

Introduction to your Advanced Driving Course

2024 v3



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 road safety, confidence, skills, vehicle knowledge and understanding
- We don't teach you to drive – We coach you in advanced skills and best practice



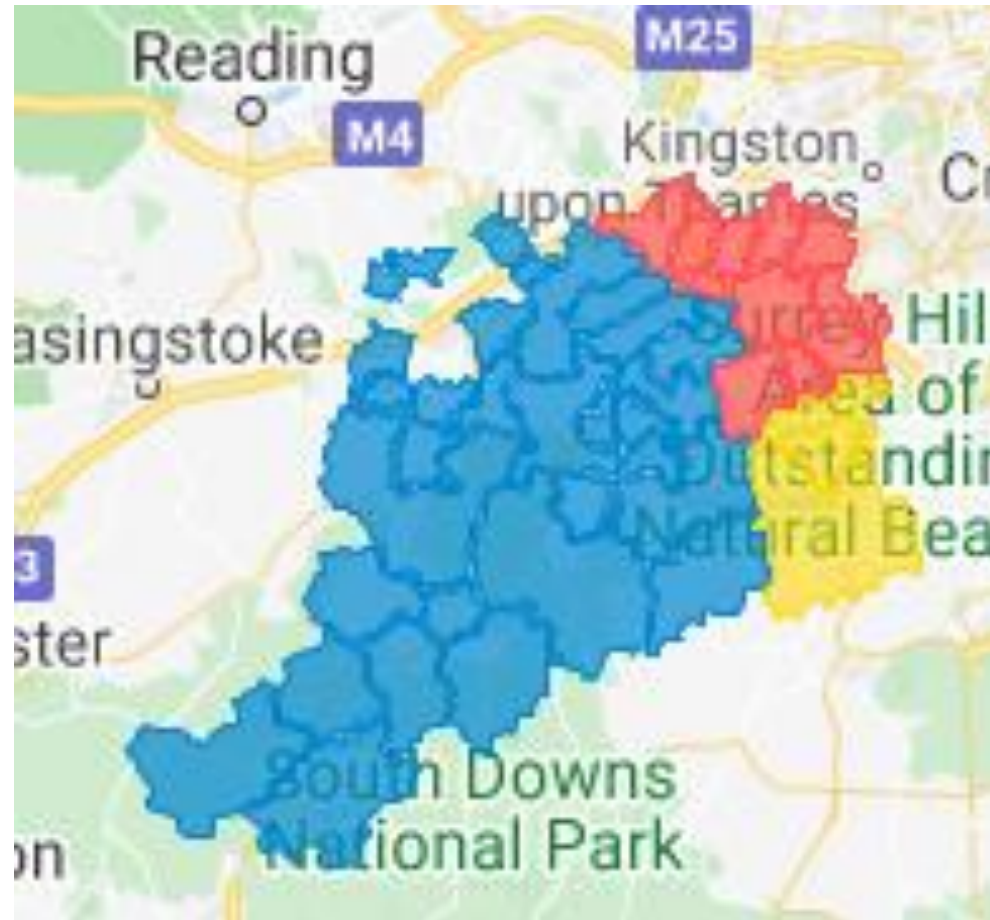
Guildford Advanced Motorists



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



Our Committee **GAM** Guildford Advanced Motorists



Gordon Farquharson
Chairman



Associate Coordinator **John Munn**



John Holcroft
Secretary



Michael Guest
Vice-Chairman



Paul Burn
Training Officer



Alex Masters
IT Support



Michael Tilney
Treasurer



Clive Heavens
Appointed Observer Run
Manager



David Clifton
Chief Observer



Paul Whitehead
Membership Secretary



Vacancies
Members to become Observers,
Committee members & officer positions

Vacancy
Newsletter Editor

About your Advanced Driving Course

Course overview



You are now an Associate member 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 6-8) 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 independent Examiner lasting around 90 minutes covering ~30 miles on a mixture of road types.

We (GAM) will tell IAM RS when you are ready, and your allocated Examiner allocated 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”.

