

# Derwent and Hope Valleys Group of Advanced Motorists

# NEWSLETTER



## Derwent and Hope Valleys Group IAM

We make better drivers and riders

## August – September 2024

Free assessment Drives and Rides

### **This issue's features**

**Does it matter what road users think of each other**  
**Preparing for and taking the IAM Masters**  
**IAM Roadsmart experience**  
**Air Conditioning**

# **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](http://matlock-iamroadsmart.org.uk)

Facebook - Matlock IAM    Twitter - MatlockIAM

**Congratulations on  
passing your test**

**IAM MEMBERSHIP**

**Associate**

**Tracy Proffitt M/C F1RST**

**Observer**

**Geoff Salt**

**IAM MASTERS – WITH DISTINCTION**

**Rob Jones M/C**



**Tracy Proffitt receiving her F1RST  
certificate from her Observer Geoff Salt**



**Andre Shaha receiving his F1RST certificate  
from his Observer Rob Jones**





**Alan Clark** receiving his F1RST certificate  
from his Observer **Keith Seaton**

**Welcome to the group**

**Associates**

**Richard Scott M/C**  
**John Worrall**

**David Sanderson M/C**  
**Sean Wright M/C**

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Car crime is on the rise in Tokyo.  
Says reporter, Tommy Tookamota!

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## Chairman's Ramblings



Welcome to the fourth newsletter of 2024 which is rather later than usual.

I congratulate Rob Jones on not only attaining his IAM Roadsmart Masters but also gaining a distinction by getting a 1 in all categories. The IAM Masters is the hardest civilian test of riding skills. I thank Rob for sharing his experience with an article in this newsletter.

I also congratulate Tracy Proffitt who achieved a F1RST on passing her bike test and I thank Geoff, her observer. Tracy has also written an article for the newsletter.

I welcome Richard, David John and Sean and I hope they will find preparing for their advanced test both enjoyable and beneficial. Sean has already passed the car test and now wants to add the bike test to his achievements.

I was sorry to hear that after many years as a member of the group and an active observer John Richardson has for various reasons decided to not requalify as a national observer. I sincerely thank John for all that he has done for the group over the years and wish him well for the future.

September will see the last of our summer social/guidance meetings at the Duke William. Whilst these have not been particularly well attended those of us who did enjoyed a good natter.

Be aware at this time of year that a lot of drivers are undertaking longer journeys than usual, as they go on their summer holiday. Many will be driving for too long a period of time and also whilst tired possibly following a day at work. The car may well be overloaded and possibly have bored and fractious children on board. Remember not many of them are advanced drivers who have planned their journey, planned stops and have something to keep the children entertained during the journey. So drive safely and enjoy your summer holiday

As always I wish you safe motoring

Kevin J Knight Group Chairman

## Some Photos of Members negotiating the MOD1 course and practising slow manoeuvring at Swains, Buxton.

It was a very successful evening enjoyed by all those who attended providing a chance to brush up on or learn new skills on slow manoeuvring.

Thanks to Rob Jones, Kurt, Alan and Karen Swain for arranging and showing us how it's done



## MY IAM ROADSMART EXPERIENCE



My journey with the IAM began after a chance conversation my husband had with another rider who had completed the IAM course and recommended both the course and his friend (Geoff Salt) as an observer with the Derwent and Hope Valley group.

Although we'd both spoken about doing an advanced course, this seemed to be the catalyst we needed to take the plunge. At my first meeting with Geoff, he asked why I wanted to do the course and my answer was a very simple one. To become a safer and better rider and I feel that I have achieved that and so much more.

Naturally I was a bit nervous to begin, but after a couple of observed rides soon got into the swing of things. The format seems to work well, with regular breaks in riding so you can discuss with your observer things which were done well and areas which need to be improved on. I found that helpful and soon realised there is no room for criticism, only help. Geoff, my observer, helped with improving my hazard awareness/prioritising; positioning; cornering and anticipation amongst other things. The encouragement I was given to read the course handbook was picked up on and commended by my examiner.

As the course progressed, and my riding improved through practice, Geoff was there gently pushing me and my abilities continuously, always aware of the potential. It gave me a confidence in myself and my riding which I appreciate greatly.

With Geoff's knowledge, patience and guidance, the experience has been one I am proud to have completed and would recommend anyone considering it to go for it!

Tracy Proffitt

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For Sale: A limited edition, bottle of Toppex.

