

# Derwent and Hope Valleys Group of Advanced Motorists

## Newsletter

**April/May 2021**

**This issue's features**



**Know Your Dashboard Lights**

**Coronavirus (COVID-19): driver and rider trainer  
guidance**

**Reverse or Parallel Parking**

# 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

# Welcome to the group

Alex Pykett M/C

## Chairman's Ramblings

Welcome to the second newsletter of 2021. When writing my ramblings for the second newsletter of 2020 I wrote about it being in unprecedented times but never realised, as I am sure nobody could, what lay ahead.



Fortunately helped along with the fantastic vaccination programme the future is looking brighter and hopefully we will continue along the road to exiting the various restrictions.

I am pleased to report that as from 29 March we were able to commence the restart of motorcycle observing. We will be getting back on the road and checking all observers as most have not ridden for a while. Once this is completed and everyone is happy, after 12 April we plan to resume on road training with Associates. **HOWEVER** - the restrictions say stay local, but there is no advice what local means. We believe that until **17th May** we should only ride within our immediate local area, and so concentrate on specific things rather than longer rides. More emphasis on theory with the associate over a coffee outside. All the usual social distancing rules apply as before.

At the current time Car observing and other group activities remain on hold but this will, of course, be reviewed as the Covid legislation changes.

Whilst obviously there cannot have been any test successes I am pleased to welcome Alex Pykett, a new bike associate, to the group.

Unfortunately Kate, our newsletter editor, has been in hospital and due to health problems is unable, certainly at the current time, to carry on producing the newsletter. I am sure everyone joins me in thanking Kate for all the hard work that she has done in providing us all with some very interesting reading over the last 20 years or so. Kate's editing was aptly recognised when the group's newsletter was awarded the IAM newsletter of the year. Hopefully Kate will feel up to using some of her old skills to find some pertinent articles for inclusion in future copies. We all wish Kate well.

I am pleased to welcome, and thank, our new editor Mike Scawen who stepped forward to volunteer following my e mail request. Mike is obviously on a learning curve and there may be the odd hiccup along the way. I know it is not an easy task producing an interesting newsletter but the job can be made a lot easier if members forward Mike any articles etc which will be of interest for inclusion in future editions.



I was very sorry to hear the news that sadly Bernard Hiorns died in January. Bernard who was 91 fell and broke his hip last year. Unfortunately due to various complications Bernard was unable to get home and then caught Covid and sadly died in hospital. I was pleased to be able to attend Bernard's funeral virtually. Bernard was a true gentleman in every sense and I know you will all join me in sending condolences to Sheila and family.

As we slowly emerge from lockdown it is inevitable that our roads will start to become busier and a lot of people may well be returning to their cars having not driven much for some time. They may well be a little rusty and not as sharp etc as usual. Indeed many of us may well feel the same. So do be aware and take extra care on the roads.

I sincerely hope that you and your families remain safe and well.

As always I wish you safe motoring.

Kevin J Knight – Group Chairman



## **How well do you know car dashboard warning lights? As a poll finds that half of drivers ignore them - take our quiz on the most common alerts**

- **A survey of 2,000 UK adults has revealed that 46% of drivers ignore the alerts**
- **One in five claim they will drive for two or three days before investigating issues**
- **Two in five ignore them hoping they'll go off and a third leave them in fear of expensive repair bills**

Motorists are being warned to not ignore illuminated dashboard warning lights in their cars when they return to the road after - or during - the third national lockdown.

A survey of 2,000 UK adults by dealer group Robins & Day revealed that almost half fail to immediately address the alerts, with many neglecting them out of laziness.

And by continuing to use their car when a warning light is telling them not to, motorists are risking causing more damage to their motors and could see repair costs spiral.

But how big a warning is that light and what does it mean? Take our quiz to see if you can correctly name nine of the most common dashboard warning lights.

