



Exeter & Torbay Advanced Motorists

Winter 2019

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The Editor reserves the right to edit articles for publication.

Chairman's Chat

Greetings all.

Does the summer now seem a distant memory? With the recent spells of prolonged rain and high winds I hope everyone has kept their wits about them when driving, and allowing an extra margin for safety, and those drivers who persist in driving to the limit – or over! - irrespective of the road conditions!

The presentation by our new CEO, Mike Quinton, at the AGM in October, I found interesting, I hope all who attended found it useful too?

We are finalising our speakers for the winter meetings, checkout the website for more details. Looking forward to the summer and our practical sessions – any suggestions for new events welcomed?

And Finally!

Back in the days of tanners and bobs, When Mothers had patience and Fathers had jobs.

When football team families wore hand-me-down shoes, and TV only gave two channels to choose.

Back in the day of thrupenny bits, when schools employed nurses to search for your nits.

When snowballs were harmless, ice slides were permitted, and all of your jumpers were warm and hand knitted.

Back in the days of hot ginger beers, when children remained so for more than six years.

When children respected what older folks said, and pot was a thing you kept under your bed.

Back in the days of 'Listen with Mother', when neighbours were friendly and talked to each other.

When cars were so rare you could play in the street, when Doctors made house calls, and Police walked the beat.

Back in the days of Milligan's Goons, when butter was butter, and songs all had tunes.

It was dumplings for dinner and trifle for tea, and your annual break was a day by the sea.

Back in the days of Dixon's Dock Green, Crackerjack pens and Lyons ice cream.

When children could freely wear National Health glasses, and teachers all stood at the FRONT of their classes.

Back in the days of rocking and reeling, when mobiles were things you hung from the ceiling.

When woodwork and pottery got taught in schools, and everyone dreamt of a win on the pools.

Back in the days when I was a lad, I can't help but smile for the fun that I had.

Hopscotch and roller skates, snowballs to lob, back in the day of tanners and bobs.

With acknowledgements to the SPA magazine.

Safe Driving

John Tibbs

Latest data suggests that if all the UK's potholes were joined together, they would make a single hole measuring 295 square miles, or twice the size of the Isle of Wight. Road maintenance in England and Wales is said to be under-funded by £1billion per year, so at current levels, the average frequency for road resurfacing in England is once every 54 years. In Wales, once every 107 years.

Up to 70 per cent of people on urban roads are looking for a parking spot, and one in five urban crashes is related to a search for parking.

Welcome

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

Joanna Higgs	Newton Abbot
Wendy Axford	Paignton
Hilary Ackland	Exeter
Chris Applewood	Newton Abbot

We also extend a warm welcome to Full Members who has joined us recently.

David Corfield	Crediton
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Claire Chilcott
Membership Secretary

Congratulations

Exeter & Torbay Advanced Motorists – Test Passes

November 2019

Associate	Observer	Comment
Freda Richardson	Chris Patten	
Arjun Thomas	Graham Fry	

Greetings from the ETAM Skills Co-ordinator

Greetings all

Our next meeting event will be our Christmas Social at Kenn. Please bring family and friends – and also a plate with something on it! There will be a quiz organised by Claire, and also a prize raffle.

After our January break the first meeting of the New Year in February will be a presentation by the South Western Ambulance Trust. Have a look at our website for more details on future events. The next Driveout will be in December, not confirmed on date yet, but the venue will be St Bridgets Garden Centre on the Sidmouth Road [opposite Westpoint].

As, I expect, you are all aware, things are very quiet on the associate front, we are hoping to generate some candidates next year, and, possibly, have an upsurge after Christmas, as discounted courses will be on offer as usual.

The Group Scorecard has now been modified, unfortunately, and the only thing of interest it does say is that we had one test pass in the last month!

Safe Driving

John Tibbs
skills@iam-exeter.org.uk

In London there are over 6000 sets of traffic lights. In the highlands of Scotland there are 100.

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.

4th December Christmas Social at the Kenn Centre.
Quiz and refreshments.

2020

January No meeting

5th February A presentation by the South west Ambulance
Service

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.



Freda Richardson together with her Observer **Chris Patten**.

Chris is our newest Observer, he took on Freda as an associate whilst a trainee and qualified as a Local Observer whilst completing her coaching.

Freda was extremely determined to succeed at the test so we have a combination of our newest observer and our newly qualified oldest member. Freda is proud to say she is 87 years old!

