

Smart learners



Your Smart Route
to Safe Driving...

Book Four

Test & Beyond



From SmartDriving

Acknowledgements

Many thanks to all the learner drivers and driving instructors who have taught, and continue to teach, me all I know - without them the SmartLearners project would not have been possible.

Also to my wife Phyl for her endless patience during the development of SmartDriving, SmartLearners and my other projects. J.F.

First Published in 2007 by
SmartDriving
Ballinultha, Boyle, Co. Roscommon
Ireland

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e-book edition published 2010

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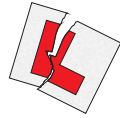
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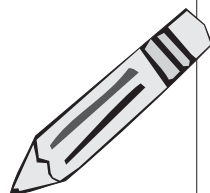
Book Four
Test & Beyond

The Test



From SmartDriving

Driver's notes:





The driving test

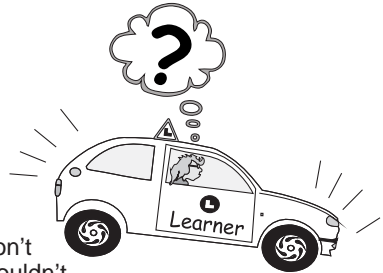
Getting it right in theory

Before taking your practical driving test you must pass the theory test. While this book is not specifically designed for theory test preparation, by completing the quizzes you will have gained a lot of essential knowledge to help you pass. For the full rules and links to information regarding theory test requirements see the DSA web site.

The theory test comprises a series of multiple response questions and an 'on screen' hazard perception test. The best way to prepare for your theory test is to combine the learning of theory with practice. Your driving instructor will give help and advice on specific theory test preparation.

Getting it right in practice

When you have passed the theory test, you can make final preparations for your practical test. When it comes to practical driving tests, there will always be someone willing to give free advice about what will or won't happen on the day and what you should or shouldn't do. 'They never pass people on Wednesday morning'; 'Move your head a lot when you look in the mirror'; 'Mr Jones never passes young men on their first attempt'; 'The driving test centre in the next town is much easier'— **it's all rubbish!** You will pass or fail on your own merit. If you have listened to your instructor and are fully prepared for your test, you will find it easy.



The driving test was introduced in 1935, and since that time the single most common reason for test failure is probably the fact that people attempt the test before they are ready. Driving test examiners will confirm that as many as 25 per cent of all those taking the test are so ill-prepared that they wouldn't even pass with luck on a good day! At the time of writing, the overall pass rate for the test is 47 per cent. The latest changes to the test may lower the pass rate further and so it is more important than ever to ensure that you are fully prepared.

The driving test is designed to examine your ability to drive safely and apply the rules of the road. Passing the test does not mean that you are a good driver; but it does mean that a highly trained examiner considers that you are skilful enough behind the wheel to drive on your own without further assessment.

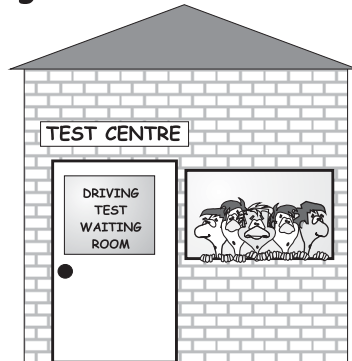
The best way to guarantee that you will pass your test early is to study this book and *The Highway Code* carefully and get plenty of practice and as much tuition from a qualified instructor (ADI) as possible.



Getting ready for the big day

Mock tests

You now possess all the knowledge and skill required to pass your driving test. The next step is to ensure you can use that knowledge and skill under driving test conditions. To accomplish this, ask your instructor to give you a mock test (or series of mock tests). The mock test should be as near as possible to the real thing, the same area and time of day. It should be completed without interruption, even if you feel very nervous; you can use the exercise to learn to cope with your nerves.



During your mock test your instructor, like the driving test examiner, wants to see your normal driving skills. Putting on a special performance would defeat the object of a test designed to ensure that your everyday driving standard is safe. You will be given clear and concise instructions to move off, turn left or right, stop, or perform one of the set manoeuvres. Although the main purpose of a mock test should be to help to prepare you for the real thing, and not to check if you are ready, you should be able to drive for about 45 minutes without making a serious error. A serious 'driver fault' is one that could lead to an accident, either in a different set of circumstances or if the examiner or other road user had not taken action to avoid the danger. If you can't drive without making serious errors, you will have little or no chance of passing the test. It's no use relying on good luck alone!

Applying for your driving test

You can get application forms for both the theory and practical driving tests from your local driving test centre or from your driving instructor. Tests can also be booked by phone or fax. Tests are generally done on weekdays between 8.30 am and 4.30 pm. However, in some areas it is possible to book a test for a Saturday or in the evening on weekdays.