Do you act on dashboard warning lights? Some 46% of UK drivers polled said they ignore the alerts

The dealer network's poll found that 46 per cent of adults ignore a warning light on the dashboard of their car.

Of the 2,000 people surveyed, 19 per cent said they would continue to use their vehicle for two or three days with a warning light illuminated before seeking to get the problem sorted.

This is the case even if the warning light is red to signify it is a serious issue that need immediate action.

Amber, orange or other colour lights often mean something needs checking by a garage but the vehicle can still be driven.

When asked why they don't action the warnings by taking the car to a dealership or garage, two in five (40 per cent) said they disregard it as a fault with the dashboard light itself, expecting it to go off again sooner or later.

Incredibly, over a third (34 per cent) try to push it to the back of their mind over fears of expensive repairs, while another quarter (24 per cent) cast the issue aside out of sheer laziness.



+2

When asked why they don't action the warnings by taking the car to a dealership or garage, two in five said they disregard it as a fault with the dashboard bulb itself

### **You could fail an MOT**

While failing to remedy a dashboard warning light can cause a more expensive problem, it can also cause issues if you're taking your car for an MOT test.

Under current rules, some warning lights can result in an automatic fail.

These include alerts for problems with airbags, the electronic parking brake, electronic stability control, headlight main beam, electronic power steering, brake fluid level or issue with the seatbelt pre-tensioner.

Explaining the results of its study, the dealer group said: 'Whilst it is completely reasonable not to know every single light on a dashboard, ensuring you have enough knowledge of the basics to help you diagnose a potential problem with your vehicle will prove to be a priceless skill, should an issue arise.'

'However, our study found that just a fifth (21 per cent) of UK drivers could identify the basic warning lights on their dashboard such as 'low tyre pressure' and 'check oil'. Fifteen per cent of those surveyed believed they could identify all of the basic warning lights unaided, if required.

'Our research also highlighted that three per cent of Brits did not know that their car manual was there to help them to identify any issues with their vehicle.'

## Coronavirus (COVID-19): driver and rider trainer guidance

There has been some conflicting information regarding when observed motorbike runs can commence.

On checking the government web site it states :-

From 29 March 2021, you'll be allowed to:

- restart motorcycle compulsory basic training (CBT) and **other types of motorcycle training.**

I learned that other Groups are restarting, so I sought further clarification and was told we could restart as of 29th March, but it has not come out from IAM head office, but Peter Serhatlic our Regional Service Delivery Manager.

We need to be very careful and each person must be happy to restart. There is no pressure on anyone.

It has been decided that we will proceed with the following timetable for motorcycle Observers. See Covid-19 Proposed Roadmap: IAM RoadSmart activity advice.

From **29th March** - get back on the road as some of us have not ridden for several months.

From **12th April** - we will pair off again to check each other over. I need to check a couple of Local Observers who qualified a few years ago. Hopefully we can do this quickly so that once we have each been checked and are happy to crack on, we can start with our associates again.

HOWEVER - the restrictions say stay local, but there is no advice what local means. We believe that until **17th May** we should only ride within our immediate local area, and so concentrate on specific things rather than longer rides. More emphasis on theory with the associate over a coffee outside. All the usual social distancing rules apply as before.

From **17th May** restrictions should ease and we can ride further afield.

Obviously associates are at different stages, but all will be rusty, so we need to take it gently to start with.

So that is the plan.

Car Observing is a different issue and we will be looking into this too.