It's a Corrector's item!

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## My Masters Experience



A few months ago somebody said, “Why don’t you write something for the IAM newsletter about your Masters experience?” And I thought why not?

I decided to give it a go for the simple reason that if someone else had written one before I started on my Masters, I would have found it very useful.

The IAM qualifications for Advanced Riders range from a PASS and a F1RST at Advanced level, to a PASS and DISTINCTION at Masters level. Of course, you can fail both, but we will not consider that here. The difference in level between the Advanced and Masters is quite difficult to explain, so sit back and get a cup of tea.

The Masters is not simply a ride at F1RST standard all the way around. That has been said and quoted, but it is not. It is a different beast altogether. I must say these are my personal thoughts and reflections and not official IAM definitions; and I am sure my ramblings may mean one thing to me and another to someone else, so I am happy to chat about any of this with you at one of the meet up venues or ride outs if you wish.

The level of advanced riding you attain shows that you are able to make sustained progress and maintain that progress wherever it is safe to do so, whilst showing the restraint needed, at that level. However, Safety trumps all.

Now for me, those last three words were difficult to reconcile with making more progress than I currently was. I believed I was at my limit, but my second Master Mentor said, “Think back to your first Advanced run.” He went on to talk about the safety bubble or buffer we create and operate within: how when I started riding, my limits or boundaries were governed by two main things: my experience and my skill. They still are, but I have 50,000 miles more experience and have developed more skill. We then discussed what, “pushing the boundaries” means, and what it means for me in particular.

The idea of pushing boundaries is key. Maybe not pushing, but setting. For example, an overtake. Approaching a right hand bend behind a car that has been travelling just below NSL (say 56mph) for a while, unable to overtake without an illegal manoeuvre, I plan for deceleration of car on approach and in bend, and



anticipate my speed, and how much space I need to overtake that vehicle. Using the limit point, I judge the bend, and as the space opens and all pre-set parameters are ticked, I execute the overtake. It is, to quote my mentor, “a binary decision.” Is it on? Yes. Go!

What I hadn't done up to that point is really and honestly thought, measured and practised to find out exactly how much space I needed visible ahead of a car at a certain speed to execute the overtake. By practising and thinking, I now do (at least to a higher level than previously). I have moved my boundary. Thinking is important, both on and off the bike.

One exercise I used was to set up an overtake and imagine I was performing it. Then work out whether I could do it. Then go back and try it, and afterward do some more thought. So, Long Hill as an example. A car going 40 in double solid white area just after White Hall going towards Buxton. As you bear left the solid line on your side breaks for 100m. Can you legally overtake it? Meaning can one get back in before the solid returns? Stay behind and count the car. Go back when clear and approach the same empty space at 40 and then accelerate and manoeuvre (if no oncoming!) Remember to count it. Take one from the other. Is it possible? So I did this and started to analyse and practise.

Practice becomes experience, experience becomes knowledge or skill. Suddenly I started to feel that feeling I hadn't had since my first Advanced runs with Wiggy back in 2020. In those first couple of runs a door of realisation was opened. Position 1 for a right hand bend? Oh yes it does make a difference. The limit point? Wow, it moves towards you and runs away. All these things that had been there always, but not seen by me. Use them, practise them, and suddenly you make progress. But more importantly, it feels easier. Feels safer. Simply because it is. The Masters programme has enabled me to make more progress; more importantly it has made me a safer rider more in control and more knowledgeable about the actual boundaries / limits / safety margins.

“Stop in the distance you see to be clear on your side of the road.” We all know that, it is a staple part of the system and our practice. What does it mean for you? I reflected on this and knew then that I had to practice more, Up until this point I had not formally got on the bike and gone out to test how much space it took me to stop. I had, like most, gone out and practiced emergency stops. Find a straight quiet road, accelerate up to 30-35 mph, get that constant speed and initiate an emergency stop. But out in the “nationals” at 60 mph. How much space did I need to stop? SO I went out and practiced and observed. I started by finding a straight stretch, deciding my point of observing the hazard and where the hazard was. Then approached it at 30mph, initiating a stop to stop just before the

