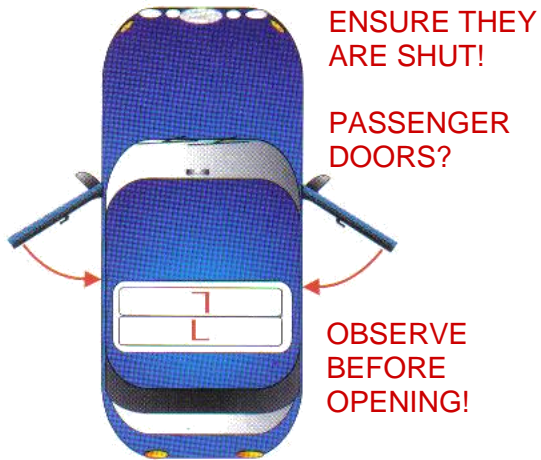
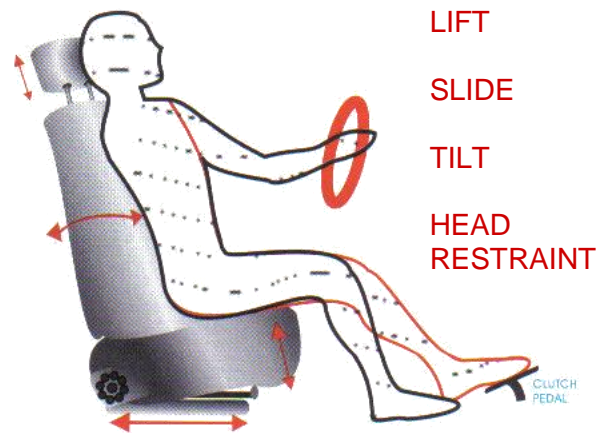


COCKPIT DRILL

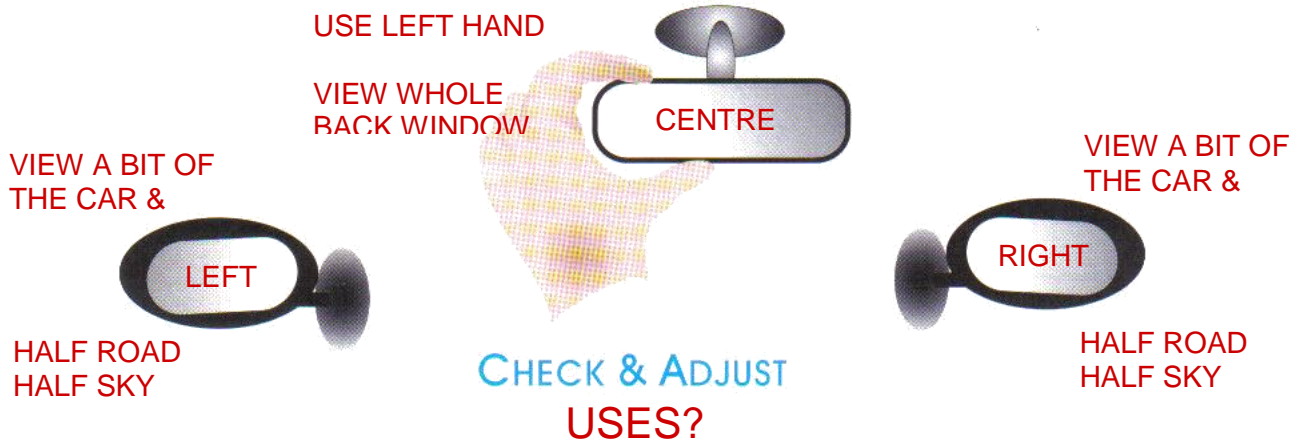
DOORS



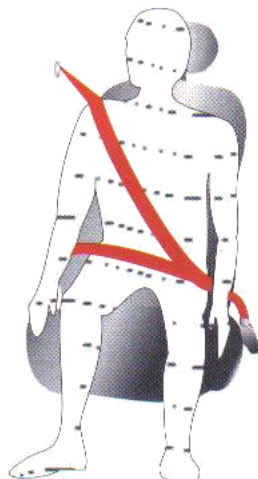
SEAT



MIRRORS

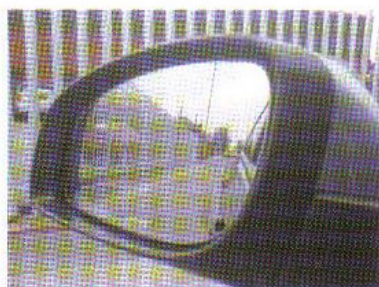
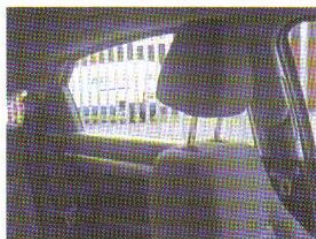
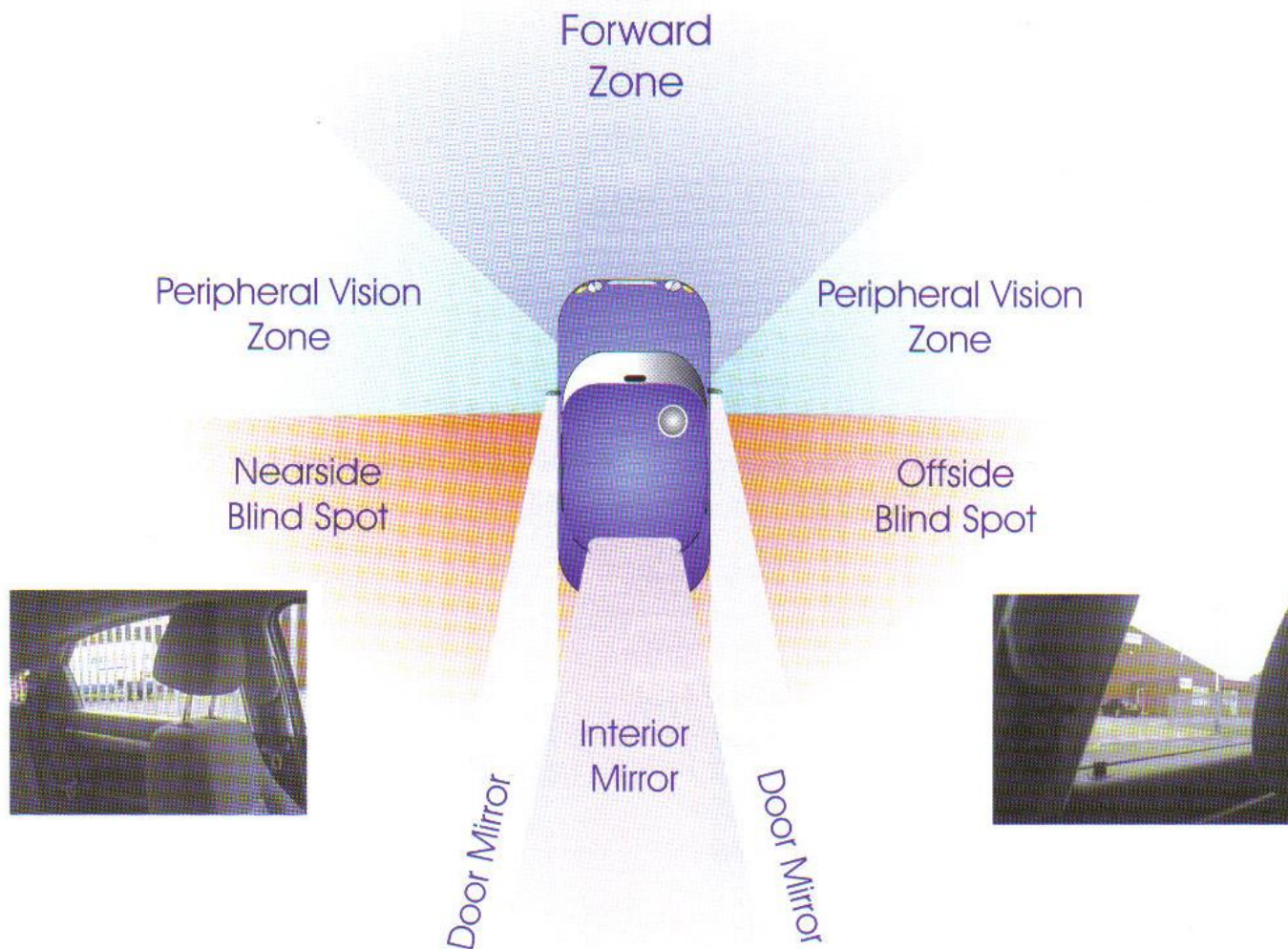


SEATBELT



DO ALL THIS EVERYTIME YOU GET IN THE CAR!

MIRRORS / ZONES OF VISION



LEFT DOOR MIRROR
 CONVEX GLASS
 OBJECTS SEEM FURTHER
 USED BEFORE MOVING LEFT

CENTRE MIRROR
 FLAT GLASS
 USED BEFORE CHANGING SPEED

RIGHT DOOR MIRROR
 CONVEX GLASS
 OBJECTS SEEM FURTHER
 USED BEFORE MOVING RIGHT

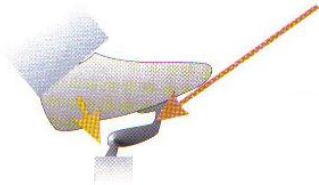
FIRST PART OF **M.S.M.** ROUTINE (LOOK UP)

EFFECTIVE USE OF MIRRORS
 THIS MEANS ACTING ON WHAT CAN BE SEEN IN THE MIRRORS

ACCELERATOR PEDAL (GAS)

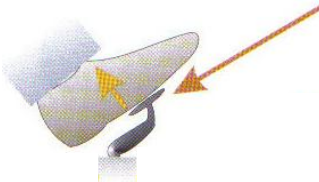
RIGHT PEDAL CONTROLLED WITH THE RIGHT FOOT

“MORE GAS”



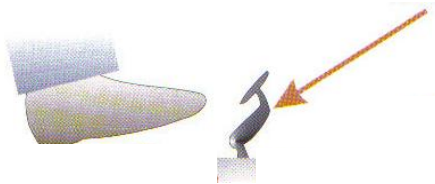
PRESSING THE ACCELERATOR PUMPS MORE FUEL INTO THE ENGINE MAKING IT SPIN FASTER ENGINE NOISE WILL CHANGE (DEMONSTRATE)

“LESS GAS”



THE ENGINE SPEED DEPENDS ON HOW FAR THE PEDAL IS PUSHED

“OFF THE GAS”

