

Wolverhampton Advanced Motorists Group

Registered Charity Number 249002

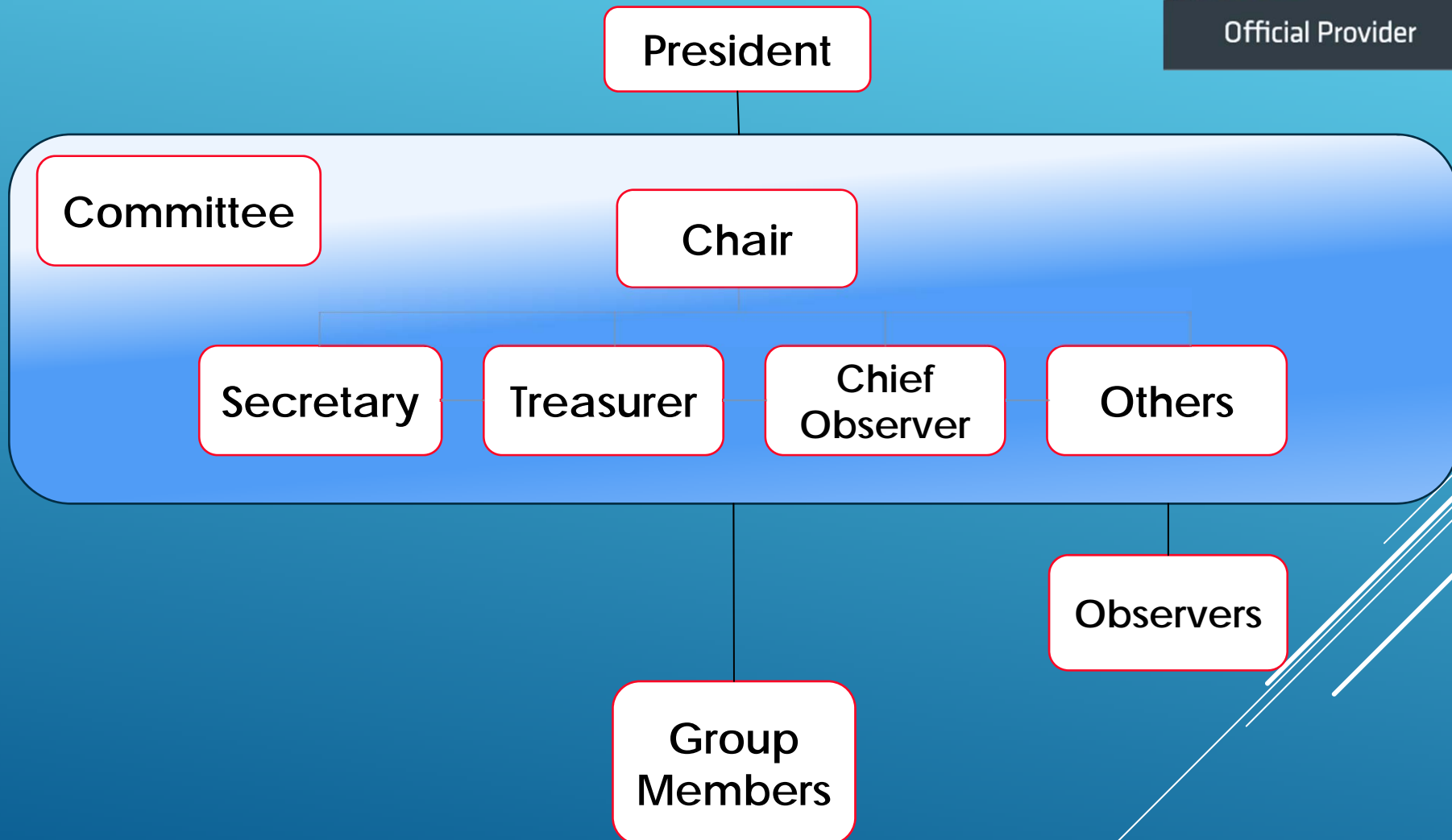


# ADVANCED DRIVING

BEING A THINKING MOTORIST

THEORY SESSION 2

# Wolverhampton Group Structure

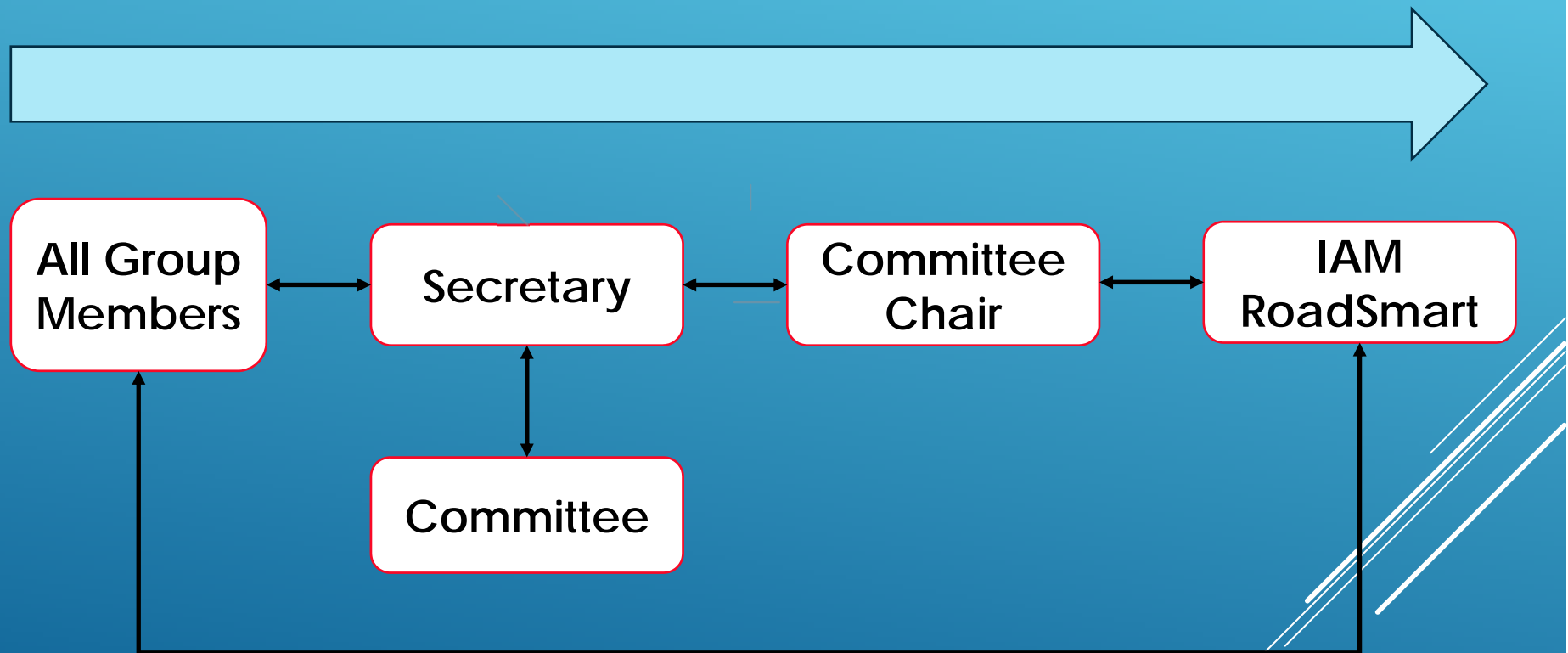


# **IAM RoadSmart Fee Structure**



- **Your first year is fully covered by the “Joining Fee” paid to IAM RoadSmart**
- **There are two parts to subsequent years fees:**
  - **IAM RoadSmart (Paid to Welwyn Garden City)**
  - **Group Fee (Paid to Wolverhampton Group)**

# Complaints Route





# Complaints Process



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## Contact Us

Thank you your interest in driving and road safety locally and nationwide by accessing our group website. You can contact us by phoning or emailing our group using the detail below – or – why not use the Events Diary option on this website and come to meet us in person at our meeting location. You will be made very welcome. All emails, phone calls/ voice messages received will be responded back to you as soon as possible but please bear with us, all of our Group Officers are volunteers. We do always strive to get back to any query within twenty four hours however so if you haven't heard from us within that time please give us a nudge.