hazard. Then 40, 45, 50, 55 and 60. Clearly you need to be 100% certain the road is clear and have good views. Doing the same on the “twists” was harder to set up and practice, but worth the effort. I used a couple of spots on Snake Pass and Long Hill, where there were good straights before some bends and I could make progress before the “imagined hazard” and then perform my braking sequence. Clearly there is a lot more going on in a bend and you have to think of lean angle and shifting the bike more vertical and changing position in the road. Again, 30 mph, 40, 45, 50. It was a surprising result, as I found my preferred “naturally developed” speed of approach was a lot less than the possible. This new knowledge for me needed practicing then to become second nature bread and butter, as the limit point had been in my initial advanced training. Worth noting here, that the same exercise was also repeated in a single track situation, with the added complication of factoring in an on coming vehicle doing the legal limit. The final elephant in the room for me was wet weather practice. But I took it by its trunk and practiced. Thankfully we had some really dire weather in May and I was able to get out in the wet often! This paid dividends for me on my Masters test as there had been heavy rain before, some during and enough sun to dry out large parts of the route. So, all my training came in handy.

After ensuring I could stop in all conditions, I then started to really consider the system and break down IPSGA. The system should be separated with only the information phase overlapping and permeating all. So let us take bends as an excellent example (everyone’s favourite bit of the ride), but for me something I always felt I could improve further. The bend is all about the limit point. So my mentor questioned me as to why, when the information told me there was an approaching bend, did I not get into position sooner? I started my own answer in terms of you never sacrifice safety for position. Then considered whether moving into P1 earlier did, in fact put me in an unsafe position. If it did, why do we ever venture there? So I practiced, and I did indeed see a smoother ride due to better limit point analysis and earlier views. We carried on breaking down bends and I developed my decisions as to when to leave P1 and move across to the apex, joining up bends and effectively straightening the road much more than I had done previously. In my dissection and re-evaluation of bends I realised I was doing too much IPSGA. I didn’t need to.

Roadcraft is the bible for Masters. There was discussion of this before the assessment and questions about different scenarios. You are expected to know it, live it and breathe it. Another document that is recommended and I found so useful in preparation is the “Full Control” document. This is a short but technical read that covers all of the physics you need. For me the use of foot pegs whilst cornering was very useful indeed.

What the Masters course did for me is made me break down my riding and consider once again, and in more detail, what I do and why. It also made me appreciate more than ever the simplicity yet complexity of the system we know as IPSGA. There were many more learning points in my journey but hopefully this has given a snapshot of them and a glimpse of what my experience of the Masters course was. I thoroughly enjoyed the whole process and look forward now to the next challenge.

Final Note: I completed my course by riding an assessed ride on 5th June with the ASDM Dave Cox. It wasn't the nicest of conditions, but this played in my favour. I achieved a Distinction, with 1s in each category

Rob Jones

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For Sale: A limited edition, bottle of Tippex.

It's a Corrector's item!

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When does a joke become a 'Dad' joke?

When it's fully groan!

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Little Red Riding Hood is in hospital.

She's much better, but not out of the woods yet!

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I have a brown belt in Partial Arts.

I never finish anything!

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Team GB has won its first medal, for fencing.

Well done Ron Seal!

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## Air Conditioning and the Recirculation Button



Many drivers are unsure just exactly what the recirculation button does and also when to use it.

When the recirculation button is switched off the Air Conditioning system takes in fresh air from outside the vehicle,cools it to the set temperature and circulates it around the vehicle.

If the recirculation button is switched on then the Air Conditioning system takes the air from within the vehicle and cools it to the set temperature and circulates it around the vehicle.

Accordingly if the outside temperature is high it is better to switch on the recirculation button so the Air Conditioning only has to cool the existing already cooled air rather than cooling the hotter air from outside. Thereby making the Air Con more efficient and cooling the vehicle more quickly.

If getting into a very hot vehicle it can be beneficial to switch off the button and open all the windows for a short time to expel the very hot air and then switch recirculation on.

The recirculation button works by taking the air inside your car and recirculating it within the cabin, rather than pulling in fresh air from outside. On extremely hot days, if you don't use the recirculation feature, your AC system has to cool the hot air from outside, which can be less efficient. By recirculating the cooler air inside the car, you can cool your vehicle more quickly and reduce the strain on your AC system.

Another occasion when using the recirculation mode is beneficial is when sitting in a traffic queue. If taking air from outside you will be taking in exhaust fumes from the queuing traffic which contains carbon monoxide and other pollutants.

Research suggests that the recirculation mode can reduce the pollutant level by 20%.

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What do you call a cat that swallowed a duck?

A duck filled fatty puss!

