



IPSWICH & SUFFOLK ADVANCED MOTORISTS



NEWSLETTER

The Eastern Angle

IPSWICH & SUFFOLK 7021
www.ipswichiam.org.uk
Registered Charity No. 1050094

Contents

Test Passes	1
Diary of Events	2
Editorial	2
Chairman's Chat	3

Letters to the Editor

Drink Driving	4
---------------	---

Articles

Driving in Thailand	4
Reported Road Casualties	8
Who's right about turning left	11
A bit of Humour	13

Group Details

Observer's page	15
Associate's page	16
Committee details	18

Advanced Driver Course Test Passes

Congratulations to the following Associates who have recently passed the Advanced Driving Test and so become Full members of both IAMRoadSmart and our Group.

Tested by an IAM RoadSmart examiner

Order/year	Member	Observer
17/21	Joanne Davy	Christine Shelley
17/23	Nicholas O'Dwyer	Doug Stewart
17/24	Michael Caley	Paul Knowles
18/01	Jen Bobrow	Ian Dowling

Tested by Group 'sign off' scheme

Signed off by Jeff Beecham as the Local Observer Assessor.

17/22	Holly Brookes	Les Selby
-------	---------------	-----------

The above passes were known as at 28 January 2018 and are listed in the order of passing. Passes after this date will be shown in the May 2018 newsletter.

Masters Test Passes

Mentor

Graham Provis (Essex member)	Jeff Beecham
------------------------------	--------------

Breaking News

•

Printed & Distributed by:
Sharward Services Ltd
PO Box 1053
Ipswich
IP1 9YL
Tel. 01473 212113
services@sharward.co.uk

Events for your diaries:



New Venue for meetings:
Holiday Inn
London Road
Ipswich
IP2 0UA
Tel. 0871 9429045

Wednesday 21 February 2018 - "Ipswich industry over the years"

A presentation by a Blue Badge guide for Ipswich, namely Martin Tuffs. His presentation will be the first at our new venue and we hope to show the Holiday Inn that we are a thriving group by getting many members to attend.

Wednesday 21 March 2018 - AGM followed by a talk by our President about 'The Police and Crime Commissioner for Suffolk'.

Wednesday 17 October 2018 - Bob Gosden to be confirmed

Wednesday 21 November 2018 - to be arranged.

All start at 8.00pm in the **Windmill Room, Holiday Inn, London Road, Ipswich** with a break for tea/coffee at about 9.00pm.

Editorial



Well, I've gone and done it! I've volunteered to drive for the Felixstowe Area Community Transport Service (FACTS). I've done the training and at long last after much discussion with the DVLA Medical Team I have a minibus licence. I've had the training and driven a couple of the vehicles, all accompanied with an expert so far. The trainer turned out to be a member of our group and used to work for BT at Martlesham where I used to work. I only found this out at the end of training, it was all very professional, thanks Doug.

I am looking forward to my first solo run in the near future. This is a great organisation which helps people get about town who would otherwise not be so able. All the people we carried were most grateful and very polite. Just a thought maybe some of our members reading this might like to volunteer, should that be the case contact me as I know you would be welcomed with open arms (email address on back page).

I did something else I'm not proud of over the Christmas break, something I swore blind I would never do, I filled my Diesel car with Petrol aghhhhhh! Luckily I spotted my error before I had replaced the filler nozzle (the green one). I had to apologise to the attendant who arranged for someone to help push my car off the forecourt! 5 hours later and nearly £300 worse off we set off for home on the busiest day of the year on the roads!

Lesson learned, concentrate concentrate concentrate when filling your car. I learned from the AA that in 2016 33,000 people required their assistance for wrong fuel issues and they are only one

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

of many organisations dealing with this problem!. It gave me some support to know I was not alone, so be warned.

I would like to thank Mike Yeo for his article "Driving in Thailand" it is always great to get input from others.

I received the following message from Peter Soul of "Thames Valley Group" and not "Thamesway Group" as reported in the last Newsletter

Hello Colin,

Just to mention that I am in the Thames Valley Group, not Thamesway!

Peter S

Sorry I got it wrong Peter.

Editor

Chairman's Chat Feb 2018

Happy New year for 2018 to all, another year for IAM RoadSmart and our group which as always will bring new challenges for drivers, riders, cyclists and pedestrians in our ever-changing world. For all of us the current challenges are the weather, here in Suffolk we are I believe very fortunate to have fairly good weather overall, in comparison to the terrible weather in some areas of the world. I read today that Oymyakon in Russia has just experienced -62deg C and the electronic thermometer registering this temperature broke! I cannot imagine living in such a temperature let alone driving in it, assuming the car would start?



