired by then) and one of the exhibits was a maximum weight and length artic (44 tonnes, 13.6 metre trailer) with a saloon car parked close to the nearside rear of the trailer, members were invited to sit in the driving seat of the lorry and say what they could see through the mirrors. Right at the end, someone said come on Fordie your turn, I declined with a sweet smile and told them I'd driven this type of truck in one configuration or another for over 30 years so I knew EXACTLY what was at the near side rear of the trailer and anyway, if I'd got in I would have wanted to go for a drive round the yard.

In the time I have been a member, there have been many notable occasions. Glenys Allerton winning the Fred Welsh Rose Bowl. Getting the Red Arrow Pilots through their Advanced Test. Two very interesting talks on the Battle of Britain Lancaster Bomber and some of the other aircraft in that group.

Another memory, organised by Ash, was to join in a skills day at the far side of

Scampton aerodrome in conjunction with the Lincolnshire Road Safety Partnership. This consisted of various driving tests, the first one I went on was a saloon race car simulator, good job it wasn't for real, I was on and off the track, in the fence, the Armco, up the grass bank and heaven knows where else, must have wrecked that car 4 or 5 times... guess I'll never make a racing driver! Two more tests worth noting: driving and reversing an artic, a Transit type van pulling a low, two axle car carrying trailer around cones then reverse back along the same route and into a "garage", I have to say I cracked that one, even the instructor said "why did I bother with that test". The second, a blindfold drive where your navigator told you left or right, then, just to, cyclists make it more fun, the navigator had to say "port or starboard, then even worse, "to me—to you" reckon I went everywhere except on the road, no damage done but in the end we couldn't do anything for laughing.

Over the years the venues have changed, when I first started, the meetings were in the Wildlife Pub on corner of Skellingthorpe Road and Birchwood Avenue. Eventually moving to the Fire Brigade HQ on South Park Avenue and finally to the Windmill where we are now. We've had to take time out for Covid and personally I had to take time out to care for my late wife but we seem to be settled, at least for the time being. Just a few reminiscences of nearly 40 years with the IAM.

Now, coming up to date, I am still keen to uphold the standards and skills promoted by the Institute but in my 80<sup>th</sup> year, health is not so good, walking is a bit of an effort and to that end I now have a Rollator Walking Aid with built in seat for when I get tired (or fed up). I feel I should equip it with a rear view mirrors and an orange flashing beacon because "A" I can't see whose behind me and "B" I'm still invisible on the footpath... have you ever tried beating mothers with push chairs, cyclists, e-scooters or mobility scooters, come to that, this last is not too bad, we are, at least, kindred spirits.

So, over its 50 years IAM Lincoln has now grown to be IAM Lincolnshire – long may it continue, for another 50 glorious years!



**KNOW YOUR STUFF**

*DEAD SLOW!*

With an increasing number of reported incidents involving horses and vehicles, the British Horse Society, are building on their solid foundation of road safety education and campaigning to make drivers aware of what to do when they encounter horses on the road.

As the number of vehicles on the roads continues to increase resulting in busier roads, this means routes are becoming much more dangerous to use, especially for vulnerable road users like horse riders and carriage drivers. Our aim is to reduce the number of incidents and fatalities



shown below are from 01.01.2022 – 31.12.2022.

It's vital to always pass horses slowly and with plenty of room.

Equestrians have the same right to be on the road as motorists or any other user group. Understanding, respect and consideration by all road

with Cycling UK, DVSA, Living Streets and the Department for Transport (DfT) to suggest the much-needed Highway Code improvements and to represent equestrians in the review. The British Horse Society works closely with Government and local authorities, cycling groups and commercial



**3,552**

3,552 road incidents involving horses have been reported to The British Horse Society



**68**

68 horses have died and 125 have been injured



**139**

139 people have been injured because of road incidents



**26%**

26% of riders were victims to road rage or abuse

involving horses and riders on the road by educating all road users and campaigning to make drivers aware of what to do if they encounter a horse on the road.

The BHS collates statistics each year to understand the rate of incidents involving horses and riders on UK roads. *All statistics*

users is required to ensure road safety for everyone.

We advise all equestrians and road users to familiarise themselves with the Highway Code.

The Highway Code was updated on 29 January 2022. The BHS have worked hard over the last three years; lobbying and collaborating

transport firms to educate and change driver behaviour. Working tirelessly to ensure that all equestrians have

access to riding outdoors without having to negotiate traffic on the roads, a key focus of the Society is the protection off road routes.

The BHS encourages horse riders to wear hi-viz gear at all times on the road. Even in bright sunlight it can be hard for a driver to see a horse.

### OUR VENUE

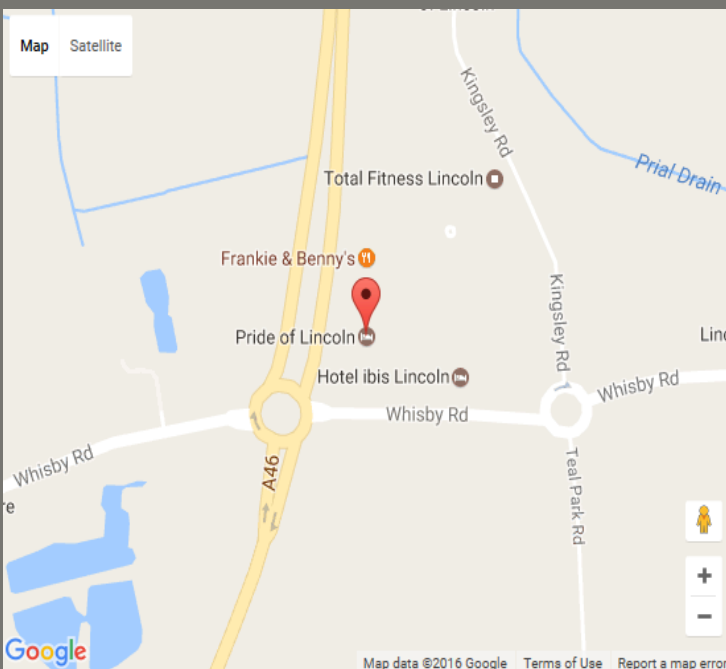
#### WHERE TO FIND US?

**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*

**Wednesday 4 October 2023**

*50th anniversary event & Annual General Meeting*

**VENUE:** The Bentley Hotel, Newark Road, South Hykeham, LN6 9NH



**Tuesday 12 December 2023** TBC

### NEXT EDITION *Winter23*