

## Thanks for downloading the DPA Instructional Guide

My name is Dave Phillips and I have been teaching people to drive since 1977. Originally with the British School of Motoring (BSM) and then setting up my own school David Phillips Associates.

Lots of new pupils are nervous and a little worried about what will happen on their first and subsequent driving lessons. This short guide will hopefully answer those questions.

Over the years of training people to drive I have perfected a simple system which I call 'A' cards these are given to you free of charge as you progress through your training and help you to retain all of the important procedures we will be teaching you.

Below is a summary of the DPA training process which I hope will help you make a decision to choose DPA for your tuition. If you have any questions or would just like to have a chat, don't hesitate to give me a call.

Best Regards

*Dave Phillips*

### **THE BASICS**

#### **Phase One safety and controls**

Basic safety procedures

- ✓ **Entering and leaving the car**
- ✓ **Getting into the correct driving position**
- ✓ **Seat belts and safety features**

The Controls

- ✓ **The Accelerator**
- ✓ **The Foot Brake**
- ✓ **The Clutch**
- ✓ **The Gears**
- ✓ **The Steering Wheel**
- ✓ **The Handbrake**
- ✓ **The Ancillary controls**

We will teach you how they work, what they do, and how to operate them...

Putting it into practice

- ✓ **Pulling Away**
- ✓ **Positioning on the road**
- ✓ **Changing Gear**
- ✓ **Stopping**

Believe it or not in most cases all of the above is covered in the first lesson, of course it may take a few more before you have mastered phase one.

## **DEALING WITH JUNCTIONS**

### **Phase Two Approaching Turns, Crossroads and Roundabouts**

Simply put, whenever one road meets another you have a junction, dealing with each type of junction is basically the same.

As you approach any junction you must follow the same routine every time. The 'A' cards will reinforce the routine when you are away from the car

- ✓ **Check Mirror's**
- ✓ **Signal your intentions to other road users**
- ✓ **Position the car**
- ✓ **Adjust speed and select the appropriate gear**
- ✓ **Make the correct observations**

This is known as the M.S.P.S.L. routine and is the foundation of good driving technique.

## **DEALING WITH JUNCTIONS**

### **Phase Two Dealing with Turns, Crossroads and Roundabouts**

Once you have approached and arrived at the Junction the next step is to deal with the junction and move forward this uses the L.A.D.A. routine, again the 'A' cards explain the procedure in detail.

- ✓ **Look**
- ✓ **Asses**
- ✓ **Decide**
- ✓ **Action**

## **READING THE ROAD**

### **Phase Three**

The DSA (Driving Standards Agency) call this Hazard Perception and you will have to pass in part one of your driving test a hazard perception test.

GOOD NEWS all DPA pupils are able to get a DVD and more importantly one to one tuition from their instructor to help you pass the part one test.

However once you have passed the hazard perception test does that mean you are good at reading the road? Unfortunately not!

This phase of driving is in my opinion the most difficult and the key to becoming a good driver, why am I so sure of this, well from my experience I can say that some pupils do well sitting in front of a computer but struggle when we take to the road in a live situation.

Reading the road means taking in a mass of information and also allowing for what I call the Kamikaze pilots on the road i.e. those drivers who do something totally crazy! In order to pass the DSA Hazard perception test, you have to leave your reactions so late that in real life the accident would be almost unavoidable.

For example, if you see a child wobbling along the pavement on a cycle... is that a developing hazard? According to the DSA it's not. It only becomes a developing hazard when the child veers towards the road. The reality is that as soon as the driver saw the child they should have checked the road behind (mirrors) come off the gas and covered the brake ready to stop if necessary. That's reading the road! Real life hazard perception is about reading the road ahead and preparing for what may happen it's about anticipation of a problem rather than reacting to something once it has happened.

### **Manoeuvres.**

We of course will teach you to complete all of the required manoeuvres

- ✓ **Turn in the road**
- ✓ **Reverse parallel park**
- ✓ **Left reverse around a corner, 90 degree or progressive**
- ✓ **Right reverse around a corner, only used for panel vans** (we don't train in van's so you can disregard this one)
- ✓ **Reverse Bay Park to the left/right**
- ✓ **Emergency stop**

Why are manoeuvres included on the test? The manoeuvres test three skills Because each of the manoeuvres test the same three skills, you will only be asked to complete one the emergency stop may also be added to this at the examiners discretion.

- ✓ **Control of the car** Use of accelerator, brake, steering, and clutch.
- ✓ **Observation** Being aware of other road users and taking appropriate action
- ✓ **Accuracy** Completing the manoeuvre within a reasonable margin of error

## **Choose the Right Driving School and Instructor.**

### **What should you find out about your driving instructor?**

- ✓ **Are you a fully qualified green badge ADI Instructor?** Only use a person who can say yes to this and prove it they must display their green badge in the tuition vehicle
- ✓ **How long have you been an instructor?** Experience counts, poor instructors don't last long in this industry as most of the work for a small local school comes through recommendation.
- ✓ **What is the average number of lessons to test pass for your pupils** (the DSA state the average to be 67 Lessons) if you are given anything over 50 as the schools average I would suggest you should be wary.
- ✓ **What does your standard block of lessons cost** not a special offer etc. Cheap is not always good but you do want to know what the costs really are and make sure you are getting value for money.
- ✓ **Do you use modern vehicles with dual controls?** For your own safety anybody teaching without dual controls should not be considered

### **This is a tricky one**

- ✓ **What is your pass rate?** There is no official measure of this and hence you could not check that what you are told is true.
- ✓ **The current national average given by the DSA is 49%, an Instructor who is quoting a rate of 50% or less by definition is therefore AVERAGE!**

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**DPA**

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