



# **Exeter & Torbay Advanced Motorists**

**Winter 2017**

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The Editor reserves the right to edit articles for publication.

# Chairman's Chat

Greetings all:

Our AGM in October was attended by Robbie Downing – one of our area managers, who put on a very informative presentation after the AGM business was concluded. I was very pleased by the number of members who attended, thank you!

Our November meeting was also well attended with a presentation by Sgt. Olly Taylor, a member of the Roads Policing Team from Devon and Cornwall and Dorset Police, and he gave us an interesting insight into his career, also having a very informative Q&A session after that.

December is, of course, our social event, we shall have a quiz evening at the Kenn Centre, with refreshments.

For January 2018 there will be no meeting, as usual.

In February our very own Meg Privett will be putting on a presentation on 'Roundabouts' and how to deal with them.

We have various items in the planning for later in the year, check the website and come to the meetings to find out what is being planned.

And finally:

*On Age:*

⑩ *I like having conversations with children, Grown-ups never ask me what my third favourite reptile is!*

⑩ *Regular naps prevent old age, especially if you take them while driving!*

⑩ *A diplomat is a man who always remembers a woman's birthday, but never remembers her age!*

*A wife texts her husband at work on a cold winter morning  
'Windows frozen, won't open'*

*He texts back 'Gently pour some lukewarm water over the edges,  
and then tap edges gently but sharply with a hammer'*

*Five minutes later his wife texts back 'Laptop is really knackered  
now!'*

*(With acknowledgements to SPA News.)*

Safe Driving

John Tibbs

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## *Welcome*

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

Heather Davies

Starcross

Sheila Parissien

Paignton

David Corfield

Crediton

Sam Berrisford

Exeter

Teresa Ratcliffe

Exeter

Margerite Burton

Launceston

Federico Caprotti

Exeter

Jacqueline Hobbs

Brixham

Claire Chilcott,  
Membership Secretary

# *Congratulations*

## **Exeter & Torbay Advanced Motorists Test Passes**

### **Observers and Associates**

<b>Observer</b>	<b>Mentor[s]</b>	<b>Local/National</b>
Graham Fry	Rob Adams/Dennis LeWorthy	National
Malcolm Joyce	Tony Spiers/Dennis LeWorthy	Local
Gloria McGinty	John Tibbs	Local
Tim Privett	Dennis LeWorthy	National
Tony Spiers	John Tibbs/Dennis Le Worthy	National
Robin Watts	John Tibbs	Local

<b>Associate</b>	<b>Observer</b>	<b>Comment</b>
Jessica Lomax	Pete Smith	
David Price	Graham Fry	
Sarah White	Derek Higgs	F1rst
Jeff Herrington	Rob Adams	
Dianne Gammage	Derek Higgs	F1rst
Robbie Voaden	Malcolm Joyce	

# Greetings from the ETAM Skills Co-ordinator

Greetings all:

Our Bi-Annual Observer Meeting had a good turnout, considering the short notice with which it was arranged – my apologies for that! I have circulated the minutes so all Observers should be aware where we are.

One suggestion at the meeting was to schedule our Driveouts on a regular basis – i.e. once a month on a Sunday morning, probably from a fixed venue in the Exeter area, so the next one will be arranged in that format, to see what response we have.

We have caught up with our Observer Re-qualifying, there remains one to do. Also, great news, we now have two trainees, Paul Westwood as a Local Observer and Charles Pegman as a National Observer, and their training is underway.

After a presentation by Dennis and myself at Kingsbridge for the local W.I. group twelve people signed up for Assessment Drives [11 ladies plus 1 husband] and these are in progress at the moment, we hope to gain some of them as members on due course.

Regarding Associates, I currently have two awaiting allocation.

Safe Driving

John Tibbs

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# Monthly Meeting Reports

No individual monthly meeting reports have been received by the Editor. The Chairman has made reference to monthly meetings in 'Chairman's Chat' on page 3.