Safe riding

Bill



**ENGLAND – Issue date 01/03/21 (note all dates subject to change)**



**COVID-19 Proposed Roadmap: IAM RoadSmart activity advice**

DATES (not before)	29 <sup>th</sup> MARCH 2021	12 <sup>th</sup> APRIL 2021	17 <sup>th</sup> MAY 2021	21 <sup>st</sup> JUNE 2021
<b>Rules on mixing</b>	Stay at home order lifted  Rule of 6 or 2 households mixing in outdoor settings only. No indoor mixing of households.	Rule of 6 or 2 households mixing in outdoor settings only.  No indoor mixing of households.	Rule of 6 or 2 households in indoor settings (under constant review)  30 person meeting limit but outdoors only.	All restrictions lifted.
<b>Travel</b>	Minimise travel.  You can leave home for exercise and recreation.	Minimise travel.  You can leave home for exercise and recreation.  DVSA instruction & testing restarts.	Minimise travel restriction lifted.  Domestic travel only.  No international travel before this date (subject to review)	All restrictions lifted.
<b>Shopping &amp; retail</b>	Non-essential retail remains closed. Take away service only. Hotels remain closed.	All retail open. Hotels remain closed.	No overnight stays restriction lifted. Hotels and all retail now open.	All retail open.
<b>IAM RoadSmart Motorcycle activity</b>	<b>Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised</b>	<b>YES</b>  <b>With all parties in agreement, minimising travel as advised</b>	<b>YES</b>  <b>With mutual agreement</b>	<b>YES</b>
<b>IAM RoadSmart Car activity</b>	<b>NO</b>  <b>No indoor mixing of households allowed</b>	<b>Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised</b>	<b>YES</b>  <b>With mutual agreement</b>	<b>YES</b>

Government guidance can be found here – [COVID-19 Response - Spring 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

To read the latest IAM RoadSmart COVID-19 Restart Guidance, log into the members' dashboard at [www.iamroadsmart.com](http://www.iamroadsmart.com)

*Just failed my ventriloquist exam....*

*Can't say I'm surprised*

## Reverse or Parallel Parking

Best method is to break the manoeuvre down into component parts. In doing so, should the driver encounter difficulties then just the section which went wrong can be repeated rather than going back to the start and trying all over again.

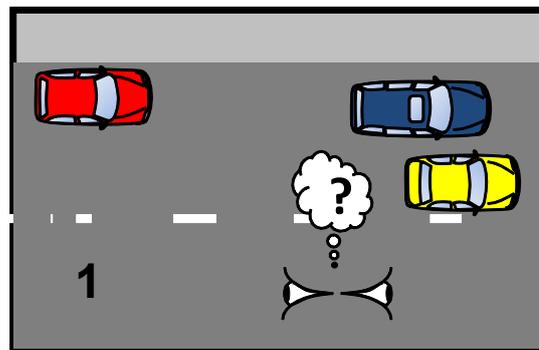
The essence to any reversing manoeuvre is to take your time. Aim for a slow but continually moving vehicle, although stopping to check for traffic or obstructions at any time is acceptable and apply the steering input quickly. Do not dry steer.

This manoeuvre is to be considered and carried out in four parts.

- 1) Approach and lining up of your car to begin with
- 2) Reverse to the appropriate angle
- 3) Gentle reverse into the space
- 4) Final positioning and adjustment

In sequence the driver should,

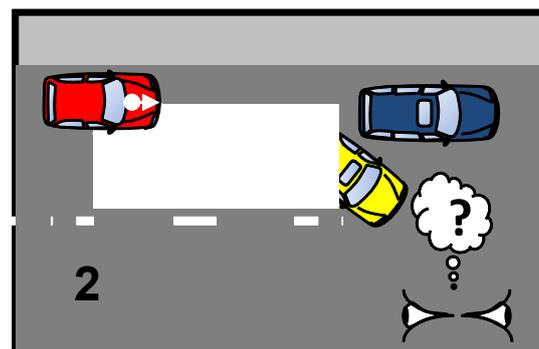
1) Pull up alongside the vehicle ahead of the parking space, coming to a stop with the driver in line with the front of this vehicle. The gap between the vehicles should be no more than one metre. Adjust the nearside door mirror to give better view of the rear nearside wheel/wheel area. Do not tilt the mirror too far downwards; driver needs to still be able to see the road to rear of the vehicle.



