

# The Bafam Course Summary

## The Introduction to the Course

This section of the site illustrates what you, a new Associate with this Group, would go through during your training for the Advanced Driving Test.

If we have a large contingent of Associates, we begin with a mid-week Introductory Evening in that week prior to the first of our usual two-hour-long fortnightly Sunday morning Observed Runs. If the numbers of Associates cannot justify an extra evening, we will meet on the Sunday morning for Run 1 from the Cleveleys Community Centre. You will be advised beforehand which venue we will use. All the necessary verification of your driving documentation is carried out at that Introduction to ensure that we as a Group are lawfully able to carry out our responsibilities as Observers. In a totally relaxed environment you will participate in a brief presentation by one of our most Senior Observers to highlight the new skills you are about to acquire during the coming weeks. This usually culminates in lively debate when you and your fellow Associates question your previous driving skills and experiences by comparison to what this new challenge will bring to you in the future.

The essence of each of the six observed runs that you will have achieved a pre-set list of desired outcomes.

It might be the case during the Course of Runs that the Observer rostered to accompany you on a particular run, will be due for an assessment by a Senior Observer. It will be necessary for the Senior Observer to sit in the back seat of your car to monitor your Observer. Your permission will be sought before this event takes place. You will not be under scrutiny by the Senior Observer, only the Observer and we will be grateful for your co-operation in this essential task.

## Run 1

Briefly, this run is a coming together of two individuals. One is you, the now Associate Member of the Institute of Advanced Motorists, who, although having driven quite successfully and safely perhaps for many years wishes to progress to a higher level. The other, the Observer, has had training at a much higher level to be able to impart that greater knowledge which without question, will improve your quality of driving.

We begin by carrying out a simple eyesight check to establish your legality to drive. A gentle introduction is now given into the course content by the Observer who will assesses your existing driving skills over a short drive around the Poulton area. The Observer then drives his or her car over the same short route to highlight the differences between how you drove and how you will eventually be expected to drive. A brief discussion in the form of a “compare and contrast” between the two drives will take place between you and the Observer at the end of that short drive.

Before you drive again, your Observer will introduce you to a sequence of external checks that could be expected of you as you present the vehicle to the IAM examiner on the test day. We have produced a sheet to give that sequence of checks to accompany your Observer’s demonstration of it to you on this Run 1.

[Please click here for that external check list.](#) (It also includes the Cockpit Drill - see next)

The second important concept that you will be introduced to, will be that of a Cockpit Drill. The principle of the Cockpit drill is to ensure that you are correctly positioned in your vehicle for your safety and comfort so that all of the car’s important controls are properly accessible to you. The Cockpit drill is also available on the above sheet. This Cockpit Drill is not a compulsory element to the Advanced Driving Test but by repeatedly carrying it out until it becomes second nature, you will feel the benefit of knowing that you are totally in charge of the vehicle, rather than the vehicle being in charge of you.

You will next be introduced to a set procedure that you will be expected to follow when preparing to start your vehicle. You should be aware of the warning lights that self extinguish and what they mean prior to starting the engine plus the lights that remain illuminated on your dashboard prior to you setting off. Another procedure will be introduced by your Observer into the correct manner of starting your engine to test, where fitted, the power assisted steering system.

Rather than relying on perhaps a misplaced trust in your vehicle's brakes working correctly before you set off it is important to be able to ensure that the system does work properly. To that end, you will be introduced into two separate braking system checks that we would expect an Advanced Driver to undertake.

You will now be ready for a second drive over the initial route when your Observer will introduce more fully, the system of car control that was discussed at the Introductory Evening a few days earlier. As a recap for you, please click [here](#) to view a detailed explanation of the System of Car Control.

Once the repeat drive has been undertaken, your Observer will now venture further afield giving you all the guidance and support you need. The 5 phases of the system of car control will be fully explained. Your steering technique will be observed to ensure that Pull-Push steering is employed when making turns. You will be given guidance on your position for a normal stop behind a vehicle in a queue of traffic to ensure that an appropriate space is left between you and the vehicle in front. You will probably be taken into areas where you will demonstrate your current skills in techniques of approaching and emerging from junctions. The principle of this element of the drive will be to begin to eliminate what we refer to as Brake/Gear overlap. We have described an easy remedy to this problem on this page of the website.

An interesting aid to help you to be able to refine your observational and anticipatory skills will be in the guise of a commentary drive. Your Observer will try to encourage you into this beneficial aid to your skill development. Without question, your driving skills will improve drastically and more quickly if you venture to speak whilst you are driving. We have placed a page on the website to assist in that skill and would encourage you to read, mark and inwardly digest its contents.