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

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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>6<sup>th</sup> Dec</b>	Christmas Social
<b>Jan 2018</b>	No meeting
<b>7<sup>th</sup> Feb</b>	Roundabouts Procedure' by Meg Privett
<b>7<sup>th</sup> March</b>	To be confirmed

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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# **Annual General Meeting**

**Held on Wednesday 4th October 2017  
Held at The Kenn Centre, Kennford**

## **Minutes**

### Welcome and Notices.

The chairman welcomed the President, our Guest Speaker & the members. The meeting opened at 7.30pm

### Apologies

Received from Mike Brown, Barry Rendal-Jones, Tony Longbourne, Roger Chambers, John Wotton, Elizabeth Gibbs, Jill Warburton, Robin Watts & Therisa Ratcliffe

### Minutes.

The minutes of the previous AGM had been published in the December 2016 Newsletter.

## Secretary's report.

Martin reported that there had been no comments or matters arising from the previous minutes & asked if they could be accepted as read, this was proposed by Tom Reardon & seconded by Rob Adams. Martin reported that he had not received any nominations for new members to the committee or received any matters for AOB

## Chairman's report

John announced with sadness the recent death of Marion Eastland a valued & active member of the group.

Over the last year the group has achieved 22 Test passes, 7 of which were F1rst

There are currently 28 Associates undertaking coaching with 3 awaiting allocation. John offered his thanks to all Active Observers for all their help over the year, the 2 trainee Observers are now qualified. Observer re-qualification by the year end under the IMI scheme is in hand, with 3 Local Observers remaining to re-qualify. Of the 16 Observers in the Group, 8 are National Observers, congratulations to Martin Edworthy, Graham Fry & Tony Spiers for progressing from Local to National level recently. Also congratulations to Wendy Richards-Wood & Derek Higgs for qualifying as Local Observers.

In addition to undertaking Assessment Drives, we are also having a steady trickle of candidates for 'taster sessions', a couple of which have progressed onto the Advanced Driver Course. Dennis, Claire & John will be presenting & offering assessment drives to Kingsbridge WI at the end of the month.

3 Observers attended the Observer Training Day at Haynes Motor Museum, John & Meg then attended a week later a special event for the WI where 60 ladies from local groups were given

assessment drives, low speed manoeuvring coaching & a presentation on winter driving

Earlier in the year when there was the benefit of lighter evenings more practical driving sessions were organised, with the hope that similar events can take place again next year. Suggestions for formats on these evenings will always be welcome.

The group does not have the benefit of a dedicated events secretary so the committee have been 'mucking-in' with suitable related topics, including a presentation by the manager of Newton Abbot Community Transport Association, a visit from a RAC patrol, a presentation by a retired police traffic officer, practical drive-outs & the famous Gym-Car-Na at Poltimore House.

Next month the speaker will be MPC Richard Juniper, Road Casualty Reduction Officer for the Exeter Area. Our Christmas social this year will be held here at the Kenn Centre. Next year there will be a presentation by Meg Privett on Roundabouts, a visit to a local garage to see some newly installed specialist wheel alignment systems plus a few other ideas too early to announce. John again asked for suggestions for speakers or activities & a volunteer to co-ordinate them.

In July the Group was represented at the Powderham Classic Car Show which resulted in a good response to free assessment drive offers, with a couple of people signing up for the ADC

John concluded his report by thanking all members of the committee for their support during the year

#### Treasurer's report.

The treasurer reported the current financial position of the group. Copies of the balance sheet were distributed & Andrew went through the accounts. The printing costs for producing the newsletter are no longer supported by Devon County Council &

are now borne by the group, a review of the situation has resulted in a reduction in the number of copies printed which has helped to reduce cost. The accounts showed two windfall payments during the year following the disbanding of the Regional Forum & the closing down of the Barnstaple Group. Ignoring the windfall payments the group made a net income over expenditure of about £44.00 in the year

Andrew proposed the accounts be accepted which was seconded by Dennis LeWorthy. This was agreed.

### Election of officers and committee.

At this point the President, Alan Waugh, took the chair.

Alan thanked the Committee, the Observers & other members of the Group who supported Exeter & Torbay Advanced Motorists during the year. Alan then recalled a recent trip to the Morgan Car Factory in Malvern & the thousands of colour & trim options available now to the buyer, Morgan produce about 15 cars a week, which he contrasted with a visit many many years ago to the Vauxhall Car Factory in Bedford which had been organised by the Group back then, which unfortunately did not leave such a lasting impression at the time. However Alan did recall it was the same day that his wife Celia took & passed her IAM test.