Looking at the IAM RoadSmart website recently I saw some articles on 'Young Drivers, Driver Collision Types', interesting reading with some quantifiable results. 'How to park and secure your vehicle safely', is another article on the website. 'Can you see where to go and where you are going', is another good read, this one was prompted by the response to someone asking some policeman where to position their portable satellite navigation device on the car windscreen, which produced varied debate.

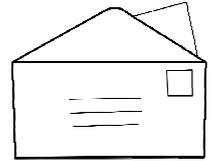
The results of the Driving Safety Culture for 2017 is also on IAM RoadSmart website and highlights the areas of most concern to drivers, from a survey of about 2000 people, most about 68% believe that advanced driving tuition should be encouraged for all drivers, with people of 35 to 49 years of age being in favour of more training and people of 70 and over being less keen on more training. The overall survey is worth a read and has some thought provoking outcomes.

Locally we on your committee looking for new members to support the Ipswich & Suffolk Advanced Motorists so please think about joining the committee or at least suggesting events for members evening, talks or demonstrations, for the group in the coming year. Some on the committee have been serving for many years and eventually we must have replacements, to ensure the future continuity of the group, so please give it some thought. Take care and safe driving.

Terry Davies

Letters/emails to the Editor

Drink driving



The following is true.

An elderly cousin of mine while driving her car was recently stopped for a routine breathalyser test. The Officer said, 'Excuse me madam, have you been drinking?' 'Yes, she replied, I've just had a nice cup of tea'.

I suppose there is no answer to that.

Regards

Jeff

Articles

Driving in Thailand



Disclaimer: this article reflects the experience gained by the author when driving in Thailand whilst on holiday there and is not intended as an authoritative document; the observations made are those of the writer and are passed on for interest only.

Overview: It is perfectly possible to have an enjoyable and safe motoring holiday in Thailand, the benefit of which, is that you get to see the many different facets of the country, rather than being based in one particular resort. Even if based in one place, you may wish to hire a vehicle to allow you to explore at your own pace and in your own time.

To be safe whilst driving in Thailand, or any other country, IPSGA is entirely relevant. The main difference would be that there may be two or three times the number of hazards to be negotiated.

The Foreign and Commonwealth Office (FCO) notes that over 1 million British people holiday in Thailand each year – it is likely that a percentage of these hire a car or motorcycle whilst in Thailand.

To drive in Thailand you need an International Driving Permit (IDP), which can be obtained in the UK before going on holiday. The major rental companies all operate in Thailand – Avis, Hertz, Budget, Sixt etc – as well as Thai companies. You may wish to pay an additional premium to reduce to a minimum the excess on any damage claim.

Check that your travel insurance is up to date and that medical care cover is included.

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

The good news: the Thais drive on the left and the road system is good. Roads are well maintained, generally wide and straight. Road signs and markings are plentiful and, whilst different from those in the UK, their meaning is clear (Google 'road signs in Thailand').

Distances are in kilometres and speeds in km per hour.

Fuel prices, petrol and diesel, are less expensive than in the UK, at about 70p per litre. LPG is also available. Garages are plentiful in towns and can be found in rural areas, but best to fill up before starting a journey. Pumps are attended, so no need to grapple with the Thai language trying to work out which pump to fill up with. Indicating you want to fill up is by stretching one hand higher than the other; if you want a specific amount, give the right money to the attendant and they will put that monetary amount in.

Value of the £ (Sterling): following the Brexit vote, the £ has devalued by 20%. This is reflected in the Sterling to Thai Baht exchange rate, meaning that your holiday and motoring costs will be 20% higher.

The Thai Language: is written in a script and not in letters that we recognize. Fortunately, signs in Thai often include the English translation. Outside of airline check-in and hotel staff, English is rarely spoken, although this is changing with English now being taught as a second language in schools.

Travel Advice: the FCO publishes travel advice at www.gov.uk/foreign-travel-advice/thailand, which is well worth a read and can be subscribed to for regular updates.

One small drawback is that the minor controls on vehicles are on the opposite side of the steering wheel, so you may find that you switch on the wipers, rather than the indicators, for the first couple of times, until you get used to the difference.

Driving Specifics.

