

Introduction to your Advanced Driving Course

August 2022

The logo for Guildford Advanced Motorists (GAM), featuring the letters 'GAM' in a large, bold, blue font, with the words 'Guildford Advanced Motorists' in a smaller blue font below it.

GAM
Guildford Advanced Motorists

Welcome to

Guildford Advanced Motorists

Associate briefing



Think about why you're taking the course ??????



- Many varied motivations
- Take the opportunity to improve safety, confidence, skills, vehicle knowledge and understanding
- We don't teach you to drive – We coach you in advanced skills and best practice



Guildford Advanced Motorists



We are an independent charity, staffed by volunteers, and authorised by IAM RoadSmart to deliver the Advanced Driver Course.

Our **IMI accredited Observers** coach you, the Associate, to the Advanced Driving standard prior to Assessment by an independent Examiner.

We also promote road safety awareness in our area: most of Surrey, and parts of Hampshire, and West Sussex.



Our Committee



Gordon Farquharson
Chairman



Michael Guest
Vice-Chairman



Michael Tilney
Treasurer



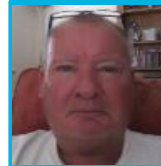
David Clifton
Chief Observer



Paul Whitehead
Secretary



Neil Fuller
Operations Manager



Paul Burn
Training Officer



Clive Heavens
Appointed Observer Run
Manager



Maria Young
Membership Secretary



David Clifton
Newsletter Editor



Vacancies

Members to become observers
Operations Manager
Committee members

About your Advanced Driving Course

Course overview



You are now an Associate membership of ***IAM RoadSmart*** and Guildford Advanced Motorists; both last for one year.

Your course logbook contains the theory of advanced driving.
Please read it and ask us if you have any questions.

We offer you a number of Observed runs (typically 6) with a qualified Observer who will assist with your understanding of the theory and assess your ability to put it into practice.

The IAM RS test is a **practical demonstration of your driving ability**; no computer simulations, sat nav instructions or written exams, just you driving legally, safely, smoothly and with confidence.

The Advanced driving test



The IAM RS test is a practical assessment with an Examiner lasting around 90 minutes covering 30 - 40 miles on all types of roads.

We (GAM) will tell IAM RS when you are ready, and the Examiner allocated to you will get in touch.

Examiners will give clear route instructions and tell you what they expect to see during the drive:

- no speeding (instant fail);
- safe but good progress, (sparkle);
- excellent all-round, long distance observation;
- smooth and courteous driving.

You will gain Full membership of IAM RoadSmart and Guildford Advanced Motorists once you have passed.

Please let us know how you get on in your test!

Once you are a full IAM member you can go on to take other driving qualifications such as becoming a “Master” or an “Observer”.

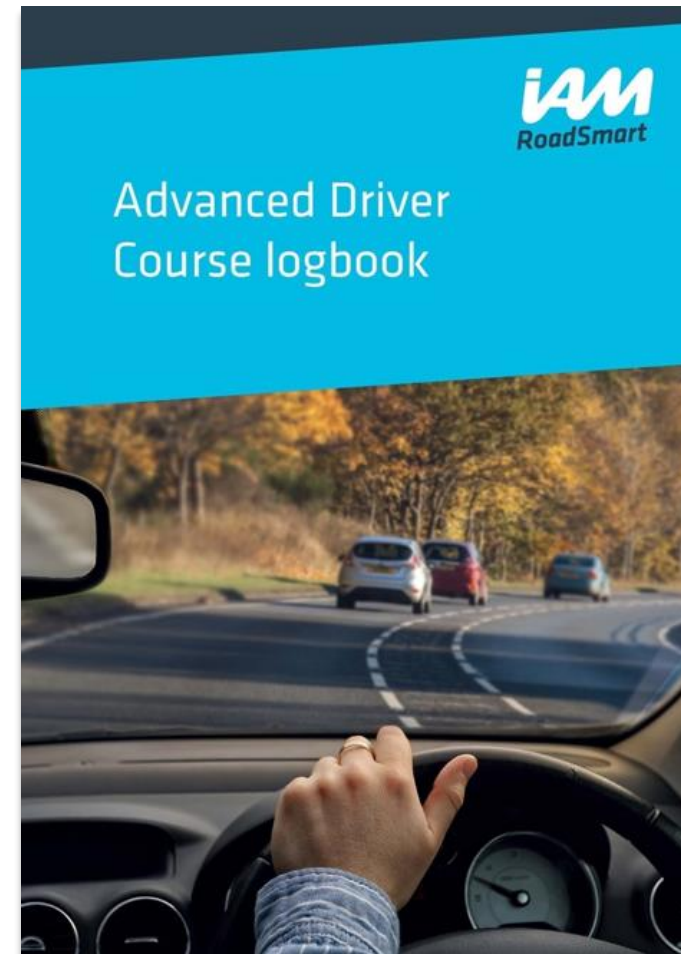
Logbook

Your Advanced Driver Course logbook contains everything you will need during the course.

