



# **Exeter & Torbay Advanced Motorists**

**Summer 2018**

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The Editor reserves the right to edit articles for publication.

# Chairman's Chat

Greetings all.

The 'Gym-Car-Na' at Poltimore was fairly well supported, congratulations to Marguerite Burton for a clear round, well done!

Our June meeting will be a practical drive out, another of Meg Privett's famous Mystery Drives. July and August will also be outings, it's not too late to make suggestions if you have any?

The last couple of Sunday drives were not well attended, the last one had one Observer, one associate and two members, so these will be re-thought, with the possibility of reverting to the ad-hoc drives during the week around the area.

The Devon Advanced Motorcyclists AGM at the Swans Nest at Exminster on the 24<sup>th</sup> April was well attended, and although Sarah Sillars presentation was mainly bike related I found it interesting, and also the Q&A session afterwards. Our new CEO – Mike Quinton – is now in post at HQ, but Sarah is also remaining into next year in a non-executive role. Thanks to Jennie Pym for also attending.

Tony Spiers and Graham Fry attended the Regional Forum at Haynes at the beginning of May, they have reported back on how IAMRoadSmart is progressing, and also how the 'GDPR' regulations will affect the Group, these will be discussed at our next committee meeting, and also the Bi-Annual Observers meeting.

And finally:

*The Laws we otherwise refer to as belonging to 'Sod'!*

⑩ *Law of Mechanical Repair: after your hands become coated with grease, your nose will begin to itch.*

- ⑩ *Law of Gravity: Any tool, nut, bolt or screw will, when dropped, roll to the least accessible corner.*
- ⑩ *Law of Random Numbers: If you dial a wrong number you never get a busy signal and someone always answers.*
- ⑩ *Variation Law: If you change traffic lanes, the one you were in will always move faster than the one you are in now.*
- ⑩ *Law of Physical Surfaces: The chances of an open-faced jam sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet.*

*With acknowledgements to SPA News.*

## **Safe Driving**

John Tibbs

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# **Monthly Meeting Reports**

Meg Privett has kindly written a report for our Gymcarna at Poltimore House on Wednesday May 2<sup>nd</sup>. (See P8). No reports were received for April's meeting although Tim Privett gave an interesting presentation on his driving experiences.

Group members who attend these are asked to consider writing a report in the absence of a Social Secretary.

# *Welcome*

We extend a warm welcome to the following Associates who have joined the Group since the last newsletter

Martin Morris-Coole

George O'Connor

Mike Bourne

Marcus Butcher

Faroakh Hosseini

Simon Dossett

Victor Bromwich

Supaporn Techataveekitkoon

Honiton

Holsworthy

Exmouth

Newton Abbot

Torquay

Torquay

Colyton

Honiton

Claire Chilcott,  
Membership Secretary

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## **Greetings from the ETAM Skills Co-ordinator**

Greetings all:

Paul Westwood has now qualified as a Local Observer, under Rob Adams guidance, well done to Paul.

The enthusiasm for the monthly Sunday Drive-outs has waned, we eventually settled on meeting at St. Bridgets Garden Centre on the Sidmouth road, opposite Westpoint, but the last meeting resulted in one Observer, two members and one associate, the previous one had two Observers and one member! So, these are under review,

there won't be one at the end of this month [May] as Dennis and I will be attending a car show at Pecorama, Beer. I do feel we had better turnouts with the original format, going around the area in rotation so these may be resumed on a more ad-hoc basis.

The practical drives for the summer months are also under review, I feel these are beneficial – we are a driving group, after all! - so suggestions for these are welcomed, feel free to phone or email me, or discuss in the kitchen after the meeting at Kenn!

Associates are keeping us busy, we have three currently awaiting allocation, two in Torbay and one at Colyton.

Safe Driving

John Tibbs

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## *Congratulations*

<b>Observer</b>	<b>Mentor[s]</b>	<b>Masters/National/Local</b>
Paul Westwood	Rob Adams	Local

<b>Associate</b>	<b>Observer</b>	<b>Comment</b>
Leah Paine	Barry Smith	F1rst
Paula Sheldon	Gloria McGinty	
Ciara Norris	Pete Smith	
Jennie Pym	John Tibbs	

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# 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.