The Highway Code: there is a Highway Code but only available in Thai (verified on the internet). The practical differences are noted below.

Driving in Bangkok: is not recommended. The roads are gridlocked by expensive, mainly German, cars and there is a good mass-transit train service that covers the city anyway. In addition, there are metered taxis, with drivers who know the back-doubles to circumvent the gridlock.

There is a good network of motorways through and around Bangkok but these have toll-booths, each one of which, causes a tail back and a crawl of 10-15 minutes, which is frustrating and can add 30+ minutes to a journey time.

Motorcycles: the FCO travel advice contains the following stark and surprising statistic, to quote, "With motorcycles so widely used in Thailand, most road traffic accidents involve motorcycles. The WHO (The World Health Organisation) rates Thailand as the world's deadliest country for

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

fatalities on motorcycles, citing an average of 5,500 motorcyclist deaths annually”. According to the law, safety helmets must be worn, but although they are worn by the majority in towns and cities they are rarely in more rural areas.

Regrettably, the WHO, having noted that most road accidents in Thailand involve motorcycles, give no indication as to how the accidents occurred: a fair assumption may be that another vehicle was involved – a car, lorry, bus or coach.

It is not unusual for there to be 3 or 4 people on one motorcycle with father riding, mother on the pillion, holding an infant, with a second child holding onto the handle bars in front of their father - none of them wearing a safety helmet.

Most motorcycles appear to have 50 or 100cc engines, low powered, with fewer more powerful machines on the roads. Testing to see if they are roadworthy is carried out annually once a vehicle is 7 years old,; for motorcycles, annual testing starts at 5 years.

The front and rear lights, brake lights and/or indicators on say, 10 – 20% of motorcycles don't work, which makes driving at night tricky. Being near the equator, dusk begins to fall at about 5p.m. and it is dark by 6p.m. Good advice to be at your destination before 5 pm. In addition to the motorbikes without lights, oncoming drivers seem to be reluctant to turn on their headlights, with the resultant sore neck and tired eyes from peering out into the gloaming, inevitable.

So, with all these poorly maintained motorcycles on the roads, other road users tend to hog the outside lane, leaving the nearside lane and hard-shoulder to the motorcyclists. Inevitably, this results in overtaking on the nearside (undertaking), as slower moving vehicles wont move over.

Again, anecdotally, motorcyclists decide at the last second that they want to turn right and do so without checking their mirrors, and so end up under the wheels of the following or oncoming vehicle.

You may find it beneficial to warn others, especially motorcyclists, of your presence by sounding the horn.

Flashing headlights: Rule 110 of the UK Highway Code states, 'Only flash your headlights to let other road users know you are there. Do not flash your headlights to convey any other message or intimidate other road users'. However in Thailand it means –get out of my way I'm coming through and they mean it.

Traffic lights: the good news is that the Thais obey traffic lights. If the lights are red, they stop, if the traffic light is green, they go. They don't jump the lights, either as they turn red or as they turn green.

There is an exception in that on a red, traffic wishing to turn left, will do so if it is safe in that there is no traffic from the right or turning right from the opposite side of a cross-road. Whether this in



Ipswich & Suffolk Advanced Motorists Newsletter February 2018

the highway code, or is just accepted practice, is not clear, but every driver does it.

About 50% of traffic lights have a digital display counting down the seconds before the lights change from red to green and from green to red.

The sequence at traffic lights differ from those in the UK in that most lights go from red, to green and back to red. A frequent variant on this sequence is that the green light will flash 6 or 7 times before turning red which, in effect, replaces the amber light.

The vast majority of traffic lights are only in operation during the working day, when there is a lot more traffic on the roads. However, rather than switching the traffic lights off completely, either the green or amber light is left flashing, to warn that there is a junction or cross-road ahead.

Pedestrian Crossings: whilst there are plenty of pedestrian crossings, no one uses them and drivers do not stop to allow pedestrians to cross the road. Why they are provided is a mystery, as they are completely ignored?

U-turns: are provided at regular intervals on dual carriageways, every 2-3 miles, and also shortly after a significant place of interest on the other side of the road e.g. a shopping mall.



U- Turn



Beware Elephants



Winding road ahead

U-turns are signed by an inverted 'U'. If making a U-turn is prohibited, the symbol is crossed through.

U-turns present a number of hazards. Many approaches to a U-turn are hatched off, causing traffic in the outside lane to cross to the middle or nearside lane until the traffic reaches the end of the hatching when traffic can move back to the outside lane in order to make the U turn. The problem with this is the lack of driver courtesy.

