



# **Exeter & Torbay Advanced Motorists**

**Autumn 2020**

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The views and opinions expressed in this newsletter are not necessarily those of the Editor, the Exeter and Torbay Advanced Motorists or the Institute of Advanced Motorists.

The Editor reserves the right to edit articles for publication.

# Chairman's Chat

Greetings all.

As I expect you are aware, IAM HQ decided that we could resume Observing in mid-July, after the DVSA announced that ADI's could resume driving lessons, with provisos. Having discussed with our Observers, we decided we would not resume, as we have concerns over various health issues, and being reliant on Associates to suitably sanitise their own vehicles before a coaching session, also with the influx of summer visitors to our area, we suspect a coronavirus 'spike' could well occur. A month is now past and the situation is yet to improve sufficiently to alleviate the concerns of our Observers, so, we are 'sitting tight' for the time being, as are all the other South West Area Groups.

As you will see in the Skills Report, after due consideration we did go ahead with the 'GymCarNa' event, as it was outdoors, and vehicles were solo occupancy.

*And Finally;*

*Label Instructions: in case you need any further proof that the human race is doomed through stupidity, here are some actual labels instructions on consumer goods:*

*On a bar of Dial soap: Directions: use like regular soap*

*On a child's Superman costume: wearing of this garment does not enable you to fly.*

*On a string of Chinese made Christmas lights: for indoor or outdoor use only.*

*On an American Airlines packet of nuts: Instructions: open packet, eat nuts.*

*On Boot's Children's cough medicine: Do not drive car or operate machinery.*

*On a Marks and Spencers bread pudding: product will be hot after heating.*

*On Nytol sleep aid: Warning, may cause drowsiness.*

*On Sainsbury's peanuts: Warning, contains nuts.*

*On Sears hair dryer: do not use while sleeping.*

*On Tesco's Tiramisu dessert: Do not turn upside down [printed on the bottom of the box]*

*Safe Driving*

*John Tibbs*

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# Greetings from the ETAM Skills Co-ordinator

Greetings all

We have yet to resume the ADC with our Associates as none of the Observers are willing to continue, with various concerns over health issues – as you may be aware the majority of our Observers are in the 'at risk' category – including myself!

We did manage to hold the 'GymCarNa' event at Poltimore on the 12<sup>th</sup> August, observing all precautions, and this went well, congratulations to Pete Smith on achieving minimum points!

Subject to the Kenn Centre hall being available, we are planning on having an event there on our 'normal' meeting date – Wednesday 2<sup>nd</sup> September at 7.30pm. This will be a theory/refresher session, with a DVD and a Q&A session, which our current Associates will hopefully be able to attend?

If you are still not routinely driving, don't forget your 'POWDERY' checks when you do take to the roads!

*John Tibbs*

# Welcome

We extend a warm welcome to the following Full Members who has joined the Group since the last newsletter

Denis Brewer            Bovey Tracey  
Graham Ranshaw      Teignmouth

Claire Chilcott  
Membership Secretary

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## What3Words

What3Words is a free Smartphone app that defines the entire planet in 3m x 3m squares, and assigns a combination of three words, generated randomly from a database, to each square. The website is [www.what3words.com](http://www.what3words.com) and an explanatory article can be found at [www.bbc.co.uk/news/uk-england-49319760](http://www.bbc.co.uk/news/uk-england-49319760)

You don't need a phone signal to find the '3words' of your current location, all you need is your GPS location facility. Many UK emergency services now use What3Words officially, in our area it would, of course, be extremely useful on Dartmoor or Exmoor.

Similar combinations are, naturally, a feature of the system, for example 'venturing.haunt.self' is near Karachi, 'ventures.haunt.self' is Iquitos in Peru and 'venturing.haunts.self' is Church Stretton in Worcestershire, so the three words must be conveyed and understood properly – use of the phonetic alphabet could be useful – Alpha, Bravo, Charlie, Delta etc.

# Forthcoming Events

The Group meets on the first Wednesday of every month (except January). Meetings start at 7.30pm.