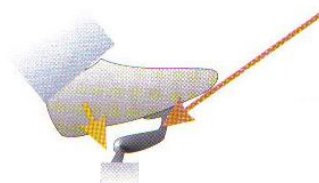


RELEASING THE PEDAL WILL NORMALLY SLOW THE CAR DOWN AS VERY LITTLE FUEL IS ENTERING THE ENGINE

BRAKE PEDAL

MIDDLE PEDAL CONTROLLED WITH THE RIGHT FOOT

THE FOOTBRAKE IS USED TO SLOW THE CAR DOWN AND STOP

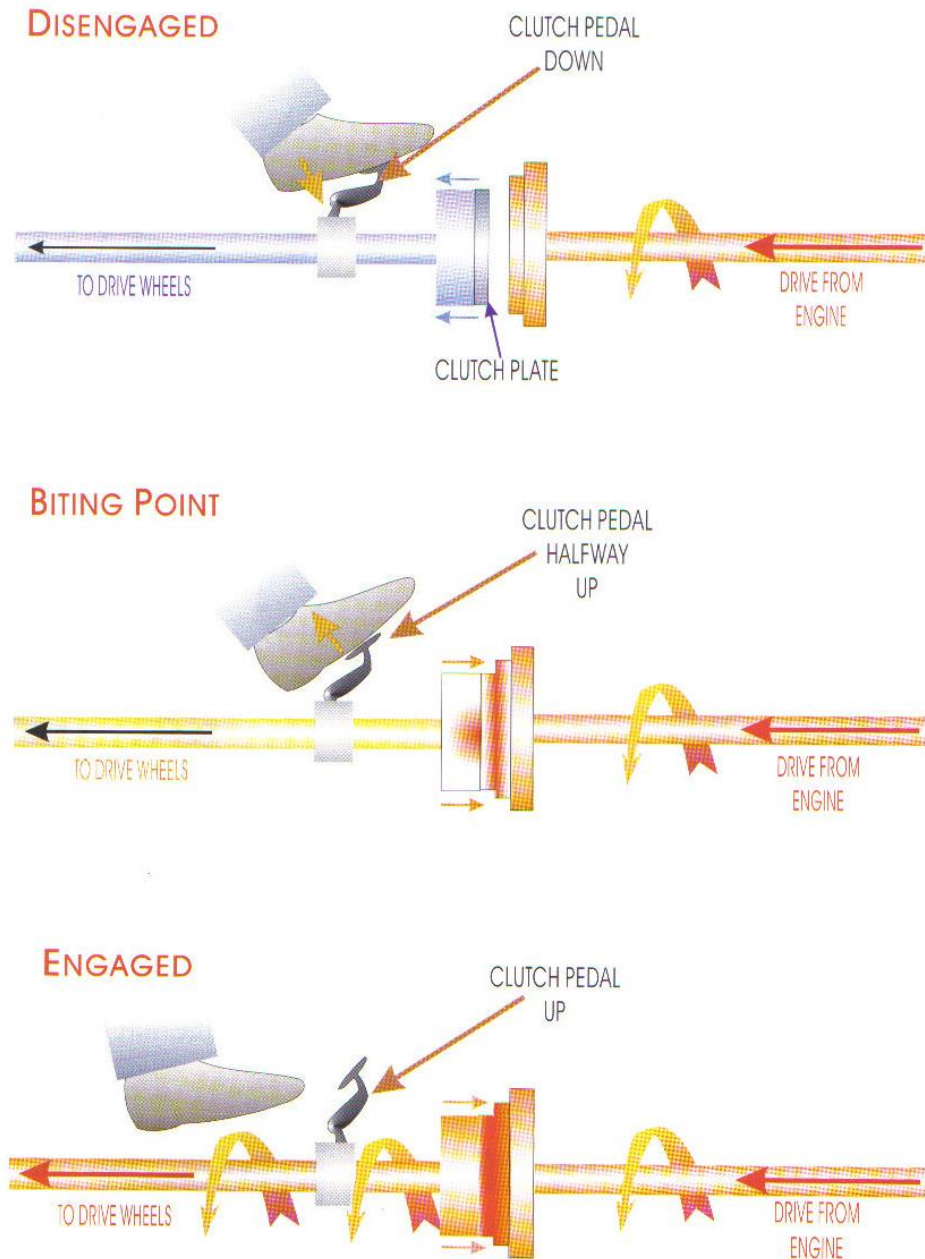


THE HARDER IT IS PRESSED THE FASTER THE CAR WILL SLOW DOWN

SHOULD BE USED PROGRESSIVELY EASING UP ON THE PEDAL JUST BEFORE COMING TO REST FOR A SMOOTH STOP

THE CLUTCH / BITING POINT

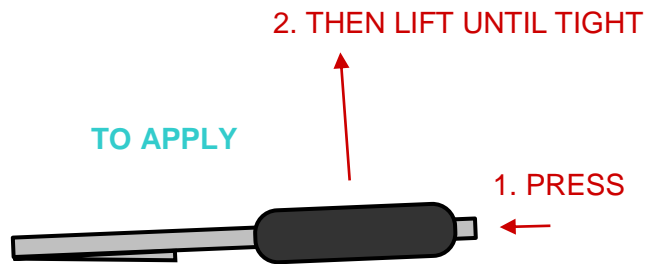
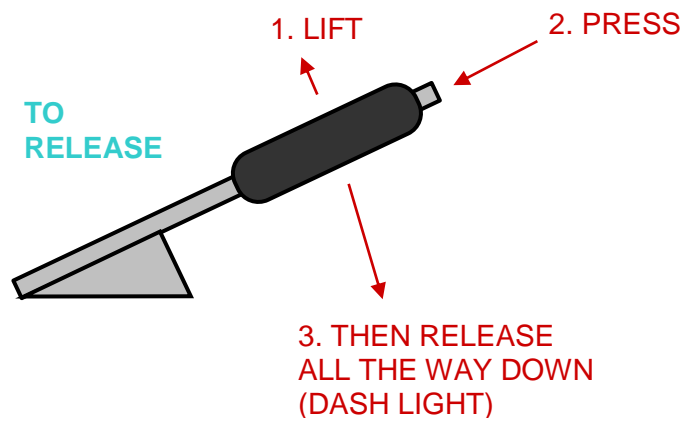
LEFT PEDAL CONTROLLED WITH THE LEFT FOOT



THE CLUTCH IS USED WHEN MOVING OFF AND STOPPING AND WHEN CHANGING GEAR

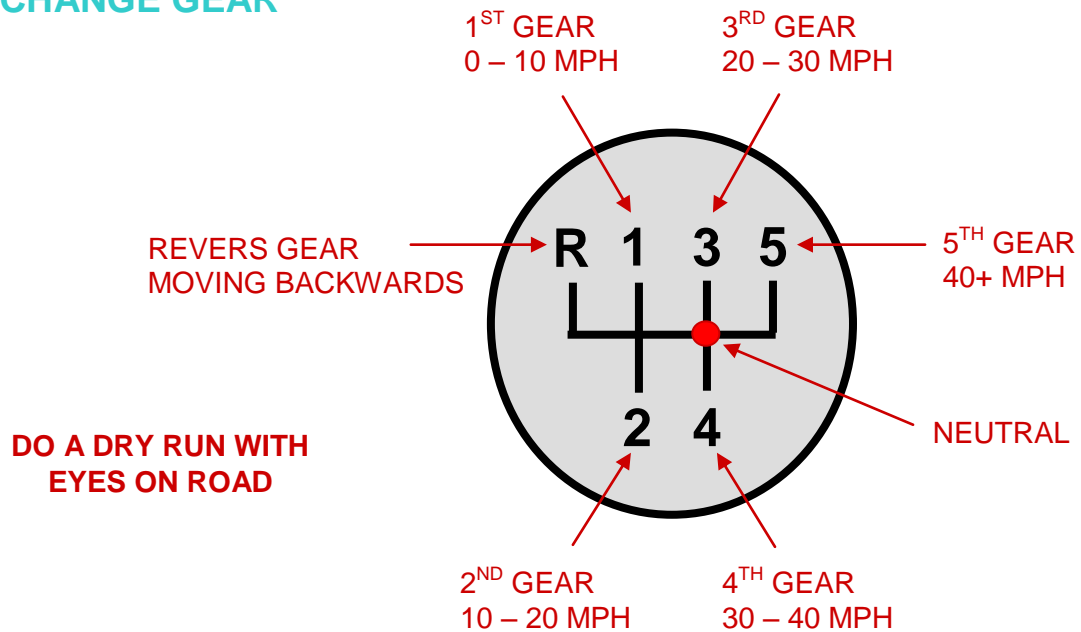
HANDBRAKE

SECURE THE VEHICLE

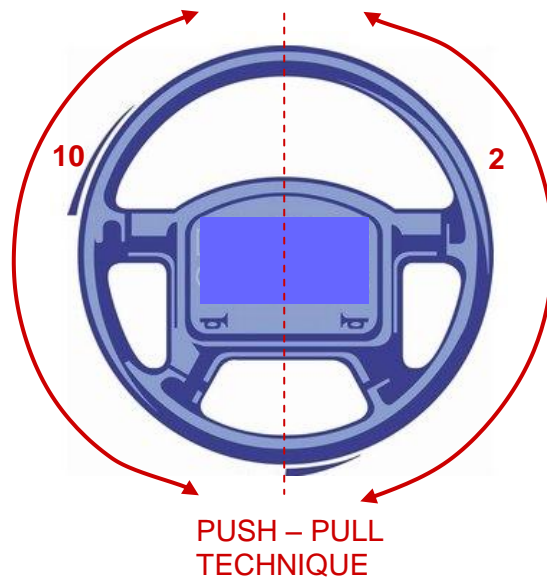


GEAR STICK

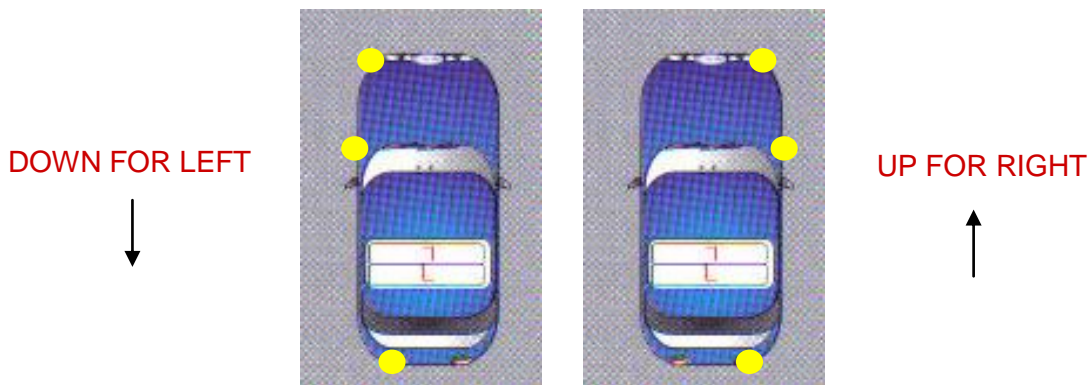
CHANGE GEAR



STEERING WHEEL
STEER THE CAR
LEFT AND RIGHT



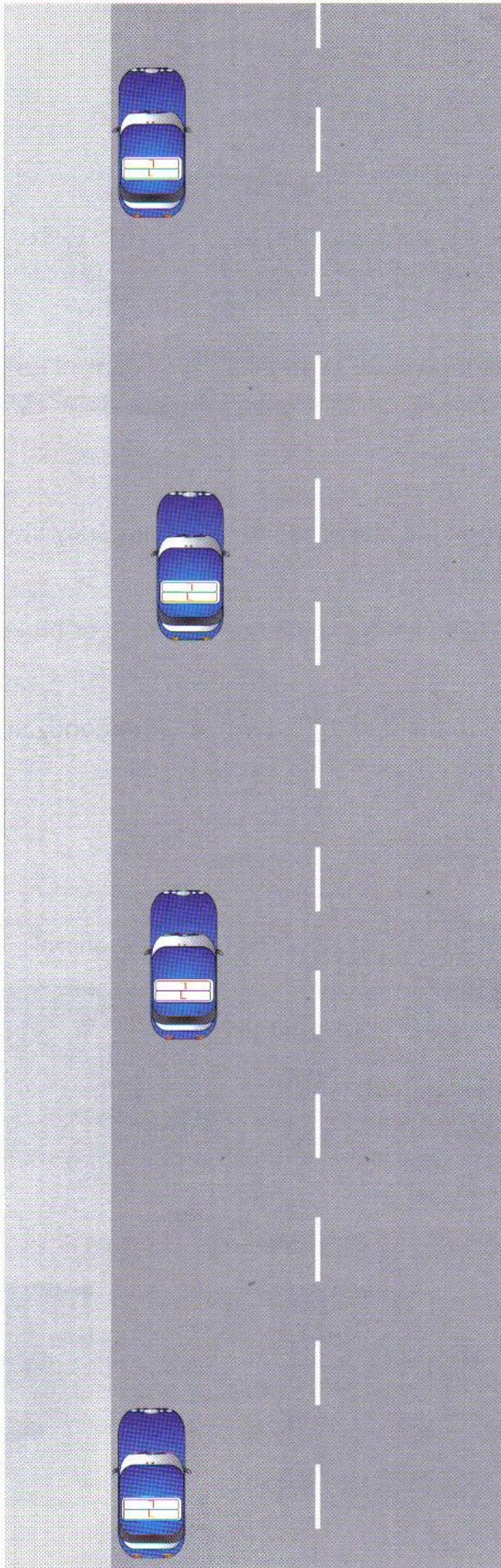
INDICATORS / SIGNALS
LET OTHER ROAD USERS
KNOW OUR INTENTIONS



OTHER MINOR CONTROLS

PRECAUTIONS BEFORE STARTING THE ENGINE
CHECK HANDBRAKE IS ON FIRST AND THEN
CHECK GEAR STICK IS IN NEUTRAL (WHY?)