Where there is a U-turn, it is provided in both directions, therefore, not only do you have the hazard of cars on the same side as you, wanting to make a U-turn but you can use the information provided by the sign, to anticipate that traffic on the other carriageway will be making a U-turn and trying to join the carriageway you are on. This can result in a number of motorcycles, cars, slow moving lorries etc., attempting to push their way onto the carriageway you are travelling on.

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

When a U-turn gap is not provided with hatching, it is wise to anticipate a tailback of traffic waiting for the opportunity to make the U-turn and to move to the middle or nearside lane to avoid any queue of waiting traffic.

Driver courtesy: is somewhat lacking. The general perception appears to be “I’m here and I’m holding my place”. This becomes apparent when, for example, you are being guided into an inside lane at a U-turn gap and the traffic in the inside lane simply won’t open up and let you in. In such situations, Thai drivers tend to indicate and start to move over anyway, causing the vehicles in the inside lane to brake.

Similarly, if you are at a junction and want to join a busy road, you could be in for a long wait, as it is unusual for drivers on the busy road to be courteous and let you join the stream of traffic.

The same applies if you wish to overtake and the outside lane is busy. You can indicate to your hearts content but it is rare that another driver will let you in, you simply have to be patient and wait for a gap to open up naturally.

If you are on a minor road and wish to turn right at a road junction, with heavy traffic on the more major road, it is probably better to turn left and do a U-turn at the next gap.

In conclusion: to reiterate the comment in the Overview: It is perfectly possible to have an enjoyable and safe motoring holiday in Thailand. Applying IPSGA should keep you safe.

It is always useful to do some research regarding driving conditions in any country before travelling. If you are going on holiday to Thailand, it is hoped that the observations in this article will be of use to you.

Mike Yeo

Reported road casualties in Great Britain: 2016 annual report

Here we are again in the second month of a New Year, so perhaps we should reflect on our driving for the remainder of the year. I have always maintained that you are only as good as your next drive which is the one that really matters. Therefore 100% anticipation, 100% concentration and 100% observation are required at all times to keep us safe and to avoid us from being one of the casualty statistics annually reported.



I have been reading the above report and accompanying tables published by the Department for Transport last updated 28 September 2017. The next update will be in September 2018.

Of course reams of figures can be boring but I hope the following will make interesting or perhaps disturbing reading.

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

During 2016 there were 1,792 (about 5 per day) reported road deaths and 24,101 (about 66 per day) seriously injured. There was a total of 181,384 (about 496 per day) casualties of all severities of which about 60% were car occupants.

The publication provides the number of person-injury road traffic accidents (the report still uses the term 'accidents') in Great Britain that were reported by the police in 2016 using the STATS19 reporting system. The figures make up part of a long running series going back to 1926. The current set of definitions and detail of information goes back to 1979.

The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident.

Interestingly there is no obligation for people to report all personal-injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). Therefore these figures do not represent the full range of accidents or casualties in Great Britain. Accidents that happened on private land (including private drives) or car parks are not included in the statistics. Damage only accidents that do not result in personal injury are also not included. It is estimated that around 670,000 people are injured to some degree in road traffic accidents a year. Of these only around 181,000 are reported to the police and recorded on STATS 19.

Car drivers and passengers accounted for 46% of all fatalities. Overall there were 109,046 casualties. 68% were drivers with 19% aged 17-24. The remaining 32% were passengers.

Looking at the casualties by severity and road type, 72% were on built-up roads, 24% on non built-up roads and 5% on motorways. Built-up roads are defined as those with speed limits of 40mph or less and non built-up roads those with speed limits over 40mph.

The greatest change in casualty and accident numbers is on 20mph roads. The number of people killed increased from 14 in 2015 to 30 in 2016.

In recent years local highway authorities have been introducing more 20mph speed limits and zones. The Department for Transport does not have any comprehensive data to look at the evidence. However, last year they ran a voluntary survey with local highways authorities in England. Although only a quarter of authorities responded, the survey indicated that the number of miles of road with 20mph speed limits increased by about a quarter between 2014 and 2015. This supports the hypothesis that the increase in accident numbers is not as a result of the 20mph roads being less safe, but as a result of roads having a speed limit reduced. The Department has commissioned an evaluation of the effectiveness of 20mph speed limits.