If it's in the logbook, it can be in the test.

Your logbook contains Run Sheets, where we record a summary of each Observed Run you take with us. So please remember to **bring your logbook with you** for each session/run.

Before you can start, we need you to sign the declaration form at the back.



Observed runs (1)



We will take you out for Observed Runs - you drive with an Observer, covering the competencies required to become an Advanced Driver.

Feedback will be given during the run and a full debrief at the end; this will cover what you did well, what you can improve upon, and advice on how to improve.

Observed Runs last one hour. You will be given an Observer for your runs (not always the same one).

GAM are currently operating under COVID-19 guidelines from UK Government and IAM RoadSmart, and limited voluntary protection measures are in place.

Observed runs (2)



We organise our Observed Runs in 2 ways:

Sunday RunDay from GBC's Depot, Woking Road, Guildford. Usually 3rd Sunday morning in the month.

Appointed Observer Run (AORs). Any day/time by mutual agreement with an appointed observer.

Continuously under review – Observer will guide you:

1. The Observer and Associate mutually agree to do the run.
2. Parties must be respectful and advise if they are ill, and send apologies.
3. Face coverings/masks worn by vehicle occupants by mutual consent as social distancing will not be possible.

Run sheets



Run sheet Driver/Rider- Competencies covered

This run sheet will assist in the development of the driver/rider on the reverse side is an area to record further information.

In the run column mark		
Competence Levels: 1 = Commended 2 = Satisfactory 3 = Requires Development		
Name	Run no.	Observer comments
Preparation	Pre-Drive/Ride Checks	
	Fitness/Eyesight check	
	Cockpit Drill (car only)	
	Rolling brake test	
	Knowledge - IPSGA	
Information	Observation - scanning	
	Use of mirrors and rear observation	
	Take, Use, Give (TUG)	
	Road signs and markings	
	Anticipation	
Position	Hazard management	
	Bends	
	Junctions	
	Roundabouts	
	Overtaking	
Speed	Hazard prioritisation	
	Vulnerable road users	
	Speed limits	
	Acceleration sense	
	Limit point	
Gears	Braking technique	
	Clutch and changing gear	
	Choice of gear	
	Timing of changes	

Continued overleaf



	Run no.	Observer comments
Acceleration	Smoothness	
	Anticipation and planning	
	Hazard awareness	
	Progress and restraint	
Other skills	Steering	
	Slow manoeuvring	
	Knowledge H/code & course material	
	Courtesy to other road users	
	Vehicle/machine sympathy	
	Spoken thoughts (car only)	

Run sheet - Observer Notes

Date:		Weather conditions		Observer Name	
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Observer Comments

Development Plan

Observed run scoring



During the run debrief, your Observer will complete a run sheet with you, marking you on advanced driving competencies:

3 - Requires development: not consistently demonstrating the competency to advanced standard currently.

2 - Satisfactory: consistently demonstrating the competency; performing **at the advanced standard**.

1 - Commended: consistently demonstrating the competency to a **high standard** with confidence; showing sound understanding of the interaction between this and other competencies.

Don't be surprised or disheartened to see lots of 3's early on; that's why we're here.

A mixture of 2's and 1's mean your Observer feels you are at the advanced standard.

By practising between runs, using the coaching advice given, you will see an improvement month by month.

Self-assessment

Your logbook contains several competency sheets like this one.

These are for you to reflect upon, and tick-off once you feel you are executing each item consistently.

Competency sheet - Core Driving Skills

This page gives an overview of the competency requirements for this section.