<b>6th June</b>	Meg's mystery tour
<b>4<sup>th</sup> July</b>	Practical drive
<b>1<sup>st</sup> August</b>	Practical drive
<b>5h September</b>	Talk by Devon Air Ambulance
<b>3rd October</b>	AGM with guest speaker (tbc)
<b>7th November</b>	Clive Yeates will be giving a talk on his driving experiences
<b>5th December</b>	Christmas Social

As the Social Secretary role is currently vacant the committee are trying to arrange talks for 2018/19. If you have any suggestions please contact us and if you can help with approaching possible speakers.

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 07522 48 08 83 for directions.

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# **GYMCARNA at Poltimore**



*A view from the front of Poltimore House*

On 2<sup>nd</sup> May a very select few gathered in the beautiful surroundings of Poltimore House for our annual Gymcarina.

There were more people noticeable by their absence than there were in attendance this year, but we'll not Name and Shame here.



Despite morning rain the afternoon and evening were fine and sunny, although a tad brisk in the shade. We started and ended the evening inside the 'chapel' room, with a hot drink all round.

John and Rob had set up a course consisting of reverse garage park, slalom, reverse parallel park, stopping at a barrier and a width-awareness test.

With cars parked a few yards away, and the steward at each element needing to have a turn there was a constant stream of people and cars back and forth between car park and the layout.

Penalty points were freely – and not entirely consistently, some felt – awarded for position and distance from the set points, and totalled up at the end. The length of some cars, the larger turning circle of some front wheel driven ones, the ability of all candidates coupled with driver familiarity (or not) of the car being driven all conspired to produce widely differing results when they were finally collated when we had finished.

We gathered inside for our second hot drinks and awaited the results.

Ranging from zero points to 60 (they were awarded in 5, 10 or 20's depending upon the perceived degree of error) there was one outright winner, and that was Marguerite Burton, competing for the first time, and still an Associate – having only just taken a pretest in readiness for her Test.

This was well deserved: she drove beautifully, took her time, and clearly knows her car and its limits really well.

I am not sure why so many were missing from this fun event, but it has to be said that we would have been there quite late, and in fading light, had there been more of us: memo to committee – this needs to be as close to the longest day as we can get in future

years! Daylight was sinking as John, Dennis and Rob stowed the bollards and poles into John's car, and Rob locked up.

We are grateful to Rob for arranging for us to use the premises and the surprisingly well equipped kitchen.



*A small group await a competitor en route for the garage reverse*



*Negotiating the slalom*



*Rob completes a garage park*



*Marguerite executes a text-book parallel park*



*John Tibbs awards Marguerite her prize for winning.*

Meg Privett

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## Parking on Pavements

Everyone has seen it, cars and vans pulled over onto the pavement, and parked with two wheels on the curb or pavement. You may have seen news items indicating that soon pavement parking won't just be frowned upon it could be banned altogether. I have collated some interesting reports below.

### **General**

Parking on the pavement is banned in London but nowhere else in the UK\*. This type of parking has been known to cause problems,

preventing access for people in wheelchairs or with visual impairments, damaging the footpath and potentially causing damage to the utilities installed there (Electricity, Gas and Water)

But that could be set to change, the Department for Transport is considering bringing in new laws to prevent motorists parking on pavements which could see them hit with a hefty fine.

In fact a fine of £70 has been suggested for those caught leaving their cars on a pavement. The new law is likely to split opinion among drivers but it could have a positive impact for motorists in the long run.

A Local Government Association spokesman said the cost of repairing damage caused by pavement parking could mean big savings for local councils, leaving more money that would “better used” on road repairs.

He said: “Pavement parking and damaged pavements is one of the biggest complaints from pedestrians. In addition, repairing kerbs, verges and pavements damaged by pavement parking is expensive at a time when councils continue to face huge funding pressures as a result of further cuts to funding from government.