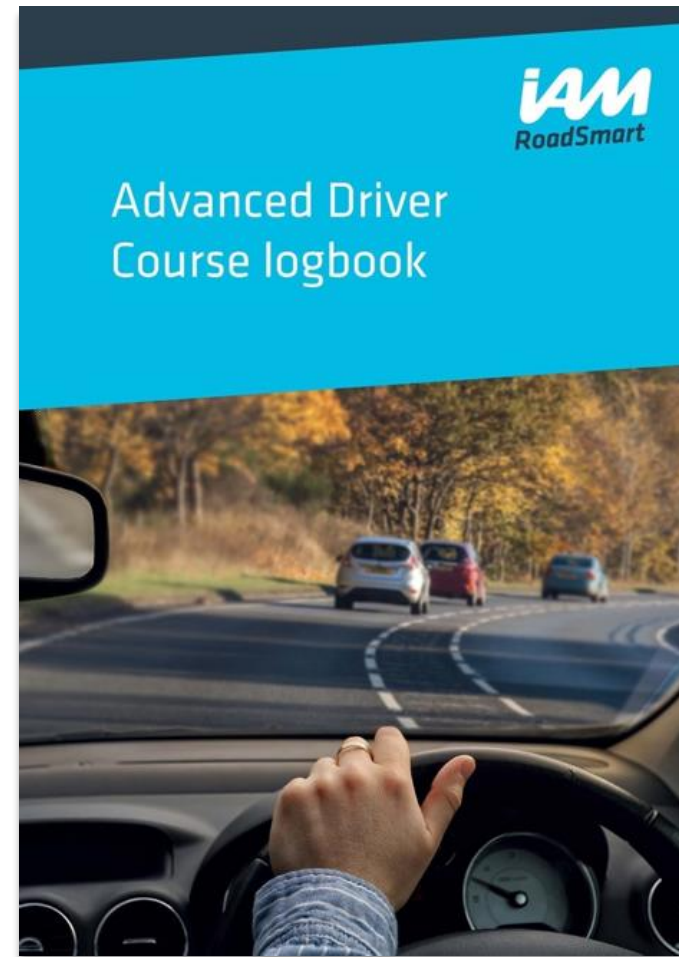
Logbook

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 allocated an Observer for your runs (not always the same one).

We expect Associates and Observers to be respectful of each other, including consideration about coughs and colds.

Observed runs (2)



We organise our Observed Runs in 2 ways:

Most - Sunday RunDay from Ripley Village Hall, Ripley, on the second Sunday morning in the month (except November as it clashes with Remembrance Sunday).

If you can't manage Sundays, Appointed Observer Run (AORs) can be arranged by mutual agreement with an appointed observer.

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 | |
| Information | Knowledge – IPSGA | |
| | Observation – scanning | |
| | Use of mirrors and rear observation | |
| | Take, Use, Give (TUG) | |
| | Road signs and markings | |
| Position | Anticipation | |
| | Hazard management | |
| | Bends | |
| | Junctions | |
| | Roundabouts | |
| | Overtaking | |
| | Hazard prioritisation | |
| Speed | 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 | |
|-------|--|--------------------|--|---------------|--|

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.