Information	Achieved
Demonstrates early and accurate identification and anticipation of hazards by raising and expanding vision	
Checks the appropriate mirrors before altering their position or speed	
Through observation, is aware of how other road users may affect decisions	
Uses all appropriate signals to communicate with other road users	
Position	
Holds the steering wheel in a way that allows for a full and accurate range of movement	
Demonstrates a smooth steering action which allows for easy use of the other controls	
Steers the vehicle accurately to maintain a stable, safe and appropriate course with the capacity to change direction, if required	
Speed	
Demonstrates smooth acceleration, deceleration and accurate use of 'acceleration sense'	
Demonstrates smooth and accurate braking	
Holds the steering wheel with both hands during braking/accelerating	
Gear	
Demonstrates an ability to select the correct gear on every occasion	
Makes all gear-changes smoothly, matching engine revolutions where appropriate	
Positions the steering for the required course when a gear change needs to be made in a hazard	
Manual vehicles - selects the correct gear straightaway	
Automatic vehicles - uses the vehicle's gear selector to best advantage	
Acceleration	
Accelerates smoothly when vision and speed limits permit	

Advanced Driver Course content

Pre-drive checks



The vehicle: is it in good working order?

During the course, we will help you develop a systematic set of checks tailored to your vehicle, some outside the car, some inside the car.

Advanced Drivers know the full capabilities of their vehicle and use them to maximum advantage.

The driver: are you in good working order?

Are there any factors preventing you from driving today?

Advanced Drivers continually re-evaluate their own performance and are prepared continually to develop their own skills.

Pre-drive checks



POWDERY

- **Power (petrol, diesel or battery)**
- **Oil**
- **Water (Radiator and Windscreen wash)**
- **Damage**
- **Electrical (lights, warning lamps)**
- **Rubber (tyres and wipers)**
- **You – fit and well for a drive**

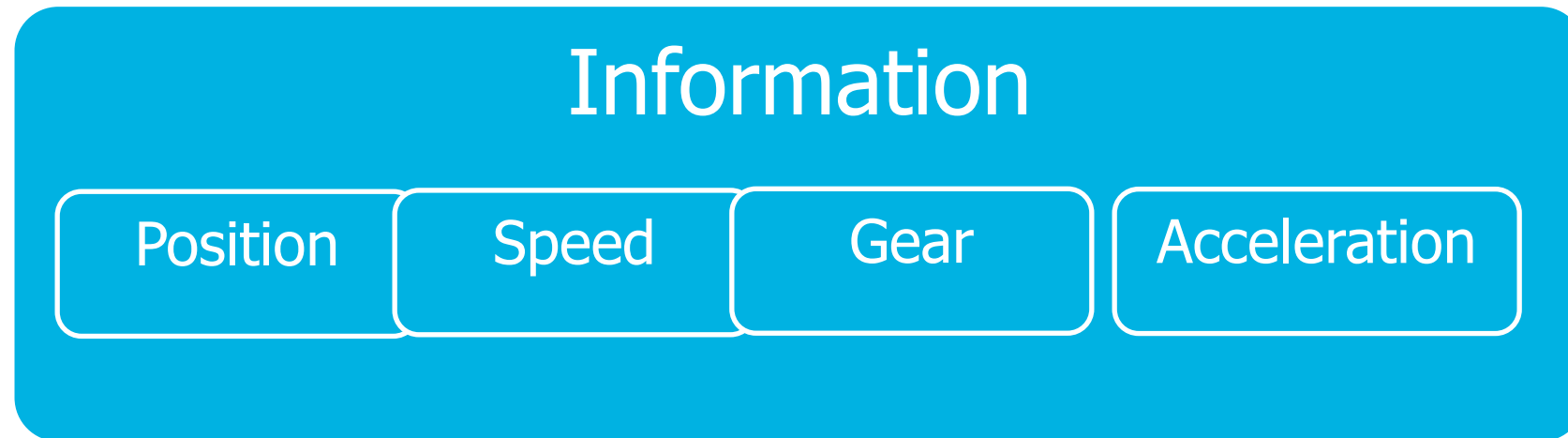
The System of Car Control



The foundation of the Advanced Driver Course:

“A safe and systematic way to deal with any hazard”

often called ***IPSGA***:



What is a Hazard?



Anything which contains an element of actual or potential danger

Anything which will cause us to change our speed or direction

Road signs & signals

Bends, hills

Other road users

Roundabouts and junctions

Pedestrians

Weather conditions

The road surface

Why do we need this?



A moving car is most stable when the weight is balanced evenly over all four wheels:

- Travelling in a straight line;
- The driven wheels are powered, but neither accelerating or decelerating.