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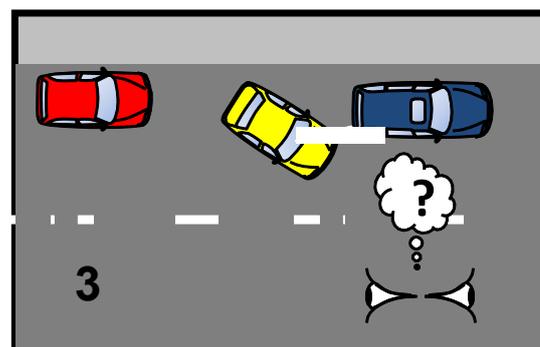
a) Checking all around and if safe to proceed, engage reverse. Gently allow the vehicle to move. Do not rush and do not dry steer.

2) As the rear of your vehicle comes in line with the rear of the parked vehicle and certainly no later than your rear nearside wheel coming in line with the rearmost of the parked car, apply quickly full left lock. Use your nearside mirror and further looks over your left shoulder to confirm this position.



a) The front of your vehicle will now be swinging out to the right, it is at this point you should pause the manoeuvre in order to check both to the front and rear for other traffic which may be passing.  
b) If safe to proceed, continue to reverse with the steering on full lock until the vehicle reaches an angle of about 45 degrees from your start line. As the vehicle gently moves to reach this angle, look now in the offside door mirror. As a guide, as you look in the offside mirror you should be looking for the offside of your vehicle to be in line with a mark just offset to the left of the centre line of the vehicle behind. If the vehicle has a centrally mounted number plate then the Middle letter of the last three is about right.

3) Once lined up at the correct angle quickly turn steering wheel to the right to bring the front wheels back to straight.



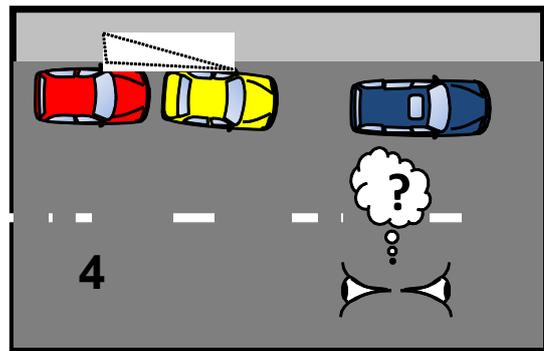
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a) Now continue reversing the vehicle back gently in a straight line.  
b) Whilst now looking in the nearside mirror to check the rear wheel to kerb distance, check also that the tax disc (assuming it is affixed in the front left bottom corner of your windscreen) of your car is roughly in line with the rear offside corner of the parked car in front and you, the driver, are roughly in line with the offside front corner of the vehicle behind, begin to then apply a slow but steady full turn of your steering wheel to the right.  
c) Continue to monitor rear nearside wheel to kerb, front nearside corner of your car to rear offside corner of car in front and rear of your car to front of vehicle behind.

4) Keep the car reversing gently until you note in nearside door mirror that the side of your car is about to become parallel to the kerb. In doing take the turn off and finish with your wheels straight. At the same time monitor the distance between the rear of your car and the front of one behind.

a) If required move your car forward slightly to park it centrally in the parking space.

b) Apply parking brake, gear into neutral and adjust nearside door mirror back to original position.



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Note the required elements of each part. If it goes wrong at any stage, just retrace that part rather than driving back out of the space to start all over again.

Happy reversing

Brian Allen

Derbyshire Police Driving School

Editors Note :- The IAM examiners requirements for all manoeuvres are: -

- Safety all round observation prior to and during the execution of the manoeuvre, must be of the highest standards. Mirrors should only be used for checking the accuracy of the manoeuvre. Correct selection of the location, is it legal, safe and considerate.
- Control of vehicle must at all times be fully demonstrated no rolling with the camber and full use made of the handbrake where required
- Accuracy of execution must be exemplary, no mounting of kerbs or swinging wide.