**Kenn Centre  
Exeter Road  
Kennford, Exeter  
EX6 7UE**

The Kenn Centre is situated off the A38 (Exeter to Plymouth road) in the village of Kennford. The Centre is clearly signposted once you arrive in the village and free parking for 40 cars is available close to the main entrance.

## **Subject to local coronavirus restrictions**

**2<sup>nd</sup> September**

Talk to be confirmed (please check the website nearer to the date)

**7<sup>th</sup> October**

AGM and talk (tbc)

If you have any suggestions for talks or if you can help with approaching possible speakers please contact us. To keep up to date with news about our monthly meetings and driveouts please see our website. Details on the Contacts Page at the end of the newsletter.

Please do come to the monthly meetings, we hope to have something of interest for you and it is good to keep in touch with other members and to hear what is happening in the driving world. If you know of anything you would like to hear about please let me know. Any problems finding us ring the IAM mobile on 07522480883 for directions.

# GymCarNa

Our famous GymCarNa took place on the 12<sup>th</sup> August at Poltimore (thanks to Rob Adams for agreeing use of the venue).

Nine people ventured around the course which included driving with a bowl of water on the bonnet through a slalom, reverse parking, parallel parking, judging where the front of the car was and estimating the width of the vehicle.



The slalom



Parallel parking and estimating the width of the car



Reverse parking

Congratulations to Pete Smith who scored the fewest points and to Mike Preece who came second. Prizes were awarded over refreshments in the barn. Thank you to all who came and participated in the event and those who helped in setting up and marshalling the activities. An enjoyable evening was had by all.

Claire Chilcott

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## **The British Horse Society interactive road safety film**

The British Horse Society has produced an interactive road safety film after successfully securing a road safety grant for £40,000 from the Police and Crime Commissioner for Warwickshire Commissioner Philip Seccombe's Road Safety Fund.

The film follows a young driver who is faced with a series of hazards along his journey to collect friends for a party. Featuring four different hazard scenarios, the film invites the viewer to decide between two options on how the driver should navigate around each obstacle, leading to either a positive or negative outcome.

The scenarios presented in the film are designed to highlight the risks faced by vulnerable road users and the consequences that can occur if drivers do not adapt their driving behaviour appropriately around them. The scenarios featured within the video focus on what to do when:

- approaching changing traffic lights
- approaching a blind bend
- approaching a horse rider on a single track
- approaching a stationary school bus dropping off children

Tracy Castles, Director of Fundraising at the BHS, said “We are delighted to have secured the funding to produce this interactive video and continue the fantastic safety work of the BHS. We hope this video will serve as an important and engaging tool in reminding young drivers of the dangers and risks faced by a range of vulnerable road users.”

Philip Seccombe, Warwickshire Police and Crime Commissioner said “I am delighted to be able to support this great initiative through the Road Safety Fund to help make young drivers aware of the risks and consequences when they start to drive. We want young people to be safer on our roads and this interactive video provides an opportunity to help reach new drivers not only in Warwickshire but nationally at a key point in their driving career, when they are still learning and receptive to new information. By educating young drivers we hope to also improve the safety of the increasing number of vulnerable road users such as horse riders, cyclists, motorcyclists and pedestrians, we are seeing on Warwickshire’s roads”

The interactive video was one of eleven projects successful in securing part of the £392,252 Warwickshire Police and Crime Commissioner’s Road Safety Fund 2019/20 funding on offer to help support vulnerable road users and improve road safety in Warwickshire.

<https://www.whatsonyourhorizon.com/index2.html>

# Notice of Annual General Meeting 2020

Notice is hereby given, by order of the Group Committee, that the Annual General Meeting of Exeter and Torbay Advanced Motorists will be held at 7.30pm on Wednesday 7<sup>th</sup> October 2020 at

**Kenn Centre  
Exeter Road  
Kennford, Exeter  
EX6 7UE**

Martin Edworthy  
Secretary  
71 Summerhill Rd  
Liverton  
Newton Abbot  
Devon  
TQ12 6HF

20<sup>th</sup> August 2020

All members and friends are invited to attend, but only fully paid-up members of both the IAM and of the group may vote.