Tyres have finite grip, which is used when:

- Cornering;
- Accelerating or decelerating.

The **System of Car Control** ensures we are not changing speed and direction at the same time, therefore not over burdening a single tyre's grip.

Take: first, we must **gather information**, looking for and prioritising hazards:

- Far, near, here and rear observation;
- **Anticipating** what could be happening, or what might happen.

TUG

Use: then we must **make a plan**.

Give: then we give information to **warn and inform** other road users of our intended actions through signalling.

The Highway Code says you signal through:

direction indicators, brake lights, reversing lights, and arm signals.

We add: position on road, hazard lights, headlights, courtesy hand signals, horn.

We must continually **reassess** our situation and **adjust our plan**. Observation – Anticipation – Planning

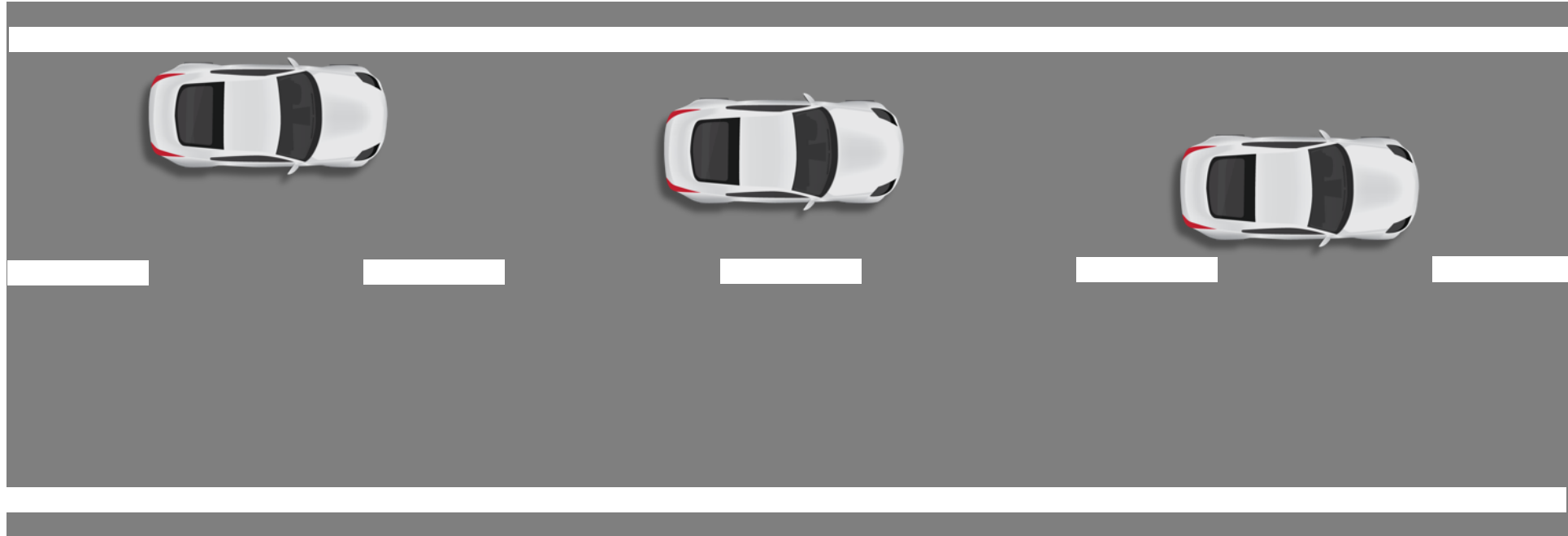
OAP

We position for:

- 1. Safety:** away from any actual or anticipated hazards;
- 2. Stability:** to balance the car, and, if need be, to reduce the severity of bends (if safe, and if we have a view through the bend).
- 3. View:** to maximise our view of or around the hazard (this also allows oncoming drivers to see us earlier).

Lane positioning

Observers will use this terminology



Position 1

Left in lane

Good for gaining visibility
around right-hand bends

Position 2

Centred in lane

The Safety Position (where
we move from and return to)

Position 3

Right in lane

Good for gaining visibility
around left-hand bends

Speed within IPSGA is demonstrating appropriate speed to navigate the hazard.

Should we need to reduce our speed, consider the following:

1. When we come off the power, we introduce *engine braking (and possibly regenerative braking in EV and Hybrid)*; this may be enough to reduce our speed for the hazard ahead.
2. Should we need to, we further reduce our speed prior to the hazard through braking.

