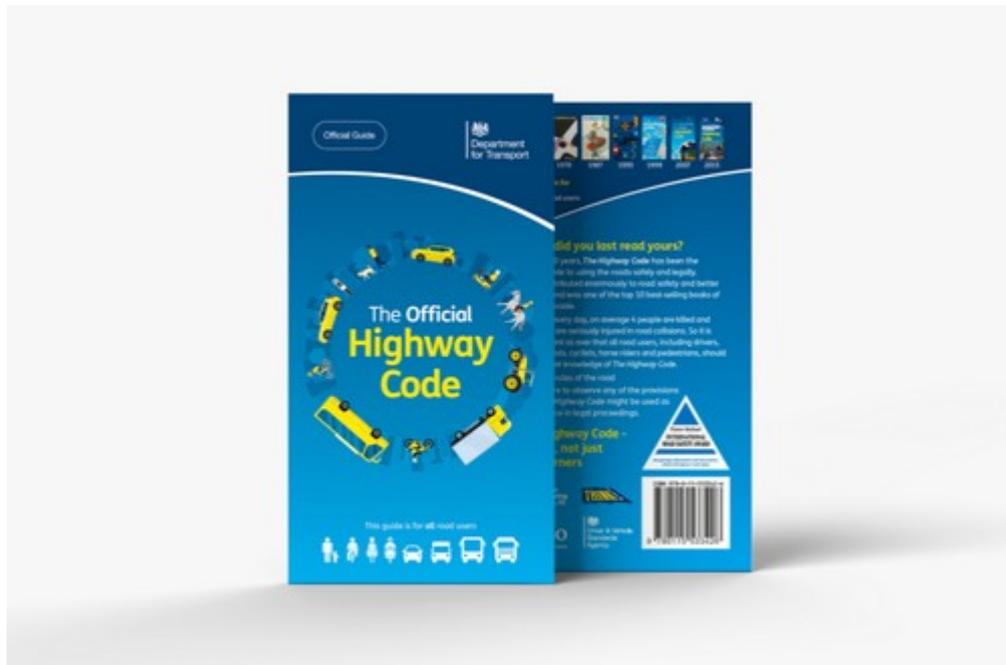


Derwent and Hope Valleys Group of Advanced Motorists

NEWSLETTER



February – March 2022

Free assessment Drives and Rides

This issue's features

Important Highway Code Changes from 29th January 2022

Bike Hire – Article forwarded by Geoff Salt

Buying a New Vehicle?

‘The Derwent and Hope Valleys Group of Advanced Motorists WELCOMES YOU

As the UK’s leading road safety charity, we are dedicated to increasing skills for all road users, raising driving and riding standards and helping to save lives on our roads.

Becoming part of the IAM, in whatever capacity, is a great way to enhance your driving and riding skills in an enjoyable and educational environment. Of course, safety is always our top concern, but it’s a fun and exciting experience too!

Membership of our group includes: -

- One to one guidance sessions providing full preparation for your Advanced Driving Test
- A copy of the IAM guide to advanced driving techniques ‘How to be a better driver’
- Advanced Test conducted by qualified IAM examiner
- Written assessment of your test performance
- IAM Certificate on passing the Advanced Driving test

An open invitation to:-

Monthly Guidance sessions held on :-

Sunday mornings, at two venues

Evening in the summer months

Second opinions conducted by senior observers

Evening training sessions held indoors during the winter months.

Guest speakers include

The Highways Agency,

Crash team investigators

IAM Examiner

Group organised events, recent sessions include:-

Skid pan experience,

Competitive tests of driving skills

The road from the cab of a 40 ton lorry

For more information visit our websites

matlock-iamroadsmart.org.uk

Facebook - Matlock IAM Twitter – Matlock IAM



**Congratulations on
passing your test**

IAM MEMBERSHIP

Associate

Observer

Paul Johnson M/C

Geoff Salt



Welcome to the group

Goddie Quaye M/C

Mark Swindell M/C

Annual General Meeting

this year will be on Monday 11 April 2022 at The Duke William Matlock

NOTICE IS HEREBY GIVEN by order of the Group Committee, that the Annual General Meeting of the Derwent and Hope Valleys Group of Advanced Motorists, will be held at **7:30pm on Monday 11 April 2022 at the Duke Wiliam, 91 Church Street, Starkholmes, Matlock DE4 3BZ**, to enable the Trustees of the Group to present their Annual Report and Accounts for the year ended 31.12.2021, for approval by the Group Members and to conduct an election.