Note the word **"consistently"**

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 check-list



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**

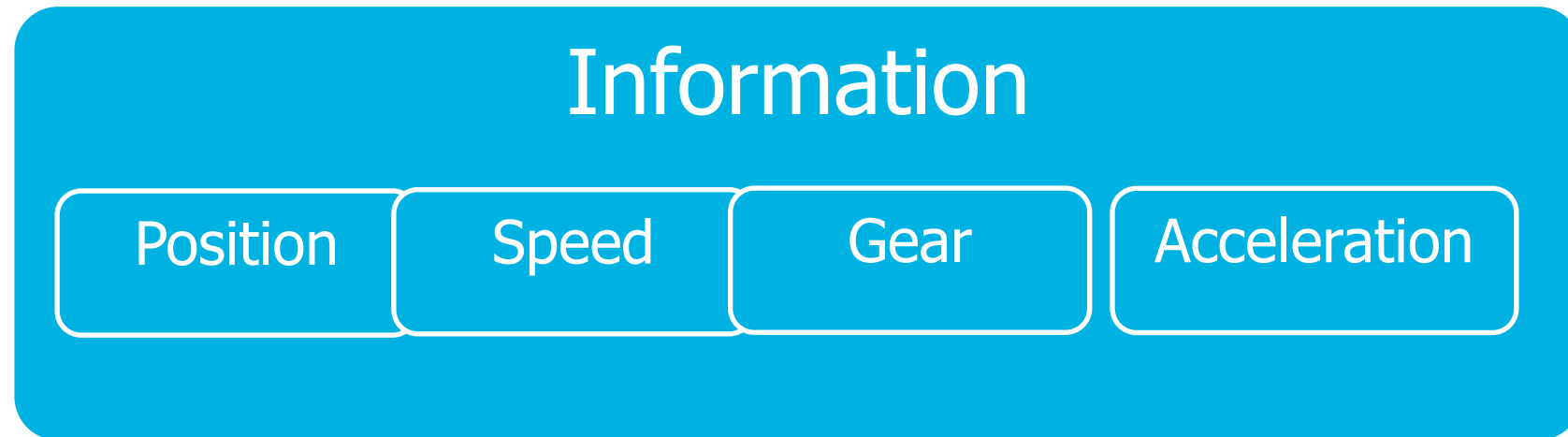
The System of Car Control



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 nor 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.

IPSGA: Information



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

IPSGA: Position



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).

IPSGA: Speed



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.

IPSGA: Gear



Written for manual transmission. In an automatic allow time for the gearbox to select the appropriate gear or ratio.

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.

IPSGA: Acceleration

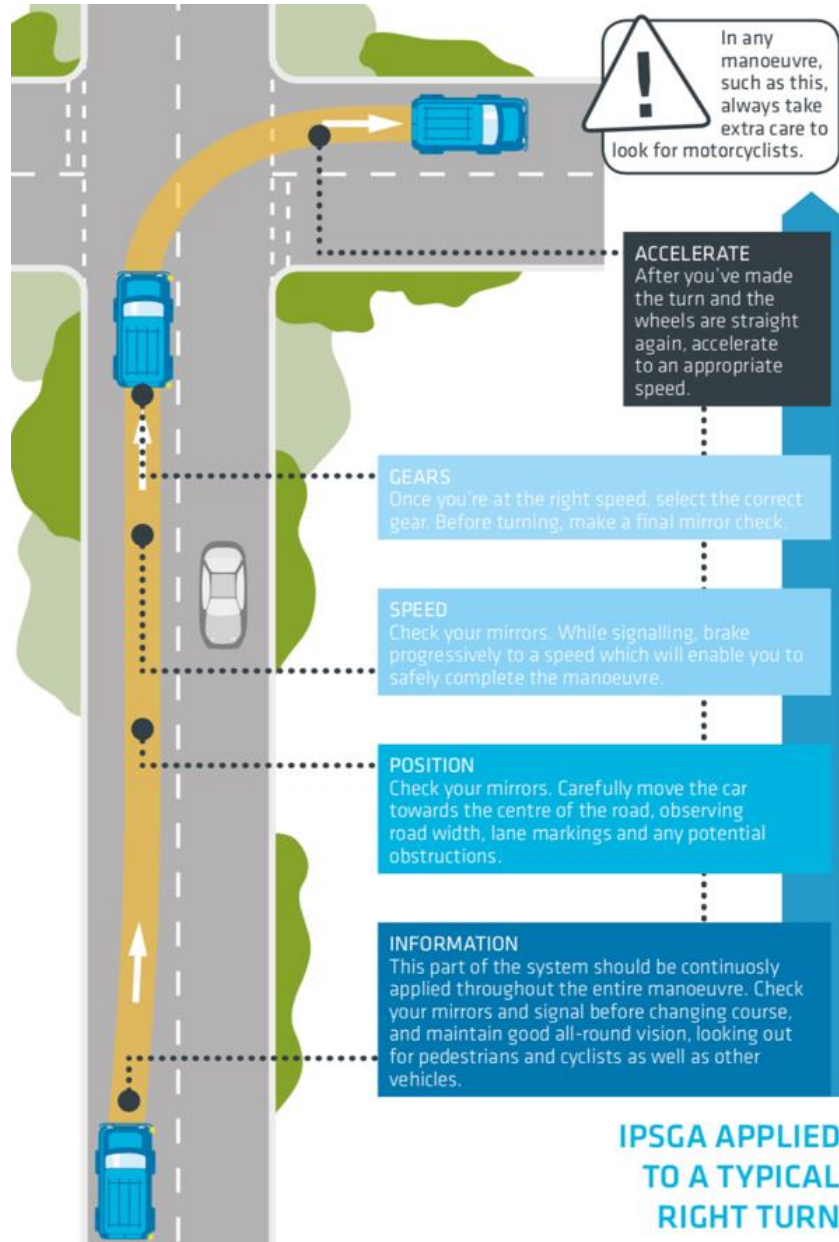


1. We apply gentle pressure to the accelerator to ensure there is power to the driven wheels while negotiating the hazard.
2. After we have negotiated the hazard, we can look to briskly increase our speed up to the speed limit, if safe to do so.
3. We change gear as necessary to keep the engine in its 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.