We try to brake while still travelling in a straight line.

We try not to change gear while reducing our speed or turning.

.....means both hands on the wheel when steering.

Having correctly managed speed, the car is balanced for gear selection.

Prior to negotiating the hazard (2 or 3 car lengths), we change into the most appropriate gear to match the new road speed:

- This may require a “block change”, e.g. 4th to 2nd;
- In an automatic, timely use of the accelerator or a manual override may be needed.

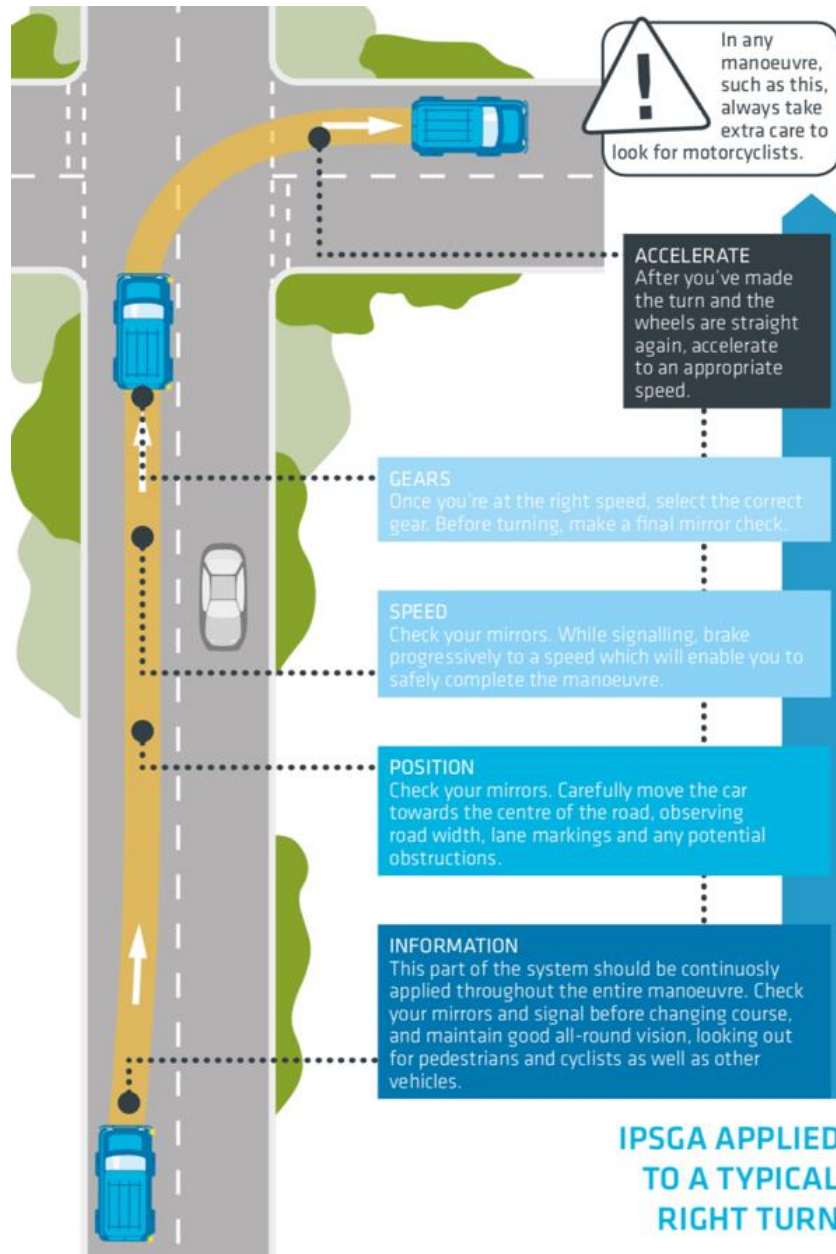
We do not generally change gears mid-corner as this can destabilise the car and we need two hands on the wheel while cornering.

1. We apply gentle pressure to the accelerator to ensure there is power to the driven wheels while negotiating the hazard.
2. After we have negotiated the hazard, we can look to briskly increase our speed up to the speed limit, if safe to do so.
3. We change gear as necessary to keep the engine in its optimal rev range while maintaining vehicle sympathy.
4. Once we have reached our desired speed, we place the car in the appropriate gear if not already; this might allow a “block change”, e.g. 3rd to 5th.