Voting for Officers & members of the committee now took place.

All existing Group Officers have agreed to stand again, by show of hands from the floors the Group Officers were voted on bloc to stand again.

All other remaining committee members have agreed to stand again, by show of hands the remaining committee members were voted on bloc to stand again

## Presentation

Last year a new annual award was presented to the individual who has provided service to the group ‘above & beyond the call of duty’ during the year. Following his substantial support in allowing the Group access to the facilities at Poltimore House & assisting with his vast experience many times during the year “The Most Valued Member for 2017” was awarded to Rob Adams

## AOB

The Newsletter: In response to the issue raised by the Treasurer regarding the loss of funding by Devon County Council for printing the newsletter, the Committee had debated whether we should continue producing a hardcopy of the newsletter & instead provide it only by email. However as many copies of the newsletter are distributed to various premises or handed out at functions which the group attends it was felt to be an important medium for advertising the group & also for providing information to those members without internet access. The committee therefore would like to suggest to the members that the annual group subscription which had not increased for many years be raised to £10.00 with Observers subscription raised to £5.00. By show of hands this proposal was accepted.

That concluded the official business for the evening.

## Speaker

There then followed a presentation & discussion by Robbie Downing, our Area Manager on IAM Roadsmart how the changes are progressing & proposals for the future.

The meeting closed at 9.00

# Renewals

It's that time of year again!

Renewal forms are sent out with the printed copy of the newsletter for those who are due to renew. A copy is also attached to the emailed version of the newsletter. Please note the subscription change for this year as agreed at the AGM. **Please amend your Standing order before 1<sup>st</sup> January.** You can do this in your local branch or via online banking if you use it.

Please also note that Data Protection Laws change again in April 2018. To hold your details on our database I need a signed copy of the renewal form returned to me whether you pay by Standing Order or cheque.

**If I do not receive a signed copy** I will be obliged, **by law**, to remove your details from our database which means you will not receive newsletters or emails about what the group is doing.

I am happy to accept renewal forms at the February meeting or you can post them to me at the address on the renewal form.

If you are not sure whether you need to renew please see the notes on the back of the renewal form or send me an email: [membership@iam-exeter.org.uk](mailto:membership@iam-exeter.org.uk)

Completing a membership form may seem like we are going over the top but it is required. However, in the past few years I have been on the receiving end of grumbles which is unpleasant and unfair and I would ask you to desist and remember that the committee members are all volunteers who give their time willingly to make this group a success.

Claire Chilcott  
Membership Secretary

# The Courtesy Car

My little Renault Modus was in dock to have two broken front springs replaced, necessary for its MOT. It was Monday morning and we were all confident that the job would be done by lunch time.

The phone rang. It was the garage. The wrong springs had been delivered, but replacement ones would be on the delivery that afternoon. Fine. Nudging tea time and the phone rings again. You've guessed it. Wrong springs again. This was becoming problematic. I explain that I am committed to local Patient Car Service runs for the next four days, not to mention the ETAM AGM on Wednesday and an evening lecture in Tiverton on Thursday. Please could they help with a courtesy car?

The garage is a small family run firm. The founder is semi-retired and it is run by daughter and son in law plus a couple of others. "Err- yes" they said "We'll have to take the child seat out. It is Jill's\* car". It turns out to be insured under the business as an occasional courtesy car". I go down to meet it. It is a Grand Scenic 1600 on a 10 plate with all the bells and whistles. I mention that I had enjoyed putting 99 thousand under a T plate Scenic. "Forget all that" says Jack\*, "This is a completely different animal". To begin with there is no key. It is seemingly unlocked by telepathy or is it sixth sense when it feels your touch on the door handle. Scary. However one needs a magic playing card thing secretly secreted somewhere about ones person.