Bill Storey
2 Wye Bank
Bakewell
DE45 1BH

Date January 2022
Group 4191

All officers and committee members retire annually and may offer themselves for re-election by Group Full Members.

Nominations (to the secretary) from Full Members to stand for the offices or committee. The nominee must be willing to stand for the committee and inform the secretary of his/her willingness to serve.

Please note you may not stand for the committee if the law debars you from being a charity trustee.

Chairman's Ramblings



Welcome to the first newsletter of 2022 and I wish all members and readers a happy, safe and healthy new year.

Firstly due to a couple of reasons the indoor meeting on 14 February has been cancelled. The main reason is that the speaker has unfortunately had to cancel due being sent away for work. As it is difficult to get speakers and also due to the fact that a number of members are understandably still not fully comfortable in going out and mixing it was decided the sensible thing to do was cancel and look forward to the annual quiz in March. Sam, the speaker, has been re booked for later in the year.

It was unfortunate that the January meeting had to be cancelled but with the Covid cases rapidly increasing etc it did seem the sensible approach. Paul Barker will now be talking to us and answering questions etc on Monday 13 June at the Duke William.

Hopefully there will be no further disruptions. As mentioned earlier the annual quiz will take place on Monday 14 March. Ian Reville who has presented the quiz over the last few years does have other commitments on a Monday but has agreed to forgo his other commitment to do the quiz so let's have a good turnout.

I congratulate Paul Johnson who recently passed his advanced bike test and thank his observer Geoff Salt. Paul did very well as the weather on the day of his test was atrocious so very well done Paul.

I welcome two new bike associates to the group, Goddie Quaye and Mark Swindell. I am sure they will find their preparations for the test both a rewarding and enjoyable experience.

Congratulations to Rob Lowe who submitted the winning entry for the annual photo competition.

Bill Storey has had a lonely "Billy No Mates" morning at the last two Calver guidance mornings which is obviously a frustrating waste of time for him. We will monitor the situation regarding the best way to proceed.

Finally do not forget the AGM on Tuesday 11 April when I hope as many members as possible will turn up, remember this is **your** group so come and have your say and let us know your thoughts on running the group.

As always I wish you safe motoring.

Kevin J Knight - Group Chairman

Annual Photo Competition



The winning entry submitted by Rob Lowe



At the December's indoor meeting Bill hosted the annual photo competition.

As usual it was a lively evening and there were 32 entries. The winning photo was submitted by Rob Lowe (pictured left) and it was a unanimous decision by all who were at the evening. Congratulations Rob and thanks to all who attended and submitted some very good photos.

Difference between cyclists and motorcyclists:

Cyclists: Assume it's everyone else's responsibility to look out for their safety

Motorcyclists: Assume everyone on the road is a hired assassin out to kill them

The Highway Code: 8 changes you need to know from 29 January 2022

Rules for all types of road users will be updated in The Highway Code to improve the safety of people walking, cycling and riding horses.

1. Hierarchy of road users



The introduction section of The Highway Code will be updated to include 3 new rules about the new 'hierarchy of road users'.

The hierarchy places those road users most at risk in the event of a collision at the top of the hierarchy. It does not remove the need for everyone to behave

responsibly.

It's important that all road users:

- are aware of The Highway Code
- are considerate to other road users
- understand their responsibility for the safety of others

The 3 new rules are numbered H1, H2, and H3.

Rules that will change

- Rule H1 H2 and H3 (Introduction)

2. People crossing the road at junctions



The updated code will clarify that:

- when people are crossing or waiting to cross at a junction, other traffic should give way
- if people have started crossing and traffic wants to turn into the road, the people crossing have priority and the traffic should

give way

- people driving, riding a motorcycle or cycling must give way to people on a zebra crossing and people walking and cycling on a parallel crossing

A parallel crossing is similar to a zebra crossing, but includes a cycle route alongside the black and white stripes.