MOVING OFF & STOPPING



NORMAL STOP CONTROL

GENTLE AND PROGRESSIVE BRAKING
CLUTCH FULLY DOWN & EASY SLIGHTLY OFF THE
BRAKE JUST BEFORE COMING TO REST
SECURE VEHICLE AND SELECT NEUTRAL

NORMAL STOP POSITION

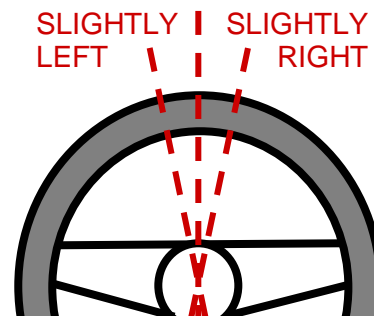
SAFE SEE AND BE SEEN
CONVENIENT SIDE ROADS / DRIVEWAYS
LEGAL DOUBLE YELLOW / ZIGZAG
APPROXIMATELY 12-18 INCHES OR A GRID
WIDTH FROM THE KERB

CHANGING SPEED / DIRECTION

MIRROR CENTRE & LEFT / RIGHT
SIGNAL IF NECESSARY
MANOUEVRE STEER LEFT / RIGHT
GAS / BRAKE

NORMAL DRIVING POSITION

1 METRE FROM THE KERB OR BETWEEN THE
KERB & CENTRE OF THE ROAD (REF POINT)



STEER

PREPARE CLUTCH DOWN
1ST GEAR
SET GAS
FIND BITE
OBERVE WHERE?
LOOKING FOR?
MOVE SIGNAL IF NECESSARY
RELEASE HANDBRAKE
CLUTCH GENTLY UP, PAUSE,
AND THEN FULLY UP

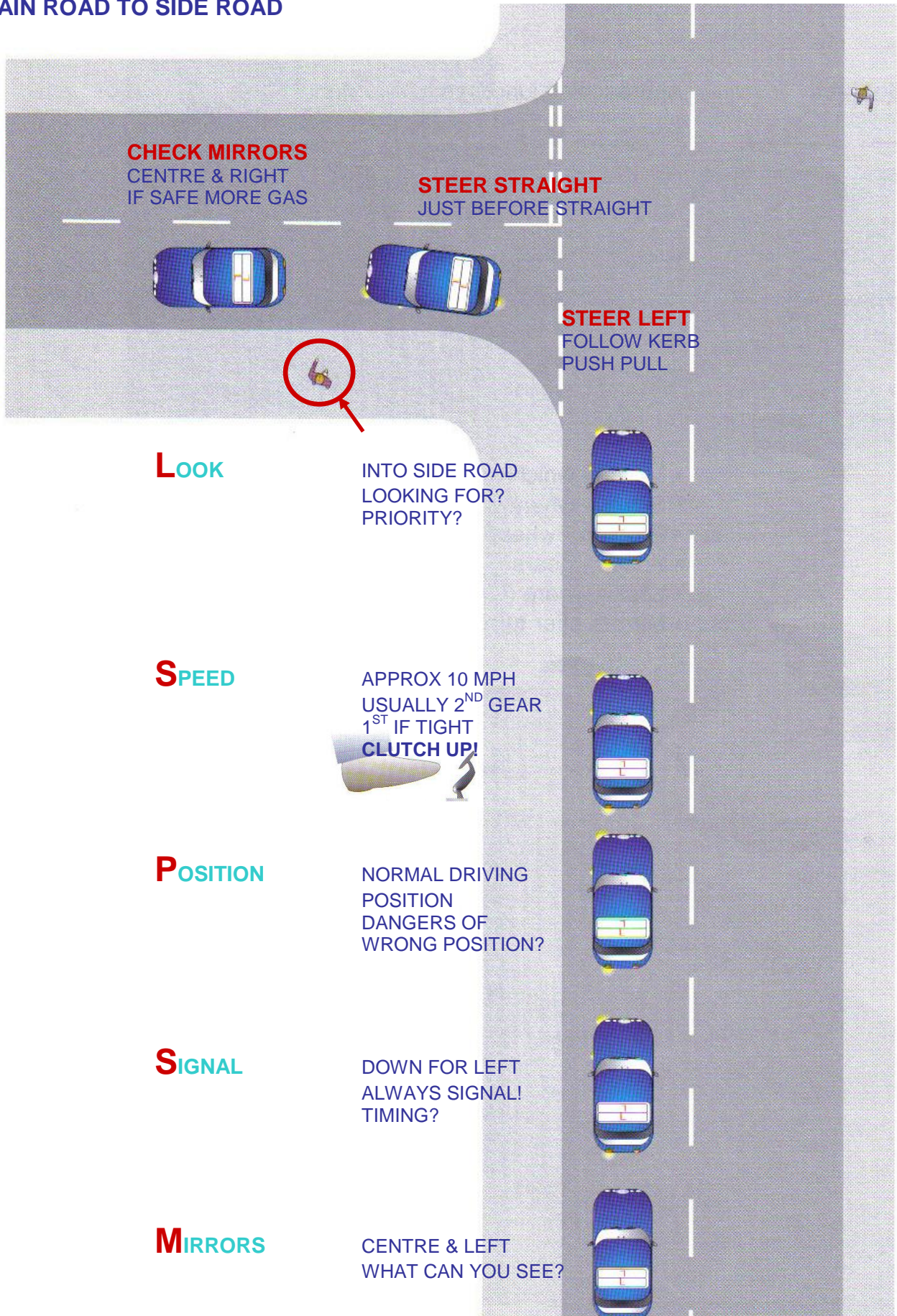
APPROACHING JUNCTIONS TURNING LEFT

MAJOR TO MINOR
MAIN ROAD TO SIDE ROAD



RECOGNISE JUNCTION
LINES AND SIGNS
GAPS IN HOUSES / PARKED CARS

START ROUTINE – MSM BROKEN DOWN



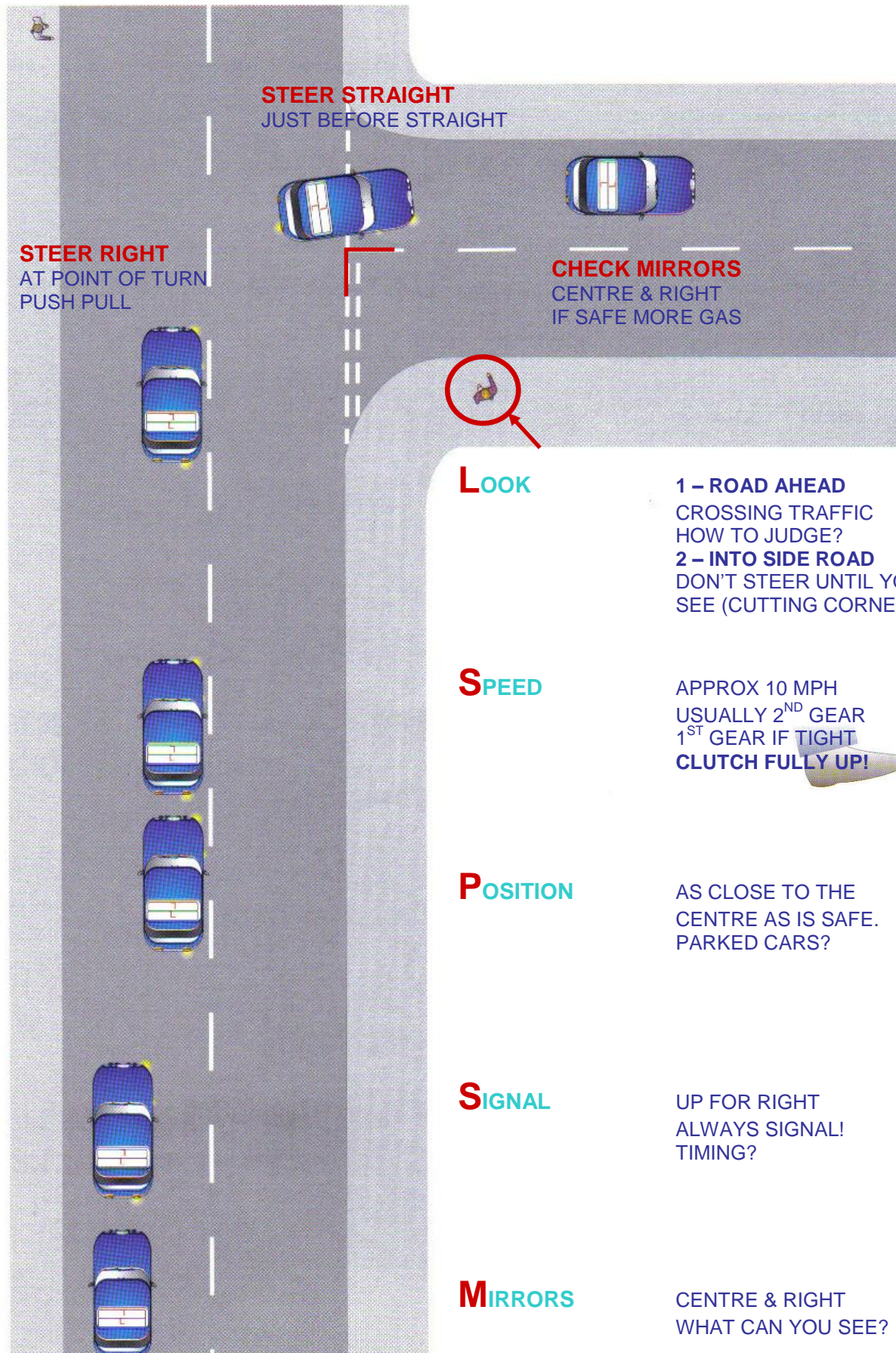
APPROACHING JUNCTIONS TURNING RIGHT

MAJOR TO MINOR
MAIN ROAD TO SIDE ROAD



RECOGNISE JUNCTION
LINES AND SIGNS
GAPS IN HOUSES / PARKED CARS

START ROUTINE – MSM BROKEN DOWN



LOOK

1 – ROAD AHEAD
CROSSING TRAFFIC
HOW TO JUDGE?
2 – INTO SIDE ROAD
DON'T STEER UNTIL YOU CAN
SEE (CUTTING CORNERS)

SPEED

APPROX 10 MPH
USUALLY 2ND GEAR
1ST GEAR IF TIGHT
CLUTCH FULLY UP!



POSITION

AS CLOSE TO THE
CENTRE AS IS SAFE.
PARKED CARS?

SIGNAL

UP FOR RIGHT
ALWAYS SIGNAL!
TIMING?

MIRRORS

CENTRE & RIGHT
WHAT CAN YOU SEE?

T-JUNCTION, EMERGING

MINOR TO MAJOR
SIDE ROAD TO MAIN ROAD

RECOGNISE JUNCTION

LINES AND SIGNS
ROAD WILL COME TO AN END
START ROUTINE – MSPSL



STOP UNLESS IT IS SAFE TO GO



ALWAYS STOP BEFORE YOU GO

CHECK MIRRORS

CENTRE & RIGHT
IF SAFE MORE GAS

STEER STRAIGHT

JUST BEFORE STRAIGHT

STEER LEFT

TO FOLLOW KERB

CLOSED

CLOSED

LOOK
ASSASS
DECIDE
ACT

SPEED

POSITION

SIGNAL

MIRRORS

LOOKING FOR?
PRIORITY?
IF SAFE – SET GAS AND BITE POINT
NOT SAFE – WAIT AT LINES AND SECURE

OLD MAN'S WALKING SPEED
AND 1ST GEAR APPROX 1-2 CAR
LENGTHS FROM END

WHAT POSITION?
DANGERS OF
WRONG POSITION?

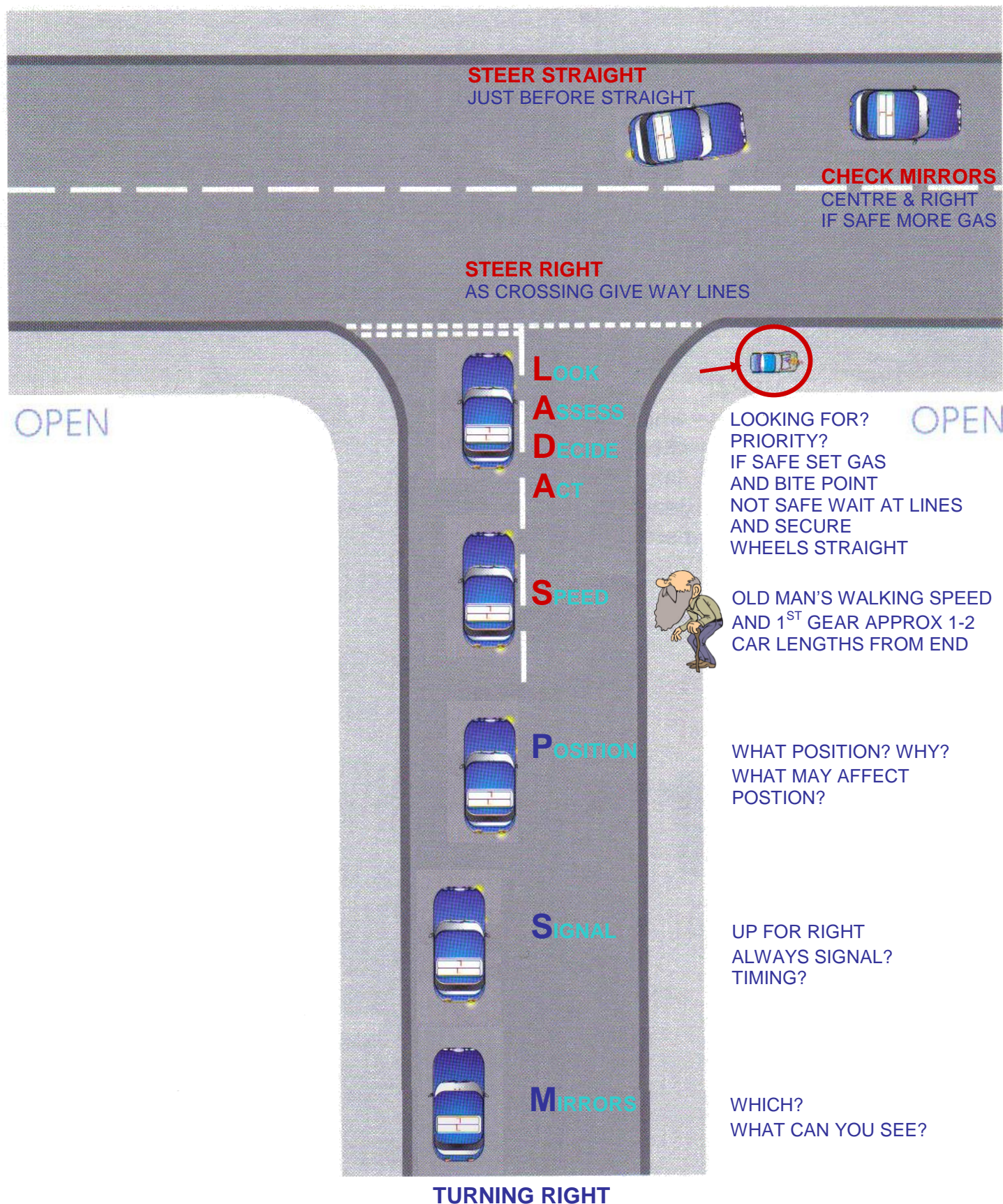
DOWN FOR LEFT
ALWAYS SIGNAL?
TIMING?