“The money spent on this would be better used to plug the £12 billion roads repair bill we currently face as a nation.

“Councils would carefully consult with communities before banning pavement parking and this is done sparingly in response to concerns which they have raised. This will enable them to better protect vulnerable pedestrians and provide a more consistent approach for all road users.”

A spokesperson from charity Guide Dogs said to Express.co.uk: “We need a new nationwide law to end inconsiderate and unnecessary pavement parking.

At present the move has only been suggested as a possibility and there is no set time scale as to when the law will be passed or when it would be brought in.

\*There appears to be some doubt over the position in Exeter:-

\* “Outside of London a couple of English local authorities also ban pavement parking through private Acts of Parliament. In Exeter, section 30 of the Exeter City Council Act 1987, footway and verge parking on urban roads is prohibited. The Exeter Act makes parking on the footway or verge a criminal offence. However, the enforcement of pavement parking has transferred to Devon County Council although these provisions are still yet to be transferred but were expected by the end of 2012 “ (<https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/writev/parking/m50.htm>)

\* Up until 2008, parking violations were criminal offences and enforced either by the police and/or traffic wardens. In May 2008, those powers transferred to Devon County Council and now Civil Enforcement Officers (CEOs) enforce parking restrictions using powers issued by the Secretary of State under regulations within the Traffic Management Act 2004. (<https://cllrpaul4cowick.wordpress.com/2015/01/19/pavementparking/>)

\* When DCC applied for Civil Parking Enforcement powers the request was also made that the provisions of Section 30 of the Exeter City Act 1987 be included in the Schedules to the Traffic Management Act. However, due to time constraints this was not possible. As a result, the provisions within the Exeter City Act were not transferred to DCC and therefore responsibility for enforcement currently remains with the Police Authority. (<https://cllrpaul4cowick.wordpress.com/2015/01/19/pavementparking/>)

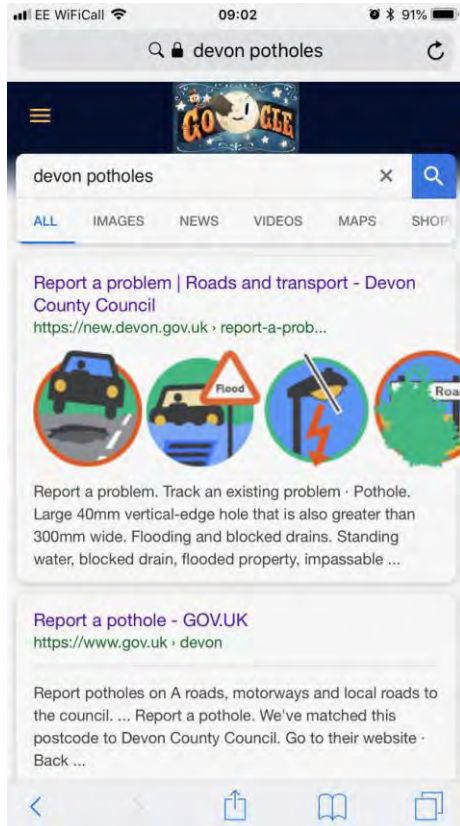
Brian Palmer

# Potholes

Do you hate Potholes? Do you have a Smart Phone or a computer? Did you know that you can report every pothole that you find that you believe is causing drivers grief?