Rules that will change

- Rule H2, 8, 19, 170, 195 and 206

3. Walking, cycling or riding in shared spaces



There will be new guidance in the code about routes and spaces which are shared by people walking, cycling and riding horses.

People cycling, riding a horse or driving a horse-drawn vehicle should respect the safety of people walking in these spaces, but people walking should also take care not to obstruct or endanger them.

People cycling are asked to:

- not pass people walking, riding a horse or driving a horse-drawn vehicle closely or at high speed, particularly from behind
- slow down when necessary and let people walking know they are there (for example, by ringing their bell)
- remember that people walking may be deaf, blind or partially sighted
- not pass a horse on the horse's left

Rules that will change

- Rule H1, 13,(Rules for pedestrians) 62 and 63 (Rules for cyclists)

4. Positioning in the road when cycling



There will be updated guidance for people cycling about positioning themselves which includes:

- riding in the centre of their lane on quiet roads, in slower-moving traffic and at the approach to junctions or road narrowings
- keeping at least 0.5 metres (just over 1.5 feet) away from the kerb edge (and further where it is safer) when riding on busy roads with vehicles moving faster than them

People cycling in groups

The updated code will explain that people cycling in groups:

- should be considerate of the needs of other road users when riding in groups
- can ride 2 abreast - and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders

People cycling are asked to be aware of people driving behind them and allow them to overtake (for example, by moving into single file or stopping) when it's safe to do so.

People cycling passing parked vehicles

The updated code will explain that people cycling should:

- take care when passing parked vehicles, leaving enough room (a door's width or 1 metre) to avoid being hit if a car door is opened
- watch out for people walking into their path

Rules that will change

- Rule 67 (Rules for cyclists) and 213 (Road users requiring extra care)

5. Overtaking when driving or cycling



You may cross a double-white line if necessary (provided the road is clear) to overtake someone cycling or riding a horse if they are travelling at 10 mph or less (Rule 129).

There will be updated guidance on safe passing distances and speeds for people driving or riding a motorcycle when overtaking vulnerable road users, including:

- leaving at least 1.5 metres (5 feet) when overtaking people cycling at speeds of up to 30mph, and giving them more space when overtaking at higher speeds
- passing people riding horses or driving horse-drawn vehicles at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space
- allowing at least 2 metres (6.5 feet) of space and keeping to a low speed when passing people walking in the road (for example, where there's no pavement)

Wait behind them and do not overtake if it's unsafe or not possible to meet these clearances.

People cycling passing slower-moving or stationary traffic

The updated code will confirm that people cycling may pass slower-moving or stationary traffic on their right or left.

They should proceed with caution as people driving may not be able to see them. This is particularly important:

- on the approach to junctions
- when deciding whether it is safe to pass lorries or other large vehicles

Rules that will change

- Rule 67,76 (Rules for cyclists) Rule 76 (Rules for cyclists)
- Rule 163 (Using the road) Rule 212 (Road users requiring extra care)
- Rule 215 (Road users requiring extra care)

6. People cycling at junctions



The code will be updated to clarify that when turning into or out of a side road, people cycling should give way to people walking who are crossing or waiting to cross.

There will be new advice about new special cycle facilities at some junctions.

Some junctions now include small cycle traffic lights at eye-level height, which may allow cyclists to move separately from or before other traffic. People cycling are encouraged to use these facilities where they make their journey safer and easier.

There will also be new guidance for people cycling at junctions with no separate facilities.

The code will recommend that people cycling should proceed as if they were driving a vehicle where there are no separate cyclist facilities. This includes positioning themselves in the centre of their chosen lane, where they feel able to do this safely. This is to:

- make them as visible as possible
- avoid being overtaken where this would be dangerous

People cycling turning right

The code will include advice for people cycling using junctions where signs and markings tell them to turn right in 2 stages. These are:

- stage 1 - when the traffic lights turn green, go straight ahead to the location marked by a cycle symbol and turn arrow on the road, and then stop and wait
- stage 2 - when the traffic lights on the far side of the junction (now facing the people cycling) turn green, complete the manoeuvre

People cycling have priority when going straight ahead at junctions

The code will clarify that when people cycling are going straight ahead at a junction, they have priority over traffic waiting to turn into or out of a side road, unless road signs or markings indicate otherwise.