WHICH?
WHAT CAN YOU SEE?

TURNING LEFT

T-JUNCTION, EMERGING

T-JUNCTION, EMERGING



CROSSROADS

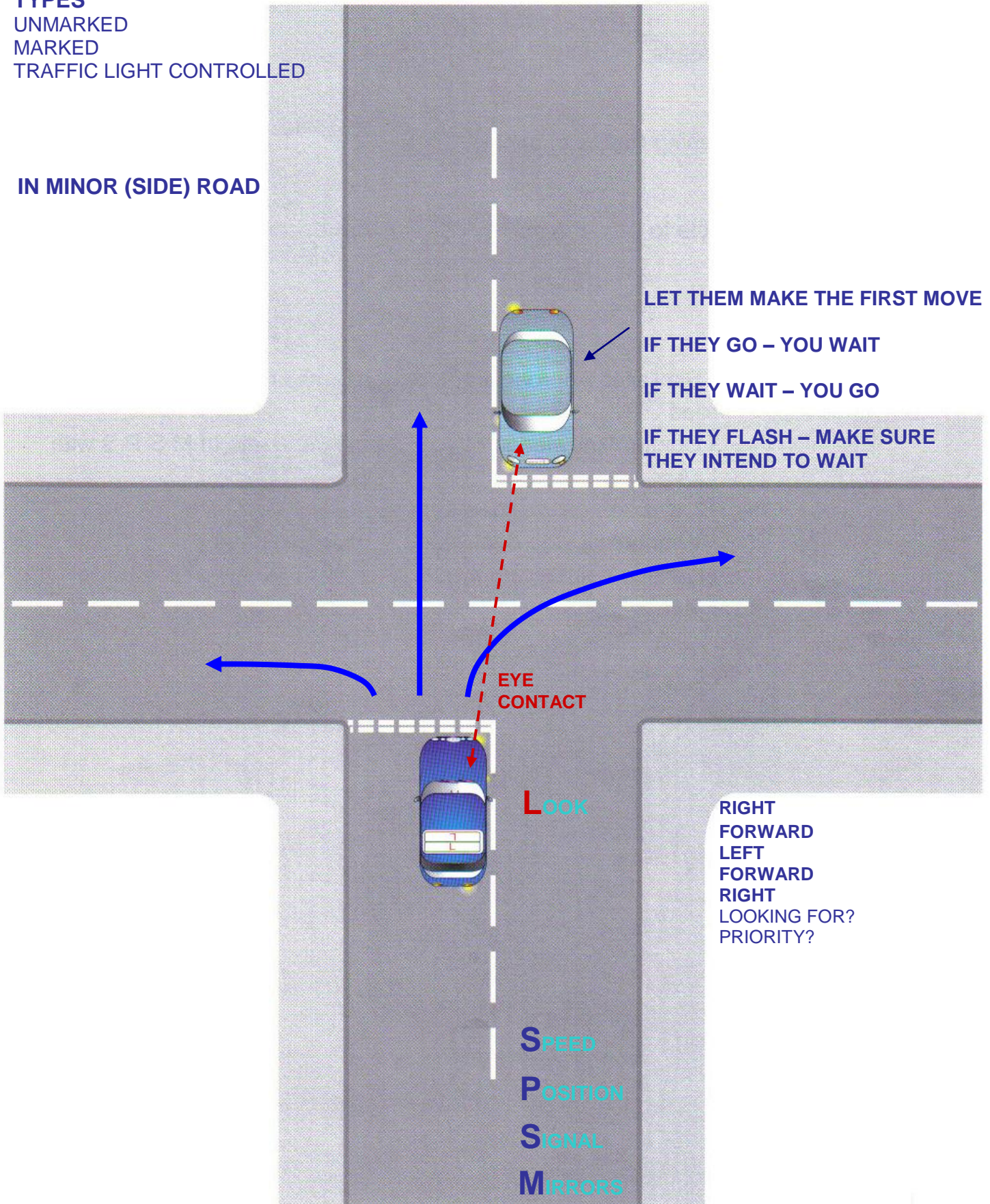
WHAT IS A CROSSROADS? – JUNCTION
WHAT ROUTINE – M.S.P.S.L.



RECOGNISE CROSSROADS
LINES AND SIGNS
OPPOSING SIDE ROADS
GAPS IN HOUSES / PARKED CARS

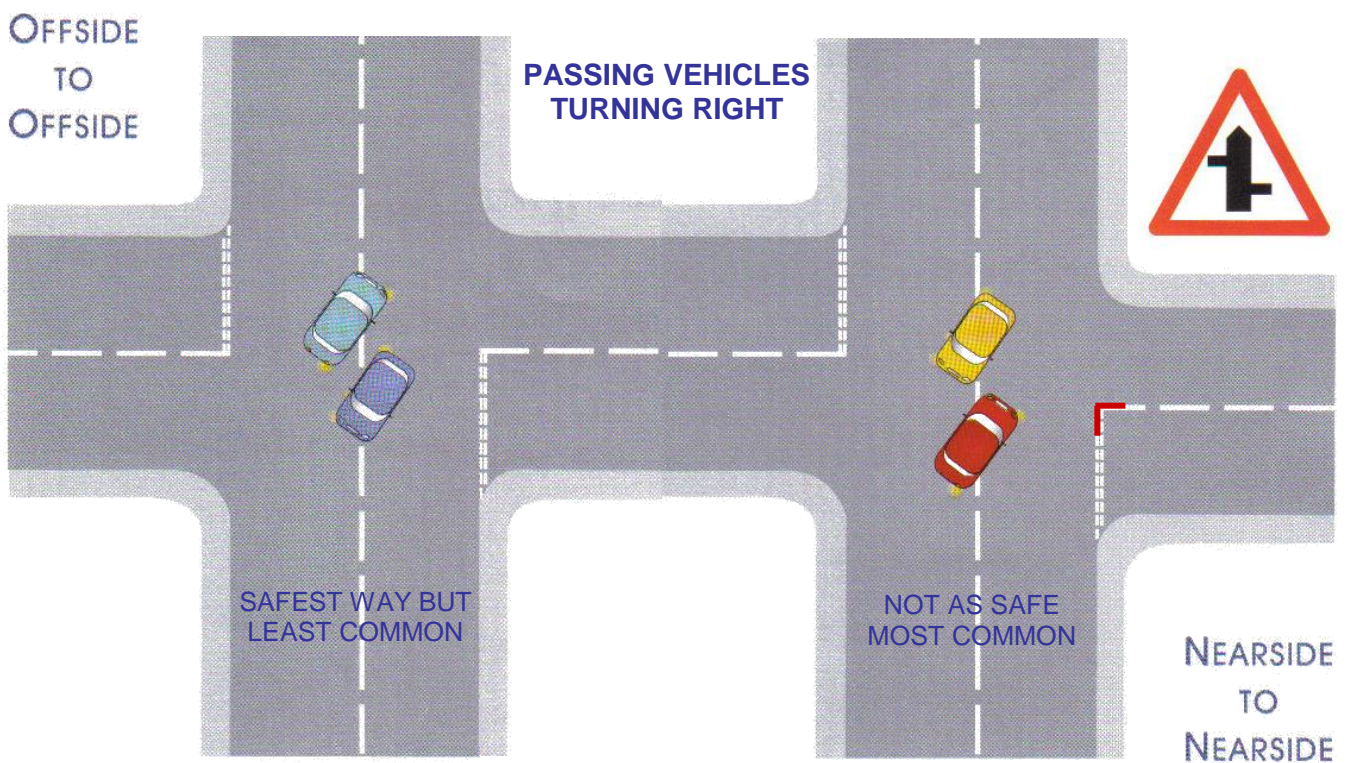
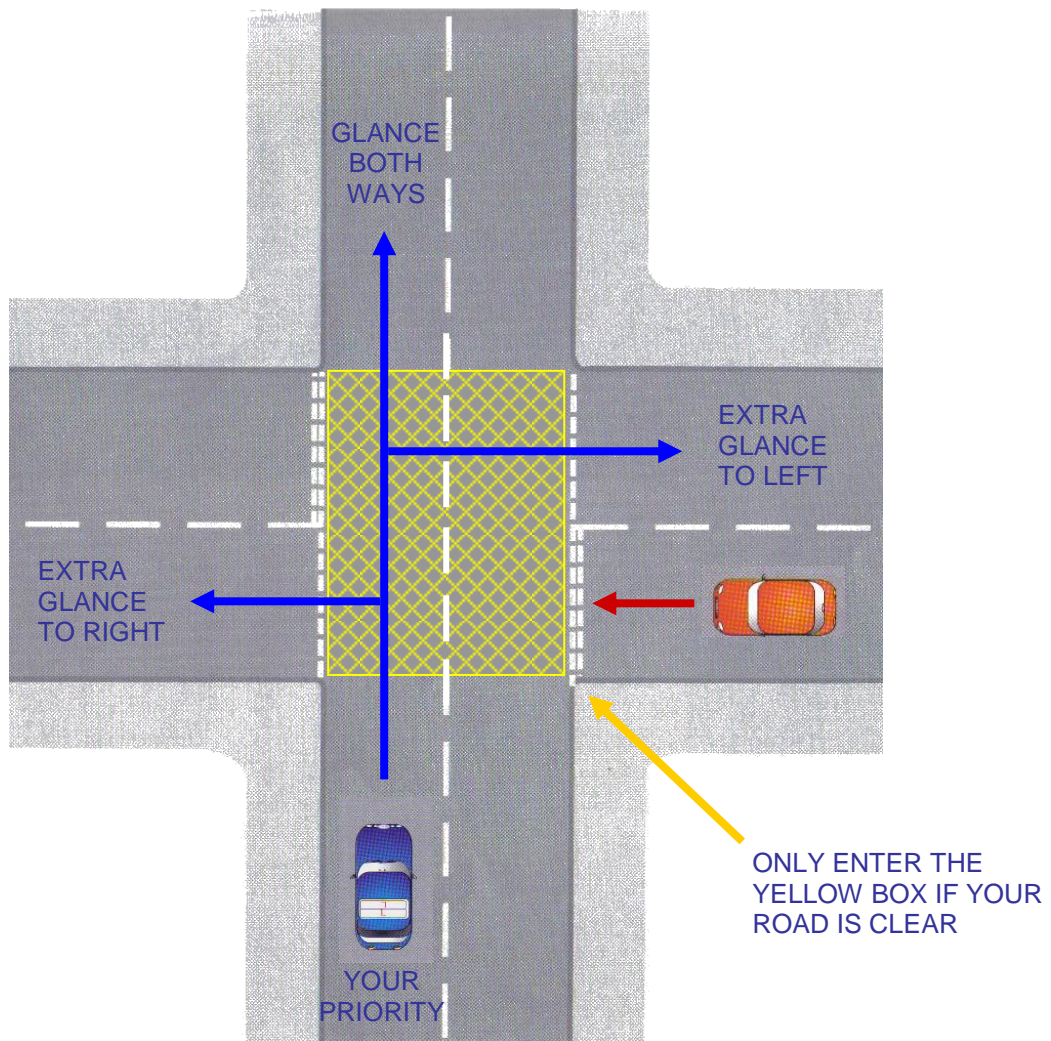
TYPES
UNMARKED
MARKED
TRAFFIC LIGHT CONTROLLED

