



Exeter & Torbay Advanced Motorists

Winter 2018

Contents

Chairman's Chat	P.3
Membership	P.4
Monthly Meeting Reports	P.5
Skills Co-ordinator	P.6
Welcome	P.7
Congratulations	P.8
Forthcoming Events	P.9
Long Range Cameras	P.10
Driverless Cars	P.11
UK Drivers Addicted to Speeding	P.13
Highway Code Update	P.14
Protect your Car Key	P.16
Road Signs	P.17
End of Traffic Lights?	P.19
Millennial Motorists	P.20
New theory Test Features	P.21
Contacts	P.23
Your Committee	P.24

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.

Despite having a relatively warm day here today – 15C – it definitely didn't seem that warm in the wind! We fired up our central heating a few weeks back, and I checked my gas consumption today, to find it is rapidly creeping up to normal winter levels!

Our last meeting was a very interesting presentation by Clive Yeates on his 'Motoring Memories' which definitely brought back memories for me. Coincidentally, I was searching through some old photos just prior to that and found a picture of our first car, a 1940's E-type Morris 8!

Our next meeting will be our Christmas Social, I will be sending a missive round by the end of November with details.

As usual, January will be 'meeting-less'. In February we will be having a presentation by the Devon Freewheelers 'aka Blood Bikes'. I have a few more new speakers lined up for the rest of the winter meetings, before we get to the lighter evenings again.

The two 'Random Driveouts' we have had so far have been well attended [at Whiddon Down and St Bridgets Garden Centre]. The next one in the cycle will be from the Passage House Inn at Kingsteignton, probably at the end of December – subject to weather constraints of course! The Kingsteignton event is usually an evening one, however, if there is some support for a daytime event let me know?

Some disturbing statistics

According to the DfT 27% of current road fatalities are down to not wearing a seat belt. They also estimate that 30 deaths are

caused to front seat passengers by passengers in the rear of the vehicle not wearing seat belts. With the rapid deceleration in a frontal RTC the rear seat occupants would be moving with the effect of a small elephant. Please raise this statistic with your friends and acquaintances, for them to hopefully pass on!

And Finally!

Growing old is mandatory, growing up is optional.

It's frustrating when you know all the answers, but nobody asks you the questions

Wisdom comes with age, but sometimes age comes alone.

The Four Stages of Life: - possibly current at the moment!

1. You believe in Santa Claus!
2. You don't believe in Santa Claus!
3. You are Santa Claus!
4. You look like Santa Claus!

With thanks and acknowledgements to Member Chris Patten.

Safe Driving

John Tibbs

Membership

Membership forms are included with this newsletter (either in printed form if you receive the newsletter by post or electronic copy if the newsletter is received via email).

Please note that with the GDPR regulations you do need to complete, sign and return the form to our membership secretary to remain on our database and receive newsletters and information. Any queries please contact our membership secretary, Carolyn Cleasby, membership@iam-exeter.org.uk

Monthly Meeting Reports

Our October meeting was our AGM followed by a short video on IPSGA with a short Q&A session after. This was well attended and Alan Waugh, our President was welcomed. We were reminded of our activities through the year and informed of the number of associates we have on the books and the number of successful test passes. Thanks were given to our observers and committee members who work tirelessly to keep the group going.

Meg Privett received the award this year for 'Going the extra mile'
Thank you Meg for all you do for the group.



Following the presentation we enjoyed refreshment and cake (thank you to Angela Tibbs) and a chance to catch up in the kitchen.



Greetings from the ETAM Skills Co-ordinator

Greetings all:

Congratulations to Graham Fry, he has recently passed his Master's with Distinction, Also to John Badley who has passed his National Observer Assessment under Dennis's guidance.

We currently have two Members undergoing Local Observer coaching, John Yendall with myself, and Adrian Webster with Rob Adams.

Associate numbers are fairly low at present, we will, hopefully, have an upsurge with the 10% off at Christmas promotion. Do

advise your friends and family that, if they have a free assessment drive with us, and decide to sign up for the Advanced Driving course, they can also have a 10% discount off the course.

We will be looking at re-vamping our summer season driveouts from Kenn, do let me know if you have any ideas for routes etc?