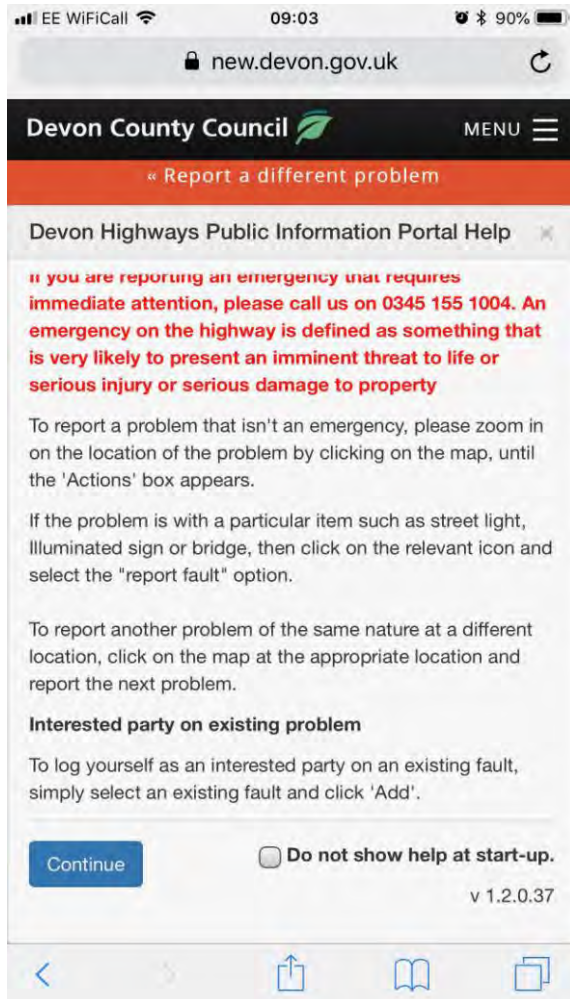
I have found doing it from a safe place at the roadside using my mobile works better than waiting until I get home to do it on the computer – as I usually forget by the time I have got back!

Open your browser and key in 'Devon Potholes' You should get a link to click that will produce this screen:



Click on the icon for a wobbly car and a new screen will open offering potholes or flooding; click on the pothole one. The first

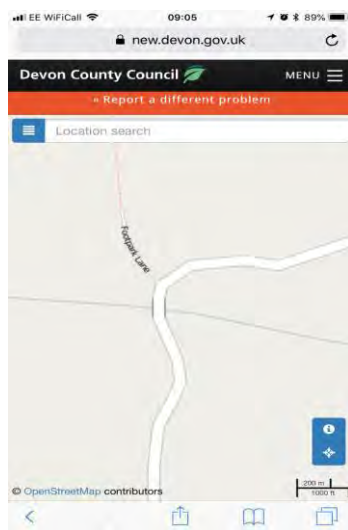
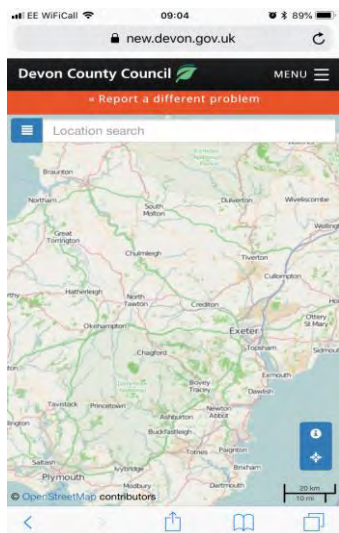
time you use the facility this will produce a page of instructions about what to do. Scroll down as you read, and at the bottom there is a 'continue' button. When you are ready press it.



This takes you to a map, which you can zoom in on by using your fingers, until you have the road where you have seen and want to report the pothole.



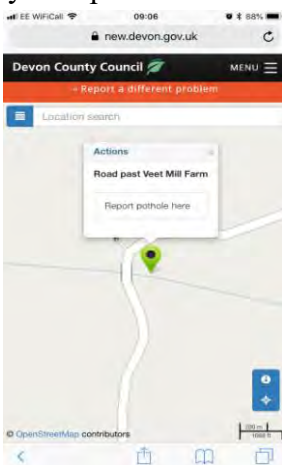
Pressing the point where you feel work is needed will 'drop a pin' onto the map, along with a message naming the exact place that you have indicated.



