



LESSON RECAPS - 1

Cockpit Drill

Get in and close the door.

Check the parking brake is applied.

Are all the doors closed?

Adjust seat:
Can you reach and use the controls easily and comfortably?
HEAD RESTRAINT!

Adjust the mirrors.

Seatbelt on.

Enough fuel?

Foot Controls

Accelerator

Footbrake

Pivot your right foot between gas and brake.

Clutch

Only operate with your left foot

Automatic transmission

No clutch pedal to operate

CLUTCH PEDAL UP (engaged)

CLUTCH PEDAL DOWN (disengaged)

Parking Brake

Only use when the vehicle has stopped. To apply: Push in the button and pull up, release the button.

To release: pull the lever up slightly and then push in the button before lowering the lever. Avoid wearing the ratchet!

In some vehicles the parking brake is operated by an additional foot pedal.

Gears

0 10 20 30 40 50 60 70 mph.

1st gear

2nd gear

3rd gear

4th gear

5th gear

Reverse gear

Which gear is most powerful?

Speed ranges overlap allowing minimal engine strain and increased fuel economy.

How do you know when to change gear?

GEAR LEVER IN NEUTRAL

Automatic transmission

P - Park

R - Reverse

N - Neutral

D - Drive

2 } Low gear lock

1 }

Palm the lever.

Steering

TURNING RIGHT

TURNING LEFT

Hold the wheel at 'ten to two' or 'quarter to three' position.

Use the 'Pull-Push' method.

Never take both hands from the wheel when the car is moving.

Mirrors

Exterior: Curved glass

Interior: Flat glass

Use well before any manoeuvre (any change of speed or direction).

Use the mirrors-signal-manoevre (MSM) routine.

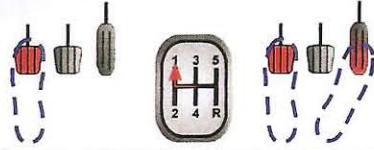
MSM means checking your mirrors well before signalling and doing both in good time before making your move. Check mirrors before:

Signalling - Moving off - Changing direction to overtake, turn left or right or change lane - Slowing down or stopping - Opening your car door.

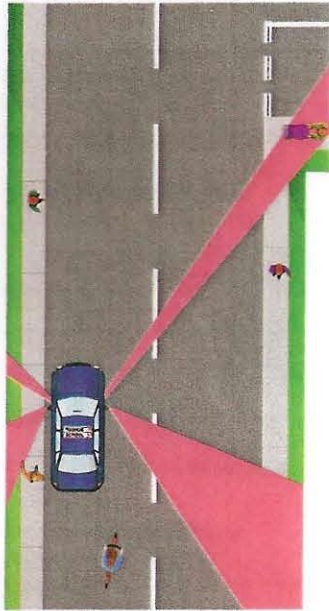
What are Blind spots?

Moving off:

PREPARE: Find the bite point.



OBSERVE: Use mirrors and look all round to check blind spots.



SIGNAL: If necessary.



Ready to release parking brake.



Remember your final safety check!

Normal stops:

Use the MSM routine.
Safe, legal and convenient?

Which mirrors?



Use progressive braking method. Once stopped, secure the vehicle with the parking brake and select neutral. Make sure the indicator signal is cancelled.

Left turn:

Use MSPSL

Check interior and left mirrors.

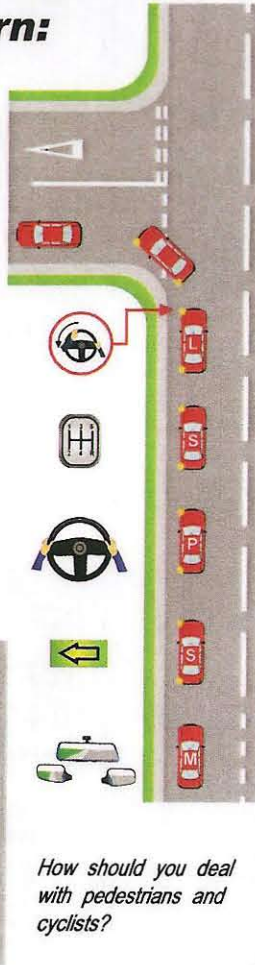
Give an indicator signal

Position about a metre from the kerb.

Slow down in good time.

Select appropriate gear.

Look into the side road.



Right turn:

Use MSPSL

Check interior and right mirrors.

Give a signal.