Safe Driving

John Tibbs

Welcome

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

Alan Keegan

Rod Moore

Callista John

Steven Dorkings

Frederic Declerck

Arjun Thomas

David Williams

Richard Murray

Gary Holley

Elizabeth Rae

Jennifer Webber

Tiverton

Okehampton

Paignton

Paignton

Tiverton

Torquay

Colyton

Newton Abbot

Exeter

Torquay

Torquay

We also welcome a full member who has joined us.

Adrian Webster

Newton Abbot

Claire Chilcott,
Group Contact

Congratulations

Exeter & Torbay Advanced Motorists – Test Passes

Masters, Observers, Associates

November 2018

Observer	Mentor[s]	Masters/National/ Local
Graham Fry	Dennis Le Worthy	Masters with Distinction

Associate	Observer	Comment
Peter Badcock	Graham Fry	
Martin Morris-Cooles	Charles Pegman	
Mike Bourne	Gloria McGinty	
Victor Bromwich	Tim Privett	F1rst
Ian Williamson	Charles Pegman	
Chris Patten	John Tibbs	F1rst

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.

5th December Christmas Social

2019

January No meeting

6th February Talk by Devon Freewheelers

If you have any suggestions for talks or if you can help with approaching possible speakers please contact us

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.

Long-Range Camera Takes Aim at Dangerous Drivers

Police have a new weapon in the fight against reckless driving a mobile camera that can catch offenders from up to a kilometre away.

Dangerous or illegal activity behind the wheel including tailgating and mobile phone use can now be snapped before a driver has even had chance to see the camera. Unlike traditional speed guns, which only measure how fast cars are travelling, the new camera produces clear, high-quality video footage and photographs of vehicles and their occupants' behaviour.

Gloucestershire Police unveiled the new camera as part of Operation Indemis, a collaborative approach to policing the region's busiest routes, including the M4 and M5. Officers say one of the aims is to educate motorists about the importance of driving safely on the roads, with some drivers offered advice on how to improve under the initiative. However, anyone caught committing offences faces prosecution, including those engaged in tailgating, speeding, driving without a seatbelt or using a hand-held mobile phone behind the wheel.

Earlier this year, Highways England launched a campaign to raise awareness of the dangers of tailgating after figures revealed that one in eight road casualties are caused by tailgating.

Martin Surl, Gloucestershire's Police and Crime Commissioner, thinks the camera represents a new way of policing the UK's roads and hopes it will help change behaviours.

He said: "Many people have come to me with their concerns about speeding and other safety issues along this road. We now have a chance to test a new model of collaborative road policing

which, if it proves a success, can be put into practice elsewhere. The aim is not just to penalise motorists but to uphold the law by creating a change in people's behaviour. But the police will enforce the law when necessary."

If the scheme is a success, Gloucestershire Police says it will look to work with other agencies, including the Motor Insurer's Bureau and Driver and Vehicle Standards Agency to explore how the technology could make UK roads safer.

Driverless cars to be tested in London ahead of launch this Christmas

Driverless cars are to be tested on the streets of London this week as part of a plan to deploy the UK's first completely autonomous fleet on British roads by Christmas.

A Government-backed consortium will deploy cars to map the streets of Hounslow in West London to teach them to understand road signs and lane markings following successful tests in Oxford. The cars will be able to share data with each other, such as warnings about obstacles on the road, to improve how vehicles perform under different conditions on the road. The consortium, led by Oxford University spinoff Oxbotica, aims to run a fleet of autonomous vehicles between Oxford and London in 2019 following tests in both cities.

The consortium, which also includes insurance provider AXA, UK registry domain Nominet and Telefonica, was awarded an £8.6 million grant from Innovate UK to run the trials. Dr Graeme Smith, chief executive of Oxbotica, said: "These trials further demonstrate to the wider UK public that connected and autonomous vehicles will play an important role in the future of transport. This milestone shows the advanced state of our

capabilities and firmly keeps us on the road to provide the technology needed to revolutionise road travel."

The vehicles will be fitted with software from Oxbotica as well as radar and a variety of sensors, on board computers and cameras. According to Oxbotica, the tests will be repeated several times on different dates so that cars can learn how the streets change depending on lighting conditions.