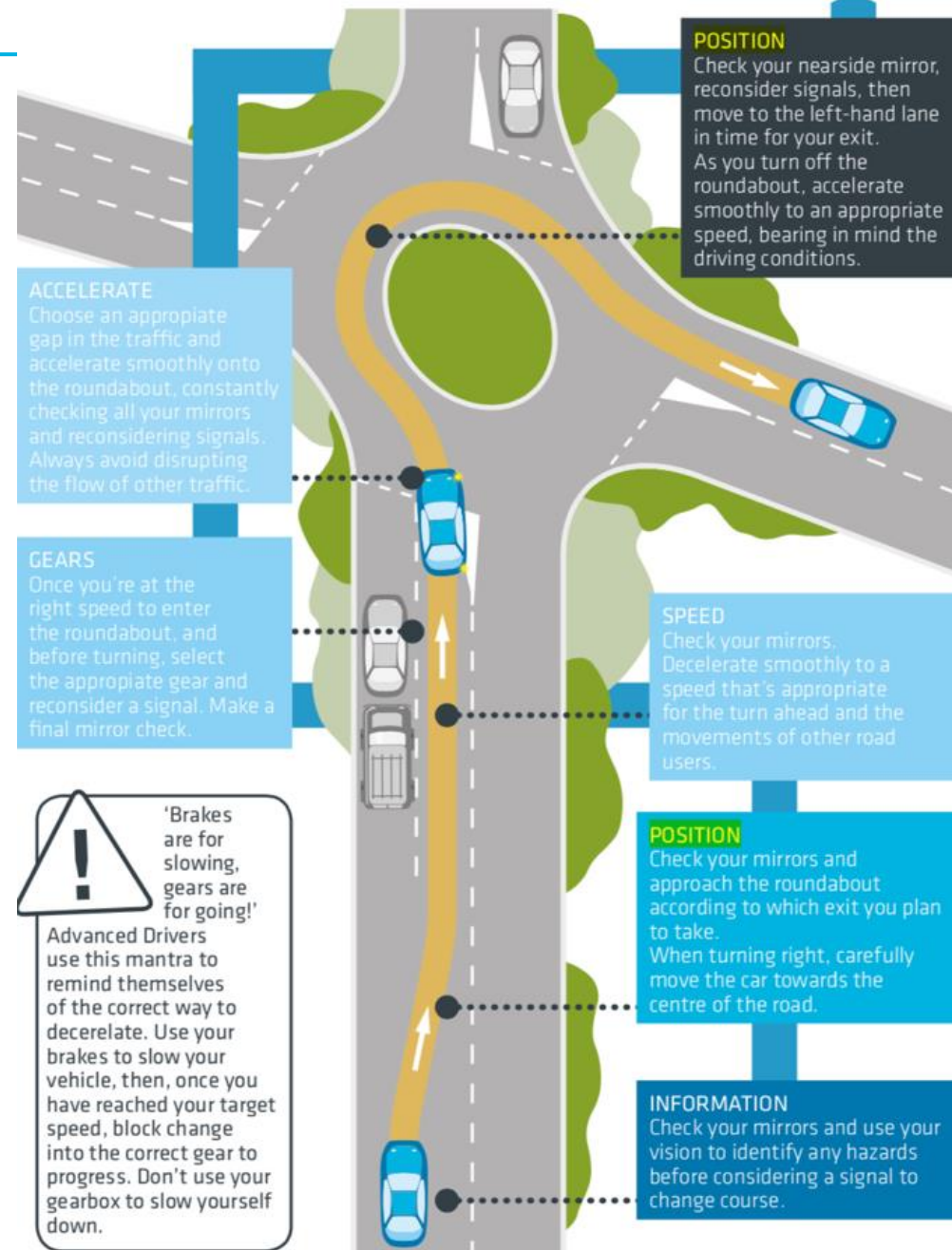
We are looking for a safe, legal, systematic, smooth and **progressive** drive.

“This is an advanced drive, not an economy run” (*IAM Examiner*)

IPSGA in action



**IPSGA APPLIED
TO A TYPICAL
RIGHT TURN**



Smart
dSmart

Beyond the System of Car Control



Accelerator sense: using the accelerator to control speed, up or down, without excessive use of brakes.

Signalling sense: making informed decisions about when to signal; understanding who benefits.

Spoken thoughts: providing a running commentary of what you see, what you are thinking, and what you are planning to do about what you can see.

