

Points to bear in mind in when practising for your ADI Part 2 Test

This doesn't purport to be an exhaustive list by any means, but just aims to provide some food for thought on some points for reflexion / revision / practice, following your professional training.

Re-read fully all sections of the latest version of **"The Official DVSA Guide to Driving - the essential skills"**.

Get the latest version and work through it slowly.

- Don't ignore the bits that you think you already "know" [eg 'braking' / 'junction work']
- Revise your techniques on Manoeuvres, Dual Carriageway driving, Motorway driving etc.

Get hold of a copy of the latest version of **"Know Your Traffic Signs"** and make sure you're fully aware of the latest traffic signs and road-markings. It's a 'must' for your pupils/customers/trainees, after all! It's now downloadable : click the **"Links"** button on the *Welcome Page*.

Make sure that you always strictly adhere to the MSM routine [see *"essential skills"*], updating what's happening behind in your mirrors, predominantly [though not necessarily always] in pairs starting with the centre mirror and then the door mirror for the intended direction of travel. Consider the perhaps "easier-to-execute" division of the routine into : **MS >> PS >> LADA**

Practise all manoeuvres until they are totally fluent, making sure that all the proper observations are carried out : check these in *"essential skills"* to ensure correct procedures. When you can do these fluently, they'll appear totally professional and fluid : **if the observations still seem a little "nerdy" and "over-the-top" to you, then you've not got them off pat yet**. Keep working. Make sure to keep them slow.

- A slick manoeuvre has nothing to do with the speed of its execution.

Monitor your road-position at all times for normal driving : too many drivers drive in the "centre" of the road [or drive "on the centre-line" with their eyes]. Check constantly that you're in the correct position and remember to "scoop" left on right-hand bends and when continuing ahead at roundabouts. Straight-lining a roundabout [even "just a bit"] is instantly a **serious** fault in your driving, as the DVSA will tell you! Avoid the white painted area on mini-roundabouts if you're driving a vehicle capable of steering round them. Revise rules on indicating here....

Remember that on faster roads, the minimum separation distance [using the 2/4/20 second rule] **must** be strictly adhered to. If 2-seconds is the minimum on a dry day in good conditions etc. why drive at the minimum safe distance? [Try 1.6mm tread on tyres in the wet!]

- **Try a 3-second gap - so much more relaxing for you and your passengers... and make sure you're teaching that to your pupils!**

Dual Carriageways :

- **Always** indicate when pulling out to overtake. Even with nobody behind or in front, the guy you're overtaking needs to know.
- On **two-lane** Dual Carriageways, it is not ordinarily necessary to indicate to return to Lane 1 after overtaking. There are so many left turn-offs, parking areas, garages etc. etc. that to do so is often misleading. Since you've just overtaken something, and are therefore going faster than the vehicle in lane 1, just check the left mirror and pull back in when you are past that vehicle [and - presumably - still going faster!]; Why does it need to know you're coming back over? - It can see that you are!
- **Always** expect to indicate to pull back in again on three/four/five-lane roads.

Time your indicators properly. After all, if you were on a 'normal' road turning left or right, you'd indicate, approach the road, and then turn.

Treat a lane-change like a junction ... when you've spotted a gap and want to move out, indicate **and stay put** - don't "Click and Go" This lets others behind know what you're about to do, and they can then plan [!] to fit in with you.

- **The world takes pity on a beggar, but hates a bully.** Hang back a moment, therefore; and someone will "take pity on you" and let you out. **Never "indicate-and-go" - it just screams "lack of forward planning" to an Examiner or to any driver who knows what [s]he's doing!**

PLAN ahead thoroughly. You know that in 21 century-engineered cars, the engine management system takes a while to "get the message" if you reduce the amount of gas you're giving it. Its job is to work out what you'll be doing for the coming 3 or 4 seconds based on what you've been doing for the previous 3 or 4. **Therefore, it takes at least 3 or 4 seconds for it to respond to an "off-gas" command.**

Most drivers just hit the brakes or power away, not realising how modern cars need driving.

Millions of pounds goes into their design, for them only to be driven by morons, who'd be happy with a carburettor and rod brakes!

Look for problems ahead, check behind and initially **come off the gas**.

Usually by the time you get to the problem, it's gone away, and you can perhaps drop a gear or two and power away!

Plan your escape from, as well as your entry into, all hazards.

Practise "powering through" the bends on country roads, using an appropriate sustained-speed down-change.

Look ahead early and assess the gear you'll need; "power down" into that gear thus maintaining the same road speed in the selected lower gear; adjust the approach speed for the bend with the gas [or a gentle brake if required]; aim to accelerate [to use "torque" to drive you out of the bend] as soon as the road starts to "open up again" as you come out of the bend.

"Slower in / Faster out" is what you're aiming for. You should use the brake much less with this technique.

For further details, see *"Roadcraft"* - the police driving manual - [W H Smith's, Amazon, or any good bookshop].

Make sure that all your driving is at - or above - the level you need for your Part 2 ADI test and that no journeys are made which aren't at that standard.

Whether it's "work" or "pleasure", there must be no question that planning, driving-style, gearing, method, speed-limit-observance etc. etc. are any different for one journey than for any other.

In that way, your driving will have total integrity and any driving "on Test" will just be like any other, and therefore produce no stress in you whatsoever. It's just "another day behind the wheel".

You'll then find that all demonstrations for your Trainees will not leave you trying to "remember" how it ought to be done!!

That will also be true for your Standards Checks....