Did you know?

Cars are the most recycled consumer product in the world.

14 billion tonnes of steel are recycled from end-of-life cars each year. (that's enough to make about 2000 Eiffel Towers.

Recycled tyres can be made into flooring in playgrounds and football pitches.

92% of us consider ourselves good drivers.

But 65% of us admit to breaking the 70mph speed limit.

Volvo made the three-point seatbelt design patent open and available to other car manufacturers for free in the interest of safety it saves 1 in 6 lives.

Exeter and Torbay Advanced Motorists
Annual General meeting
Held on Wednesday 2nd October 2019
at The Kenn Centre, Kennford
Minutes

Welcome and Notices.

The chairman welcomed the President, our Guest Speaker, members & guests (from the Devon Advanced Motorcyclists group). The meeting opened at 7.30pm

Apologies

Received from Derek Higgs & Sue Franklin

Minutes.

The minutes of the previous AGM had been distributed to the Committee & also published in the Group's quarterly newsletter. Copies of the minutes were made available for inspection by the members present at the AGM

Matters Arising

From AOB last year there was a desire from the floor that a letter of thanks be sent to our auditor Petronella Bird for the years of service she has given the group in auditing our accounts completely free of charge. That has been done

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. By show of hands this was accepted. Martin reported that he had received one nomination for the role of Group Membership Secretary. There have been no other nominations for new members to the committee or the receipt of any matters for AOB

There has been little correspondence during the year, however Martin has been in receipt of a letter from Doreen Reardon who

together with husband Tom have been members of the group for many years. Tom has been in poor health recently, so Doreen wished everyone to be aware as to their absence from meetings.

During the year the Group has provided opportunities at the regular monthly meetings to partake in numerous practical sessions or receive presentations on various topics

Chairman's report

Over the last year the group has achieved 21 Test passes, & 3 Test fails

There are currently 13 Associates undertaking coaching with 3 who appear to have given up or are no longer available, 1 Associate is awaiting allocation. There are 16 Observers, of which 9 are qualified National Observers with 5 currently unallocated.

Monthly drive outs are fairly well supported, with generally a good mix of Observers, Associates & Members. The next run out will be at the end of this month/early November from the Hog & Hedge at Whiddon Down Services.

As with last year we have continued attending car shows of various descriptions, however the main event is always the Crash Box Club at Powderham. There was some interest in Assessment Drives but no sign ups for the Advanced Driver Course. However, with the promised introduction of portable card readers due next year, we hope to have more success.

On the training front, routine re-qualifying will kick off again next year for both National & Local Observers. There is currently have one potential Local Observer in the pipeline

John concluded his report by thanking all members of the committee & Dennis in particular 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 inconsistency within the costs for the Newsletter printings is due to the late receipt of an invoice from last year which is reflected in this year's expenditure.

Andrew reported a balance of £2,718.20 in our Current account, £3,016.96 within our Deposit account giving a total of £5,735.16, against a previous total of £5,762.33 for 2017-2018

The Group had an excess expenditure over income for the year 2018-2019 of £27.17

Thanks to Petronella Byrd for examining the accounts.

By show of hands the Accounts were agreed.

Chief Observer's Report

Dennis began his report by outlining his 32-year career with the police which included eight years as a driving instructor at Hendon Police Driving School

After joining the Group, his experience & background eventually came to light & Dennis found himself as the Chief Observer
Dennis helps aspiring Observers progress onto either Local or National Observer qualifications & is also a Masters Mentor for the Masters Scheme

Within the Group we have 11 Masters, a good proportion of whom have passed with distinction

Dennis has also been working with the Newton Abbot Community Transport Scheme is providing assessments for the drivers of their fleet of cars, MPV's & the 17-seater minibus. Dennis requalified

his own PCV licence in order to undertake the assessment on the mini-bus.

During the year Dennis agreed in conjunction with the IAM to have a 'black box' installed into his car to record his driving style, the aim of which is to try & benchmark the average driver's performance against that of an IAM member.

Preliminary reports indicate the average driver scores about 40 whilst the IAM group score is 77, the higher the score the better

Election of officers and committee.

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

All committee members have agreed to stand again, by show of hands from the floor all committee members were voted on bloc to stand again

The role of Membership Secretary had become vacant during the year.

Claire Chilcott offered to take up the role again after relinquishing it the year before.

A formal nomination for the role of Membership Secretary has been received on behalf of Claire Chilcott.