IN MINOR (SIDE) ROAD

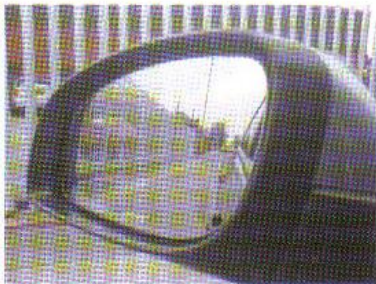
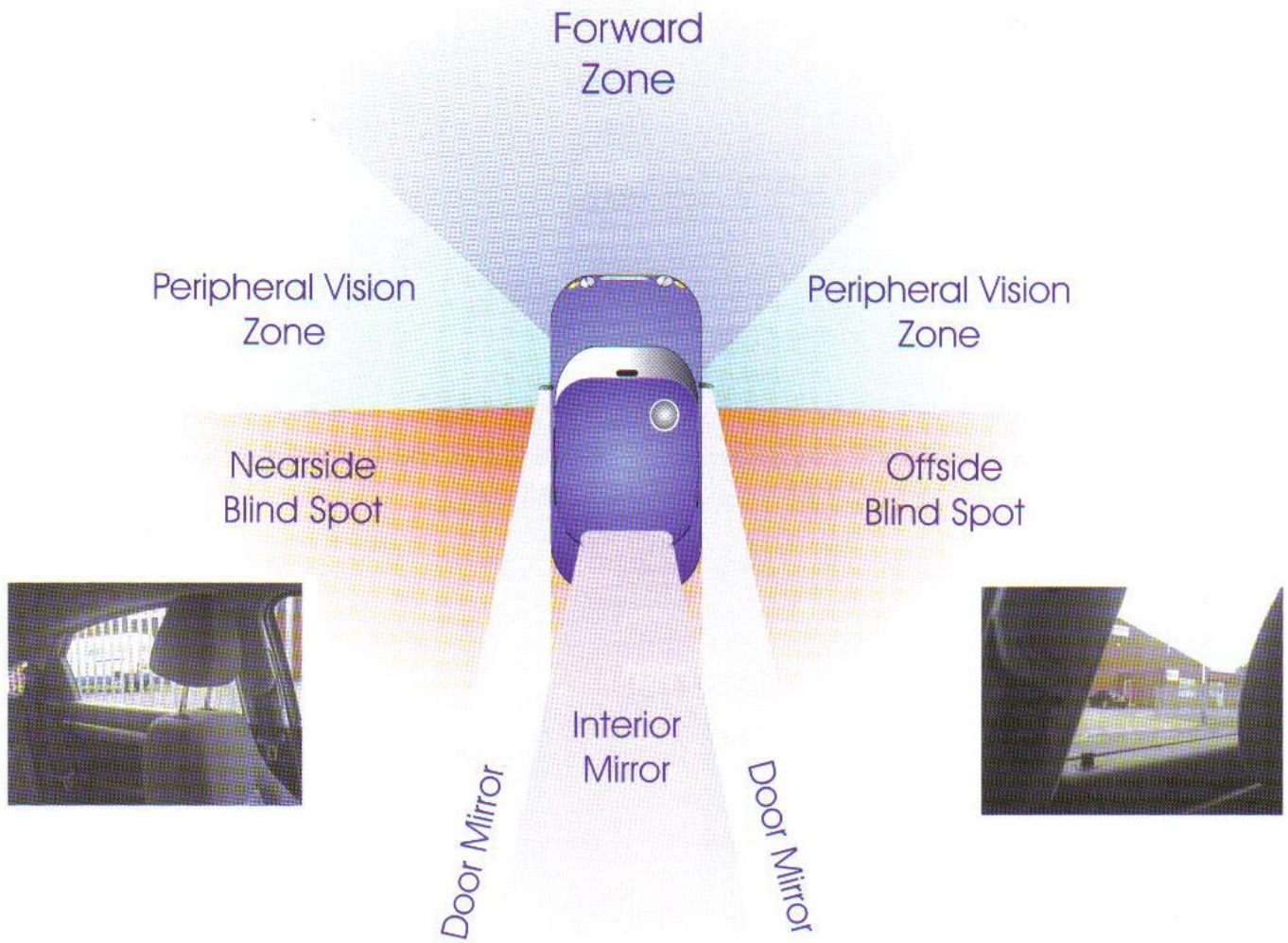


CROSSROADS

IN MAJOR (MAIN) ROAD



MIRRORS / ZONES OF VISION



LEFT DOOR MIRROR
CONVEX GLASS
USED BEFORE MOVING LEFT



CENTRE MIRROR
FLAT GLASS
USED BEFORE CHANGING SPEED



RIGHT DOOR MIRROR
CONVEX GLASS
USED BEFORE MOVING RIGHT

FIRST PART OF M.S.M. ROUTINE

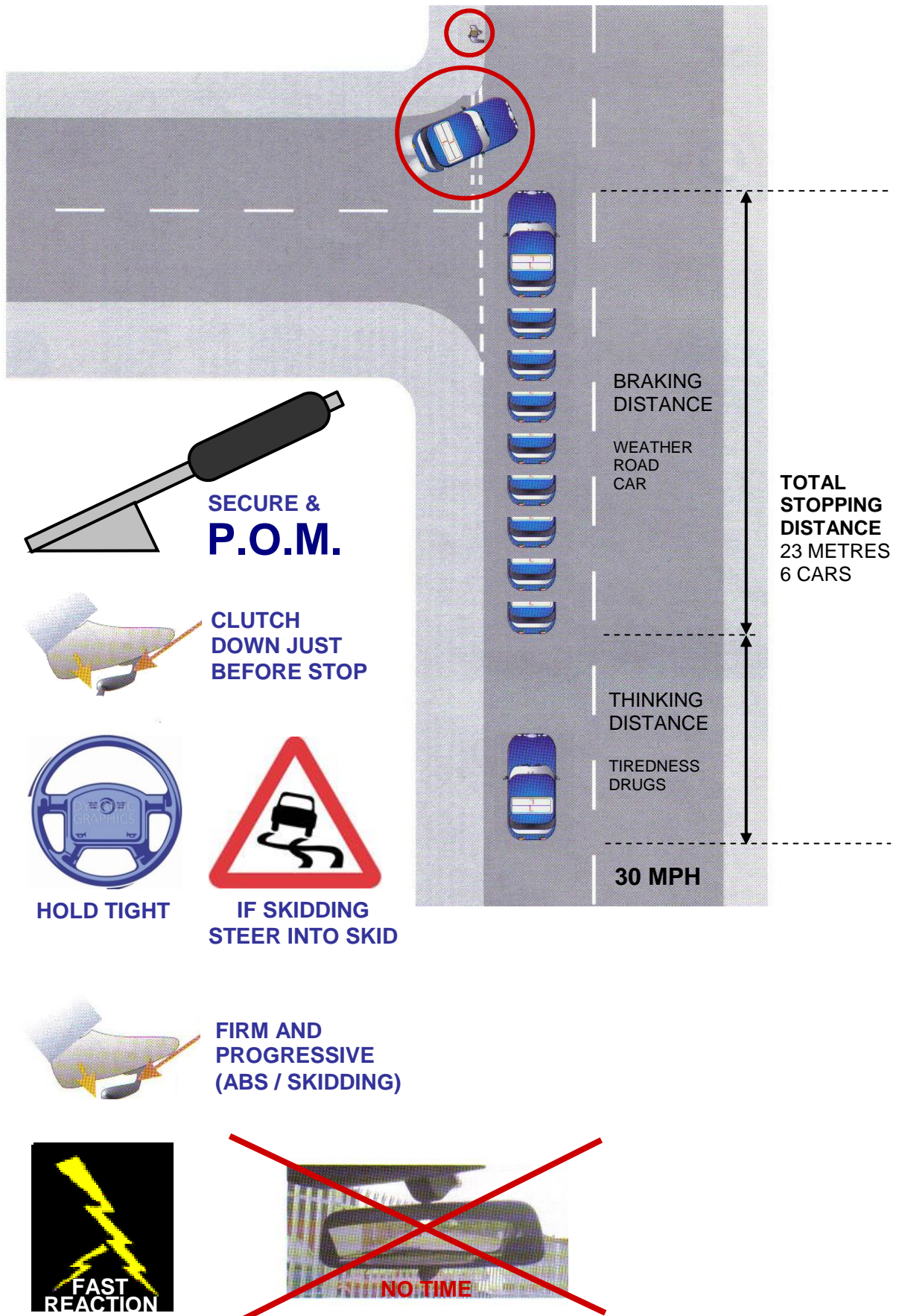
EFFECTIVE USE
ACTING ON WHAT CAN BE SEEN IN THE MIRRORS

SETTING UP – COCKPIT DRILL

EMERGENCY STOP

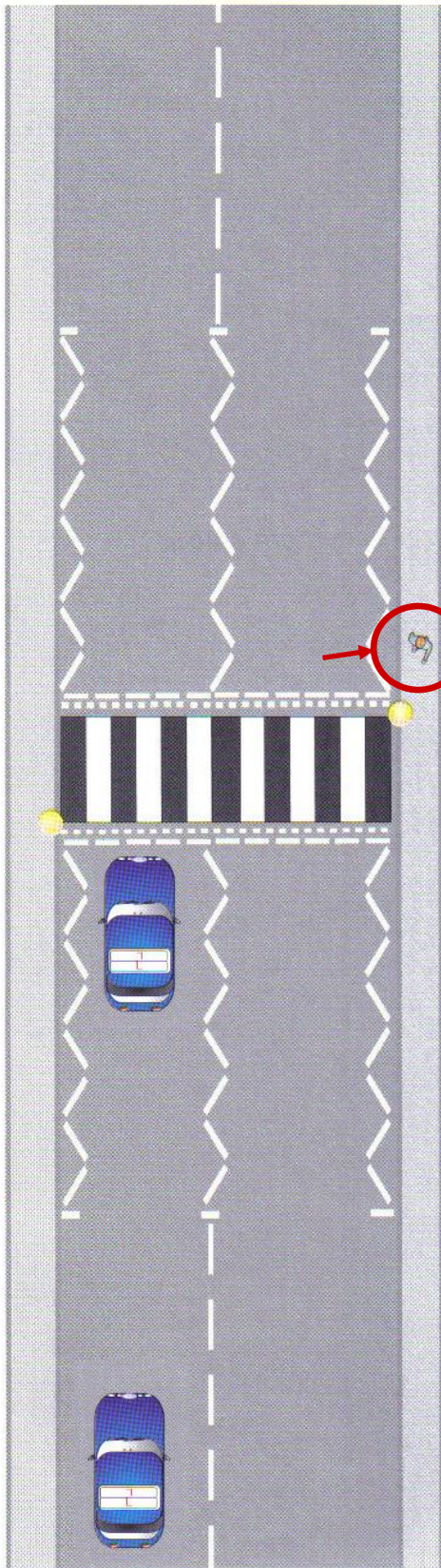
WHY DO IT?

VEHICLE OR CYCLIST PULLS OUT / PEDESTRIAN WALKS OUT
GOOD PLANNING AHEAD CAN REDUCE THE NEED FOR SUCH STOPS!



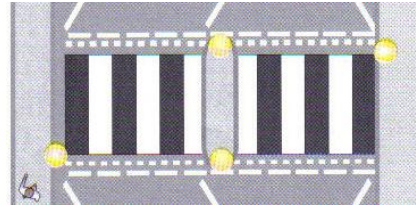
UNCONTROLLED PEDESTRIAN CROSSINGS

ZEBRA



SPLIT CROSSINGS

TREAT AS TWO CROSSINGS



ZIG ZAG LINES

NO PARKING, WAITING OR OVERTAKING WHY?

Go

WHEN CROSSING IS CLEAR

STOPPED

DON'T REV AND NEVER BECKON – WHY?

STOP

BEHIND THE WHITE LINE AND ALLOW PEDESTRIANS TO CROSS

MANOEUVRE

OFF THE GAS
BE PREPARED TO STOP IF SAFE

SIGNAL

CONSIDER ARM SIGNAL



YES

DRIVE ON AS NORMAL

NO

ASSESS CROSSING

ANYONE WAITING TO CROSS?

MIRROR

WHICH? WHY?



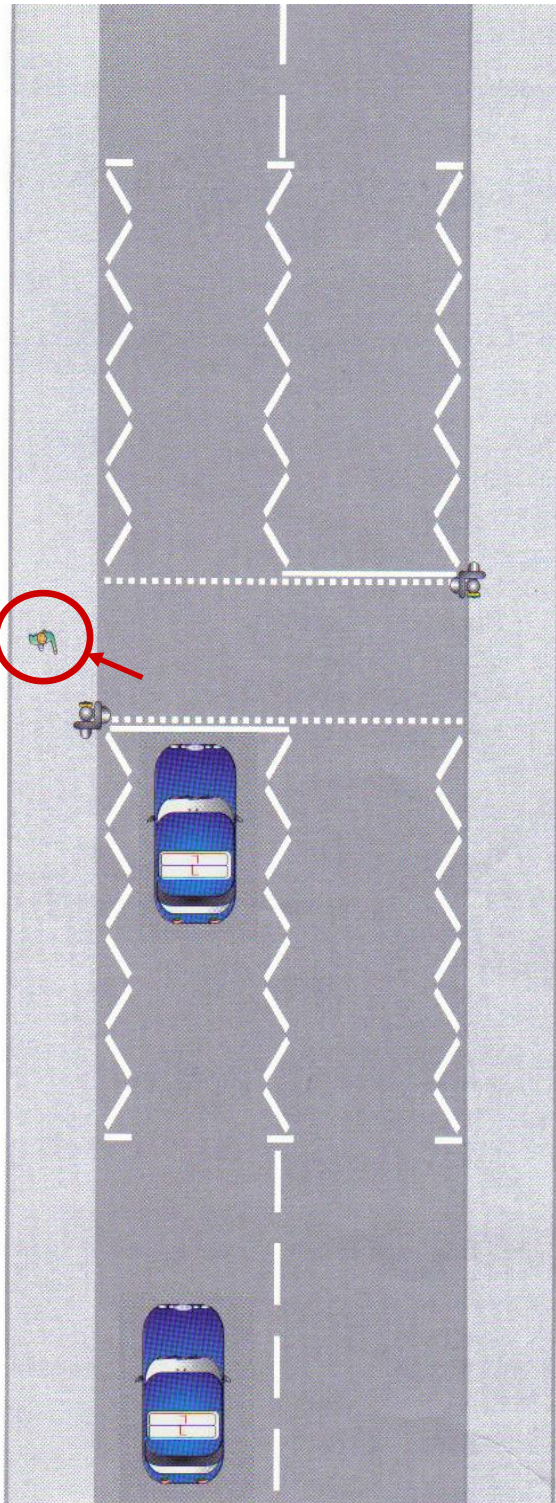
RECOGNISE CROSSING
START M.S.M ROUTINE

LIGHT CONTROLLED PEDESTRIAN CROSSINGS

PELICAN
(FLASHING AMBER) TIMER CONTROLLED

PUFFIN
TOUCAN SENSOR CONTROLLED
(NORMAL LIGHT SEQUENCE)

RECOGNISE CROSSING START M.S.M ROUTINE



HYBRID

TREAT HYBRID CROSSINGS LIKE ANY TRAFFIC LIGHT CONTROLLED JUNCTION

Go

WHEN LIGHTS TURN GREEN OR FLASHING AMBER **AND** THE CROSSING IS CLEAR

STOPPED

DON'T REV AND NEVER BECKON – WHY?