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Optician : Your results are back.

Me: Can I see them?

Optician : Probably not!

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My neighbour, walking with two dogs.

I said, "Your dogs?"

She said, "They're my sisters."

I said, "Wow, and you are so pretty!"

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## *A couple of articles written by Eric Elwell and first published a few years ago*

### **Does it matter what road users think of each other?**

What do people on the roads, in or on a variety of wheeled vehicles, on foot or even on animals, think of each other? Of course they hold different attitudes and these attitudes may have a direct impact on the outcome of any interactions.

'Remember we share the road with those we don't know and whose experience and skill levels we can only estimate'. Hopefully the strap line is familiar to regular readers of this newsletter. To help us anticipate the actions of other road users some of us use stereotypes as a short cut to predicting a likely outcome.

The RAC foundation has commissioned a report the aim of which is to inform them how motorists and other users share the road. The scope of any future research will be comprehensive and will look at amongst other elements how we as motorists consider other road users, the actions we take when encountering them and the allowances we make for each other. The role of stereotypes will figure strongly in the research.

Initial studies have indicated that although people have multiple identities as road users (pedestrian, cyclist, car driver etc.) they tend to hold only one road user 'identity' at a time (usually 'car driver'). Different types of road user are attributed different risk-increasing behaviours, not based on knowledge of the individuals but on our preconceived perceptions of them, stereotypes.

For example: in a workshop car drivers said they viewed cyclists as one of the most unsafe road users, categorising them into three distinct types each with differing attributed behaviours.

1. Those cycling for fun
2. Professional cyclists (couriers) seen as the greatest risk, due to their claimed rule breaking and risk taking
3. Commuters travelling to and from work

This stereotypical image is partly due to perceptions of their behaviour such as weaving in and out of traffic, running traffic lights and riding on the pavement.

This perception changes dependant on the individual's view point. For instance, in one research workshop some of the participants complained about the tendency of some cyclists to ride in groups, two or more abreast, making it hard for car drivers to get past. 'There's normally a group, they're spaced across the road, and there are cars going about 20 miles an hour behind them. Move over, I think it's selfish.'

However, a contributor who himself cycled in this way defended the practice in the face of opposition from the rest of the group. 'You got a group of 20; you can't keep pulling in to single file all the time because it's just not practical. They can't ride single file all the time; they're working as a team. It's exactly the same as a slow car. Everybody's entitled; you know... it's not against the law.'

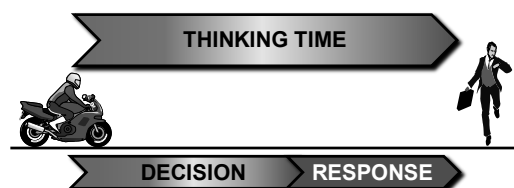
These two responses differ fundamentally. For the first, team cyclists are selfishly making unreasonable claims on the road. For the second, team cyclists are doing something that is perfectly reasonable and justified. These two different road users have different moral models of the people they interact with. These views reinforce the stereotype image we have developed.

As a predictive tool it's not hard to see how stereotypes play a part in decision making. They provide the road user with an early signal that alternative actions may be required, thereby allowing extra time to prepare action plans. It's much less obvious however the part they play in the actual mechanics of avoiding collisions. This is not to say that they definitely do not play a valuable role.

Explaining and evaluating other people's behaviour by attributing psychological characteristics to them is an everyday human activity. In our interactions on the road, however, we typically lack sufficient information about other people, whom we encounter, for the most part fleetingly, and anonymously. In fact, even when we do have more information to work with, the evidence for our use of stereotypes still remains compelling. We make use of such a moral model when explaining and evaluating other road users' behaviour. But that may be because of our inherent perceptions.

Amongst ongoing requirements of an advanced motorist is to produce a journey that will ensure the safety and reassurance of passengers and other road users and avoid causing others concern, even if this concern may be unjustified. The information stage of the system of control has at its core the taking of information used to generate the time necessary to take the appropriate action.

The time to take action, 'thinking time in the Highway Code', comprises the time the brain takes in deciding what to do, decision time and the response or action time. Any additional source of information that reduces this time generates additional stopping time or space and is welcome. Stereotypes can help in anticipating what may be likely to happen.



Advanced motoring is about improving safety and education. Remember we share the road with those we don't know and whose experience and skill we can only estimate. This gap in our knowledge is partly filled by stereotypes.