A member entitled to vote at the General Meeting may appoint a proxy to vote in his/her stead. A proxy need not be a full member of the group.

# Nomination Form

## Annual General Meeting

Wednesday 7<sup>th</sup> October 2020 at **Kenn Centre**  
**Exeter Road, Kennford, Exeter. EX6 7UE**  
7.30pm

I wish to nominate

For the position of

Signed

Group No.

Signature of Nominee

Group No.

Please return forms no later than Wednesday 23<sup>rd</sup>  
September 2020 to Martin Edworthy, Secretary,  
71 Summerhill Rd, Liverton, Newton Abbot,  
Devon. TQ12 6HF

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# Keeping drivers on the straight and narrow

Motorists could soon be able to legally drive 'hands free' for the first time ever in the UK, under government plans. Fully autonomous cars are a step closer to reality after the Government announced today that it will investigate the use of Automated Lane Keep Systems (ALKS) in vehicles that could be on the road as early as next year.

The Department for Transport has launched a call for evidence to determine if ALKS should legally be classed as an 'automated system', which would mean the technology provider would be responsible for the safety of the vehicle when the system is engaged, rather than the driver. This would allow drivers to legally use them to pilot their cars without having to keep their hands on the wheel, as they must currently do with systems such as Tesla's. ALKS are categorised as 'Level 3' autonomy and can take over control of a vehicle, keeping it in lane so the driver doesn't need to have any input.

The call for evidence will seek views on ministers' proposals to allow the safe use of these systems on British motorways at limited speeds of up to 70mph. More than 50 countries, including EU member states, have agreed common regulations for vehicles with ALKS, United Nations rule makers announced in June. But strict requirements suggested by the UN include a use at maximum speeds of 60kph (37mph), a data-storing 'black box' being on board, the driver wearing a seatbelt at all times and the device only activating on roads equipped with a central reservation dividing traffic moving in opposite directions, where pedestrians and cyclists are prohibited.

Mandatory rules on the tech will come into force in January 2021, with the first cars to have the systems available to customers

expected to arrive in the UK around spring. It is the 'first binding international regulation' on Level 3 vehicle autonomy, the UN's Economic Commission for Europe confirmed earlier in the year. Level 3 signifies that the person at the wheel is not driving when the automated systems are engaged, but can step in at any time and must take over at the system's request. With a Level 3 system activated, the user is allowed to do other things, such as watch a movie or even send a text message, but must retain some level of alertness. There are five stages of autonomy for self-driving cars, with Level 5 being full autonomy. When activated, the ALKS keeps the vehicle within its lane, controlling its movements for extended periods of time without the driver needing to do anything. However, the driver must be ready and able to resume driving control within seconds if prompted by the vehicle.

While it is similar to the technology already being used by Tesla, which it calls Autopilot, the US firm's system is only deemed Level 2 - where drivers are expected to keep their attention on traffic. Lane Keeping Assist - a function that's been available in new cars for over a decade - is also deemed to fall into Level 1 and 2 because it only alerts the driver that they are veering out of their lane and it is up to the user to steer the vehicle.

With ALKS looking set to be the first example of Level 3 vehicle autonomy in the UK, the DfT confirmed that the Government is seeking views from industry on the role of the driver and proposed rules on the use of this system to pave the way towards introducing it safely and 'within the current legal framework'. 'The call for evidence will ask whether vehicles using this technology should be legally defined as an automated vehicle, which would mean the technology provider would be responsible for the safety of the vehicle when the system is engaged, rather than the driver,' the Department said. The Government has proposed for the use of this 'low speed' system at speeds of up to 70mph to allow for them to be activated on motorways - which is 33mph faster than the speed limit enforced under the UN's regulations.

Transport Minister Rachel Maclean said: 'Automated technology could make driving safer, smoother and easier for motorists and the UK should be the first country to see these benefits, attracting manufacturers to develop and test new technologies. The UK's work in this area is world leading and the results from this Call for Evidence could be a significant step forward for this exciting technology.'