Another driving task that might be expected of you on this Run 1 will be to demonstrate your skills in carrying out a number of reversing manoeuvres where your Observer can ensure that such an exercise will be carried out with you taking the appropriate effective observations whilst the vehicle is under proper control. Potentially, the test manoeuvres might be reversing into a minor road to the left and/or to the right from a major road, to turn the car around to face the opposite direction using forward and reverse gear. For our older Associates, they will probably remember this as the 3-point turn. If you are lucky, you might be given a very interesting uphill start to accomplish. The manoeuvre of drawing up alongside an existing parked vehicle to reverse into a space behind it or the parallel park/reversing park, as it is known can be a challenge if it not exercised regularly. Please have a look at our little explanation of this through this link.

That in principle covers the concept of Run 1 and it might be concluded by reversing the car into a bay at the car park, if you didn't do this at the completion of your first drive.

You and your Observer will now enter into a conversation, determined by the content of what we refer to as the Runsheet. The Runsheet allows you and your Observer to assess the level you have achieved at the completion of Run 1. The Observer will be positive and offer guidance as to what he or she thinks would be appropriate for you to practice prior to Run 2. [The Runsheet is available to you here.](#)

The Runsheet describes on its second page, the outcomes that would be expected of you at the completion of Run 1

In this case for Run 1 to satisfy the requirement that you can -

- Describe the 5 phases of the system of car control
- Describe the external vehicle checks
- Describe the Tar and Tyre gap
- Demonstrate the Pull-Push steering technique
- Use the handbrake when at rest for a short period.

Your Observer or most certainly, the Associate Co-ordinator will advise you by email in advance of the reading to be undertaken prior to Run 2 to highlight the content of that Run and at the completion of this first run, you will be expected to complete a simple Homework exercise to be submitted prior to the start of Run 2.

## Run 2

This run becomes a further development to Run 1. Our Group likes to maintain continuity in these early stages of your development and we try to ensure that you have the same Observer on Run 2 as you had on Run 1.

This run begins with a recap of items from Run 1, as follows ~

- External Vehicle Checks
- Cockpit Drill
- Appropriate starting techniques for your vehicle
- Static and Moving brake checks

You will now drive your vehicle whilst practising the System of Car Control, particularly in areas where we can finally eliminate any residual brake/gear overlap that remains. We will also introduce you to the proper Advanced Driving techniques that deal with roundabouts in particular, to include our approach, our gear selection and of maintaining progress through roundabouts.

At the conclusion of Run 2, you should have satisfied yourself that you are now more familiar with ~

- The 5 phases of the system of car control
- Only making random errors in brake/gear overlap
- Only making random errors in your pull-push steering technique
- Stopping in the correct positions behind a stationary queuing vehicle
- The means of providing yourself with an appropriate commentary that enhances your skills of observation and anticipation.

The Observer will discuss with you the criteria on the Runsheet to highlight your progress and determine any areas that need to be practised before Run 3

The anticipated outcomes at the completion of this run would be that you can describe and demonstrate the system of car control when completing ~

- Right turns
- Left turns
- Right turns at roundabouts
- Left turns at roundabouts

Your Observer or most certainly, the Associate Co-ordinator will advise you by email in advance of the reading to be undertaken prior to Run 3 to highlight the content of that Run and once more, you will be expected to complete a simple Homework exercise to be submitted prior to the start of Run 3.

### Run 3

This run begins with a recap of items from Run 1, as follows ~

- External Vehicle Checks
- Cockpit Drill
- Appropriate starting techniques for your vehicle
- Static and Moving brake checks

You will have previously have been advised by our Associate Co-ordinator that this run has quite a large content and the subject matter relates to country lanes. The concept that is going to be dealt with on this run is how you will deal with bends with specific reference to the use of the system of car control. We would advise you at this point to look and study a little presentation on this site which will explain in detail the principles of how you will be dealing with what we refer to as the Limit Point. As you travel along country lanes on this run, there might be long stretches of open road with a uninterrupted view in front of you of say half a mile, or conversely there might be stretches of road with only yards of vision in front of you before the next bend. You will be introduced here into a scanning technique involving with the process of building up a picture of the road ahead by looking as far ahead as you can see, as if your eyes are on full beam, then middle distance, then close up in the foreground and then behind through the mirrors to see what is going on behind you. The best way to practice this scanning technique is by the use of a commentary by detailing each of the 5 phases as you deal with the curve ahead.

You will also be given the means to determine whether you are going to alter your position as you approach a bend to obtain a better view around it.

As you are travelling around country lanes, obviously the stability of your vehicle will alter from the effects of forces acting on the car compared with normal conditions when you are travelling in a straight line with just enough acceleration to maintain your progress. The effects of these forces on the vehicle whilst

cornering left and right alter that stability and this brings in the relationship between the grip that your tyres have on the road whilst you are cornering and you vary the amount of acceleration, braking and steering that you apply. Your Observer will explain to you what happens when you brake and steer and accelerate and steer along with the possibilities of the effects on you and your vehicle if too much of each is applied. You might be familiar with the terms understeer and oversteer but if not, all will be explained to you.