Eric A Elwell Training Officer

Source for article the report 'Road Sharing Does it matter what road users think of each other?' by Dr Simon Christmas and Dr Shaun Helman. Commissioned by The Royal Automobile Club Foundation for Motoring Ltd January 2011

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When does a joke become a 'Dad' joke?

When it's fully groan!

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The ratio of a pig's length to its girth is 3.142

This is known as

Pork Pi!

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The man who invented Tupperware died.

His funeral was delayed, while they found the right lid for his coffin!

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To the person who stole my camouflage jacket and my flip-flops ...

You can hide, but you can't run!

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I'm pleased to tell you, I have ticked the first item on my bucket list.

I have bought the bucket!

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# Driving for three hours at night is 'as bad as being behind the wheel drunk'

Just three hours behind the wheel at night can make motorists drive as badly as if they were drunk, according to scientists. A study has revealed that driver tiredness after a few hours has the same effect as being over the drink-driving limit.

Dangerous: Two hours of motorway driving in the dark can affect performance so severely it is the same as having a couple of drinks, scientists claim. Now experts who carried out the research want governments to impose a maximum two-hour limit on continuous night-time driving in a bid to curb accidents and death rates.

It is estimated that one-fifth of all traffic accidents are due to sleepiness behind the wheel. One in three motorists admits to nodding off while driving at night. Unlike alcohol, police have no way of measuring whether a driver is affected by fatigue.

To assess the extent to which tiredness hinders driving performance, researchers at Utrecht University in the Netherlands recruited 14 healthy young men aged 21 to 25.

Under supervision, each one drove for two, four and eight hours at a time through the night. They had to maintain a constant 80mph on the motorway and remain in the centre of their traffic lane. Researchers used video recordings to monitor the safety of their driving. After the experiment, they compared motorists' performances with what's already known about the effect alcohol can have on driver safety.

The results, published in the Journal of Sleep Research, showed that after just two hours behind the wheel, the drivers were already making the same mistakes they would if they had 0.05 per cent blood alcohol content - more than half the UK legal drink drive limit of 80milligrammes of alcohol per 100 millilitres of blood.

At three hours, their performance corresponded to 0.08 cent blood alcohol content - the national limit and by four-and-a-half hours it was equivalent to 0.10 per cent.

In a report on their findings, the researchers said: 'Our data show that drivers should take sleepiness behind the wheel seriously. It is one of the primary causes of accidents on motorways. 'Yet drivers themselves are sometimes unaware of sleepiness, reduced alertness and corresponding impaired driving.

'Measures such as playing loud music or opening the window are of limited use. A maximum continuous night-time driving duration of two hours should be recommended.'

# DIARY DATES

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

No Calver Sunday Guidance November, December, January and February

Sun	9th	June	Yondermann Cafe Wardlow Miers 10.00am	Guidance
Sun	11th	Aug	Yondermann Cafe Wardlow Miers 10.00am	Guidance
Mon	12th	Aug	Duke William Matlock 7.00pm	Guidance/Social
Sun	18th	Aug	Peak Village Rowsley 10.00am	Guidance
Sun	8th	Sep	Yondermann Cafe Wardlow Miers 10.00am	Guidance
Mon	9th	Sep	Duke William Matlock 7.00pm	Guidance/Social
Sun	15th	Sep	Peak Village Rowsley 10.00am	Guidance
Sun	13th	Oct	Yondermann Cafe Wardlow Miers 10.00am	Guidance Last Calver Guidance of year
Mon	14th	Oct	Duke William Matlock 7.30pm	George Smith Challenge TBC
Sun	20th	Oct	Peak Village Rowsley 10.00am	Guidance
Mon	11th	Nov	Duke William Matlock 7.30pm	Training Evening TBC
Sun	17th	Nov	Peak Village Rowsley 10.00am	Guidance
Mon	9th	Dec	Duke William Matlock 7.30pm	Annual Photo Competition
Sun	15th	Dec	Peak Village Rowsley	No Guidance Christmas

## Notes re Guidance Meeting Venues

### Matlock Guidance – Peak Village Rowsley DE4 2JE



On entering the car park turn right (you can't turn down first lane) and then at end of lane turn right up the exit lane of car park and park on the left (Marked X) hopefully we should all be fairly close together

### Calver Guidance – Yondermann Cafe Wardlow Miers SK17 8RW



Approximately 4 miles from the Eyre Arms on the A623 towards Tideswell.