Now, comfortingly, there is a "Start" button. However it also says "Stop", Hmm. The dash board has woken up of its own accord and is doing a little dance, in technicolour. When it has settled down it says all is "OK". OK. In the same vein of "Alice in Wonder Land Logic" pressing clutch and brake is required as well as the starter button to start the engine. My head is beginning to spin, only to be

told it hasn't got a hand brake! Help! "Oh Dobbin, why oh why did I ever let you go!"

(Dobbin was a 1929 Swift 10hp open 4 seater. I had him from 1962-98, gravity fuel feed from a scuttle tank, magneto switch on the dash and a starting handle, oh, and a substantial hand brake lever. Simple solid and you could see how it all worked. However his going resembled an elderly and plodding cart horse, hence the name.)

I was then introduced to the parking brake button. I had heard about these. Now I had to face the real thing. It took a bit of getting used to, pulling a push button. Before setting off in this weird monster I recalled Dennis's cockpit check, helpful when getting into a strange car for the first time, thank you Dennis. Any way all went well on the Tuesday and Wednesday's runs. However it got quite neurotic going into my garage bleating and squawking at imagined goolies and ghosties lurking within that it thought were about to jump out at it, and even again when backing out in broad daylight next morning!

Meanwhile the Modus was perched, Cuckoo like, on top of the lift for three days with the entrails of its front suspension dangling from the wheel arches. The problem was resolved when it transpired that my car was built on the day that the spring specification changed, and mine has the new one.

Coming back from the AGM the M5 reported "incident A30 east". I had spotted it coming down with a long queue leading up to it. I took to the A3052 instead. For those not familiar with this road it goes up and down quite a bit with steep climbs out of the valleys. Two of these are 14%, (1 in 7 in the old money). I had expected this modern 1600 cc car to climb these gradients comfortably at at least 40. However the monster struggled even to get near, and one up at that. (Dobbin would have needed 2<sup>nd</sup> gear at barely 10mph. Just as well things have moved on.) The Modus romps up with ease.

I returned the monster on Thursday morning. Jack, Jill and I all bemoaned the fact that it is overweight and gutlessness despite its six speed gear box. I was please to get back into the familiar Modus, bags of turbo diesel torque, a new MOT and a proper hand brake- BLISS.

\*Names have been changed.

Andrew Cleare

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## Is this Fair?

I am supposed to be retired, but have followed my parent's example of needing to keep a close eye on my diary in order to cope with each week.

One of the items that frequently pops up is “Pre-Test for \*\*\*\*\* ”.

In recent months I have done some for people with increasingly complex vehicles, the like of which I doubt I shall ever either own – or even aspire to owning. Now this is not to 'diss' the technology, the cars or the owners; but I value so highly the work I had to put into my Masters course, and the sense of achievement that it engendered.

However, a short spell down the line it seems that it is going to be either difficult for owners of such cars to gain that prestigious level of driving – or completely impossible for those who are *not* owners of them.

Some of the things that – from day one of my Advanced Driving aspirations – have caused me to have to work hard on to reach a high standard are going to be nonexistent for future drivers. So

how are the Examiners going to create a 'level playing field' in terms of content and achievement for all candidates? Smooth gear changes, absence of brake/gear overlap, absence of gear/steer overlap, acute awareness of current speed limits, and alertness to hazards in the blind spot – all are missing from the skill set for so many people now.

In the most recent run out the car even appeared to lack a manual over ride facility to enable the driver to choose to use engine compression on a long steep downhill gradient, while many have an on-dash indicator of current speed limits, and an electronic alert to hazards in the blind spot.

Now, all these developments are intended to make driving safer – either directly, being in themselves safety improvements, or indirectly by creating a less tiring driving experience. All good, one would think. But how is our team of Examiners going to mark the driver of one such car against someone with a '53 plate Ford, Vauxhall or other over-ten year old vehicle, with all the need for attention to speed limits, and the need to change gear smoothly, in good time, being in the correct gear-for-speed at all times? Do they decide that the driver of a modern vehicle must be so much more skilled at... er...what, exactly? Or will the smooth drive award them a 1<sup>st</sup> Pass, while the driver of an older vehicle only ever gains a Pass because there will be so much more room for error?