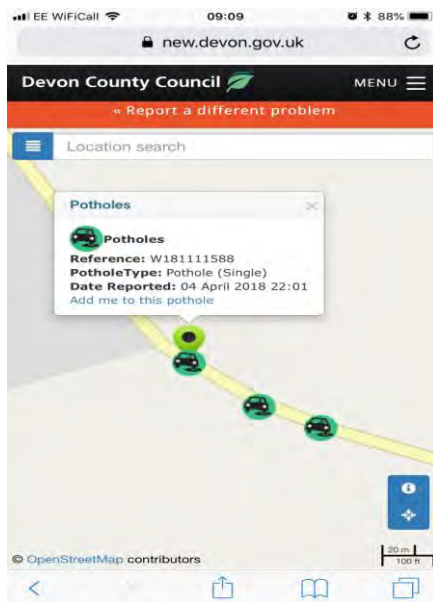
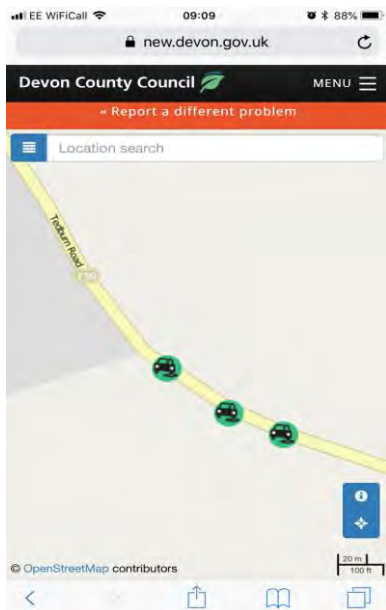
Pressing the point where you feel work is needed will 'drop a pin' onto the map, along with a message naming the exact place that you have indicated.

Pressing on the 'Report a Pothole' will turn your dropped pin into a car logo and the date of the report will be recorded.

There is an opportunity to report another one in a different location



if you wish. If the pothole has already been reported, when you zoom in on the map you will find that there is already a car logo on the map. If you click on this car it will give the date of the first report, and you will be offered the message 'add me to this pothole' which means that lots of people can continually add to them until Highways come along and deal with them.



If you are not in Devon, the use the <https://www.gov.uk/report-pothole> link and it will direct you to whichever county you are travelling through. I have not done much reporting in other counties but I suspect the system will be pretty much the same and menu driven for all those of us who are not too computer-savvy. Happy Potholing!

Meg Privett

# **Motorists Claim to Being Regularly Left Dazzled by Modern Vehicle Headlights**

The headlights of some newer cars are so bright they are causing a road safety hazard for drivers with as many as two-thirds (65%) of motorists saying they regularly get dazzled by oncoming headlights even though they are dipped.

Fifteen per cent of motorists surveyed by the RAC claim they have suffered a near-miss as a result of being dazzled by modern headlights that they believe are too bright. While it is well known that older drivers often have difficulty when driving at night due to glare from headlights, the RAC findings about the dazzling effect of some new car headlights were similar among drivers of all ages.

A range of different types of headlights are fitted to UK vehicles from the traditional halogen headlamps to the brighter, newer xenon, or high intensity discharge, lights which are longer-lasting due to not having a filament, and LED headlamps which are said to produce a light much more similar to daylight that is not as dazzling to drivers in oncoming traffic due to less glare. But while the new designs of headlights are brighter, making it easier for drivers to see and therefore potentially safer for them, this may be at the expense of the safety of other road users.

The RAC Opinion Panel survey of 2,061 motorists found that six in 10 (58%) motorists think modern vehicle headlights are so bright they risk causing other motorists to have accidents. Of those who claimed to regularly get dazzled by oncoming dipped headlights, the majority felt it takes up to five seconds before they can see clearly again. One in 10 (10%), however, say it takes from as long as 10 seconds before their vision is back to normal. Only 16% said it takes less than a second to recover.

A driver recovering from being dazzled by headlights for five seconds while driving at 60mph would cover a distance of 134m

which is more than the length of a football pitch (UK football pitch maximum length: 120m).