People cycling are asked to watch out for people driving intending to turn across their path, as people driving ahead may not be able to see them.

Rules that will change

- Rule H2, H3, 73, 74, 85, 76, 167, 170 and 201(Introduction)

7. People cycling, riding a horse and driving horse-drawn vehicles on roundabouts



The code will be updated to clarify that people driving or riding a motorcycle should give priority to people cycling on roundabouts. The new guidance will say people driving and or riding a motorcycle should:

- not attempt to overtake people cycling within that person's lane
- allow people cycling to move across their path as they travel around the roundabout

The code already explains that people cycling, riding a horse and driving a horse-drawn vehicle may stay in the left-hand lane of a roundabout when they intend to continue across or around the roundabout.

Guidance will be added to explain that people driving should take extra care when entering a roundabout to make sure they do not cut across people cycling, riding a horse or driving a horse-drawn vehicle who are continuing around the roundabout in the left-hand lane.

Rules that will change

- Rule 79 (Rules for cyclists) 167 and 186

8. Parking, charging and leaving vehicles



The code will recommend a new technique when leaving vehicles. It's sometimes called the 'Dutch Reach'.

Where people driving or passengers in a vehicle are able to do so, they should open the door using their hand on the opposite side to the door they are opening. For example, using their left hand to open a door on their right-hand side.

This will make them turn their head to look over their shoulder behind them.

They're then less likely to cause injury to:

- people cycling or riding a motorcycle passing on the road
- people on the pavement

Using an electric vehicle charge point

For the first time, the code will include guidance about using electric vehicle charging points.

When using one, people should:

- park close to the charge point and avoid creating a trip hazard for people walking from trailing cables
- display a warning sign if you can
- return charging cables and connectors neatly to minimise the danger to other people and avoid creating an obstacle for other road users

Rules that will change

- Rule 239 (Waiting and parking)

Find out about all the changes

In total, 9 sections of The Highway Code will be updated, with 50 rules being added or updated.

You'll be able to see a summary of all the changes in The Highway Code updates list on GOV.UK from 29 January 2022.

Stay up to date

The Highway Code is essential reading for everyone. It's updated regularly, so it's important that everyone reads it - not just learner drivers.

Many of the rules in the code are legal requirements, and if you disobey these rules you're committing a criminal offence.

If you do not follow the other rules in the code, it can be used in evidence in court proceedings to establish liability.



The full version of [The Highway Code](#) is available, free of charge, on GOV.UK. This will be updated on 29 January 2022.

You can [pre-order an updated version of The Highway Code book online](#) now, and buy a copy at most high street bookshops from April 2022. It will have a new cover design so it's easy to recognise.

You can also download [The Highway Code iOS app](#).



RULE H1: NEW HIERARCHY OF ROAD USERS

DRIVERS of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This principle applies most strongly to drivers of HGVs, LGVs, cars/taxis and motorcycles. Cyclists and horse riders have a responsibility to reduce danger to pedestrians.

Three of the biggest Highway Code changes

RULE H2: NEW PRIORITY FOR PEDESTRIANS AT JUNCTIONS

DRIVERS, motorcyclists and cyclists should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. You should give way to pedestrians waiting at a zebra crossing (currently it's only if they're already crossing), and to pedestrians and cyclists waiting to cross a parallel crossing.

RULE H3: PRIORITY FOR CYCLISTS WHEN CARS ARE TURNING

YOU should not cut across cyclists, horse riders or horse-drawn vehicles going ahead when you are turning into or out of a junction or changing direction or lane. You should give way whether they are using the road, a cycle lane or cycle track. Do not turn at a junction if to do so would cause the cyclist, horse rider or horse-drawn vehicle going straight ahead to stop or swerve. You should stop and wait for a safe gap if necessary.

OLD RULE: Vehicles have priority at junctions



NEW RULE: Give way to pedestrians at junctions



OLD RULE: Road positioning for cyclists was not previously mentioned in the code, but most drivers expect them to ride near the curb



NEW RULE: Ride in the centre of the lane to make yourself visible in certain situations



ASK THE LAWYER

Andrew Dalton, ex-dispatch rider, is a solicitor-advocate and barrister with 20 years' experience with bikers



'Do I have to pay for a hire bike I didn't even want?'