There is much rhetoric from the government about how all 'old' cars will be phased out because of their emissions, but in truth there is still going to be a large segment of the population who can't afford the newer vehicles and some of these older ones will continue to be on the road for a while yet. If we can interest them in Advanced Driving that will be very good – but we need to be sure that they are enrolling on a course that will give them equal chance with everyone else to gain a 1<sup>st</sup> Pass.

At present my advice to owners of hi-tech cars is to suggest that they will probably be marked quite hard on the correct use of their

technology, and will need to demonstrate a near-perfect application of The System of Car Control as evidenced via IPSCA, because with all their aids that will be even more of a focus for them. Despite not physically changing gear themselves they will need to be aware of what their car is doing on their behalf.

It would be good to see a break-down of the results which indicated how many 1<sup>st</sup> Passes were awarded to people with new, modern cars, and how many to drivers of older vehicles – and the same information for the Pass as well. It may be that at present there are sufficiently few modern vehicles presented for test as to create a problem, but I certainly think I can foresee a few for the future.

Meg Privett

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## **Drivers To Receive Text Message Reminders To Book MOTs**

Drivers will for the first time receive a text from the Driver and Vehicle Standards Agency to remind them their car is due for an MOT check.

The new messaging service was set up after figures showed that more than a quarter of Britain's cars are overdue vital road safety checks. Some 28 per cent of vehicles are late for their MOT while two-thirds of those are at least a week behind schedule the DVSA found.

The agency has launched a free "Get MOT Reminders" service enabling drivers to receive a text message or email four weeks before their car's MOT is due. Motorists can be fined up to £1,000 if they are caught driving a car without a valid MOT certificate. The test costs a maximum of £54.85.

Transport minister Baroness Sugg accepted that booking an MOT is "easy to overlook" but insisted they play an important role in "making sure the vehicles on our roads are safe and meeting high environmental standards". She added: "Getting a text or email will serve as a useful prompt to make sure people get their vehicle checked in time." New vehicles must undergo the test on the third anniversary of their registration and every 12 months if they are over three years old. A number of parts are checked during MOTs to ensure they meet safety standards, such as lights, seatbelts, tyres and brakes.

Twenty-eight people were killed and 413 were seriously injured in accidents on Britain's roads last year when a vehicle defect was a contributory factor. DVSA chief executive Gareth Llewellyn urged motorists to "check your vehicle all year round" to avoid its condition causing a crash.

Stuart James, director of automotive trade body the Retail Motor Industry Federation, said: "The number of consumers forgetting to MOT their vehicles means that a great many of these are unintentionally breaking the law. "We are pleased that the DVSA has developed such a valuable service that will support road safety and help consumers in their busy lives."

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## **Road Safety Organisations Push For Autonomous Braking As Standard**

Road safety organisation IAM RoadSmart is leading the push for autonomous braking to become standard on all new cars.

The organisation has collaborated with Thatcham Research, the RAC and British Vehicle Leasing and Rental Association (BVRLA). The companies are highlighting the importance of autonomous emergency braking (AEB) and how it could help

reduce the number of deaths on the road if implemented as standard on all new cars.

Figures show that the technology could reduce road deaths by 1,100 per year, while a staggering 122,860 casualties could be avoided. CEO of IAM Roadsmart Sarah Sillars said: “Road safety is a shared responsibility and if individuals and fleets ensure their new cars are fitted with AEB we can all make a contribution to safer roads for vulnerable users now.”

Also commenting is RAC chief engineer David Brizley, who said: “AEB has been demonstrated to reduce the number and severity of accidents, and can therefore contribute to a further reduction in casualties on UK roads. “It will be fitted as standard on new vehicles from the early 2020s but until then, the RAC is encouraging members and indeed all purchasers of new vehicles to select models fitted with pedestrian and cyclist AEB. “By choosing vehicles fitted with pedestrian and cyclist sensing AEB and rated as five stars for safety by EuroNCAP, drivers can be confident that they are doing their bit to keep our roads among the safest in the world.”

Also sitting within the coalition are experts on car and road design, as well as experts in driver training and human behaviour. Each company has provided statistics to help back the campaign. One of the most important points made is the fact AEB is not overly expensive and can cost as little as £200. And as Thatcham Research CEO Peter Shaw points out, “safety should be a deal-breaker, not a nice to have”.