The breakthrough comes days after the Government announced plans for the first driverless transport services by 2021, including a driverless bus service crossing the Forth Bridge to Edinburgh and self-driving taxis in four London boroughs.

Oxbotica signed a deal with taxi company Addison Lee last month to launch a driverless taxi service in the capital by 2021 and will be part of the Government's pilot scheme. Both companies agreed to map over 250,000 miles of public roads in an attempt to refine the Artificial Intelligence used by the taxis to avoid and anticipate obstacles.

UK-based projects are racing to launch home-grown driverless car services in the UK ahead of Google's Waymo project, which is estimated to be worth \$175m (£136.4m) and Uber. Uber rival Lyft bought a London-based technology startup to push ahead with driverless car plans last month. The US company bought Blue Vision Labs, a London-based firm that specialises in mapping street layouts using car-mounted smartphones.

London is classed as one of the few "mega-cities" in Europe and has some of the most challenging driving conditions in the world, caused by a combination of its complex historic road layout, congestion and poor road surfaces. Experts have warned that US driverless cars cannot operate on UK roads because they are unable to spot British vehicles like Routemaster buses and black cabs. Other companies, such as Volvo, which said they would start testing self-driving cars in the capital have yet to do so.

Research claims three quarters of the public fear autonomous cars on UK roads, with 76pc saying lack of vehicle control is their biggest worry and 60pc afraid that self-driving vehicles could be hacked by criminals, according to MoneySuperMarket.

UK Drivers are Addicted to Breaking the Speed Limit

Shocking statistics show the extent of rule-breaking on British roads

It happens. You're driving along the motorway, minding your own business and going with the flow of the traffic, when suddenly you look down to see you've crept up towards 80 mph. What's more concerning is that everyone else around you seems to have done the same. Speeding is a widespread issue and statistics from the Department for Transport show that this addiction may be more common than most of us would have thought.

The DfT has completed a study observing car journeys at 74 separate sites across the UK. Their study recorded the journeys of 446.6 million motorists and the results are shocking, to say the least. The most concerning findings were that roughly 86.6% of journeys through 20 mph zones are at speeds exceeding 20mph. Bear in mind that 20mph zones are typically found around primary and secondary schools, hospitals, old people's homes, busy shopping districts and in built-up residential areas.

On the motorways, the results of the survey were less surprising but still very poor. Of the journeys monitored in 70 mph zones, 48 per cent of motorists were recorded exceeding the speed limit. The numbers themselves look pretty damning but in reality, when you're on the motorway it does seem that about half the other motorists are exceeding the speed limit. Interestingly, the drop-off is quite substantial as the speeds increase, as only 11% of motorists exceed the 80mph limit. Does this suggest that the speed limit is

set too low, with 80mph being a more reasonable limit? Bear in mind that we have the second safest roads in Europe, second only to Sweden, yet almost half the people using the motorway network are speeding. Interestingly, only 1% of motorists monitored in the survey were noted to be speeding above 90mph.

The survey concluded that people are most likely to exceed the speed limit on normal roads with 30 mph limits in place. In fact, in the study conducted by the Department for Transport, they found that 52% of motorists would typically break the limit in a 30 mph zone. At the other end of the spectrum, the Department of Transport uncovered some particularly dangerous statistics about slow drivers. Of the 446.6 million motorists who were monitored, there were a significant 13.7 million cases of drivers going below 50 mph on the motorway, where the limit is 70mph and almost half the motorists are travelling at 80mph. It goes without saying that this is particularly hazardous and can be a massive cause for congestion. The DfT was keen to point out that the 13.7 million slow drivers were recorded at a time where the traffic was free and flowing.

Highway Code Updates to Protect Cyclists and Pedestrians

New Highway Code revisions to tackle motorists that overtake cyclists too closely and open their doors dangerously

Cyclist casualty figures

The Highway Code is to be updated to reduce risk to cyclists and pedestrians, The Department for Transport confirms. Why? Because, for starters, 101 cyclist died via traffic collisions in 2017. Furthermore, the Government wants to encourage walking and

cycling as it believes such activities help our health and the environment.