***A gang has been caught making counterfeit Kipling Bakewell tarts...***

***the police say they're exceedingly good fakes.***

# Newsletter Dates

**Last date for copy for the June/July Newsletter is May 7th for articles, May 14th for tests, new members etc.**

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

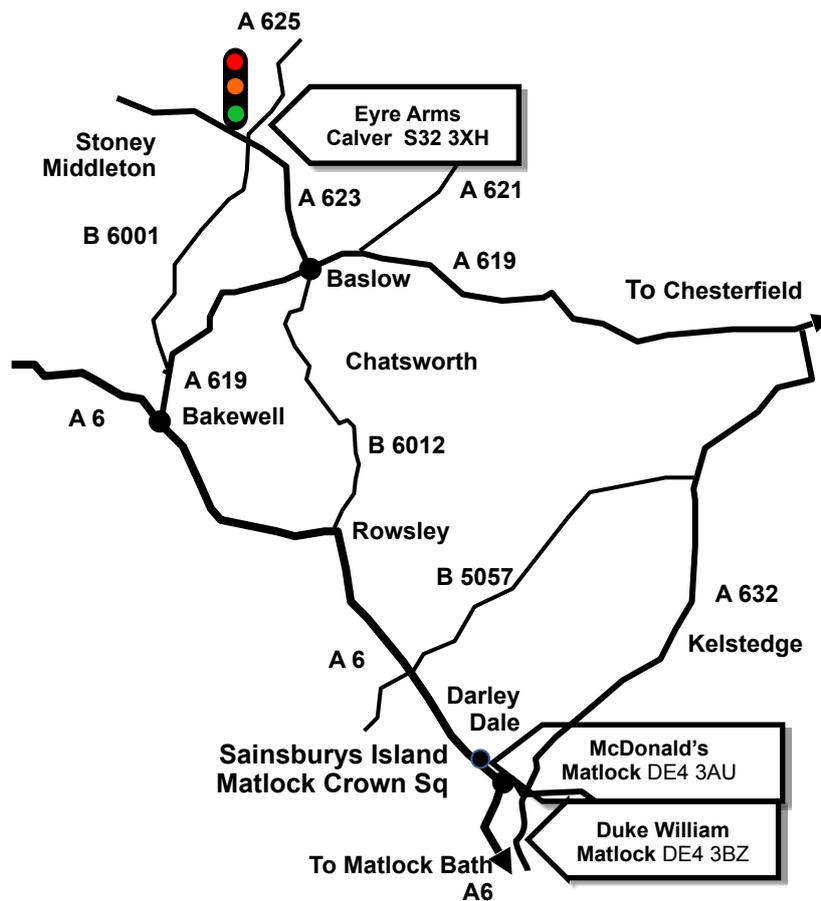
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**These Dates for Guidance Sessions are Provisional and Dependant on Anticipated Covid Legislation Changes**

<b>Sun</b>	<b>13th</b>	<b>June</b>	<b>Eyre Arms Calver 10.0am</b>	<b>Guidance</b>
<b>Sun</b>	<b>20th</b>	<b>June</b>	<b>McDonalds Matlock 10am</b>	<b>Guidance</b>
<b>Tues</b>	<b>6th</b>	<b>July</b>	<b>Duke William 7.30pm</b>	<b>Social/Guidance</b>
<b>Sun</b>	<b>11th</b>	<b>July</b>	<b>Eyre Arms Calver 10.0am</b>	<b>Guidance</b>
<b>Sun</b>	<b>18th</b>	<b>July</b>	<b>McDonalds Matlock 10am</b>	<b>Guidance</b>



## 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

(Winter Programme October-April Summer Programme May-Sept)

Duke William. 91 Church Street Matlock DE4 3BZ  
First Tues in month 7.30pm

See Diary dates for details on our web site

<https://matlock-iamroadsmart.org.uk/>

## **GROUP COMMITTEE 2020 - 2021**

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<b>Group Secretary</b>	Bill Storey 01629 812732	
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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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