Limit point of vision: combination of information, positioning and speed; ensuring we can “stop on our side of the road within the distance we can see to be clear”.



**An Advanced Driver
technique:**

**Helps us judge our
approach and safe speed
around the HAZARD.**

Based on IPSGA

Limit Point of Vision

LPOV:

Static , we're closing on it.

Lots of info.
Lines, signs & paint

Off power



Limit Point of Vision

LPOV:

Still Static , we're closing on it.

Lots of info.
Lines, signs & paint

Position: RHS of lane.
Brake, speed phase

Select gear for hazard



Limit Point of Vision

LPOV:

Matched; moving
with us.

Lots of info.
Lines, signs & paint

Steady power,
positive drive,
constant speed.



Limit Point of Vision

LPOV:

Matched; moving
with us.

Steady power,
positive drive,
constant speed.



Limit Point of Vision

LPOV:

Matched; moving with us.

Steady power, positive drive, constant speed.

Driveway hazard revealed



LPOV:

Moving away,
opening.

Accelerate
smoothly

On to the next
hazard

A photograph of a residential road with a blue arrow pointing to the 'Limit Point of Vision'. The road is paved and has a white dashed line down the center. It is flanked by lush green trees and bushes. In the background, a house with a large glass window is visible. The arrow points to the spot where the road curves to the right, indicating the point where a driver's vision is limited by the curve.

Limit Point of Vision



Limit Point of Vision

Reviewing the basics



Steering technique:

accurate and smooth with safety

Braking technique:

Three stage (gentle, firm, gentle)

Slow manoeuvres:

parallel parking,
reversing around a corner,
turn in the road

Use of handbrake:

at traffic lights? (temporary stop)
during slow manoeuvres?

Overtaking techniques:

following position;
the overtaking position;
the overtake

Safe distances between vehicles:

the two-second rule;
see tyres on tarmac when stopped

Commitment

Our commitment to you



Regular Observed Runs, until you have reached the advanced standard while your membership is current.

Tailored routes based on your needs and covering a wide variety of road types and conditions.

Tailored feedback based on the gaps between the Advanced Standard and your driving performance on the day.

A recommendation for test once two Observers agree you have reached the Advanced Standard.

A pre-test run if possible, once you have a test date.

What we need from you



Communication: please keep in touch with us; in particular please respond to appointments and attendance e-mails.

Please let us know if you cannot attend an appointment. Someone else might be able to use it.