Regarding car drivers and occupants over 60 there were 14,851 casualties apportioned to the following age groups:

60-64	3,931
65-69	3,285
70-74	2,551
75-79	2,142

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

80-84	1,715
85+	1,227

The worst times of the day to drive are, hours beginning:

Monday to Thursday	08.00	4,967
	16.00	5,180
	17.00	5,692

Friday	08.00	1,067
	14.00	1,219
	15.00	1,334
	16.00	1,432
	17.00	1,458

Saturday	11.00	1,052
	12.00	1,127
	13.00	1,246
	14.00	1,068
	15.00	1,061

Sunday	14.00	1,109
	15.00	1,006

The worst month in the year is January, followed by August and then November

I don't have any figures for the number of drivers within any age group who hold licences. So, for the 2,551 casualties in the 70-74 age group, it could be a very small percentage of those holding driving licences as well as those actively driving.

It would be interesting to know how many involved in accidents were IAM members.

While we are mentioning statistics, many of you will know IAMRoadSmart has introduced a new membership category called Fellowship. This is designed to give members who have passed the advanced driving test more than three years ago, a chance to take the test again and thereafter every three years. This is being coordinated with insurance brokers IAM Surety. It is hoped that up to date statistics can be produced to show the collision rates of IAM members.

An interesting figure is that at the moment 45 Fellowship candidates have failed the test out of nearly 500 who have signed up for it. That is about 10% and if this is projected over the total membership it would seem that about 9,000 members are below the Advanced Driving test standard. This is what many of us have suspected in that as there is not a compulsory re-assessment, many members have let their standards slip.

It also doesn't make encouraging reading for insurance companies and as there is no recent evidence that IAM members are safer than anyone else, it is no wonder that virtually all insurance

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

companies will not give a discount for IAM members. So, hopefully new statistics obtained by IAM Surety will help to address this issue.

Jeff Beecham

Who's right about turning left?



This is the title of an article in the Winter 2017/18 edition of RoadSmart. When I read the introduction on page 38, I was left puzzled as the author misquoted Rule 170 of the Highway Code.

Rule 170 under the heading of Road junctions states:

watch out for cyclists, motorcyclist, powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind

watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way

It says nothing about giving way to pedestrians when turning left as the article implies.

Rule 8 which is applicable to pedestrians states:

when crossing the road, look out for traffic turning into the road, especially from behind you. If you have started to cross and traffic **wants** to turn into the road, you have priority and they should give way.

Rule 8 mentions the word, 'wants'. This assumes that the motorist has seen the pedestrian. The difficulty with left turns is that vision is usually very restricted so if pedestrians have already walked into the junction and want to cross then it makes sense to cross further down so as to give a motorist a chance to take avoiding action. If a pedestrian merely want to cross a junction pavement to pavement then they should stop, look around and cross when it is safe to do so. How many times do you see pedestrians cross pavement to pavement at a junction without looking?

The author of the article wants the UK to adopt a system whereby motorists are held responsible for the safety of cyclists and pedestrians when turning into a junction and that campaigners say that it could reduce cycling accidents by two-thirds and halve cycling fatalities. The statistics produced by the Department for Transport (DfT) in June 2015 do not bear out this supposition.

The DfT report shows that 58% of cycle fatalities occurred on rural roads.

The main contributory factors in accidents involving cyclist are where they:

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

- Failed to look properly 23%
- Failed to judge a vehicle's path or speed 10%
- Were careless, reckless or in a hurry 8%
- Carried out a poor turn or manoeuvre 6%
- Entered a road from a pavement 7%
- Lost control 5%

23% of HGV's and 21% of buses involved in accidents with a cycle were allocated to a contributory factor of 'passing too close'.

It would seem that a fair proportion of cyclist casualties had a contributing factor where they were at fault. I remember a few years ago the IAM produced a booklet about Advanced Cyclists setting out advanced cycling techniques. Perhaps more should be made of this publication. I think proper training of all road users is the answer and reading the latest edition of the Highway Code is an excellent way to start.

In my view there is no need for legislation as failure to comply with any rule that does not use the words, 'MUST/MUST NOT' will not, in itself, cause a person to be prosecuted but, the Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability.

We all have a responsibility to be considerate and courteous to all other road users and I think if all road users had this in mind the roads would be a lot safer.

Finally let's not forget about the 460 pedestrians hit by a cycle in 2016 of whom 3 were killed and 108 seriously injured.