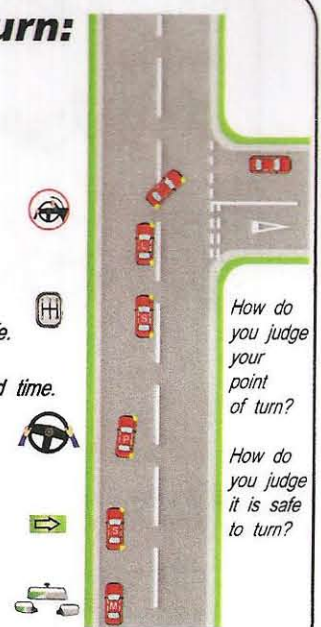
Position as close to the centre of the road as is safe.

Slow down in good time.

Select appropriate gear.

Look into the side road.

Give priority to approaching traffic.



Emergency stop:

Keep a firm grip on the steering wheel.



Brake firmly and promptly. Steer if needed to avoid collision!

Clutch down just before stopping.

Once stopped, apply parking brake, select neutral.

When clear, take a good look round before moving off again.

If you cause a skid by braking too harshly:

Ease the pressure on the brake pedal.

Steer to straighten the car.



Hazard Routine: MSPSL

You know this routine as Mirrors - Signal - Manoeuvre!

A manoeuvre is any change in position or speed so M-S-M becomes:

Mirrors: Check position/speed of following traffic. Act sensibly on what you see!

Signal: Ask yourself "Will a signal help others?" If you need a signal, give it in good time.

Position: If necessary, steer to a new road position in good time so that others can anticipate what you intend to do.

Speed: Slowing down, ease off the accelerator or brake. If you need to speed up, accelerate smoothly. If needed, change gear for greater control.

Look: Look well ahead. Assess the situation. Decide on what you need to do. Act promptly on your decision to wait or proceed.



LESSON RECAPS - 3

Emerging at T-junctions:



Use MSPSL on approach. Scan left and right as you approach the junction to build up a picture of the traffic flow and other hazards in the main road.

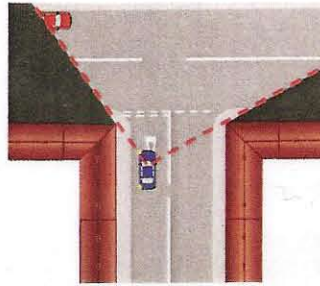


Where your line of sight is restricted:

Edge forwards by using clutch control (peep and creep).



Your zone of vision will get wider as you approach the end of the road. The diagram on the right shows that you will not be able to decide if it is safe to emerge until your eye line is level with any obstructions.



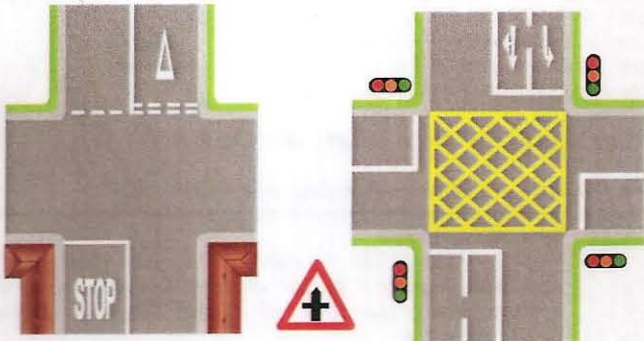
Lean forwards in your seat so the front of the car doesn't need to stick out so far.

As you come up to the end of a road ask yourself:
Is the junction open or closed?
Who has priority?



Crossroads:

Early identification is important, look out for signs and crossing traffic.

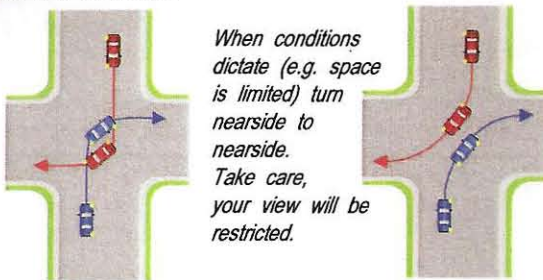


Use MSPSL on approach. Assess priority and approach accordingly.

Unless road layout or markings dictate otherwise, follow the normal rules for positioning.

Remember that traffic approaching from your right or left may not realise the junction is a crossroads.

If you and an approaching driver are turning right, turning offside to offside is safer because you have a better view.



When conditions dictate (e.g. space is limited) turn nearside to nearside. Take care, your view will be restricted.