A range of cars already feature technology that mean they can all but drive themselves, writes Simon Lambert, but the law says that you must keep your hands on the wheel and be involved. The most high profile of these systems is Tesla's Autopilot - a name that isn't entirely accurate as you aren't allowed to just let the car drive you. The system can steer the car and speed up and slow down, maintaining a safe distance between you and the vehicle in front. It can also change lanes if you tell it to. But you must keep your hands on the wheel and there is a nag function if you don't. Essentially, removing that requirement at some times is what the Government is suggesting today. Autopilot is activated with a simple couple of taps of the steering wheel stalk, at which point the car will steer itself, accelerate and slow down and change lane if you indicate. It's only advised to be used on motorways and, as mentioned above, you must keep your hands on the wheel. Tesla has cracked down on this.

The Government says it is acting now to 'ensure that regulation is ready where necessary' when ALKS is eventually introduced. Commenting on the potential arrival of ALKS in the UK, Edmund King, AA president, said: 'Over the last fifty years leading edge in-car technology from seat belts to airbags and ABS has helped to save thousands of lives. The Government is right to be consulting on the latest collision-avoidance system which has the potential to make our roads even safer in the future.'

Mike Hawes, Society of Motor Manufacturers and Traders chief executive, believes the tech could help to 'prevent some 47,000 serious accidents and save 3,900 lives over the next decade'. He

added: 'This advanced technology is ready for roll out in new models from as early as 2021, so today's announcement is a welcome step in preparing the UK for its use, so we can be among the first to grasp the benefits of this road safety revolution.' The DfT said that later this year it intends to launch a public consultation on the detail of any changes to legislation and the Highway Code that are proposed as a result of the new call for evidence on ALKS.

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## **Revealed: UK's most loved cars**

The Alfa Romeo Giulia is the UK's most satisfying new car to own, according to data from Which? The consumer association identified which new and used cars are the most and least satisfying to own, as rated by their drivers over the past 12 months.

Despite road and lab assessments finding the saloon model to be less “well-rounded” than German rivals the BMW 3 Series and Audi A4, Brits said they were thrilled with the £35,000 Giulia's “excellent performance” and “sharp driving dynamics”.

One owner said: “This is an exceptional car with stunning performance and handling. It is good to drive and stands out from other similar cars on the road. It makes me smile every time I drive it.”

The Vauxhall Meriva MPV, on the other hand, came in dead last. Owners cited its “lack of refinement”, “sluggish performance”, and “large blind spots caused by chunky window pillars” as their main gripes. As the model was too old to reassess its reliability as a used car, it's “no surprise it's fallen behind newer rivals”, Which? said.

When it comes to electric cars, Tesla is a hit with owners, Which? found.

The brand's Model 3 and Model S cars scored highest among electric cars for driver satisfaction. Owners said it's the brand's "futuristic feel" they love them most, citing "monumental performance", "zero tailpipe emissions" and "speed" among their car's best qualities. "It makes conventionally fuelled cars seem like antiques," one owner said.

Hybrids also ranked highly, with the new Toyota RAV4, and older Honda Jazz Hybrid, being particularly pleasing to owners. Owners cited "ease of use" and a "smooth driving experience" as factors that stood out for them, suggesting despite their "complicated technology", hybrids are actually rather user-friendly and hassle-free.

And while paying through the nose for a luxury-brand model may seem like a fool-proof way to ensure a stress-free driving experience, that's not necessarily the case. Which? said despite it being "as quiet, cosseting and tech-laden as you'd expect from a luxury SUV," the Range Rover Velar largely disappointed owners, who complained of electrical system glitches, restricted rear visibility and "iffy" reliability.

Lexus, on the other hand, consistently scored highly for customer's satisfaction. Despite going out of sale two years ago, its GS large saloon model was found to be the most satisfying luxury car — as well as the most satisfying hybrid and used car.

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A car was created that is fueled by cappuccino as an attempt at creating a renewable energy source. The car system converts used coffee grounds to flammable gas. It takes 56 espressos to fuel one mile in the "car-puccino."

# The UK has the second safest roads in Europe

The United Kingdom has the second safest roads in Europe. That's according to figures released by the European Automobile Manufacturers Association (ACEA).