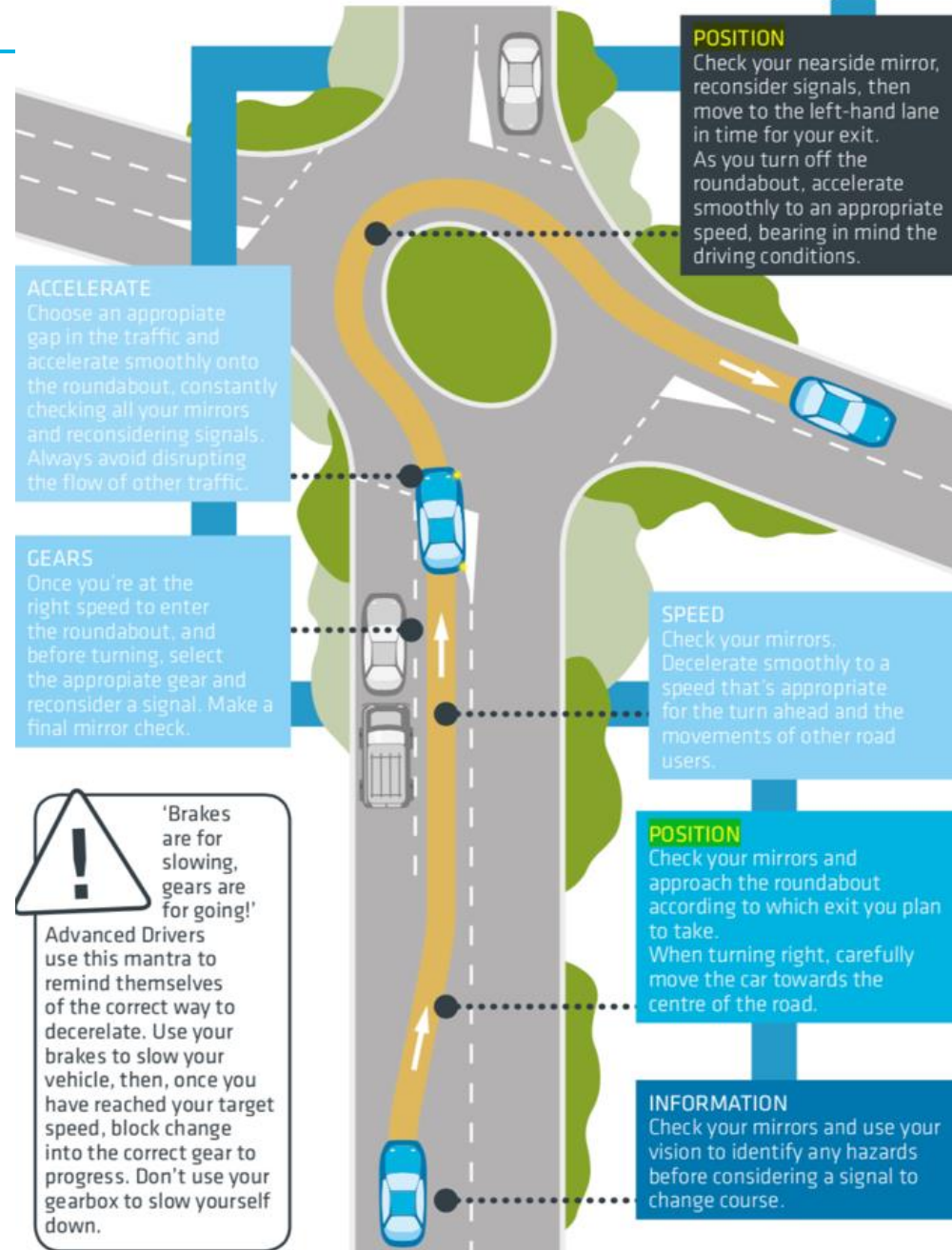
We are looking for a safe, legal, systematic, smooth and **progressive** drive.

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

IPSGA in action



IPSGA APPLIED TO A TYPICAL RIGHT TURN



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”.