Your Name (required)

Your Email (required)

Subject

Your Message

Send

### Contacts Within Group

Paul Williamson	Chairman	<a href="mailto:chair@wolvesiam.org">chair@wolvesiam.org</a>
Geoff Davis	Treasurer	<a href="mailto:treasurer@wolvesiam.org">treasurer@wolvesiam.org</a>
Tony Robson	Secretary	<a href="mailto:secretary@wolvesiam.org">secretary@wolvesiam.org</a>
	Membership	
	Newsletter	
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David Gallagher	Young Driver	<a href="mailto:young.driver@wolvesiam.org">young.driver@wolvesiam.org</a>
Graham Foulkes	Committee Member	
Richard Dodd	Committee Member	

# Advanced Driving



**Substituting any Bad Habits with**

**Safer Driving Habits**  
**Systematic Driving Habits**  
**Smoother Driving Habits**

# Advanced Driving Test



**Safety  
System  
Observation  
Anticipation  
Planning  
Positioning  
Hazard Management  
Eco Driving  
Vehicle Sympathy  
Gear Changing  
Use of Gearbox  
Acceleration Sense  
Braking  
Steering**

**Mirrors/Rear Observation  
Signals  
Cornering  
Overtaking  
Restraint  
Progress  
Smoothness  
Human Factors/Concentration  
Courtesy  
Legality  
Slow Manoeuvring  
Knowledge  
Spoken Thoughts**

**Everything Rated 1 – 3 where 1 is Excellent; 2 is Satisfactory and  
3 is Requires Development**

# Safety



**There are no compromises allowed  
here!**

**All drives must be based on safety through the use of  
the system, good observation and car control at all  
times**

# The System

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## "THE SYSTEM"= IPSGA



Each phase is considered or executed in this sequence, each time, every time a HAZARD is encountered

What Else?

## "HAZARD"

is anything containing an **actual** or **potential** element of danger  
(i.e. a situation which could lead to an accident of some sort)

- 1) Things that are always there
  - Bends, junctions, hump back bridges, etc
- 2) Things that just happen to be there when you are
  - Joggers or horses in the road
  - Badly parked white van
  - Children playing by the kerb

Whenever you see a HAZARD, apply THE SYSTEM

# Eco Driving



## Care and Control at all Times

**Your drive should be smooth and controlled and by virtue of forward planning there should be no need for jerky or sudden actions. “Getting on” and “Making Good Progress” are however important**

# **Gear Changing/Use of Gearbox**



## **Gearbox Must be Used as Appropriate to the Conditions and Requirements**

**Gears should always be selected according to the road conditions, the speed of the vehicle and the hazard being managed. Gear changes should be smooth allowing for progressive acceleration and deceleration**

# Gear Changing/Use of Gearbox

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Preferred  
methodology  
but not now a  
requirement



# Steering



## Steering Must Always be Smooth and Under Control

**Forward observation will allow for steering to be planned, albeit subconsciously. Pull – Push steering is no longer mandated but is recognized as being the best option if it can be adopted. Firm control is important and bad practices **MUST** be avoided!**

# Steering

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**A Smooth  
Approach to  
Steering is  
Important**

# Steering



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10 to 2  
But  
The Right Hold

# Steering

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**Accident and  
Emergency is  
not a Good  
Place to be!**

**Click to  
Reveal  
Picture  
Beware**



# Mirrors and Rear Observation



**Vision Should at all Times be as Near 360° Using All Mirrors and Movement**

**Mirrors should be checked frequently ensuring that you know what is around your vehicle at all times. This is especially important before undertaking any change of direction or when moving from stationary**

# Signals



## Signals Should be Clear and Unambiguous

**The maxim “Take – Use – Give” should always be employed. Ensure that any signals that you give are clear and understood, be those through the use of indicators, by hand signals, by becoming stationary or by your road position**