Jeff Beecham

A Bit of Humour

Holiday Safety USA

Feel free to spread this warning throughout your friend base.

Please, take care of yourself out on the roads this holiday season. A recent joint study conducted by the Department of Health and the Department of Motor Vehicles indicates that 23% of traffic accidents are alcohol related.

This means that the remaining 77% are caused by assholes who drink bottled water, Starbucks, soda, juice, energy drinks, and shit like that.

Therefore, beware of those who do not drink alcohol. They cause three times as many accidents.

This message is sent to you by someone who worries about your safety.

A Bit more Humour

A cold winter day in Minnesota. A woman called her husband.

Wife: "The car is not starting. Dashboard shows the sign of a person sitting on toilet."

Husband: "What...?? Send me a picture."

See over

Ipswich & Suffolk Advanced Motorists Newsletter February 2018



Editor

New Associate Members

A very warm welcome is extended to the following members who recently joined the Group.



Order/year

17/29	Joe Bowen	Ipswich
17/30	Courtney Barker	Ipswich
18/01	Roger Clark	Holbrook
18/02	James McDonald	Hintlesham
18/03	James Sayer	Snape
18/04	George Aldridge	Earl Soham
18/05	Joseph Scanlan	Bury St Edmunds

The list was closed on 28 January 2018 and members are shown in the order of joining.

Associate Information

When you join our Group as an Associate you will not be charged for Observed drives however, to be entitled to Observed drives your IAM RoadSmart Associate membership must be up to date.



We operate on a one to one basis, i.e. you will be assigned to the same Observer throughout your course.

Your Observer will make an initial contact with you to arrange a convenient time to meet. If you are subsequently unable to make the appointment please let your Observer know beforehand. If you don't turn up without letting your Observer know it will be at their discretion as to whether they will continue with any further Observed drives. Remember all our Observers are volunteers and give up their spare time freely in an attempt to guide you to the required level to pass the IAM RoadSmart Advanced Driver Test.

Our Observers fall into the categories of Master Mentors, Master Drivers, Local Observer Assessors, National Observers and Local Observers, however all have been trained to the very high level needed to demonstrate their competence in imparting their knowledge to Associates preparing for the IAM RoadSmart Advanced Driver Test. To be successful you should take on board all that your Observer tells you, drive accordingly and practice regularly in between Observed drives. The difference in categories of qualification is merely to accommodate those wishing to progress further than the IAM RoadSmart Advanced Driver level.

When your Observer advises you that you are Test ready he will inform our Associate Co-ordinator, Ken Chalmers, who in turn will inform IAM RoadSmart. IAM RoadSmart will assign you

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

to one of the IAM RoadSmart examiners and the test may be conducted some distance from your home or your usual training route. The examiner will contact you to arrange a mutually convenient time and day to conduct the Test. **Please let your Observer know the result of your test.**

When you pass your test a certificate will be sent direct to you from IAM RoadSmart and they will upgrade you from Associate membership to Full membership of IAM RoadSmart. At the same time your Ipswich & Suffolk Group Associate membership will end and we will upgrade you to Full membership of our Group. This Full membership will end on the following 31 December when you will be invited to join as a Full member for the following year commencing 1 January at the current rate of £12.50. Full membership of our Group is voluntary, but in order to maintain your status as an Advanced Driver you must keep your IAM RoadSmart membership up to date and to avoid missing your renewal date I would recommend that you pay IAM RoadSmart by Direct Debit.

Jeff Beecham

Ipswich & Suffolk Advanced Motorists Newsletter February 2018

Group Officials

President	Tim Passmore Suffolk PCC
Vice President	Colin Westren

Committee

Chairman	Terry Davies	
Treasurer & Vice Chairman	Alwyn Basford	
Secretary and Group Contact	Jeff Beecham secretary@ipswichiam.org.uk	03331 300950
Associate / Observer Co-ordinator	Ken Chalmers	
Chief Observer	Alec Spall	
General Committee Members	Ian Dowling MBE Marcus Kwan Derek Pledger Colin Westren	
Useful contact		
Newsletter Editor	Colin Whitlum newsletter@ipswichiam.org.uk	

Ipswich & Suffolk Advanced Motorists is a Registered Charity - No. 1050094 and is affiliated to the Institute of Advanced Motorists Ltd.

The views and opinions expressed in this newsletter are those of the individual writers and do not necessarily reflect those of the Ipswich & Suffolk Advanced Motorists nor the Institute of Advanced Motorists Ltd.