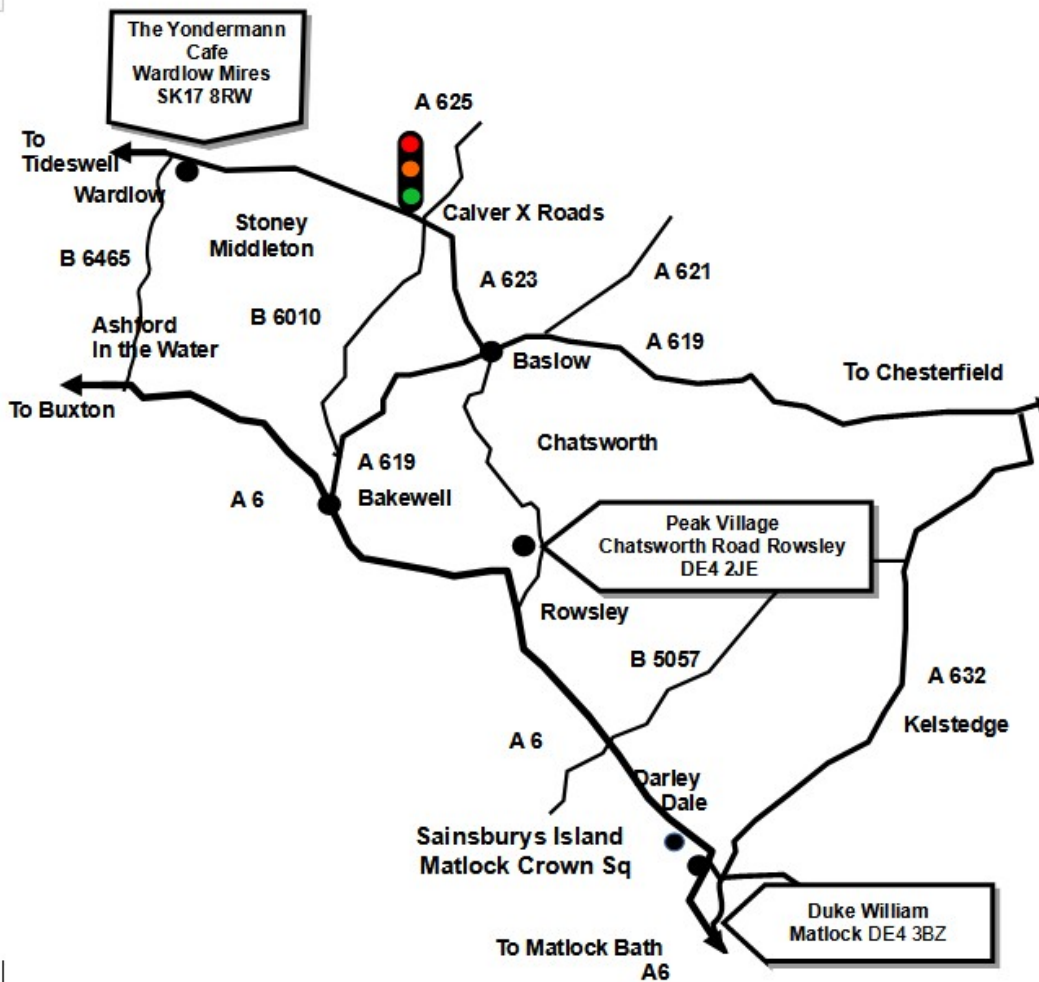
On entering car park turn right and park at the front of the car park next to the road (A623) the Tideswell side, in front of building with CAFE sign.

## Newsletter Dates

Last date for copy for the October/November Newsletter is September 17th for articles, September 24th for tests, new members etc.

Articles, letters, clippings etc. for inclusion to Kevin Knight

E-Mail: [knightowls@btopenworld.com](mailto:knightowls@btopenworld.com) Tel: 01629 584142



## Meeting Venues

## Outdoor Guidance

The Yondermann Cafe Wardlow Mires SK17 8RW Car park  
 Second Sunday in month 10.00am  
 March - October

Peak Village Chatsworth Road Rowsley DE4 2JE 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 2024 - 2025**

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### **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.

The contents of this Newsletter are purely the views of contributors and do not necessarily constitute the views of the Editor, the Institute, or the Matlock (Derwent and Hope Valleys) Group of Advanced Motorists.

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