**DO NOT automatically accept the signals that you see others giving**

# Cornering and Limit Points



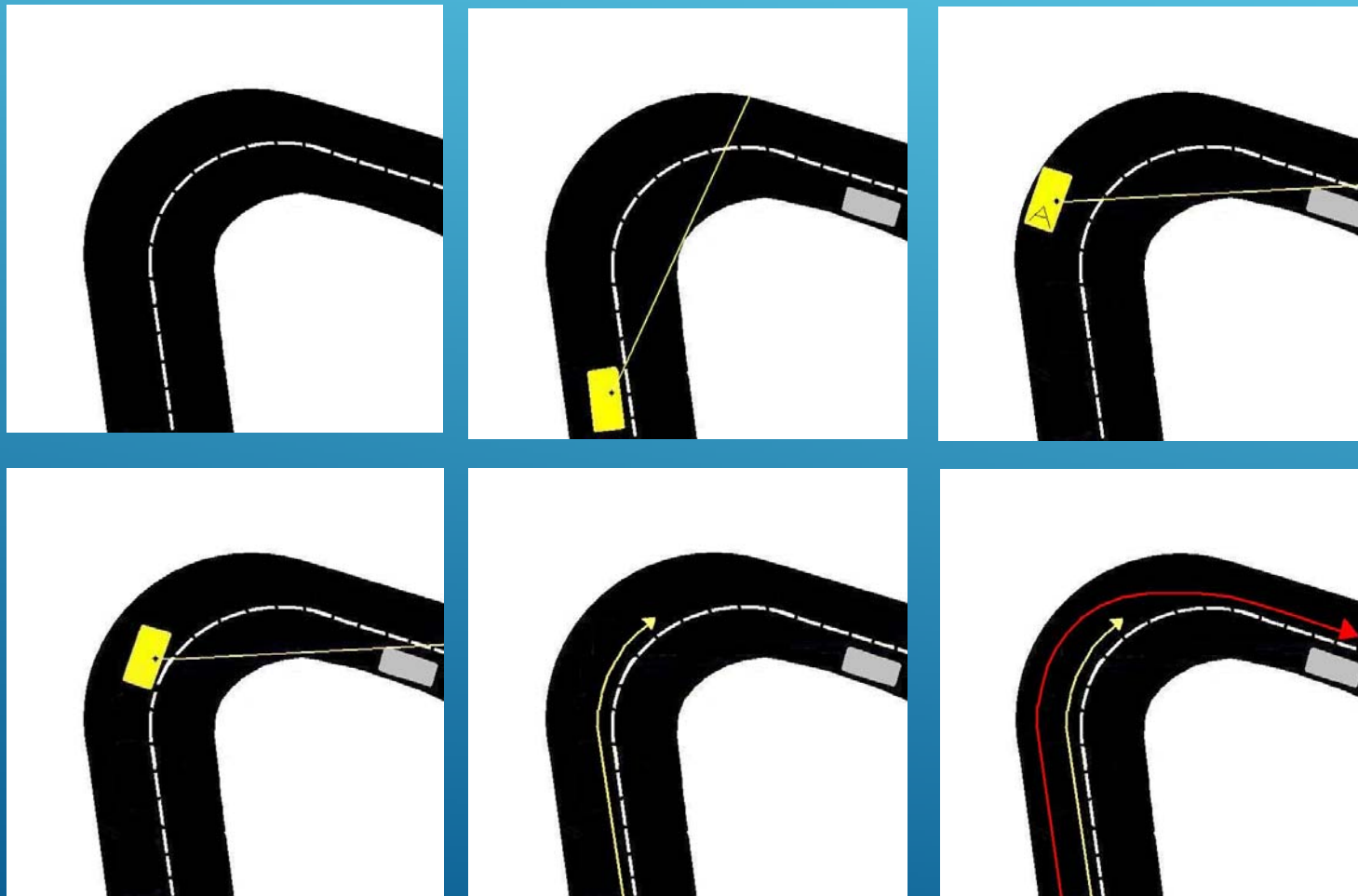
## Cornering Should be Smooth and Undertaken at an Appropriate Speed

**All corners must be approached at a speed appropriate to that corner, road conditions and other traffic. If approached correctly, in the right gear, (IPSGA) and at the right speed to ensure that you could safely stop if necessary then cornering should be smooth and progressive with little fuss or uncertainty**

# Cornering and Limit Points

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# Cornering and Limit Points

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Cornering and the Limit Point