STOP

BEHIND THE WHITE LINE IF TRAFFIC LIGHTS TURN RED

MANOEUVRE

OFF THE GAS
BE PREPARED TO STOP

SIGNAL

CONSIDER ARM
SIGNAL



YES

DRIVE ON AS NORMAL
BEWARE OF LIGHTS CHANGING

NO

**ASSESS
CROSSING**

ANYONE WAITING
TO CROSS?

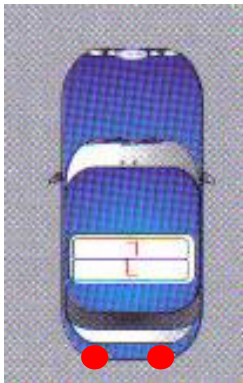
MIRROR

WHICH? WHY?

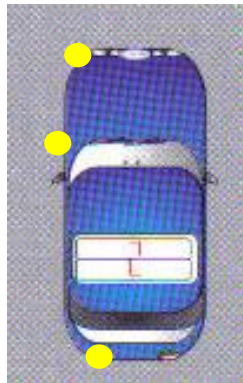
USE OF SIGNALS

WHAT ARE SIGNALS FOR?
TO LET PEOPLE KNOW OUR INTENTIONS
WHEN DO WE USE THEM?
WHEN PEOPLE ARE THERE
WHEN DON'T WE USE THEM?
WHEN THERE ARE NOT PEOPLE THERE
WHEN DO WE ALWAYS USE THEM? – WHY?
AT JUNCTIONS
TIMING OF SIGNALS?
DO NOT MISLEAD

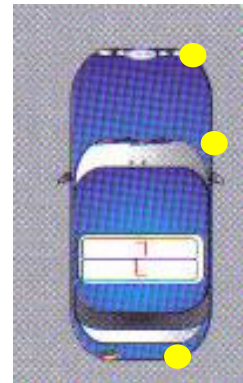
MAIN TYPES



BRAKE LIGHTS
SLOWING DOWN

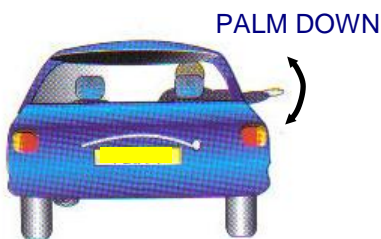


LEFT INDICATOR
MOVING LEFT



RIGHT INDICATOR
MOVING RIGHT

IF THEY FAIL – USE ARM SIGNALS (DEMONSTRATE)



SLOWING DOWN

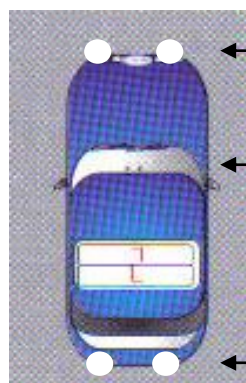


TURNING LEFT



TURNING RIGHT

OTHER SIGNALS



FLASHING HEADLIGHTS

HORN
BOTH USED TO WARN OTHERS OF
YOUR PRESENCE

REVERSE LIGHTS
LIGHT WHEN IN REVERSE GEAR

ANTICIPATION
PLANNING AHEAD

WHAT CAN YOU SEE?
HAZARDS

WHAT CAN'T YOU SEE?
BENDS / OBSTRUCTIONS / JUNCTIONS

WHAT COULD HAPPEN?
COULD YOU STOP IF IT DID?

ANTICIPATING THE ACTIONS OF:

PEDESTRIANS



CYCLISTS

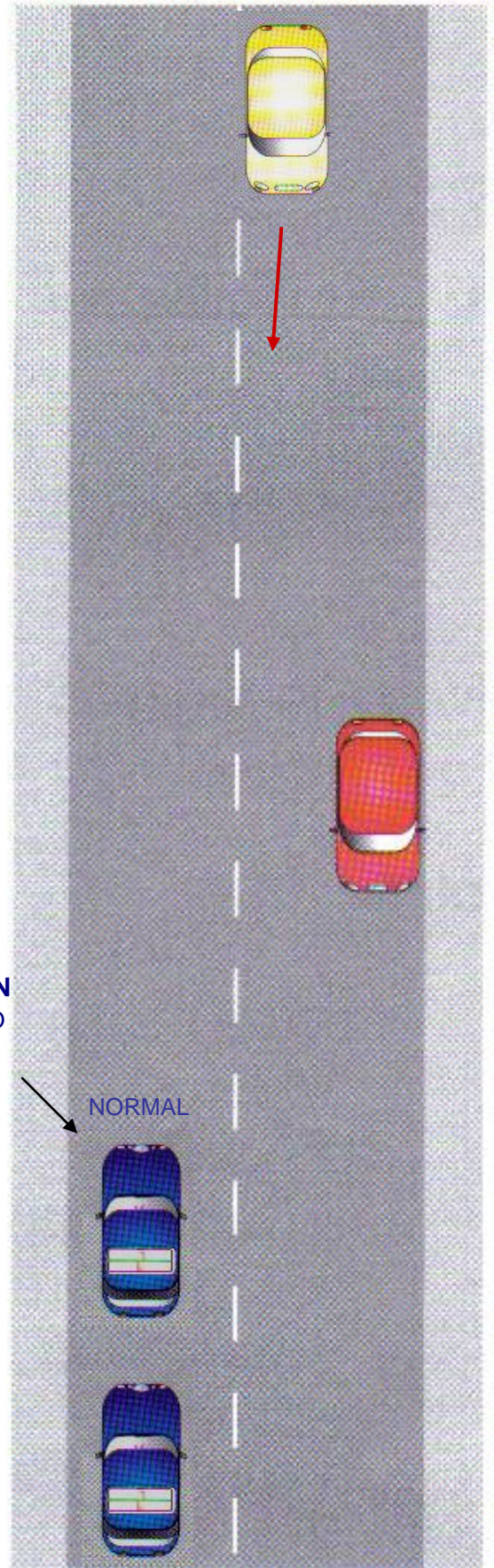
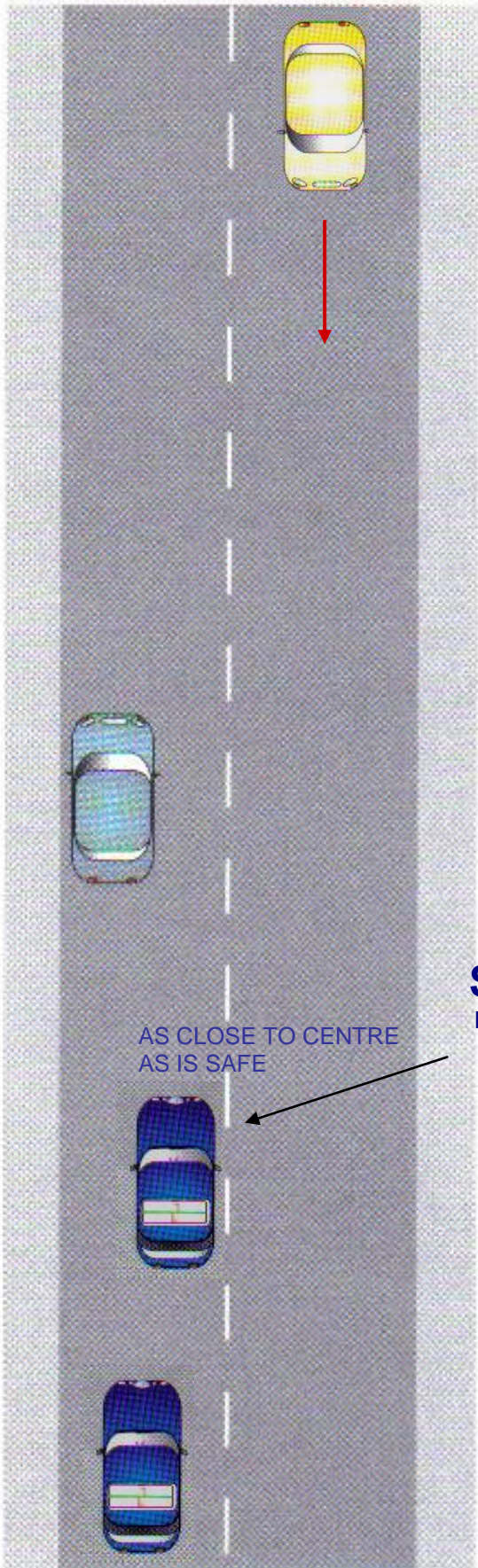


OTHER DRIVERS



MEETING

WHAT IS A POTENTIAL MEETING SITUATION?
RECOGNISE EARLY – ANTICIPATION
START M.S.M ROUTINE



MEETING

DECIDE

PRIORITY?
IF THEY STOP YOU GO
IF THEY GO YOU STOP
IF THEY FLASH?