Marguerite Bonhay proposed the nomination be accepted which was seconded by Tony Spiers.

By show of hands Claire has been accepted as Membership Secretary

AOB

There were no formal items for Any Other Business.

Presentation

Each year an annual award is 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 numerous activities during the year “The Most Valued Member for 2019” was awarded to Barry Smith. The award was presented by our guest speaker, the IAM’s Chief Executive Officer Mike Quinton



That concluded the official business for the evening.

Guest Speaker

There then followed a presentation with Q&A by the IAM’s Chief Executive Officer Mike Quinton.

The subject being the direction the IAM was going, his objectives & what held for the future. A number of the proposals were discussed, there followed a lively debate from the floor

The meeting closed at 9.00



Chatting and eating!
Enjoying refreshments
after the AGM



Highway Code Amendment

Annex 7. First aid on the road

Information about first aid on the road, including dealing with danger, getting help, helping those involved, and providing emergency care.

The following information was compiled with the help of St John Ambulance, the British Heart Foundation and the British Red Cross. It's intended as a general guide for those without first-aid

training but shouldn't be considered a substitute for proper training. Any first aid given at the scene of an incident should be looked on only as a temporary measure until the emergency services arrive.

1. Deal with danger

Further collisions and fire are the main dangers following a crash. Approach any vehicle involved with care, watching out for spilt oil or broken glass. Switch off all engines and, if possible, warn other traffic. If you have a vehicle, switch on your hazard warning lights. Stop anyone from smoking, and put on the gloves from your first-aid kit if you have one.

2. Get help

If you can do so safely, try to get the help of bystanders. Get someone to call the appropriate emergency services on 999 as soon as possible. They'll need to know the exact location of the incident (including the direction of traffic, for example, northbound) and the number of vehicles involved. Try to give information about the condition of any casualties, for example, if anyone is having difficulty breathing, is bleeding heavily, is trapped in a vehicle or doesn't respond when spoken to.

3. Help those involved

DO NOT move casualties from their vehicles unless there's the threat of further danger. **DO NOT** remove a motorcyclist's helmet unless it's essential. **DO** try to keep casualties warm, dry and as comfortable as you can. **DO** give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic. **DO NOT** give them anything to eat or drink.

4. Provide emergency care

Remember the letters **D R A B C**:

D - Danger Check that it's safe to approach.

R - Response Try to get a response by gently shaking the casualty's shoulders and asking loudly 'Are you all right?' If they respond, check for injuries.

A - Airway If there's no response, open the casualty's airway by placing your fingers under their chin and lifting it forward.



If the casualty is unconscious and breathing, place them in the recovery position until medical help arrives

B - Breathing Check that the casualty is breathing normally. Look for chest movements, look and listen for breathing, and feel for breath on your cheek.

If there are no signs of breathing, start CPR. Interlock your fingers, place them in the centre of the casualty's chest and press down hard and fast – around 5 to 6 centimetres and about twice a second. You may only need one hand for a child and shouldn't press down as far. For infants, use two fingers in the middle of the chest and press down about a third of the chest depth. Don't stop until the casualty starts breathing again or a medical professional takes over.

C - Circulation If the casualty is responsive and breathing, check for signs of bleeding. Protect yourself from exposure to blood and check for anything that may be in the wound, such as glass. Don't remove anything that's stuck in the wound. Taking care not to press on the object, build up padding on either side of the object. If nothing is embedded, apply firm pressure over the wound to stem

the flow of blood. As soon as practical, fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available.

Burns

Put out any flames, taking care for your own safety. Cool the burn for at least 20 minutes with plenty of clean, cool water. Cover the burn with cling film if available. Don't try to remove anything that's sticking to the burn.

Be prepared

Always carry a first aid kit – you might never need it, but it could save a life.

From the archive: How will cars change in the next decade?

By the 1930s, the nascent period of the automotive industry was over, and companies were beginning to mature. Cars were no longer only accessible by the rich, and people began to wonder in earnest how things could progress. So, in January 1932, Autocar interviewed four leading lights of the industry in Britain to find out what developments they could foresee occurring over the next decade, both to vehicle design and the nature of driving itself.