# Cornering and Limit Points



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# Overtaking



**Move to the close position**

**Establish whether you have sufficient speed over the vehicle you are overtaking – speed limit!**

**Look either side of vehicle, check mirrors and indicate before starting the overtake**

**Move out positively if safe to do so, continue indicating**

**Look for a fall-back manoeuvre should it be required**

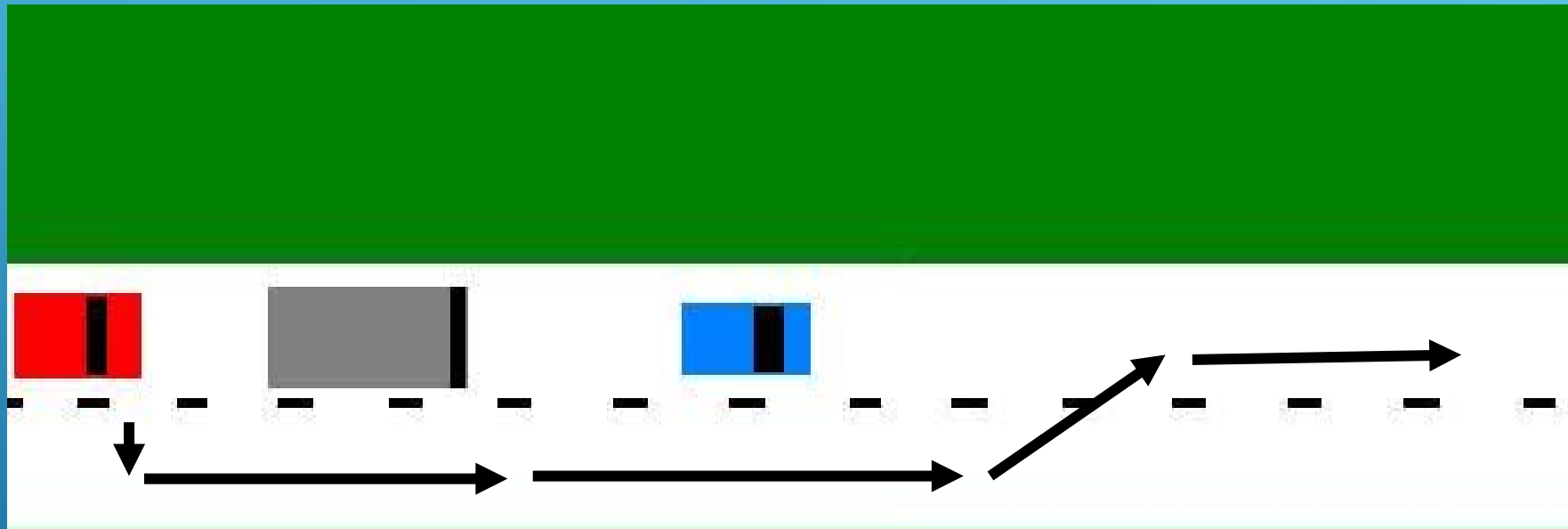
**Accelerate in a straight line, continue indicating**

**When past the vehicle being overtaken, check mirrors and indicate before starting to move back to your lane.**

# Overtaking

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**The natural progress of an overtaking manoeuver**