Q I WAS KNOCKED off my bike at a roundabout, whilst stationary, in the summer of 2019. The driver of the car immediately 'fessed up and even sent me a text saying how sorry he was, hoping I was okay and confirming he had told his insurers he was to blame, whilst giving me his insurance details. Obviously, I'd rather he had not hit me but once he had, he was a gentleman. I had a few days stiffness in my lower back but no worse than I get from overdoing things in the gym.

I reported the claim in and was immediately persuaded that I needed to get a hire bike to replace my Kawasaki Z1000. I was not that keen; I ride for fun at weekends only, I was about to go on a family holiday and I have a company car that I use for everyday transport. I got what I now know is a sales pitch telling me that claiming for a hire bike would greatly accelerate my Zed 'thou' being repaired. I was reassured I would never have to pay a penny and the other guy's insurers would be picking up the tab. Like a mug, I believed them.

Now I have a problem. It turns out the hire charges for my bike are north of £6000 and I rode it three times. I got a VFR which was quite new and shiny but not worth two grand a ride. I am now being asked to sign various documents stating I had no alternative form of transport and that I am 'impecunious' which is, apparently, legal-speak for skint. I earn well, so does my wife. I am distinctly uncomfortable about signing these documents as they are not true.



I spoke to a lawyer at the firm. It turns out they were qualified but not as a solicitor and they literally screamed down the phone at me, telling me either I signed the statement or I have to pay the hire charges myself. I have now looked at the contract and whilst I am no lawyer, it does seem that I am liable for the costs, which I was clearly told I would never have to pay.

It turns out the solicitors and the hire company both have the same 'parent' company. I have done some digging. I am sure a solicitor has to be independent. How can a solicitor advise me to pay their employer or lie? I am in a job which requires absolute honesty. If I were to lie, let alone in court, my career would be over. Can I get out of this mess?

A SADLY, YOU ARE in an absolute bind. Looking at the papers, your case is not yet in court but the Defendant insurer has asked for you to provide evidence of your being skint – a lot of personal materials relating to

your joint account which show you and your wife between you have a joint income before tax of nearly £90,000 a year. The statement put together, allegedly on your behalf, tries to set out 'impecuniosity' on the basis that, whilst you earn well, you have very little spare money. Your bank statements show a healthy and consistent credit balance which undermines that narrative. Your bank statements also show that you moved £20k into an ISA in the 2019/20 tax year.

The best answer I can see, which does not involve you lying (and lying to the court is a monumentally bad idea) is to tell your solicitors – and sadly they are solicitors – that you willingly give them the information the defendants want. The insurers solicitors, who are a robust bunch, may well offer a much lower hire rate which your solicitors may well accept.

You don't really have any say. You are on the hook for six grand for a bike you did not want or need. I hope this ends with the solicitors and credit hire company (who are in reality the same company) accepting a much lower rental rate or even nothing at all for the hire and you moving on with your life, without the hire company coming after you. You are now dependent upon the greed of the hire company and their solicitors, even though you rather naively thought of them as your solicitors. The people who hired you the bike, who made the false promises and now want you to put a false narrative to the court, also own the law firm. *R*

Five things to consider before buying a more efficient car to save money

Rising fuel costs might lead you to consider buying a more modern and economical car – but the real-world financial savings might prove disappointing, or worse... You might be staring at the spiralling figures on a fuel pump display and, justifiably, be thinking about buying a newer and more economical car.



Fuel bills, after all, are typically the most visible cost of running a car – and creeping fuel prices alone can make a newer or all-new car, with better economy figures, a tempting proposition.

Many of the more modern options may also benefit from lower VED and ongoing maintenance costs, making them even more appealing compared to older and more needy options.

However, if you're not careful, the potential costs associated with changing your car and running another can easily outstrip the potential savings.

If you're worried that you might inadvertently end up spending more in the long run, by buying a supposedly more cost-effective car but overlooking a crucial financial factor in the process, then bear these pointers in mind.

5. Work out what your current car costs to run first

Figuring out the annual running costs of your car, as a starting point, usually doesn't take too long. Totting up insurance and VED bills, the cost of an MOT, approximate annual servicing and repair costs, and your fuel bills, usually gets you into the right ballpark.