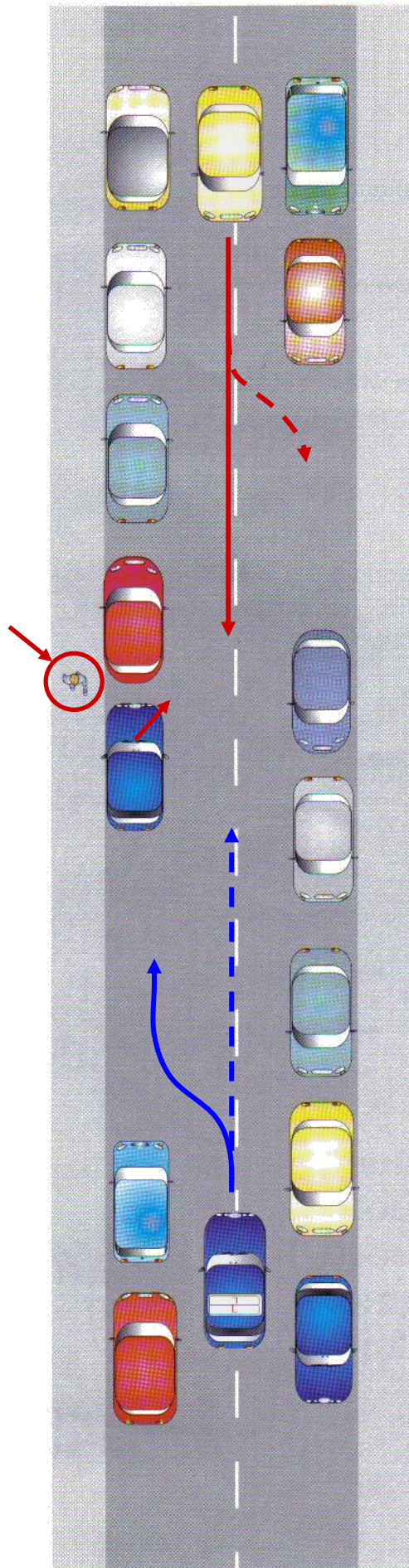
OBSERVATION / ANTICIPATION

PEDESTRIANS CROSSING
PARKED CARS MOVING OFF

POSITION

WAIT IN PASSING
PLACE ON THE LEFT

WAIT BEFORE
PASSING PLACE ON
THE RIGHT

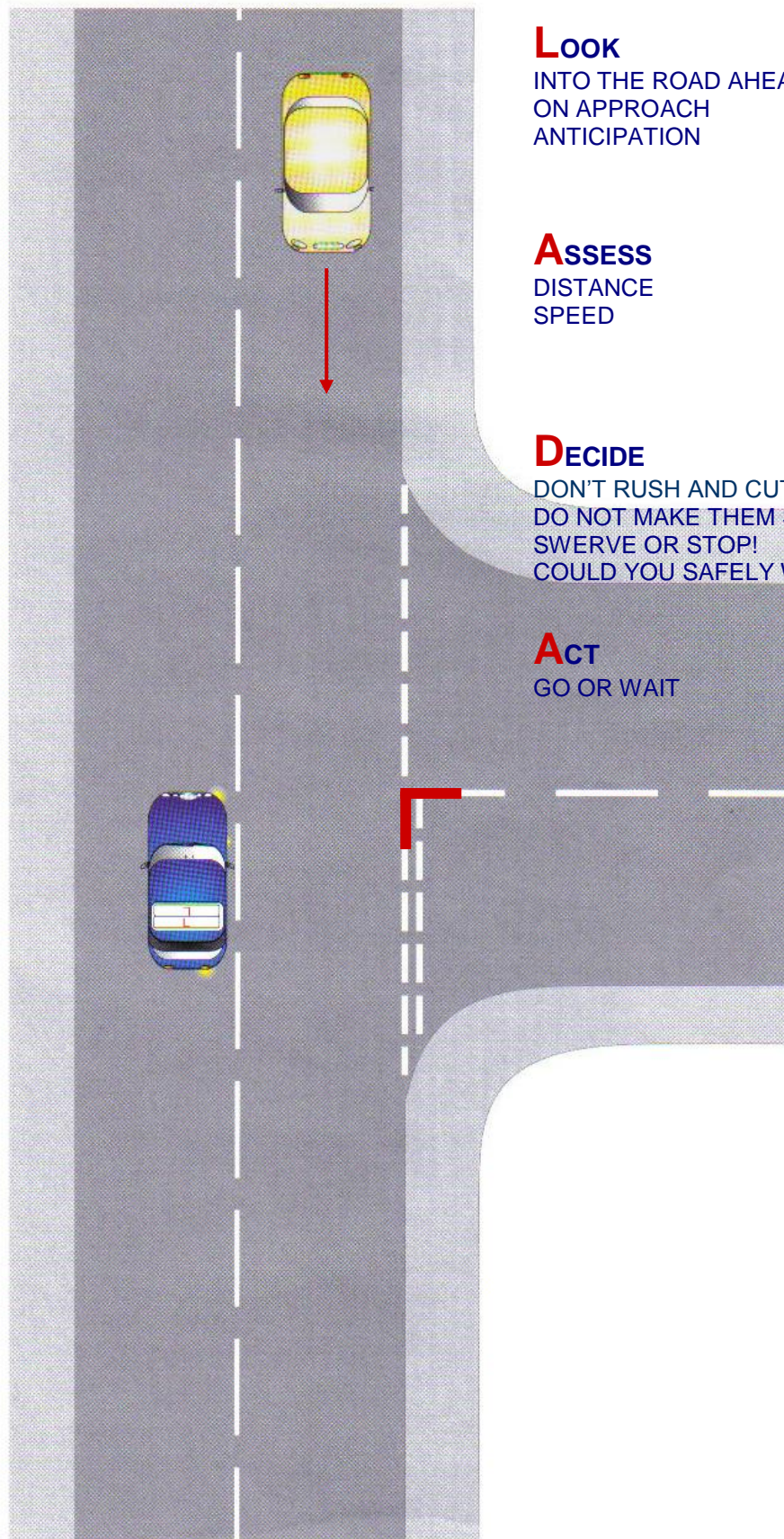


CROSSING THE PATH OF ONCOMING VEHICLES



MAINLY DONE TURNING RIGHT

MAJOR TO MINOR



LOOK

INTO THE ROAD AHEAD
ON APPROACH
ANTICIPATION

ASSESS

DISTANCE
SPEED

DECIDE

DON'T RUSH AND CUT CORNER
DO NOT MAKE THEM SLOW DOWN,
SWERVE OR STOP!
COULD YOU SAFELY WALK ACROSS?

ACT

GO OR WAIT

OVERTAKING

PASSING A MOVING VEHICLE

RECOGNISE OPPORTUNITY
CATCHING UP VEHICLE IN FRONT

IS IT NECESSARY?
ARE THEY TOO SLOW FOR A REASON?

IS IT SAFE?
CAN YOU SEE AND BE SEEN?
HILLS / BENDS / JUNCTIONS

IS IT LEGAL?
LINES AND SIGNS

IF YES TO ALL START M.S.M. ROUTINE

MANOEUVRE
PASS THE VEHICLE

SIGNAL
RIGHT
WHY?

MIRROR
CENTRE / RIGHT
WHY?

SPEED
INCREASE SPEED
SELECT LOWER GEAR IF NECESSARY
WHY?

POSITION
AS CLOSE TO CENTRE AS SAFE
WHY?

MIRRORS
CENTRE / RIGHT
WHY?

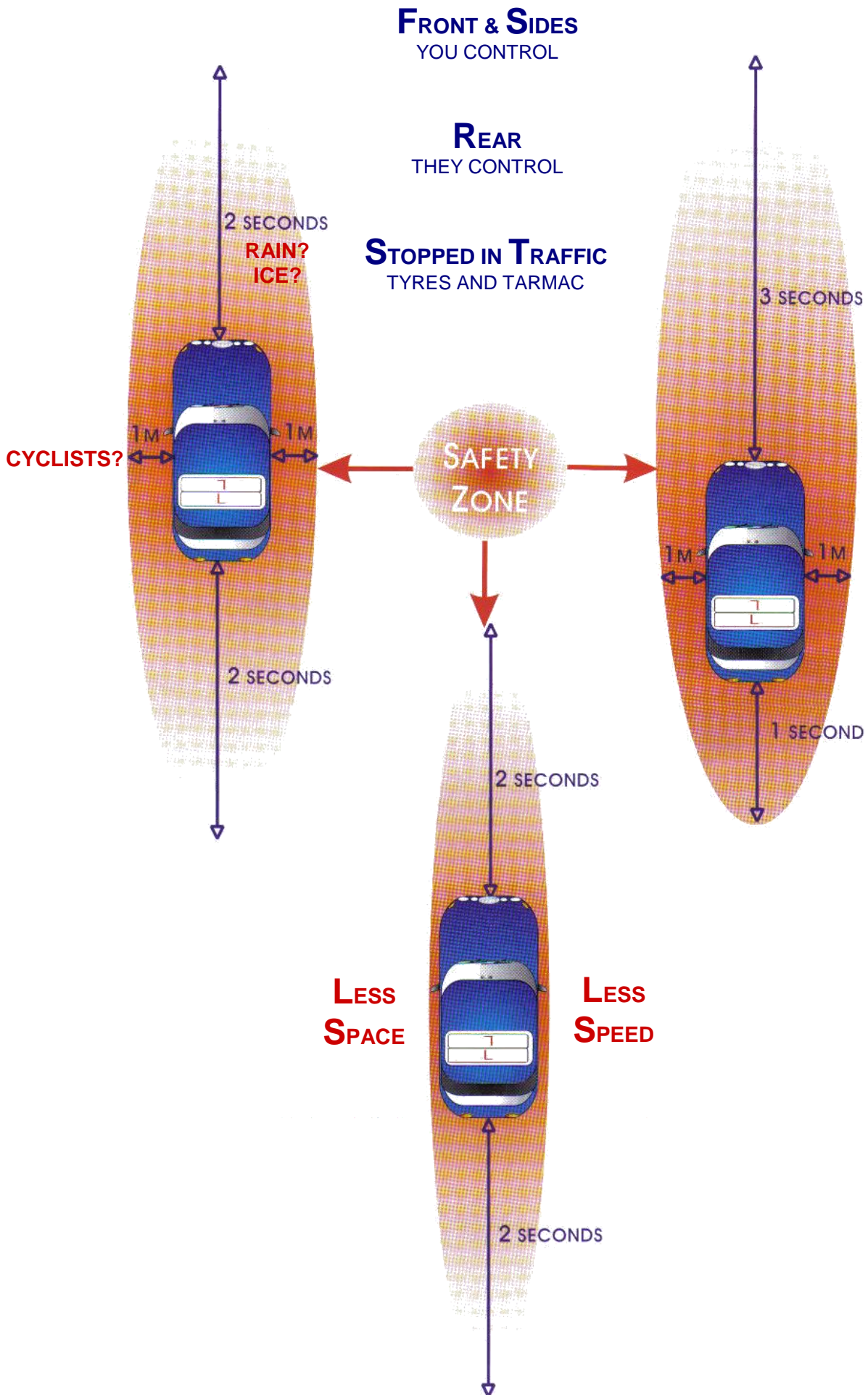
POSITION
NORMAL DRIVING POSITION
WHEN CLEAR OF CAR

MIRRORS
CENTRE / LEFT
WHY?



LOOK
INTO THE ROAD AHEAD
WHY?

ADEQUATE CLEARANCE



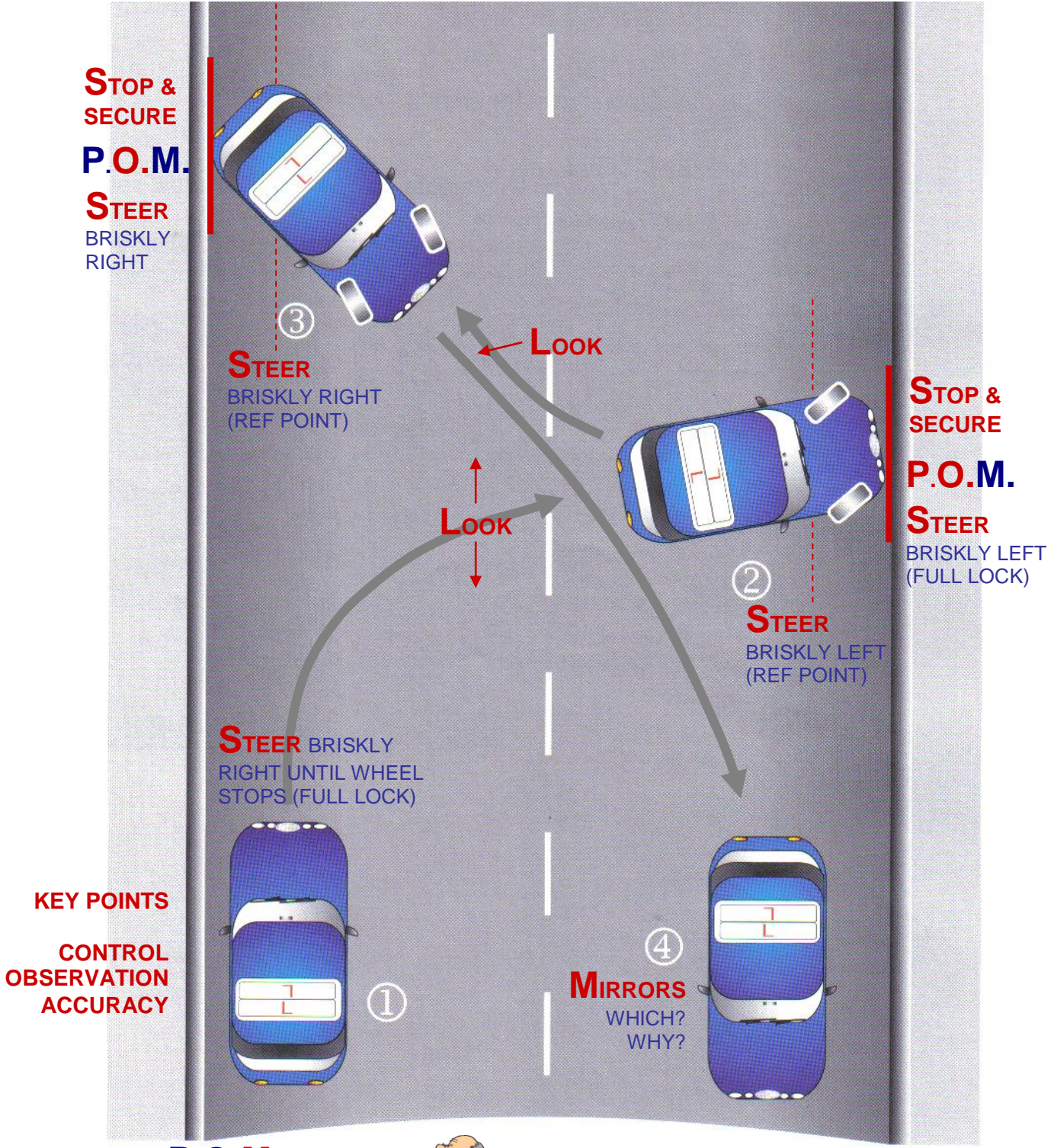
TURN IN THE ROAD

TURN THE CAR AROUND TO FACE THE OPPOSITE DIRECTION USING FORWARD AND REVERSE GEARS
AVOID TOUCHING THE KERB

WHY DO IT? – GONE WRONG WAY / NO THROUGH ROAD

WHERE? – **SAFE**
CONVENIENT
LEGAL

CAN SEE AND BE SEEN
NOT BLOCKING / NOT TOO BUSY / SUITABLE ROAD WIDTH
NOT IN A ONE WAY STREET



KEY POINTS

CONTROL
OBSERVATION
ACCURACY

MIRRORS
WHICH?
WHY?

P.O.M
SIGNAL?
SPEED?
CAMBER?