Dangerous overtaking

Highway Code revisions look set to address a couple of primary concerns. The first is that motorists get too close to cyclists while overtaking. This substantially increases the risk of collision, injury and death. At the very least cyclists can be blown off course which is frightening, unnerving, and intimidating. The Highway Code will therefore confirm ‘how to avoid the dangers of close passing’, The Department for Transport says. Perhaps it will have a minimum recommended distance. Perhaps, in addition, it will explain how to pick a safe time and place for such manoeuvres.

Dangerous door opening.

The second concern is that motorists open their doors without looking for cyclists, pedestrians and other hazards. The Highway Code, therefore, will soon ‘encourage people’ to use the Dutch Reach. This technique requires motorists to open their door with the hand furthest from – rather than closest to – the inner handle. Drivers that reach in this manner more naturally turn their head towards the window, look over their shoulder then spot any hazards.

Government Minister champions change

The Cycling and Walking Minister, Jesse Norman MP, explains: ‘Britain has some of the safest roads in the world but we still need them to be safer for all - particularly for cyclists, pedestrians and other vulnerable road users.’ People have to feel safe if they are to cycle and walk in greater numbers, he suggests.

Campaigner welcomes Highway Code updates

Duncan Dollimore, Head of Campaigns at Cycling UK, welcomes the likely changes. He argues: ‘Close overtakes and people

opening car doors in front of cyclists are not only dangerous, they also put people off riding a bike. That is why Cycling UK has been campaigning for changes to the Highway Code for years.’ He reveals ‘We are delighted the Government has listened. We further hope to contribute to the discussions regarding the amendments required to prioritise the safety of cyclists and other vulnerable road users.’

Mr Dollimore therefore says drivers have to ‘give’ cyclists enough room when overtaking, ‘wait’ if this is not possible, and ‘look’ before they open a door when there might be people in close proximity. These requirements must be ‘crystal clear’, he explains.

Wrap Car Key in Tinfoil to Prevent Theft, Security Firm Warns

How thieves steal your keyless entry car via the simple, fast, relay theft technique - plus how to stop them

Relay theft explained

Wrap your vehicle’s key fob in tinfoil if it has a keyless entry start system to prevent it being stolen quickly, quietly, and easily via the relay theft technique, security company GlobalSecurityIQ warned. Holly Hubert, CEO, said that whereas this idea is “not ideal” it is an ‘inexpensive way’ to protect your car.

Consider why. The keyless system removes any need to unlock the vehicle’s door via a button on its key fob. If, therefore, the fob is in close proximity simply pull the door handle – or press a button on the handle then pull - and the door opens. This feature is useful if the key fob is buried at the bottom of a shopping bag.

Furthermore, there is no requirement to slide the key into an ignition slot to start the engine. If the fob is within close proximity simply tap the start/stop button on the dashboard. Such are the benefits of the keyless system. The problem is that it can also be exploited by a thief to steal the car.

Imagine a scenario. Your car is parked, locked, and on your driveway some distance from your house. Its fob is in the house which is far enough away that a thief cannot simply pull the vehicle's door handle then expect it to unlock. The criminal's solution is the relay theft technique.

It requires the thief to stand close to your house with a device that captures the signal from your fob. The signal is relayed to a second, illicit, device far closer to your vehicle. The car, therefore, assumes your fob is in close proximity and unlocks. The criminal then climbs in, starts the engine and steals your vehicle.

How to stop relay theft

Fortunately, this relay theft technique is easy to overcome. The solution is to stop your fob sending a signal for the crook to capture. Simply, therefore, wrap the fob in tinfoil to create a faraday cage that blocks its electromagnetic field, Holly Hubert stated. The alternative is to buy a small, low cost, faraday pouch.

Half of UK motorists can't identify a roundabout sign

The road knowledge of UK motorists is so poor that half can't even identify a roundabout sign, according to a new study. The research, by road safety campaigners IAM RoadSmart, shows

that a staggering two thirds of motorists are also unaware that they should be leaving a two-second gap from the vehicle in front. The study found that nearly six in 10 (57%) drivers can't identify the "dual carriageway ends" sign, while only a third are aware that green cats eyes on a motorway signal a slip road.