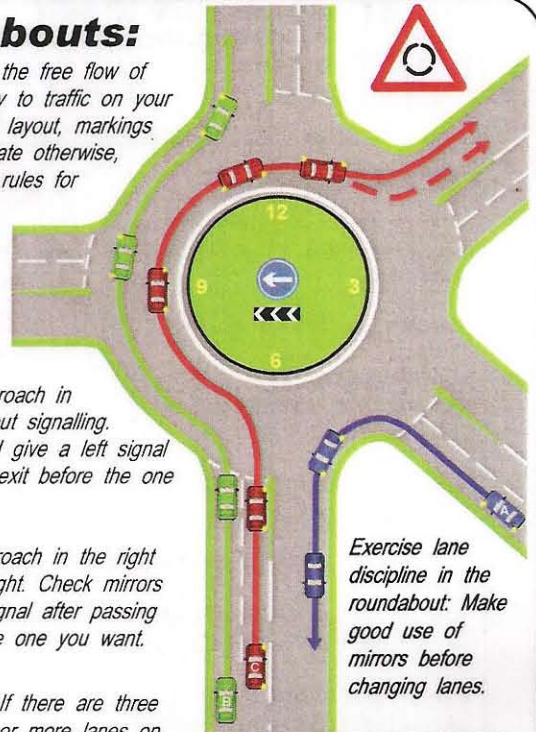
Roundabouts:

Designed to help the free flow of traffic. Give priority to traffic on your right. Unless road layout, markings or traffic flow dictate otherwise, follow the normal rules for positioning:

Turning left; approach in the left lane and signal left.

Going ahead; approach in the left lane without signalling. Check mirrors and give a left signal after passing the exit before the one you want.

Turning right; approach in the right lane and signal right. Check mirrors and give a left signal after passing the exit before the one you want.



Exercise lane discipline in the roundabout. Make good use of mirrors before changing lanes.



If there are three or more lanes on approach and through the roundabout, be guided by road signs and markings.

The same rules apply to mini-roundabouts. Remember that there is less time and space to act.

Pedestrian crossings:

These can be uncontrolled (e.g. Zebra) or controlled (e.g. Puffin).

Use MSPSL on approach: Look ahead and to the sides of the crossing and anticipate the actions of pedestrians.

You must give priority to pedestrians who have stepped on to a zebra crossing. At controlled crossings, obey the traffic lights or signals given by the traffic controller (police or school crossing warden).



What precautions should you take when stopped at a crossing?

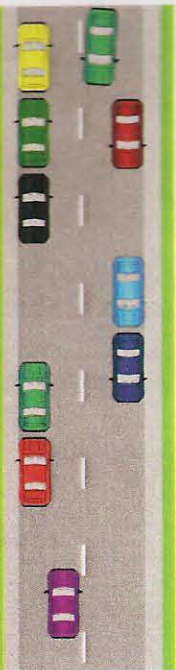


Pelican crossings have a flashing amber phase - what does this mean?

How would you recognise a Toucan crossing / an equestrian crossing?

How should you deal with crossings which have a central island?

Meeting Traffic:



When a road is narrowed by an obstruction, a chicane or parked vehicles you will need to deal with approaching traffic safely.

Use MSPSL as you approach the hazard. Assess the gap and ask yourself:

Who has priority?

How much clearance do you need?

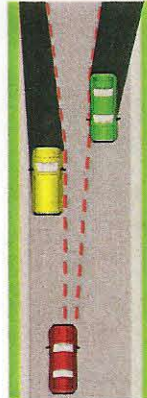
If you need to stop how far back should you be?

It is important to check mirrors:

Following traffic needs warning if you are slowing or stopping.

It is no good stopping if following traffic will prevent the approaching driver coming through.

Plan ahead!



Overtaking:

This can be a dangerous manoeuvre. Take note of road signs and markings. Ask yourself:

Is it safe and legal to proceed?

You will need to use the MSPSL routine several times before and during the manoeuvre:

Position far enough behind the target vehicle to be able to see clearly ahead.

How can you get a reserve of power?

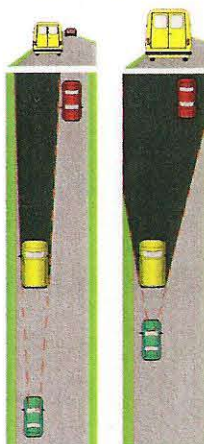
What should you do if a following vehicle starts to overtake before you?

Give a signal to advise following traffic, approaching traffic, and the driver of the target vehicle.

Take a smooth line as you pass the target vehicle.

Don't cut back in too soon!

If in doubt, don't overtake!



Manoeuvring:

Select a safe and legal place. Do not cause inconvenience to others.