<b>Time ‘dazzled’ by headlights</b>	<b>Speed you are travelling</b>	<b>Length of road missed</b>
<b>5 seconds</b>	40mph	89m
	50mph	112m
	60mph	134m
<b>10 seconds</b>	40mph	179m
	50mph	224m
	60mph	268m

Only one in 10 drivers (12%) think the brightness of headlights on most newer cars is about right. Two-thirds (66%) believe some are too bright and a fifth (22%) claim most are too bright. Among those who think modern car headlights are too bright, half (49%) claim they even get dazzled by headlights in their rear view mirror. This has led to 62% constantly having to click their mirrors up and down to avoid being dazzled, 21% relying on their wing mirrors more and 16% not using their rear view mirrors as much as they would otherwise have done.

Due to brightness of some modern-day headlights a worrying two-thirds of motorists (66%) say they now struggle to tell if oncoming lights are on full or dipped beam. In a situation after dark at a T-junction when waiting to pull out, 68% admitted to finding it difficult to tell whether or not some approaching vehicles had their indicators on due to the brightness of the headlights.

Asked if there should be better regulation in place to prevent manufacturers fitting vehicles with headlights that are too bright

80% of motorists questioned by the RAC felt this was necessary. Twelve per cent were undecided and only 8% disagreed.

All cars sold for road use in the UK have to be fitted with headlamps that conform to standards set by the EU in line with the United Nations' World Forum for Harmonization of Vehicle Regulations which prepares regulatory proposals on active safety, specifically regarding vehicle lighting and light-signalling, is currently looking at the issue of headlight glare in response to public concerns. The UK is part of this working party.

Government guidelines say all vehicle lamps and in particular headlamps, are designed and tested to ensure that they balance the need to be sufficiently bright to illuminate the road ahead whilst limiting the likelihood of affecting the vision of other road users. For all vehicle lamps irrespective of technology used to generate the light, there are approval requirements that define maximum and minimum intensity, light pattern and position on the vehicle. Before vehicles can be sold and registered in the UK, they must be approved to the required regulations.

The UK government, through its work at the United Nations, has worked to secure support for the establishment of a working group to review the relevant requirements. Preliminary proposals were presented last year and the RAC understands that the Government expects further progress in 2018.

RAC road safety spokesman Pete Williams said: "The intensity and brightness of some new car headlights is clearly causing difficulty for other road users. Headlight technology has advanced considerably in recent years, but while that may be better for the drivers of those particular vehicles, it is presenting an unwanted, new road safety risk for anyone driving towards them or even trying to pull out at a junction. Drivers also find it very distracting when they have to contend with being dazzled by bright lights in their rear view mirrors.

“While regulations specify that all types of dipped headlights must fall between a maximum and minimum luminosity the night-time driving experience of motorists of all ages is very different with many saying dipped beams of some modern vehicles are too bright.

“We look forward to seeing the progress of the United Nations’ vehicle lighting working group in April.”

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## **Councils’ use of LED Street lighting may need to be managed to reduce its impacts on the environment, according to new research**

Many highways authorities are changing to LED lighting but its increasing use worldwide has led to concerns about its effects on plants and animals. ‘We are making fundamental changes to the way we light the night-time environment, with potentially profound consequences for a range of species,’ said Dr Thomas Davies of Exeter University’s Environment and Sustainability Institute. ‘Our research shows that local authorities might be able to manage LED lighting in a way that reduces its environmental impacts. We now need to establish whether this is the case for a greater variety of species.

He added: ‘Without appropriate management, our results suggest that the growing use of LED lighting will have impacts on the abundance of predatory invertebrates, potentially leading to knock on effects for other species in grassland food-webs.’ The researchers compared the ecological impacts of a range of lighting strategies being used by councils to save money and cut CO2 emissions, including changing the spectrum of colours produced by the lights, dimming them and switching them off from midnight to 4am.

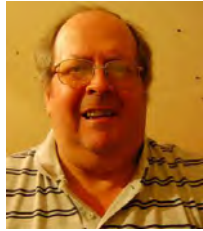
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## Your Committee



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Skills Co-ordinator



Martin Edworthy  
Secretary



Andrew Cleare  
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Claire Chilcott  
Deputy Chair  
Membership  
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Dennis Leworthy  
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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> August 2018**