Worryingly for road safety campaigners, over half (53%) of motorists also confuse the two-second rule with a recommendation for leaving two car lengths. At 60mph, a gap of two car lengths equates to roughly one third of a second, giving drivers nowhere near enough time to react to the road ahead and avoid a collision.

Figures recently released by Highways England found that tailgating is the cause of one in eight (12%) of all collisions on the road, resulting in 100 people killed or injured every year. In response to this, Highways England has launched its 'Don't be a Space Invader' campaign, which uses the classic arcade game to warn drivers about the dangers of tailgating.

Neil Greig, IAM RoadSmart director of policy and research described the findings of the survey as shocking, and called for more to be done to educate drivers on road knowledge and the Highway Code. He said: "The outcome of the survey brings to light some frightening statistics, which demonstrates the need to constantly refresh on-road knowledge. With many young drivers showing high levels of traffic sign ignorance these results reinforce IAM RoadSmart's view that road safety education should be taught as part of the National Curriculum in schools, to prepare teenagers for their future driving career. Many drivers don't look at the Highway Code regularly after they've passed their test, but no-one's memory is perfect and it's crucial to read and understand the most recent version of the Highway Code for the safety of all road users."

The poll, commissioned by IAM RoadSmart, surveyed 1,000 motorists.

New tech could mean red light for traffic signals

Hate waiting at the traffic lights? Brand new technology could mean that waiting at a red light might soon be a thing of the past. American car giant Ford are developing a new system that could see cars choreograph around each other at junctions instead of stopping at traffic lights.

The tech works by slowing one car's speed when approaching the crossroads, allowing two cars to cross at the junction without hitting each other. And with the average UK motorist spending a staggering 48 hours every year waiting at red lights, the technology could provide welcome relief for drivers.

The system uses a software called IPM (Intersection Priority Management), which tells the driver the correct speed to travel at in order to safely pass the other car without stopping or colliding. The tech works by equipping cars with communication systems which relay information about the location, direction of travel, and speed of the vehicles connected to the system. As well as cutting the time spent in traffic jams, the tech could also help reduce collisions at junctions, where European Commission figures estimate between 40% and 60% accidents occur.

The system would mean cars no longer idle in traffic jams, cutting fuel consumption costs for motorists and helping tackle toxic air pollution that is often worse at junctions.

Christian Ress, Ford's Driver Assist Technologies Supervisor, said: "We know that intersections and traffic lights can be a real bugbear for many drivers. With the connected car technology, we have been demonstrating this week, we envisage a world where vehicles are more aware of each other and their environment, enabling intelligent cooperation and collaboration on the roads – and around junctions."

The project forms part of the UK Autodrive project, a three-year government-backed scheme researching the use of connected and self-driving vehicles

Millennial motorists being driven to distraction

Nearly four in 10 millennial drivers admit to using their smartphones behind the wheel, a new study has revealed. A shocking 37% of both male and females admit to getting distracted by their smartphones while driving, in a study by The Car People. Road safety campaigners will be worried these figures mean the message about the dangers of using a handheld device while driving is not getting through.

Passengers are the second biggest distraction for younger drivers, with 27% of men and 30% of women admitting that talking in the car disrupts them. Changing the car radio is a distraction for a quarter of younger male drivers, while just over a quarter (26%) of female drivers get side-tracked by children fighting in the backseat.

Other distractions for millennial motorists include looking in the mirrors, using the vehicle controls and trying to work out sat-nav directions. One in five men (20%) even admit to a wandering eye when driving, compared to just one in 20 (5%) woman whose attention is diverted by attractive pedestrians.

Tougher punishments for drivers using their phones behind the wheel were introduced in March 2017, with offenders now facing six penalty points and a £200 fine if caught. To help combat phone use on the roads, the RAC has set up the *Be Phone Smart campaign*, an initiative aimed at raising awareness on the dangers of using a phone while driving. Speaking earlier this summer, RAC safety spokesman Pete Williams called on the government

to use more innovative ways to tackle the problem. He said: “We fear there is a proportion of drivers who simply feel that continuing to use a hand-held phone while also trying to do something as demanding as driving is in some way 'safe', when all the evidence shows otherwise.”