LEFT REVERSE

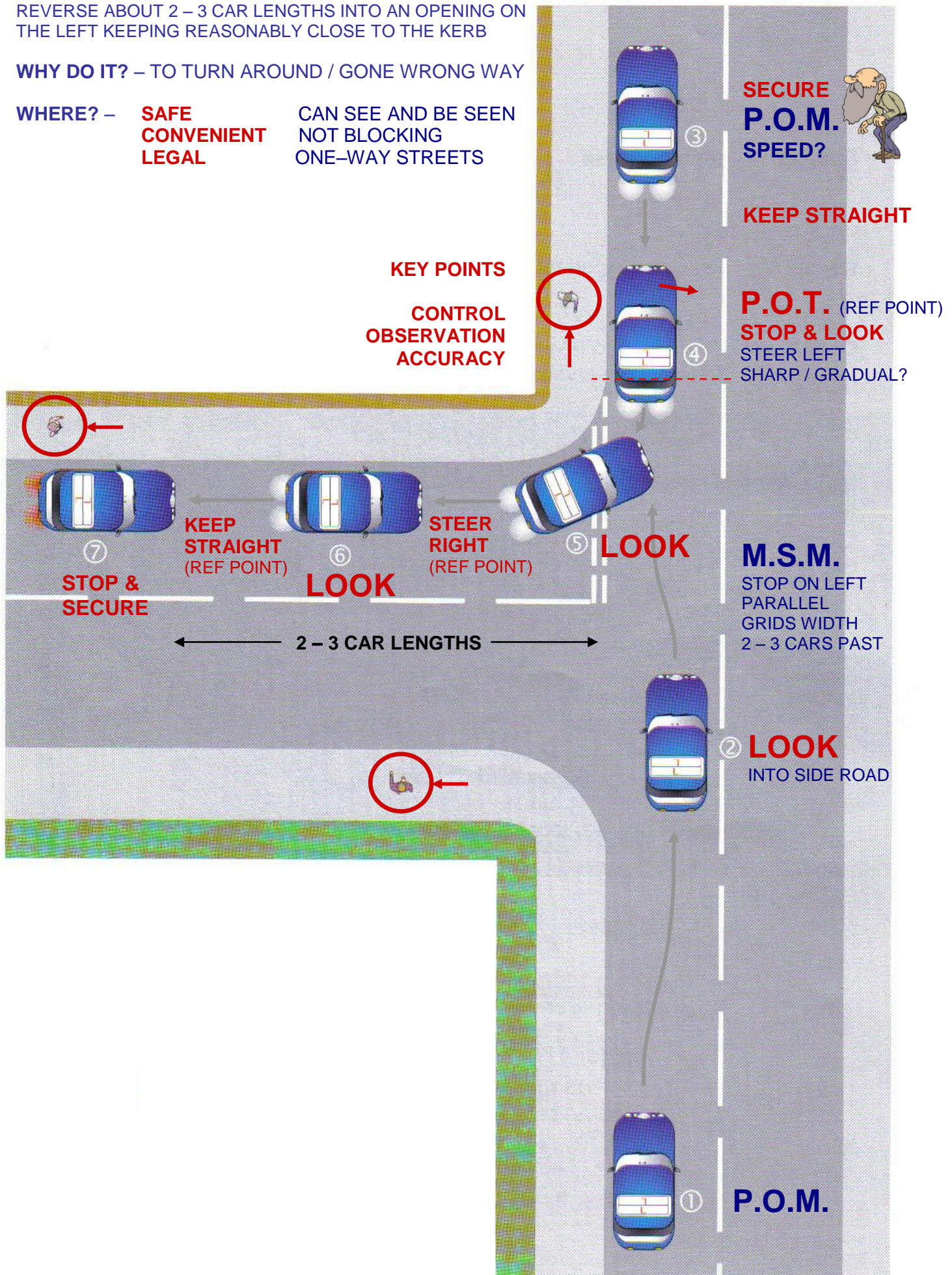
REVERSE ABOUT 2 – 3 CAR LENGTHS INTO AN OPENING ON THE LEFT KEEPING REASONABLY CLOSE TO THE KERB

WHY DO IT? – TO TURN AROUND / GONE WRONG WAY

WHERE? – **SAFE** CAN SEE AND BE SEEN
CONVENIENT NOT BLOCKING
LEGAL ONE-WAY STREETS

KEY POINTS

CONTROL
OBSERVATION
ACCURACY

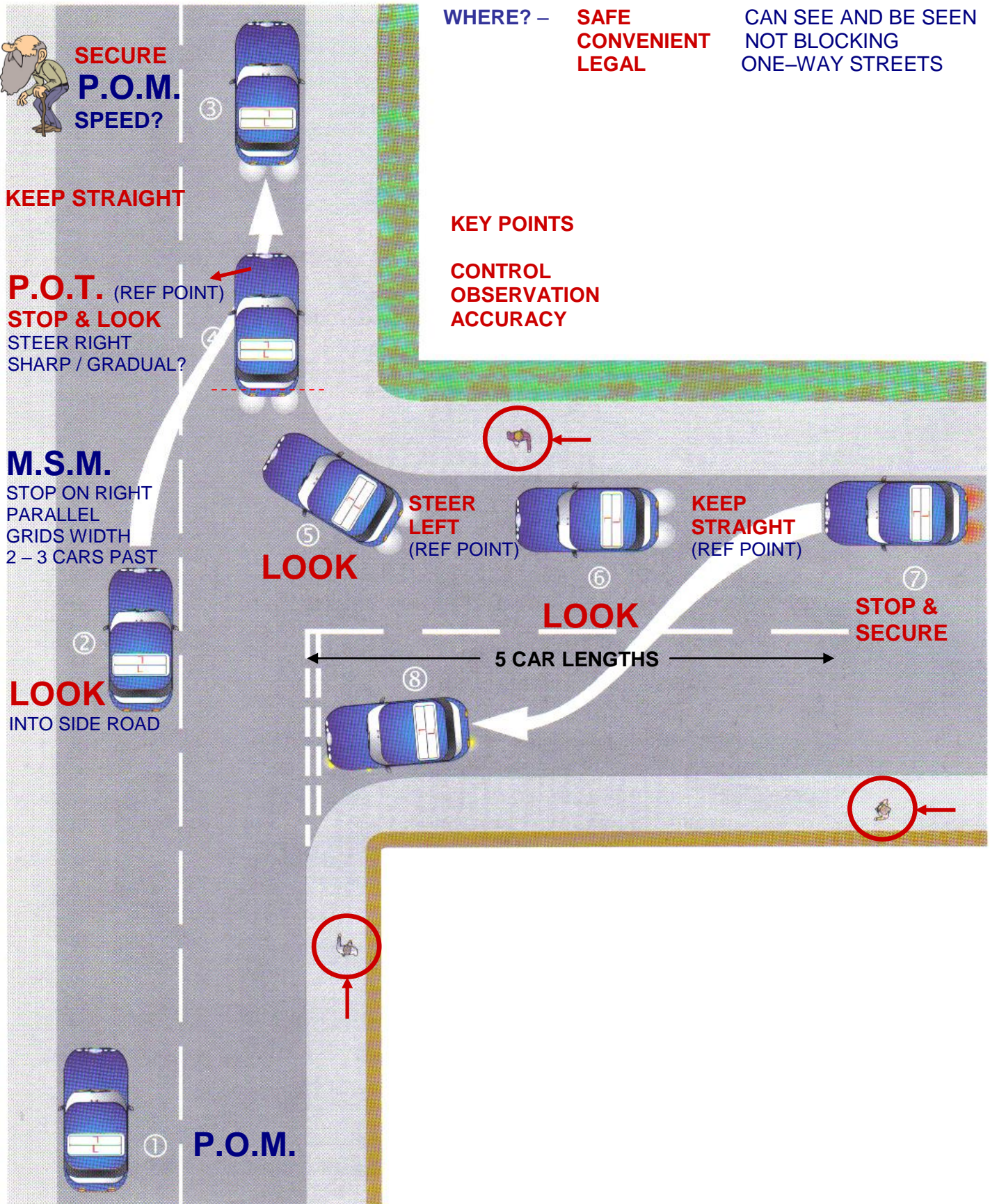


RIGHT REVERSE

REVERSE ABOUT 5 CAR LENGTHS INTO AN OPENING ON THE RIGHT KEEPING REASONABLY CLOSE TO THE KERB

WHY DO IT? – TO TURN AROUND / GONE WRONG WAY

WHERE? – **SAFE**
CONVENIENT
LEGAL CAN SEE AND BE SEEN
NOT BLOCKING
ONE-WAY STREETS



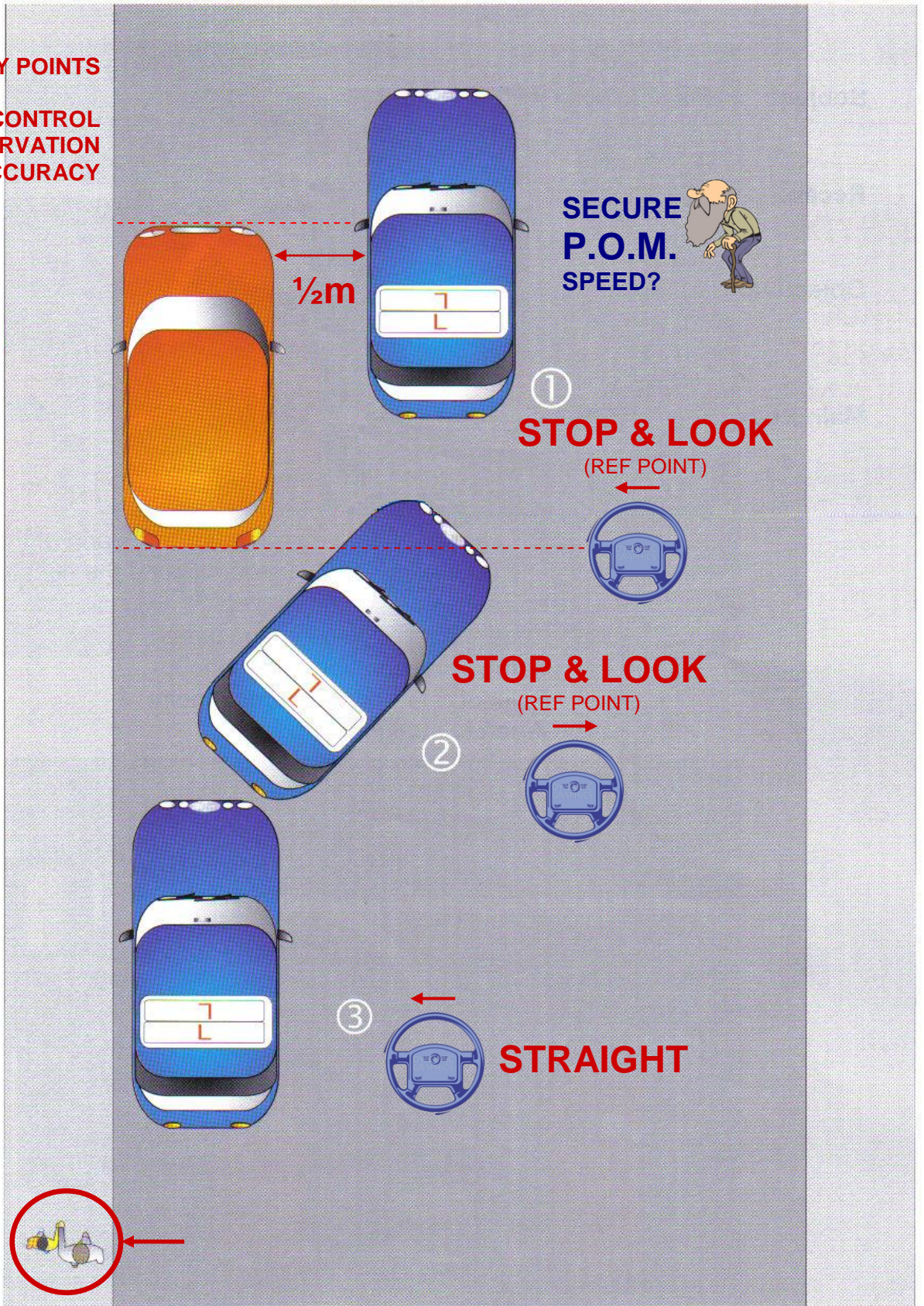
REVERSE PARK

WHERE? – **SAFE**
CONVENIENT
LEGAL

CAN SEE AND BE SEEN
NOT BLOCKING
LINES

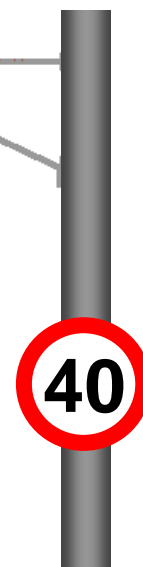
KEY POINTS
CONTROL
OBSERVATION
ACCURACY

2
C
A
R
L
E
N
G
T
H
S



PROGRESS / HESITANCY / NORMAL POSITION

TO DRIVE AT A REALISTIC SPEED APPROPRIATE TO THE ROAD AND TRAFFIC CONDITIONS



WHAT IS THE SPEED LIMIT? – RECOGNISE
IS IT SAFE TO DO IT? – CONDITIONS / HAZARDS
WHAT IF TOO SLOW? – OVERTAKING / FRUSTRATION



BE READY TO GO
ON APPROACH!



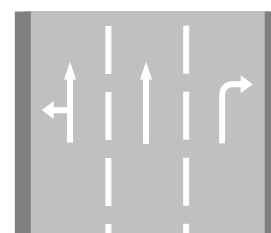
NORMAL POSITION?



TURNING RIGHT?



USE WHEN?



WHICH LANE?

BAY PARK

KEY POINTS

- CONTROL
- OBSERVATION
- ACCURACY