# Overtaking

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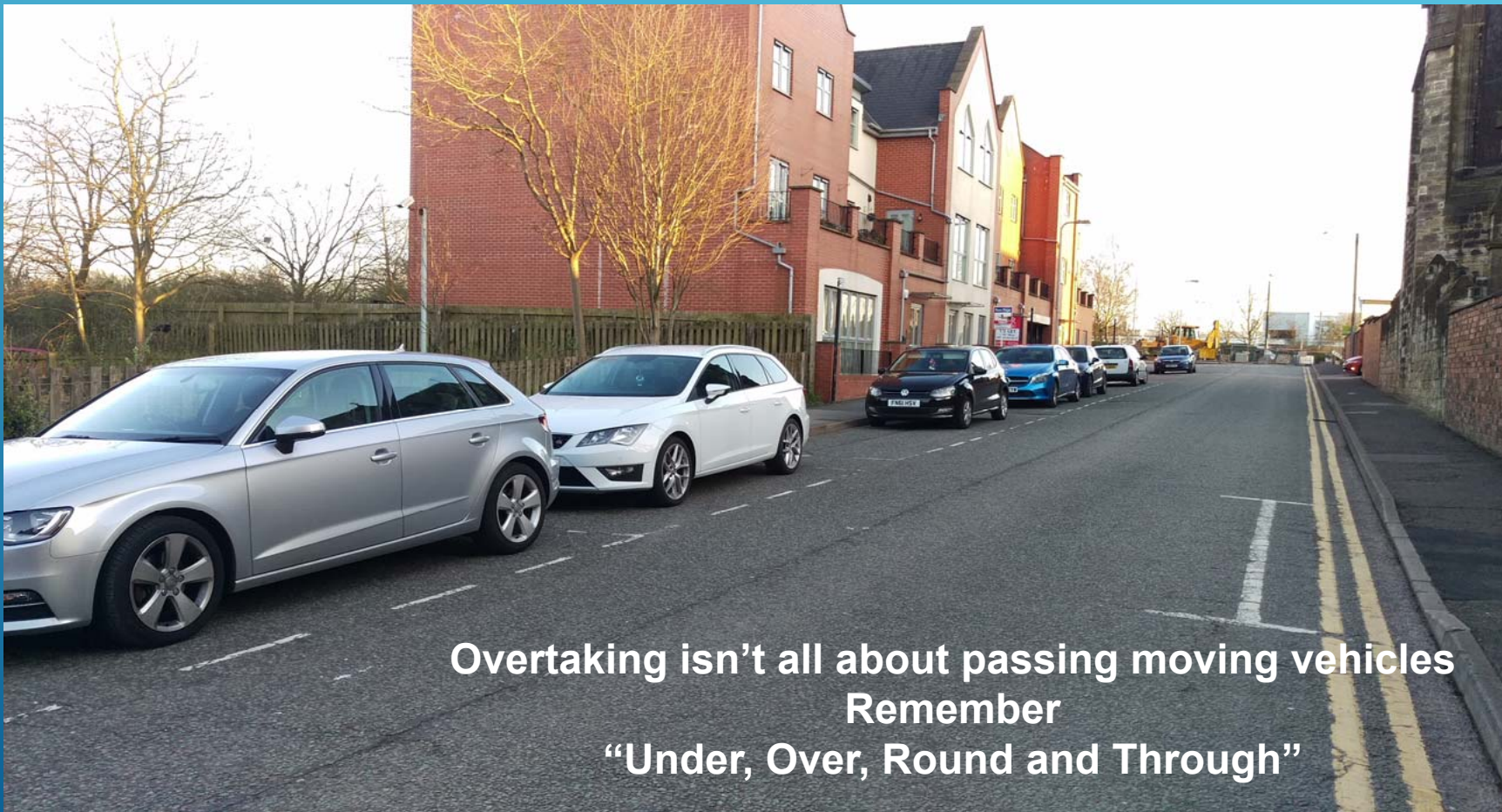
**Caution and  
Maintenance  
of a Fall Back  
Position**



# Overtaking

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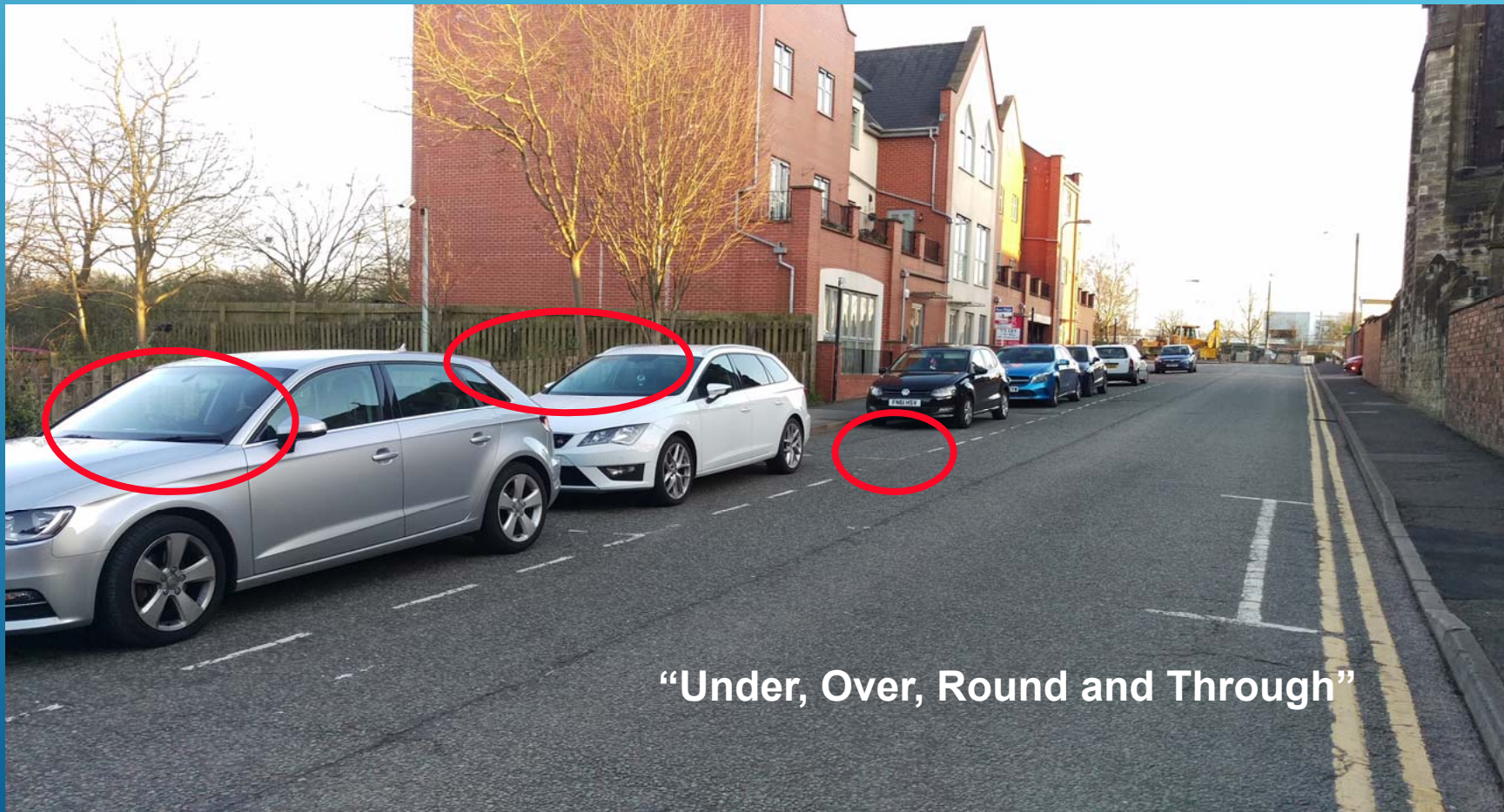