When based on the number of road fatalities per million inhabitants, the UK is ranked second with a figure of 28. Only Sweden's roads are safer, with 25 road deaths per million people. Road traffic deaths have been falling in the EU for the past two decades. In 2001, there were 54,900 fatalities. By 2017, this had fallen to 25,300.

It means that the EU has the safest roads in the world. However, data from CARE (EU Road Accidents Database) shows that 70 people die every day on the roads of Europe.

The majority of road incidents are linked to human error, with 10-30 percent of them caused by distraction. It is for this reason that a number of driver assistance systems will become mandatory over the coming years. Driver drowsiness and distraction warnings, intelligent speed assistance, reversing sensors or cameras, lane-keeping assistance and advanced emergency braking are just some of the systems that will become mandatory from 2022.

Commissioner Elzbieta Bienkowska, responsible for internal market, industry, entrepreneurship and SMEs, said: "Every year, 25,000 people lose their lives on our roads. The vast majority of these accidents are caused by human error. We can and must act to change this. With the new advanced safety features that will become mandatory, we can have the same kind of impact as when the safety belts were first introduced. Many of the new features already exist, in particular in high-end vehicles. Now we raise the

safety level across the board, and pave the way for connected and automated mobility of the future.”

Road fatalities are at their highest in the eastern regions of Europe. Romania has the worst record, with 99 fatalities per million inhabitants. Things are little better in Bulgaria (96 fatalities per million inhabitants), Croatia (80), Poland (75) and Latvia (70).

There are many reasons for this, including the poor condition of the road network and the reliance on older, less safe vehicles.

Top 10 safest roads in Europe

1. Sweden: 25 (deaths per million inhabitants)
2. UK: 28
3. Denmark: 30
4. Netherlands: 31
5. Ireland: 33
6. Estonia: 36
7. Spain: 39
8. Malta: 41
9. Luxembourg: 42
10. Finland: 43

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## **Young new drivers could face night curfews**

Graduated licences for new drivers will again be discussed by MPs as they look for ways to improve road safety and cut the death toll on Britain's roads, according to new reports. It could see new motorists under the age of 25 banned from driving at night, not allowed to give lifts to friends and face speed restrictions for the first few months after passing their test and then remain on a probationary period for two years.

Preliminary casualty figures released by the Department for Transport last week revealed that 1,748 people were killed in traffic-related incidents last year - numbers that are consistent with annual road fatality rates in Britain for the last decade. One measure being considered to reduce these statistics is for the Government to introduce graduated licences.

Proposals are due to be put to Parliaments in September as part of the Transport Committee's inquiry into safety measures for young and novice motorists. MPs will hear from Dr Neale Kinnear, head of behavioural science at the independent transport group Transport Research Laboratory, along with other road safety experts, will attend the call for evidence on 2 September. The Transport Committee will use the session to consider new methods to mitigate the volume of accidents involving younger drivers in Britain who have only recently passed their tests. The committee will hear from campaigners such as road safety charity Brake and motoring organisations, including the RAC.

According to the Telegraph, Dr Kinnerar has calculated that graduated licensing for younger drivers in Britain could prevent up to 400 deaths or serious injuries each year, saving the economy £200 million annually through crash prevention. By his estimations, it would potentially cut fatality rates by as much as a quarter (23 per cent) each year.

All new licence holders under 25 would for their first months have motoring curfews, only be allowed a certain number of passengers - who must be over a certain age - and be restricted to lower speed limits. A graduated licence scheme could also see new drivers be restricted to vehicles with low maximum power outputs.

How these measures could be enforced is one of the biggest issues with the introduction of graduated licences, which have been discussed on a number of occasions - most recently up for debate in February 2018 after then Prime Minister Theresa May asked the Department for Transport to investigate the concept. Dr Kinnerar

told the Telegraph that research has 'consistently shown' that young drivers are 'less adept' at responding to road hazards. 'The only real approach to tackle this with evidence of working is graduated driver licensing, and the evidence for it is overwhelming,' he added.