To best work out the money you might save by moving to a more efficient car, though, will ideally entail you working out the [real-world economy of your current car](#).

Catalogue the required data for several tanks and you'll quickly generate a realistic picture of your car's actual fuel economy.

With that information to hand, you can then work out what your average fuel costs should be each year, based on current fuel prices and whatever annual mileage you have in mind.

You can then easily factor your car's economy and fuel bills into subsequent running cost comparisons, adjusting the annual mileage and fuel prices to suit as required, granting more accurate and useful results.

4. Calculate the replacement car's running costs

As is the case with your outgoing car, it shouldn't take long to get a handle on the potential replacement's running costs. Its VED costs will be identifiable online, insurers will be able to quote a policy cost, and a garage or dealership should be able to outline servicing prices.

If relevant, don't also forget factors such as ULEZ charges – as they could quickly swing the balance in favour of the more modern, cleaner alternative.

For new or newer cars, you might also be able to get your hands on beneficial fixed-price service plans and warranty extensions, which can further keep expenditure manageable and in check.

Older cars can be more difficult to figure out, due to maintenance and reliability-related question marks, but religious servicing, proper care and perhaps a good aftermarket warranty can help minimise risk.

What can also help, in terms of ascertaining realistic economy figures for running cost calculations, are owners' forums and websites offering real-world fuel economy results.

3. Factor in the cost of changing your car

With the potential costs and fuel bills for old and new worked out, and compared on paper or in a spreadsheet, you may have discovered that significant savings are possible if you change your car.

What you then have to look at is how much the next car is going to cost you. It might be that your current car is worth more than whatever you're looking to get next, so you might end up with some additional cash in your pocket.

For the most part, however, it's often the case that you'll be trading up into something newer and more expensive: you sell your car, add several thousand to the pot, and then buy the new one.

If the new purchase is expected to save you £1,000 a year, for example, but you have to invest an additional £3,000 to buy it, it's going to take three years before you're actually at a point where you're starting to save money.

Consequently, you need to think long and hard about how long you plan to keep the new-to-you car, and consider the other costs that might be incurred along the way.

2. Don't overlook upcoming servicing and bills

You might have found a more economical car, that's sensibly priced, which is several years old and has some 60-odd thousand miles on the clock. It benefits further from low VED costs, making it even more appealing, and it otherwise looks to be in great shape.

However, because of its age and mileage, it might well be the case that it's soon due a comprehensive service, along with a set of discs, pads and tyres. And, just like that, you've suddenly racked up a bill for £1,000 or so, which immediately obliterates a significant chunk of any potential savings.

This will vary significantly depending on what you're looking at, and your annual mileage and driving conditions, but such expenditure has to be considered to avoid unpleasant surprises – so make sure you account for any servicing or repair work that a new purchase might require.

It's also worth reflecting on whether simply spending a little money on your current car could extend its life significantly, or improve it and make you happier and more comfortable with it. Sometimes, better the devil you know.

1. The oft-decisive element: depreciation

If you're seriously looking to minimise your car ownership costs, you must bear depreciation in mind. Buying another car to save £1,000 a year in fuel bills, for example, will be rendered completely moot if said car depreciates by double that amount in the same timeframe.

Sure, it's not like that money is visibly pouring out of your bank account every month – but you'll certainly recognise the hefty financial hit when the time comes to sell that car, so don't overlook depreciation and inadvertently trash your financials.

That isn't to say you shouldn't buy a newer or all-new car, mind; improved safety, reliability, equipment levels, performance and comfort are all factors that might appeal, and might serve to justify a purchase.

You might just outright like the car, too, and want something different – and that, provided everything else is manageable and acceptable, is as good a reason as any to buy something new.

It might also be the case that your current car is depreciating, albeit perhaps slowly, and that might help skew things further in favour of the new car.

In any instance, unless you've done the sums very carefully, just don't glibly assume that buying another car, with improved economy figures, will automatically save you money.

Christmas Quiz - Answers

Here are the answers you have been waiting for. I hope you enjoyed it and didn't get too frustrated.