# Overtaking

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“Under, Over, Round and Through”

# Coffee Break



# **Restraint Progress Smoothness and Courtesy**



## **Not Contradictory Expectations**

**Any drive should be consistent with road conditions and traffic density, progress should be made safely and positively**

**No action should be undertaken which could be seen as aggressive or forceful though, as an Advanced Driver, actions which are authoritative are acceptable**

**All actions undertaken should be smooth, invoking a understanding of control**

# Tailgating

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**Tailgating  
and the Two  
Second Rule**

# Human Factors



## Always be Aware of the Effects Your Own wellbeing has on a Drive

It is key that prior to any drive, whether to the shops a few miles away or on a major trek of many hundreds of miles that consideration is given to all the human factors that your own condition brings to the safety of that drive. Are you alert or fatigued, are you taking medication of any sort, are your eyesight, hearing, mobility and reactions all acceptable?

Plan stops on lengthy journeys, plan for the worst – always!

# Legality and Knowledge



**NO compromises in this matter  
ALL drives must be undertaken within  
the applicable laws**

**If in any doubt err on the side of safety, for example if  
you don't know the speed limit on a given road,  
default to the lowest likely speed**

# Manoeuvring



**You may be asked to demonstrate your capability to complete any or all of the following**

**Perpendicular Parking  
Parallel Parking Offside  
Parallel Parking Nearside  
Reversing Under Control Parallel to the Kerb**

# Manoeuvring



## **Parallel Parking (Either Side)**

**Use all mirrors, check bonnet, maintain flow,  
move under control**

## **Reversing Around a Corner**

**Check bonnet, use all mirrors and rear window,  
move steadily under control**

## **Perpendicular Parking**

**Check bonnet, use all mirrors and rear window,  
move steadily under control**

# Spoken Thoughts



**This is not a Necessity – unless you are aiming for a F1rst**

**Spoken Thought, commentary, is a challenge for many at first but, once understood can often improve concentration and is a skill to be proud of.**

**Expectations  
Advanced Driver  
Masters Driver  
Group or National Observer**



# Spoken Thoughts



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Practice  
Makes  
Perfect but  
Simply  
Calling Out  
“What You  
See” is the  
Key