First up, and arguably most notable, was Laurence Pomeroy. Having studied engineering at university, he joined Vauxhall in 1905 and became technical director just nine years later. He joined the British Daimler company in 1926, having become a leading designer of engines. In 1934, he would be elected president of the

Institute of Automobile Engineers. Pomeroy's predictions were conservative. "I can see nothing in the world of industry or the realm of science to indicate any more rapid change in design than has occurred in the past 10 years," he said. "We are, of course, as an industry generally devoting a bit more time to transmission problems, engine smoothness, silence and the like, but these are merely ripples on the surface of the waters which you are asking me to plumb to their depths." He did, however, predict that vehicles would "tend to fit themselves better to human beings than they do now" and that "everybody who has a motor car will, naturally, desire that motor car to give him more luxury and performance than now. Thus will come about an increase in the size of cars, but with it also will come increased manufacturing efficiency, so that there will be only a small increase in cost, if any."

Independent suspension had first been used way back in 1922, on the Lancia Lambda, but not yet become commonplace. Pomeroy was enthused by this development – crucial to the progression of cars beyond mere motorised carriages – he had seen in the recent work of Austro-Daimler and Mercedes. The latter had revealed its 170 family car the year before with transverse leaf springs for its front wheels and a coil-sprung swing axle at the rear.

Streamlining was also en vogue in the 1930s, seen most prominently in the designs of Tatra and the Nazi-era Rekordwagens and Pomeroy predicted this design style becoming widespread. An improvement in power-to-weight ratio – ‘the crying need of the time’. He also foresaw, by means of engine supercharging and reduction in chassis weight through aluminium.

Our second interviewee was Arthur Hubble, the boss of Crossley, a Manchester-based manufacturer that made luxury cars from 1904 until the outbreak of World War II.

"It is possible to foresee the electric motor car which will collect its power from radiating stations placed in suitable positions all

over the country," he said, "the current being broadcast just as we broadcast wireless programmes today. There will be no smell, no noise, and power will be tax free."

However, Hubble admitted that might be "going too far", and said we could reasonably expect by 1942 to see a car with no gearbox and just one pedal. Engines would move to the rear, he believed (this would take off in the 1950s but quickly be consigned to history) and the compression ignition engine would be "in common vogue, even for baby cars". He also could see car weight going down by 50% by the discovery of some new metal.

His most correct assumption was the introduction of arterial roads in Britain. These would "link up city to city," he said, "and where you wish to avoid any particular town, a detour will be provided." The average speed would be greatly increased, too.

Hubble's thoughts on the improved road network were mirrored by Cecil Kimber, designer and director at MG. This would directly bring about a revolution in car design, he predicted, with the engine moving to the rear to reduce the front cross section of the car and a body designed on "true aeronautical lines" for fuel efficiency. "We shall not have wings, lamps, running boards and spare wheels added to a body design more or less as afterthoughts," he said. "The car will be conceived more as a whole, and I think it will have a bumper or fender carried all the way round as a safety factor." He did not imagine, however, the move towards monocoque cars, despite this concept first being realised back in the 1910s, seeing instead the retention of steel girder frames.

Although the front seemed likely, he had doubts about independent suspension at the rear, because this would cause steering issues at higher speeds. Kimber's idea that "some form of hydraulic transmission will entirely dispense with the gearbox and clutch" was, however, wide of the mark.

Our final subject was Allen Herbert, managing director of Peugeot in the UK, and he was perhaps the most conservative. "I imagine that manufacturers will adopt the more conservative policy of making perfect the details of present design rather than a policy entailing costly experiments," he said. Thus the popular car of 1942 would still be front-engined and rear-wheel drive. Herbert added: "The present unwise and too intense form of competition amongst manufacturers will give way to a more healthy variety, the result being that they will work in closer unison, and the public, although having to pay more for their cars, will have far more real value for their money."

Standard fittings, he said, would come to include "pre-selective gears; single-point chassis lubrication; built-in four-wheel jacks; dual ignition systems; multiple carburettor systems with superchargers as standard; underslung chassis, giving a very low centre of gravity with much improved suspension; steel cylinder liners; and a host of other refinements at present only fitted to the more expensive type of car."

Ten Years Hence. Motor Cars and Motoring in the Future



**L. H. Pomeroy,
Daimler Managing
Director and De-
signer, Fore-
shadows Bigger
Cars with Sus-
pension Improve-
ments and
Streamlined
Coachwork**

ways, either by the use of a supercharger or by reducing chassis weight, or, of course, by a combination of both. Thus there may be a very considerable extension in the use of aluminium alloys, particularly on high-class cars, for the reason that where a definite high power-weight ratio is required the use of modern aluminium alloys is probably the cheapest way to obtain it.