1	Questionable river crossing	Watford	21	At the heart of candles light	Wick
2	This one has sole	Dover	22	Greenes Rock	Brighton
3	Collective Offering of Cash	Poole	23	Key to Learning	Reading
4	1066	Hastings	24	One for the white van men	Luton
5	Many hardy trees	Sevenoaks	25	Sauce for bloody Mary	Worcester
6	UK currency	Stirling	26	Home of the chiefs	Exeter
7	Variety of motors	Cardiff	27	Wrote the constitution of USA	Washington
8	Where the cow crossed water	Oxford	28	Bomber	Lancaster
9	World racing champion	Lewis	29	Mint cake but not a Kipling	Kendall
10	Twinned with boring	Dull	30	Fruit cake	Dundee
11	Beginning of the French week	Lundy	31	From the orient	Eastbourne
12	Upgrade from the old fort	Newcastle	32	Made in	Chelsea
13	Entry to the harbour	Portsmouth	33	Young female leader	Maidenhead
14	Could use canvas to do this	Paington	34	Dog noise	Barking
15	Struggling witches	Coventry	35	Sheep's barrier	Ramsgate
16	Good place for a tea party	Boston	36	Shake on it	Deal
17	Relaxing place after a hard day	Bath	37	Chaucer's tales	Canterbury
18	Button it up	Cardigan	38	Talkative pig	Chatham
19	Midnight swim	Blackpool	39	Where the headstone goes	Gravesend
20	Good when fresh	Ayr	40	Supersedes the old harbour	Newport

DIARY DATES

Please Note that indoor meetings at the Duke William Starkholmes are now on the **SECOND MONDAY** of the Month

Sun	13th	Feb	Eyre Arms Calver 10.00am	Guidance
Mon	14th	Feb	NO MEETING	Cancelled
Sun	20th	Feb	McDonalds Matlock 10.00am	Guidance
Sun	13th	Mar	Eyre Arms Calver 10.00am	Guidance
Mon	14th	Mar	Duke William Matlock 7.30pm	Annual Quiz
Sun	20th	Mar	McDonalds Matlock 10.00am	Guidance
Sun	10th	Apr	Eyre Arms Calver 10.00am	Guidance
Mon	11th	Apr	Duke William Matlock 7.30pm	AGM
Sun	17th	Apr	NO MEETING	Easter Sunday
Sun	8th	May	Eyre Arms Calver 10.00am	Guidance
Mon	9th	May	Duke William Matlock 7.30pm	Guidance/Social
Sun	15th	May	McDonalds Matlock 10.00am	Guidance

Notes re Guidance Meeting Venues

Matlock Guidance – McDonalds

McDonalds has a 90 minutes limit before tickets are issued. Anyone likely to stay longer should inform the manager who will add your regd. number to their list so you wont fall foul. If we use the car park furthest from the building, we should all be fairly close together

Calver Guidance – Eyre Arms

The Eyre Arms top level car park is pretty much fully booked for camper vans, so we will need to meet on the lower level. I suggest on the left as you enter the car park (under the bushes).