New Driving Theory Test Features

The UK driving theory test will now include computer-generated hazard perception assessments focused around the dangers of adverse weather conditions. The new clips have been used in the car theory test since November 1 and will be part of motorcycle tests from 1 December 2018. Road safety minister Jesse Norman who said the scenarios would help learners to 'overcome real-life challenges they will face on the road'.

The CGI scenarios will test how quickly learners can spot hazards around them, such as a deer running out in front of them when it's snowing and an HGV driver falling asleep at the wheel on a motorway at night. The Driver and Vehicle Standards Agency, which governs the driving test, said the changes would help to improve road safety, especially in show, rain, fog and other difficult driving conditions.

There are 23 realistic scenarios added to the hazard perception test, all of which simulate adverse weather. This also includes driving in gusty winds and when the sun is low - a problem motorists face at dusk and dawn. And it's in these sorts of conditions that statistics show a spike in accidents on roads. In 2017 alone there were 16,406 accidents in rain, sleet, snow or fog, of which 205 were fatal. The DVSA hopes the new measures will build on the positive impact the hazard perception portion of the driving theory tests has had since it was introduced in 2002.

The government agency behind the hazard-spotting assessment has reduced post-test at-fault collisions involving new drivers by at least

11 per cent. In 2015 the DVSA switched to CGI footage instead of live action videos that had been used in the initial 13 years of the hazard perception test. Road Safety Minister Jesse Norman, said: 'The UK has some of the safest roads in the world, but we're always looking for ways to make them safer. These new hazard perception clips offer more realistic driving conditions to test a learner driver's ability, preparing them for overcoming the real-life challenges they will face on the road – something that should benefit all road users.'

As well as scenarios for adverse weather, the DVSA will also be introducing additional CGI clips that simulate situations involving vulnerable road users - like children, cyclists, and motorcyclists. DVSA Chief Driving Examiner, Mark Winn, added: 'DVSA's priority is to help everyone through a lifetime of safe driving. Every year too many people are injured on our roads by hazards frequently encountered by drivers and we are determined to do more; we know the theory test helps saves lives so we are using CGI clips to further improve road safety.'

DVSA will also be introducing the new CGI clips to the LGV (large goods vehicle) and PCV (passenger carrying vehicle) theory tests from 1 January 2019, DVSA confirmed.

The hazard perception test has come in for some scrutiny in recent years, with many suggesting it fails to test drivers' abilities to spot potholes or pedestrians with mobile phones. GoCompare asked 2,000 Britons of all ages to take a modified version of the test, giving the motorists just five seconds to spot the danger. Just one person spotted all 10 correctly, with the most common score being 4 out of 10 - a fail, by the test standards.

Try it for yourself:

<https://www.gocompare.com/motorbike-insurance/spot-the-hazard>

Contacts

Chairman chairman@iam-exeter.org.uk
Social Secretary social@iam-exeter.org.uk
John Tibbs Tel: 01626 832881

Deputy Chairman deputy@iam-exeter.org.uk
Newsletter Editor editor@iam-exeter.org.uk
Claire Chilcott Tel: 07580907755

Treasurer treasurer@iam-exeter.org.uk
Andrew Cleare Tel: 01297 33461

Secretary secretary@iam-exeter.org.uk
Martin Edworthy 01626 821268

Membership Secretary membership@iam-exeter.org.uk
Carolyn Cleasby

Skills Co-ordinator skills@iam-exeter.org.uk
Derek Higgs

Chief Observer chiefobserver@iam-exeter.org.uk
Dennis Leworthy 01837 658511

Webmaster charlespegman@aol.com
Charles Pegman

Committee Members
Gloria McGinty Rob Adams Tony Spiers

IAM Website <http://www.iam.org.uk>
Our group website <http://www.iam-exeter.org.uk>
Information info@iam-exeter.org.uk

Your Committee



John Tibbs
Chairman
Social Secretary



Martin Edworthy
Secretary



Andrew Cleare
Treasurer



Claire Chilcott
Deputy Chair
Editor



Dennis Leworthy
Chief Observer



Carolyn Cleasby
Membership Sec



Gloria McGinty
Committee Member



Rob Adams
Committee Member



Tony Spiers
Committee Member

**Deadline for contributions for the next newsletter:
18th February 2018**