# Motorway Driving



**Indicate each time you change lane**

**Employ the Two Second Rule at all times**

**Continuous use of mirrors**

**Remember the speed you are travelling at. When doing 70 mph that is 110 feet per second**

**Overtake as for a two way roads**

**Never drive when fatigued**

# Motorway Driving

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# Motorway Driving



**What colour cats eyes are you going to find on a motorway and where would you find them?**

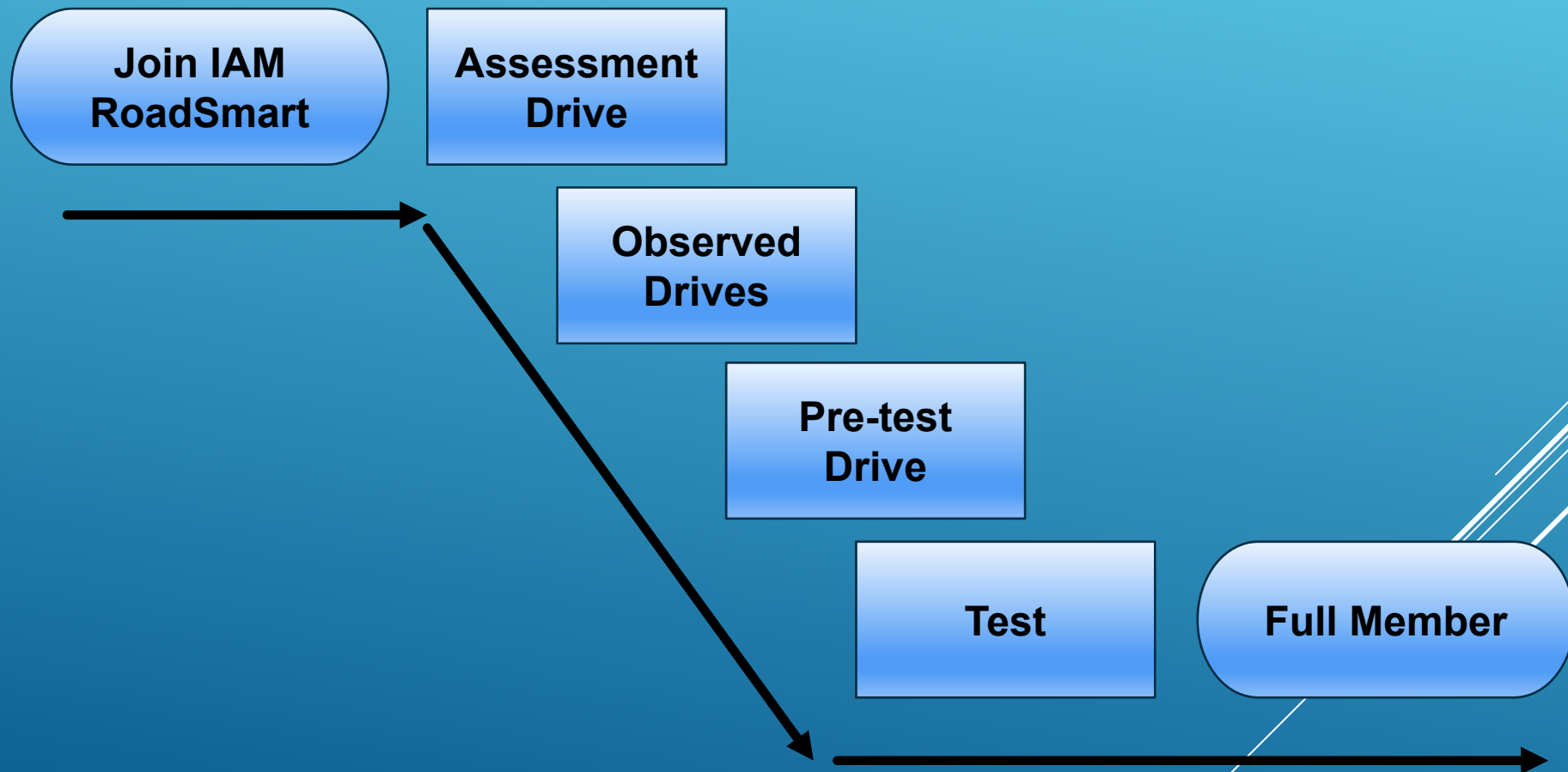
# Motorway Driving

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# Progress and Process



# **Progress and Process**

## **The Test**



**Associate and empathize with the Examiner**

**Describe your vehicle, (include driving aids)**

**Be confident and enjoy the drive**

**Use IPSGA throughout the drive**

**Be clear about your actions and be willing to substantiate them if asked**

**If you make an error then own up to it immediately, if necessary come to a safe stop and describe the issue.**

**The test will last around 1½ hours including the debrief**

# A Final Thought

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**Ensure Your  
Actions  
Cannot be  
Misunderstood**





# Advanced Driving



## Any Additional Questions or Thoughts?