Reminding you of the Introductory Evening presentation, you were introduced into what we call The Driving Plan. Whilst you are travelling on countryside roads, this is an ideal area to provide you with the practicality of the Plan. If you remember, the plan consisted of a series of questions to be asked when you were experiencing a loss of vision ahead of you. "What can I see, what can't I see and what can I reasonably expect to find around that curve and what to do if things turn out differently to expectations" Once you have got that principle settled in your mind, you will then transfer the concept to any road upon which you are driving.

Country lanes are ideal areas for you to be adventurous in exercising your overtaking skills. Many of us do not overtake frequently as the opportunity does not necessarily arise and maybe we might tend to hold back behind the slower moving vehicle in front. Obviously, the principles of overtaking are only applied if the need to overtake is apparent and that it is safe to do so. Your Observer will provide you with guidance in exercising an overtake, should circumstances prevail. Please look at our suggested explanation on the website of what is referred to as The Overtaking Triangle.

At the conclusion of Run 3, you should have satisfied yourself that you are now totally familiar with -

- The 5 phases of the system of car control
- Brake/gear overlap has been eliminated
- Pull-push steering technique

The Observer will discuss with you the criteria on the Runsheet to highlight your progress and determine any areas that need to be practised before Run 4

The anticipated achieved outcomes at the completion of Run 3 should be the following -

- Long range observation
- Correct positioning when approaching a bend
- The limit point in the speed phase on cornering
- The effects of forces acting upon your vehicle when braking and steering
- An effective commentary to compliment your drive.

Your Observer or most certainly, the Associate Co-ordinator will advise you by email in advance of the reading to be undertaken prior to Run 4 to highlight the content of that Run and once again, you will be expected to complete a simple Homework exercise to be submitted the start of Run 4.

## Run 4

This run brings back into focus the motorway.

This run begins with a recap of items from Run 1, as follows -

- External Vehicle Checks
- Cockpit Drill
- Appropriate starting techniques for your vehicle
- Static and Moving brake checks

[We suggestion here that you read the content of a separate page on motorway driving by clicking this link.](#)

The anticipated achieved outcomes at the completion of Run 4 should be the ability to describe / demonstrate the system of car control -

- When overtaking in general
- Whilst joining and leaving a motorway
- When driving on the motorway including overtaking
- When practising the 2-Second Rule
- When carrying out an effective commentary during all or part of the drive.

Your Observer or most certainly, the Associate Co-ordinator will advise you by email in advance of the reading to be undertaken prior to Run 5 to highlight the content of that Run. You will be expected to complete the final simple Homework exercise in preparation to be submitted the start of Run 5.

### Run 5

This run is now going to be a consolidation of all you have learnt to date with the opportunity to recap on any matters upon which you need clarification. At some point, this Run 5 becomes an idea situation to prepare for a Mock Test by having you drive a typical test route encompassing all of the different types of roads that you have experienced on the Course, at the conclusion of which, you will have performed it with few minor errors.

This run begins with a recap of items from Run 1, as follows -

- External Vehicle Checks
- Cockpit Drill
- Appropriate starting techniques for your vehicle
- Static and Moving brake checks

The anticipated achieved outcomes at the completion of Run 5 is simply that -

- You have performed a test drive with few minor mistakes.

### The Pre-Test Evening

It is anticipated that you will attend this meeting as part of the course content, along with your fellow Associates on a Wednesday evening prior to Run 6 where you might possibly have the opportunity to meet an IAM Examiner who may or may not be the actual Examiner who will conduct the Advanced Driving Test. In any event, you will be briefed on all the requirements expected of you for the preparation for the Test and the conclusion of the Evening will be based on a Q&A session, should you have any queries that you wish clarified. At some point after the completion of Run 6, the IAM Examiner will make contact with you to mutually agree a date and time when the test will be conducted.

We suggest you read this page on the site that illustrates the important points that the Examiner will be looking for on the drive and nothing contained within that page is new to you as all the subject matter will have been covered during your Runs by the Observers that have guided you.

### Run 6

The full Mock Test.

Once again, we will carry out a recap of the following at the start of the Run -

- External Vehicle Checks
- Cockpit Drill
- Appropriate starting techniques for your vehicle
- Static and Moving brake checks

The input from your Observer may be much less during this run and may be no more than simply giving you directional and other instructions.

The “best of luck” is a usual phrase that you will hear from people on the run up to the test but we as a Group know that luck is not important. What you have to do is simply “follow the system.” It works.

### Finally, the Advanced Driving Test

At the conclusion of the test, you will be informed of the result. The result, under the rules of the Data Protection Act is confidential between you and the IAM. We would like you to contact our Associate Co-ordinator with the result, either by phone or email as we do like to know the outcome of all Tests.