Newsletter Dates

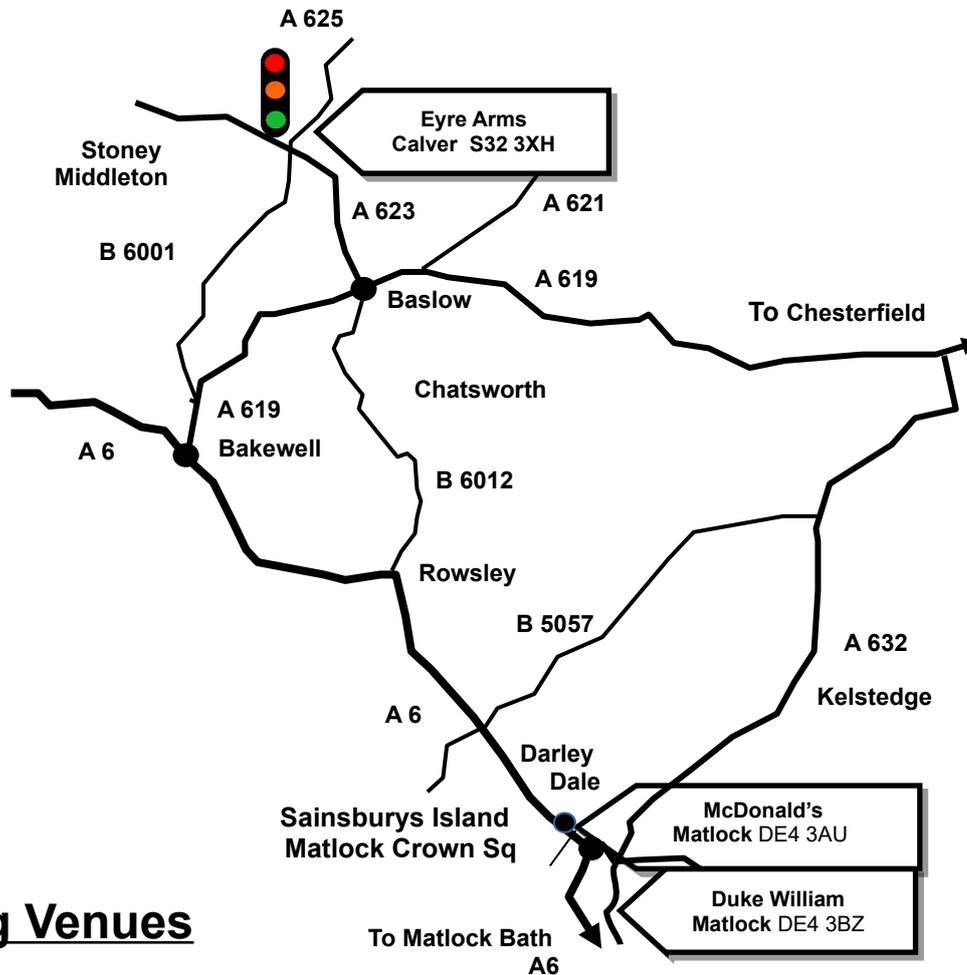
Last date for copy for the February/March Newsletter is January 10th for articles, January 17th for tests, new members etc.

Articles, letters, clippings etc. for inclusion to Mike Scawen

17 Banks Avenue, Golcar, Huddersfield, West Yorkshire HD7 4LZ

E-Mail: mike.scawen@peak05.plus.com

Tel: 01484 647496 or Mobile (preferred) 07788 108177



Meeting Venues

Outdoor Guidance

Eyre Arms Calver. S32 3XH Car park
Second Sunday in month 10.00am

McDonald's 43 Bakewell Road Matlock DE4 3AU car park - area to the right
Third Sunday in month 10.00am

Indoor/Outdoor Guidance

Duke William. 91 Church Street Matlock DE4 3BZ

(Summer Programme May-Sept for guidance drives / rides but with use of the pub, shelter and drinks etc.)

Second Monday in month 7.00pm

(Winter Programme Oct-April Indoor meetings in First Floor Room)

Second Monday in month 7.30pm

See Diary dates for details or our web site
<https://matlock-iamroadsmart.org.uk/>

GROUP COMMITTEE 2020 - 2021

Group Secretary Bill Storey 01629 812732
2 Wye Bank, Bakewell, Derbyshire. DE45 1BH
matlockdhv1@btinternet.com

GROUP OFFICERS

Chairman Kevin Knight 01629 584142 knightowls@btopenworld.com
Vice Chairman Ian Revill 01629 593684
Group Secretary Bill Storey 01629 812732
Group Treasurer Ann Barry 01629 540599
The Lodge King's Hill, Brassington, Matlock DE4 4HA

COMMITTEE MEMBERS

Guidance (Car) Iain Harwood 01629 55563 mail@minandiain.org.uk
Guidance (Mbk) Keith Pearce 01629 57828 keithn.pearce@btinternet.com
Training Officer (Mbk) Geoff Salt 07977 726529 gsalt100@btopenworld.com
Newsletter Distn. Committee Kevin Knight
David Graham. Keith Seaton.
Web Designer Jim McCulloch : 07951944780: jamesmmcc@hotmail.co.uk

NEWSLETTER EDITOR

Mike Scawen 17 Banks Avenue, Golcar, Huddersfield, West Yorkshire HD7 4LZ
01484 647496 Mobile (preferred) 07788 108177 mike.scawen@peak05.plus.com

Data Protection Act.

Details which members have supplied to the Group are held on a database for the club's own use. If you object to your details being held in this way, please inform the Secretary, in writing.

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