Edmund King, AA president, welcomed the inquiry into the safety of young and novice drivers but highlighted that graduated licences have always faced issues in regard to ensuring the 'right balance that will truly improve the safety of these drivers without impinging unnecessarily on their freedoms. Placing restrictions on passengers and night time curfews is problematic as it would penalise those driving for shift work. It is also very hard, especially for an already stretched police force, to enforce passenger restrictions."

He told This is Money: 'Young and novice drivers do face a disproportionate risk on our roads and it is an issue that certainly needs greater focus from government. However, we believe it needs to be looked at in conjunction with the reduction in dedicated roads policing to ensure enforcement of any new measures is practical, as well as improvements to drivers' education pre-test in order to gain the maximum safety benefits without being overly restrictive.'

Mr King added that the AA would support some measures in-line with graduated licences, such as imposing a minimum learning period and a mandatory logbook during lessons to prove learners had experienced a range of on-road situations such as dual carriageways or motorways. It is also very hard, especially for an already stretched police force, to enforce passenger restrictions,' he added. 'More widespread use of telemetric insurance products could help resolve this as it would encourage positive behaviour without banning new drivers from using their cars at certain times of day.'

Government statistics suggest as many as a quarter of newly qualified drivers are involved in an accident within their first two years on the road. However, the DfT's 2019 casualty data shows a decrease in the number of road fatalities for drivers aged 17 to 24. Some 88 motorists in this age bracket died on Britain's roads in 2019 - down from 99 a year previous - and 54 passengers between these ages lost their lives last year - compared to 67 in 2018. That said, the statistics don't provide an indication of the number of deaths involving drivers below the age of 25.

Under current rules there are very few restrictions on new drivers. The only unique treatment they receive is stricter penalties if caught flouting the law, with the threat of losing their licence if they tot-up six points in the first 24 months of passing the test.

By contrast, under a pilot scheme running in 2019 and 2020, drivers in Northern Ireland have to display amber 'R' plates - short for restricted - for the first year, which doesn't allow them to travel any faster than 45mph.

Similarly in Ireland, novice 'N' plates have to be used for two years to highlight that a new driver is at the wheel. They are also subject to lower drink drive limits. Elsewhere, new drivers in Australia, New Zealand and some parts of the US are not allowed to drive at night when not accompanied by an experienced motorist, and also face restrictions on the number of passengers they can carry. Edmund King told us it is important to remember, when looking at other countries who use a form of graduated licence, that most of them allow driving from an earlier age.

The Telegraph says ministers are leaning in favour of a US-style 'Guardian Agreements', which involves new drivers under 25 signing a contract with their parents with conditions they must meet for their first year on the road. It would then be down to parents to impose curfews and limitations on how many hours they can drive and who is allowed in the car with them in the first 12 months.

Budding new drivers have only been allowed to take their driving tests again from Wednesday 22 July after a four-month suspension imposed during the coronavirus lockdown was lifted. Safety measures have been put in place to protect learners and examiners from Covid-19, with the Driver and Vehicle Standards Agency publishing a raft of new guidelines for candidates. This includes the instant cancellation of an exam if a learner arrives without a face mask and the immediate termination and failure of tests if a serious or dangerous fault is performed by the driver.

With an average of 4,000 learners sitting their test each day, there's a huge backlog of almost half a million new motorists desperate to get their hands on their licence.

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## **Prince Philip's car crash caused spike in elderly drivers giving up licence**

On January 17, 2019, the Duke of Edinburgh rolled his Land Rover after colliding with another car near the Sandringham Estate in Norfolk.

Following a Freedom of Information request from retirement mortgage experts Responsible Life, DVLA figures revealed a 21 per cent increase in the number of drivers aged 90 and over voluntarily surrendering their licence last year. The Duke was 97 at the time of the crash.

The number rose from 6,612 to 8,014, and came after a rise of less than 10 per cent in 2018.

The data also shows that the number of drivers aged 100 and over that surrendered their licence increased 146 per cent to 32 in 2019.

# Contacts

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## Your Committee



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Gloria McGinty  
Committee Member



Rob Adams  
Committee Member



Tony Spiers  
Committee Member

**Deadline for contributions for the next newsletter:  
18<sup>th</sup> November 2020**