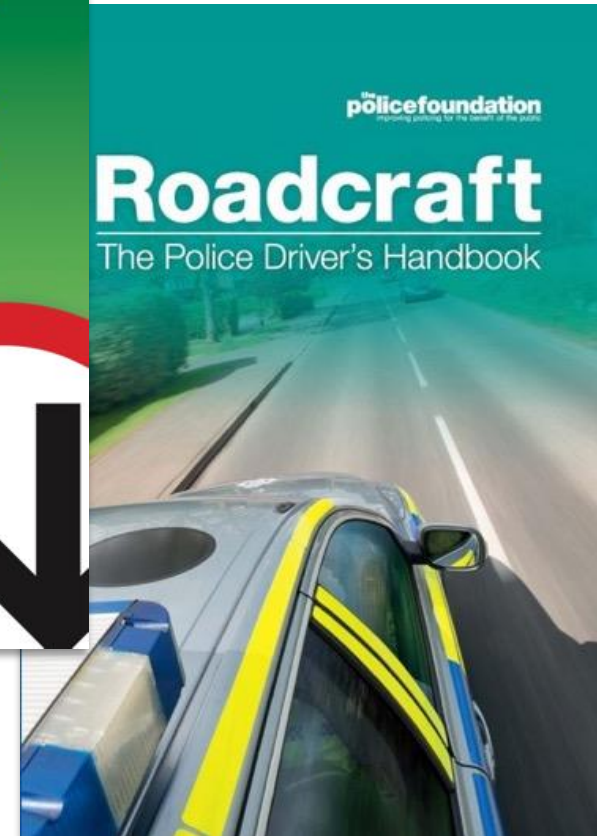
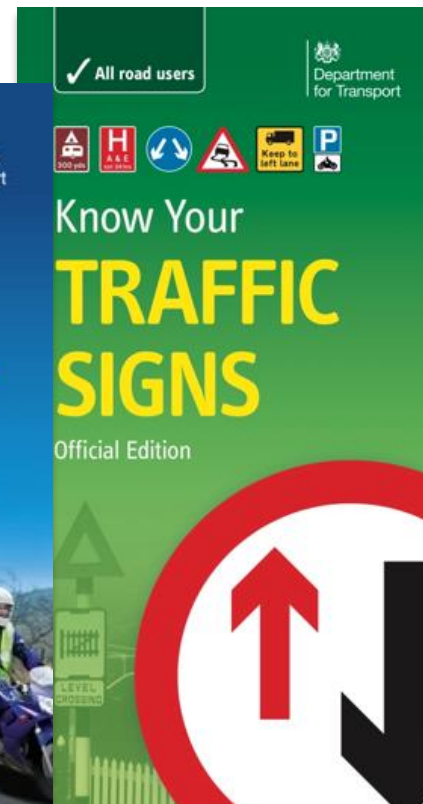
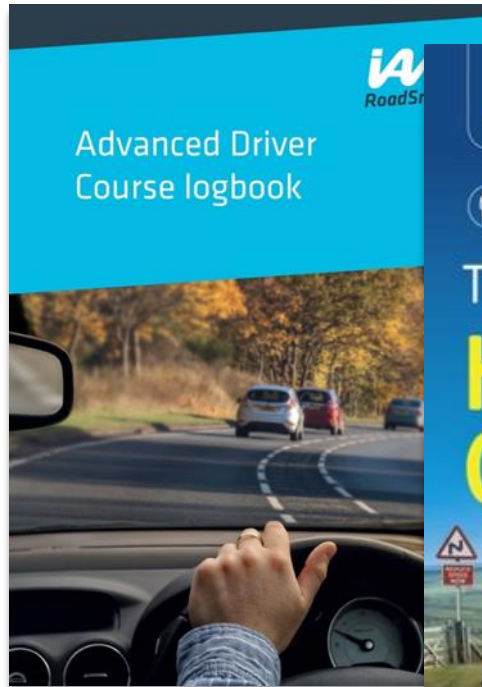
Continuity: it will be more difficult to progress if you have large gaps or many gaps between runs.

Positive attitude: in respect of the feedback and guidance you receive from Observers.

Practice: by practising between runs using the coaching advice given, you will see an improvement month by month.

Further reading

Further reading/viewing



Reg Local's videos also available at [https://guildford-iam.org.uk/driving resources/driving videos](https://guildford-iam.org.uk/driving%20resources/driving%20videos)

Guildford Advanced Motorists

Raising standards of driving in Surrey and surrounding areas

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[CONTACT US](#) [2022 MEMBERSHIP RENEWAL](#)

Welcome

Welcome to our website and thank you for taking the time to find out something about us. *Guildford Advanced Motorists*, GAM for short, is a local registered charity run by volunteers focused on improving road safety through enhancing driving skills.

We do this by delivering the [IAM RoadSmart Advanced Driver Course](#). This is based on the UK *Police Drivers' Handbook* called "Roadcraft". This single word encapsulates what we are trying to achieve and is demonstrated by what IAM RoadSmart calls "*the system of car control*". This is a methodical approach to managing everyday driving hazards. Advanced drivers should be able to drive in a safe, smooth and efficient manner at all times. One of GAM's bylines is that we coach how to make "Safe, Legal progress". Our Associate Members, who are those undertaking the [Advanced Driver Course](#), not only tell us that they aspire to achieving the accolade of *Advanced Driver*, but also derive great satisfaction from improving their skill behind the wheel. For many this makes driving a more relaxing and satisfying experience.

GAM and IAM RoadSmart Members are a special breed of drivers, many going on to higher levels of driving achievement through [Masters](#), [Fellow](#), becoming [Observers](#), Mature Driver assessment and refresher programmes.

GAM is an approved provider of the *Advanced Driver Course* and is fully integrated with the procedures and policies of IAM RoadSmart, also a UK registered charity. GAM's fully trained team of [IMI](#)-approved volunteer Observers are at the sharp end of providing coaching in best driving practice during what we call "observed runs" carried out in an Associate Member's own vehicle. The live coaching sessions are supported by a detailed course Handbook and other face-to-face and virtual training sessions.

GAM
Guildford Advanced Motorists



Let's go!

Your first session will include a short demonstration drive followed by your first Observed Run

Guildford Advanced Motorists

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IAM RoadSmart

<https://iamroadsmart.com>