A word on the subject of the roads of ten years hence. Given a reasonable decrease in unemployment, which now seems to be taking place, and adherence to the principles of economy in public expenditure for the next few years, I should imagine there is a very reasonable chance of the roads ten years hence being the same as they are now, only a bit worse!

THINK, in making prophecies, one should always exact the condition that the paper upon which they are printed should be guaranteed not to last more than five years! Never, as I see the picture in 1942, the kind of car which he used will be very much like those which are now in use. In fact, a very considerable proportion will be those in use.

an see nothing in the world of industry or the realm of science to indicate any more rapid change in design than has occurred during the past ten years. We are, of course, the industry generally devoting a bit more time to transmission problems, engine smoothness, silence and the like. These are merely ripples on the surface of the waters. You are asking me to plumb to their depths.

I think, quite possible that cars will tend to fit better to human beings than they do now, and anybody who has a motor car will, naturally, desire to give him more luxury and performance



**A. W. Hubble,
Head of the
Crossley Firm,
Sees Possibilities
in Compression-
ignition Engines,
Single-pedal Con-
trol and Broad
Arterial Roads of
Synthetic Rubber**

Most presciently – and perhaps unsurprisingly, given the role of Peugeot as the pioneer of diesel engines in cars – he also said: "The diesel engine will displace the present petrol engine, although it's unlikely to be in general use for pleasure cars in 1942. The diesel, in turn, is likely to be superseded by the electrically driven car, but this will probably be in the more dim and distant future."

As a footnote, and amusingly mirroring sentiments repeated ever since, he concluded: "I should like to be able to look in prospect on the improvement made in driving in 1942. At the present time, driving is getting worse and worse, and many drivers seem to forget all they have ever learned in the way of manners. I should like the police to have the authority to suspend an offender's licence until he has satisfied the authorities of his possession of an average amount of road sense."

Research reveals generational divide on driverless cars

New research has revealed a stark generational divide between those drivers who are for and against autonomous vehicles. A study of 1,000 motorists found that a massive drivers aged between 18 and 24 are overwhelmingly in favour of driverless cars, but the vast majority of older drivers are set against the idea. The research, conducted by car buyers' site Carwow, revealed that 81 percent of 18-24-year-olds want driverless cars, while 83 percent of 55-64-year-olds say they are opposed to the technology.

Of those youngsters, more than a third (37 percent) admitted they "don't like driving", suggesting that could be one of the main reasons why younger drivers are so heavily in favour of going driverless. In contrast, though, 90 percent of Carwow's 55-64-year-old respondents said they would never trust driverless cars even if they were "proven to be safe".

The research revealed a gender split, too - albeit less prominent - with men proving slightly more likely to be open to driverless cars. Just under two-thirds (63 percent) of male respondents said they would like to own an autonomous car one day, compared with 52 percent of women.

Overall, the research found that 56 percent of Britons are in favour of the idea of driverless cars, with more than a third (36 percent) claiming the technology will make travel in the future “easier”. A fifth of respondents (20 percent), meanwhile, said driverless cars would reduce the risks of car accidents and improve road safety. Of the 44 percent of respondents who said they were against driverless cars, nearly half (46 percent) said a “lack of trust” was the reason why. Almost as many (a further 42 percent), though, said claiming they would never want to relinquish control of the car.

Mat Watson, motoring expert at Carwow.co.uk, said manufacturers will need to show their autonomous vehicles are safe before motorists will switch to driverless cars. There’s no denying it, driverless cars are no longer science fiction territory,” he said. “With fully autonomous cars already in advanced stages of development and testing, it's now less of a matter of 'if' and more a matter of 'when'. It is easy to understand why Brits are sceptical about putting their life into the hands of a machine - there are plenty of potential pros for automation but to get buy-in, they will have to demonstrate they have been safety tested to the fullest degree and, convenience aside, contend with Brits who just love to drive for the joy of it.”

The UK’s oldest road is the Ridgeway dating back more than 5,000 years ago and stretching from Wiltshire to Berkshire. The first Tarmac road was built in 1902 in Nottingham, while the motorways began in 1958 with the eight-mile long M6 Preston bypass which was two lanes each way, had neither a central reservation barrier nor a speed limit.

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**Deadline for contributions for the next newsletter:
18th February 2020**