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## **Did you know?**

The number of petrol stations in the UK is at a 50-year low. There are now around 8,600 stations, down from around 37,000 in 1970.

# Flying cars to hit the air in 2019?

Flying cars could race out of the realms of sci-fi and into the air above the UK's roads sooner than previously thought, after a recent deal between two auto companies.

Geely, Volvo's parent company, has bought innovative start-up Terrafugia, which aims to bring its flying cars to market in 2019. The Terrafugia Transition can fly up to 10,000 feet above the ground and has been approved by the US's Federal Aviation Administration (FAA) to be certified as a Light Sport Aircraft

The 'street-legal plane', as it has been described, can carry two travellers and will have a range of 400 miles. Terrafugia was founded in 2006 by five award-winning graduates of the Massachusetts Institute of Technology. Since it was established, the company has made significant progress towards bringing flying cars to the market – delivering a number of working prototypes.

As well as launching the first flying car in 2019, it aims to have the first vertical take-off and landing car (VTOL) available by 2023. The TF-X will only require a standard driver's licence to operate it in the US and is partially electric powered. It will have a range of 500 miles and a cruise speed of 200mph.

It's expected to cost roughly the same as a luxury car, once full production is up and running and, handily, will fit in standard garage or parking space. Zhejiang Geely Holding Group Founder and Chairman Li Shufu said: "The team at Terrafugia have been at the forefront of believing in and realising the vision for a flying car and creating the ultimate mobility solution.

"This is a tremendously exciting sector and we believe that Terrafugia is ideally positioned to change mobility as we currently understand it and herald the development of a new

industry in doing so. “Our investment in the company reflects our shared belief in their vision and we are committed to extending our full support to Terrafugia, leveraging the synergies provided by our international operations and track record of innovation, to make the flying car a reality.”

Earlier this month it was reported that Airbus has plans to test its flying car, the Vahana, by the end of the year. The company is aiming to have autonomous electric cars in the skies by 2020.

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## **Speeding Offences Reach Six Year High**

Speeding offences reached a six-year high last year, according to figures released by the Department for Transport. There were 2.2m prosecutions for speeding offences in 2016, compared with 1.6m in 2011 – nearly a one-third increase.

Jason Wakeford, director of campaigns for road safety charity Brake, called the figures “highly concerning”. He said: “Driving is unpredictable and if something unexpected happens on the road ahead, such as a child stepping out from between parked cars, it’s a driver’s speed that determines whether they can stop in time and, if they can’t, how hard they will hit.” “Last year, excess speed contributed to almost a quarter of all fatal crashes and urgent action is needed. Brake is calling for increased enforcement by the police, a default 20mph limit in all built-up areas and ‘Intelligent Speed Adaptation’, which helps drivers stay within the limit, to be fitted as standard to all new vehicles. “These measures are essential to lowering the increasing number of needless deaths and serious injuries on UK roads.”

But while the number of speeding offences went up between 2011 and 2016, department figures also showed that the number of offences for dangerous, careless or drunken driving decreased. In 2011, there were 276,000 recorded offences, as opposed to 179,000 in 2016, representing a 35 per cent decline.

# Contacts

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Tony Spiers	Brian Palmer
IAM Website	<a href="http://www.iam.org.uk">http://www.iam.org.uk</a>
Our group website	<a href="http://www.iam-exeter.org.uk">http://www.iam-exeter.org.uk</a>
Information	<a href="mailto:info@iam-exeter.org.uk">info@iam-exeter.org.uk</a>

## Your Committee



John Tibbs  
Chairman  
Skills Co-ordinator



Martin Edworthy  
Secretary



Andrew Cleare  
Treasurer



Claire Chilcott  
Deputy Chair  
Membership  
Editor



Dennis Leworthy  
Chief Observer



Gloria McGinty  
Committee Member



Brian Palmer  
Committee Member



Rob Adams  
Committee Member



Tony Spiers  
Committee Member

**Deadline for contributions for the next newsletter:  
18<sup>th</sup> February 2018**