Let's look at a driving scenario

Think about:

Observation

**Anticipation &
Planning**



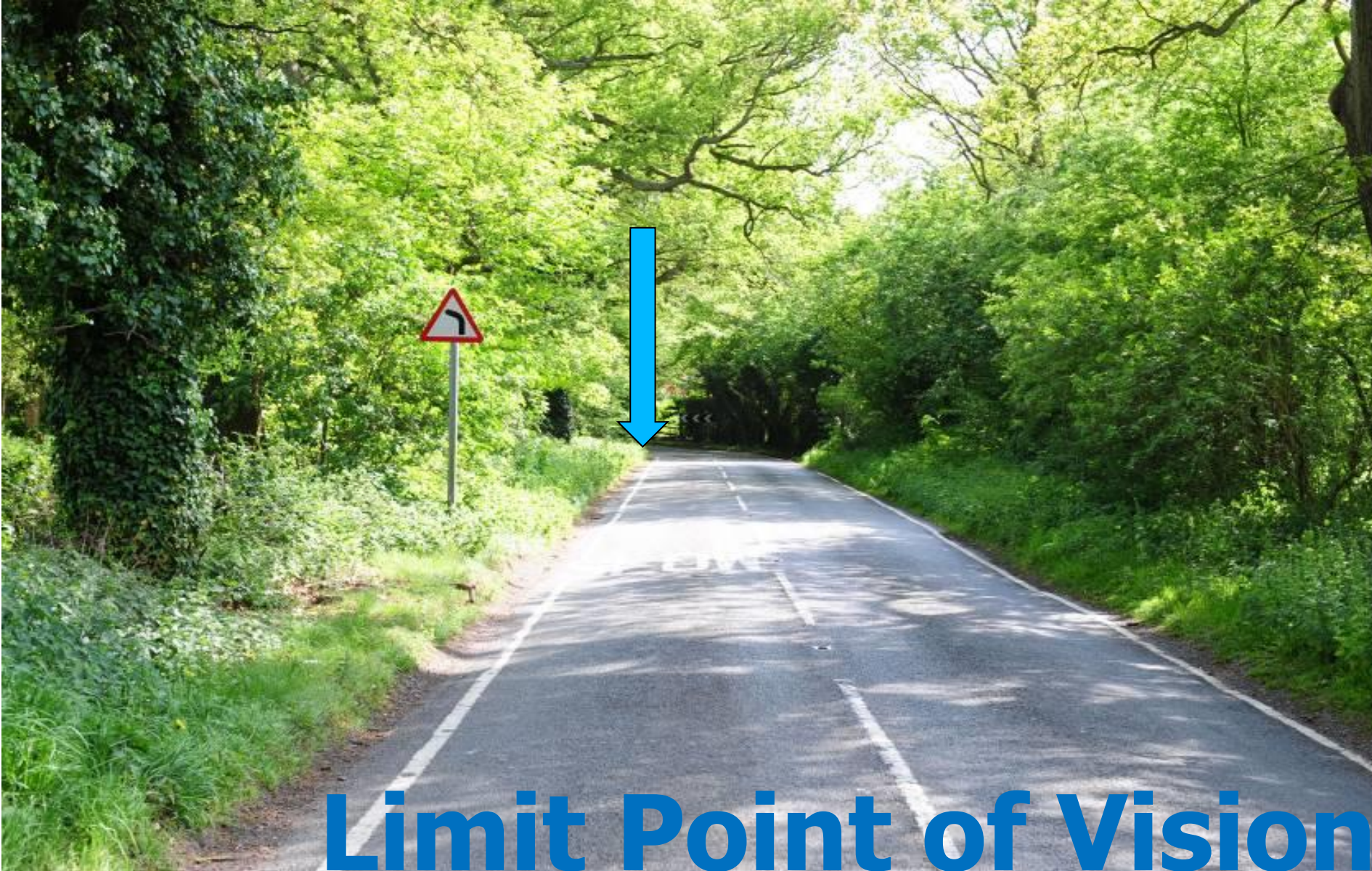
60 mph
National speed limit

**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



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



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

Limit Point of Vision



Limit Point of Vision

LPOV:

Moving away,
opening.

Accelerate
smoothly

On to the next
hazard



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, a 2-way street

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 refresher run, if possible, 72-48 hours before your 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-resources/driving-videos)

GAM Website <https://guildford-iam.org.uk/>



Guildford Advanced Motorists

Raising standards of driving in Surrey and surrounding areas

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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 usually include a short demonstration drive, followed by your first Observed Run

Guildford Advanced Motorists

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IAM RoadSmart

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