Look through the rear window whilst reversing!

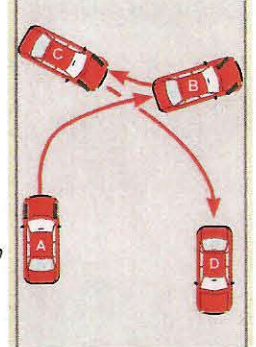
Turning in the road:

Assess camber. Check mirrors and look all round - give priority to others. Use clutch control to move slowly. Steer briskly.

A-B: Steer briskly to full right lock. A metre from the kerb turn the steering to the left. Stop and apply parking brake if needed.

B-C: Select reverse gear. Check mirrors and look all round. Steer left as you reverse. A metre from the kerb, look over right shoulder and turn the steering to the right. Stop and apply parking brake if needed.

C-D: Select first gear, check mirrors and look all round. When clear steer to opposite side of road - check mirrors and drive on if safe.



Avoid bumping the kerbs. Give priority to approaching vehicles.

Left Reverse:

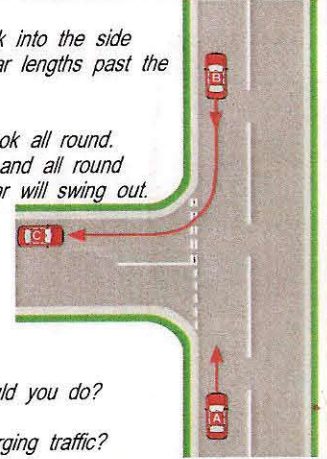
A-B: Use MSPSL on approach to junction. Look into the side road to check it is clear and safe. Stop 2-3 car lengths past the junction.

B-C: Select reverse gear. Check mirrors and look all round. Reverse slowly to point of turn. Check mirrors and all round again before steering left - the front of your car will swing out. Follow the line of the kerb.

Look well back into the side road to judge position. Stop reasonably close to the kerb and far enough back to be able to position correctly again for a right turn.

If you misjudge and bump the kerb, what should you do?

How should you deal with approaching or emerging traffic?



Right Reverse:

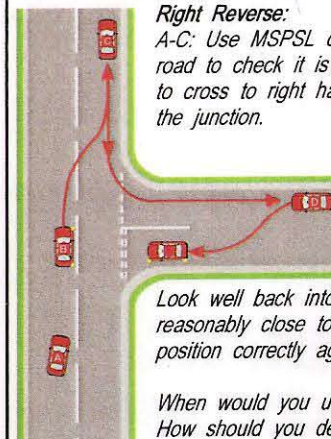
A-C: Use MSPSL on approach to junction. Look into the side road to check it is clear and safe. Check mirrors at B and signal to cross to right hand side of road. Stop 2-3 car lengths past the junction.

C-D: Select reverse gear. Check mirrors and look all round. Reverse slowly to point of turn. Check mirrors and all round again before steering right - the front of your car will swing out. Follow the line of the kerb.

Look well back into the side road to judge your position. Stop reasonably close to the kerb and far enough back to be able to position correctly again for a left turn.

When would you use a 'right reverse'?

How should you deal with approaching or emerging traffic?



Parallel Parking:

Use MSPSL on approach to space. Stop parallel with and slightly ahead of target vehicle.

Select reverse gear, check mirrors and look all round. Move slowly to point of turn (when the back of your car is level with the beginning of the space).

Check mirrors and look all round before steering left, aiming for the middle of the space. When you have a good angle, straighten the wheels.

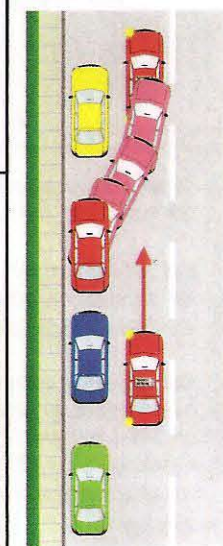
Approaching the kerb, check the front of your car will clear the vehicle ahead then steer briskly right to bring the front in.

Straighten the wheels as you get parallel to the kerb.

If necessary, pull forwards to park centrally in the gap.

Secure the car with the parking brake.

What should you do if misjudge your position?



Bay Parking: Take care in car parks - pedestrians are about. Find a suitable bay. You can reverse in either to the right or left. You can position at an angle to the bay. This will make it easier to judge position, steer in and see between vehicles either side of the bay.

Use mirrors and check all round for other traffic and pedestrians. Keep tight control of the clutch. Move slowly, steer briskly.

Park centrally between the marked lines.