If you are disabled, you can make special arrangements for a test of extended duration. In this instance, you will drive for the same length of time as other candidates; the longer appointment is provided for any additional administration or extra time needed to get into your vehicle, etcetera.

If you wish to cancel your test appointment after it has been booked you can do so without losing your fee as long as you give the minimum required notice (see your appointment letter for full details).



Taking the driving test

The examiner

The examiner's job is to watch you drive and complete a report on your performance. Sometimes the examiner's supervisor will sit in the back of the car. Driving test examiners do not try to trick you or to catch you out; in fact, they will be as helpful as possible. Because of the nature of the job, examiners sit quietly and do not talk unnecessarily as this could be a distraction for you.

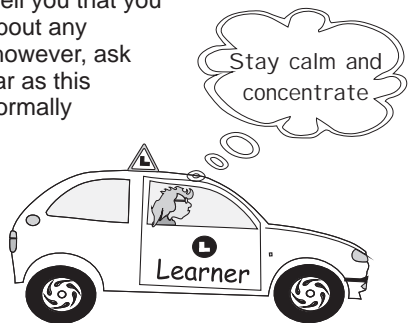
The test

The test starts in the waiting room. Make sure that you arrive on time, otherwise you might lose your test and the fee. The examiner will come out and ask you to sign a form; he/she will check your theory test certificate and photographic evidence of identity. Your provisional licence will also be checked to ensure that it is current and valid for the vehicle that you are being tested in.

You will then be asked to lead the way to your car. On the way to the car the examiner will explain what will happen during the test and check your eyesight. You will then be asked the 'safety check' questions (see page 5). When in the car the examiner will further explain the test procedure to you by saying something like, "You should drive in your normal manner. Follow the road ahead unless road signs or markings indicate otherwise or unless I ask you to turn right or left." This simply means that you should drive normally, as you have been taught, following all the relevant rules.

The examiner's language will be formal, but polite. For example: 'Take the first road on the left, please', 'I would like you to turn your car around in the road to face the opposite direction', 'I'm pleased to tell you that you have passed', et cetera. If you are unsure about any instruction, ask for it to be repeated. Don't, however, ask questions about how you should drive the car as this will meet with a polite 'Do what you would normally do' or something similar.

Your test will last for about 40 minutes and include a wide range of different roads and manoeuvres, including dual-carriageways where possible. At the end of the test the examiner will tell you the result and briefly discuss the test.



When you pass, you will be able to apply for a full licence. Whether you pass or fail you will be given a report form showing the mistakes that you made during the drive; this will help both you and your instructor to improve your future driving performance.



Typical questions about the driving test

Q. My dad says it's easy to pass the driving test. Has it changed over the years since he took it?

A. The test is more rigorous than it used to be. It lasts longer, the roads are busier, the marking is tougher and there's more extensive testing of manoeuvres. It takes longer to prepare for today's test but it is still easy to pass for those who are fully prepared.

Q. How long will the test last?

A. About 40 minutes.

Q. Which manoeuvres will I have to do?

A. You may be asked to do any of the following manoeuvres: reversing around a corner to the left or right; turning the car in the road; reverse (parallel) parking; moving off at an angle from behind a parked vehicle; and reversing into a parking bay. You may also be asked to perform an emergency stop.

Q. What kind of roads will I drive on?

A. The routes are designed to ensure that you can drive safely in a wide range of conditions. Wherever possible, the routes will include: town centres, suburban roads, dual carriageways and rural roads.

Q. How are my mistakes marked?

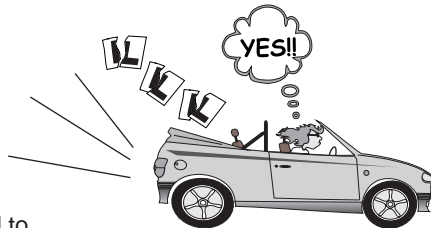
A. The examiner will keep track of your drive on a form (Driving Test Report). The form lists a number of items that relate to your control of the car, its equipment and your procedure on the road. There are three categories of mistake that can be recorded. 1. Dangerous faults: these are marked if your actions actually cause danger. 2. Serious faults: these are faults that could be dangerous in a different set of circumstances or are habitual errors that are potentially dangerous. 3. Driving faults: these are less serious errors that detract from 'perfect drive'. A single dangerous or serious fault will lead to test failure. You are currently permitted a maximum of 15 less serious 'Driving faults' although it is planned to reduce this number to 12.

Q. What happens if I fail?

A. At the end of the test the examiner will explain the reasons for your result and give you a copy of his test report.

Q. What happens when I pass?

A. The examiner will offer advice about your driving and issue a pass certificate – you are now licensed to drive on your own!



Note: Rules for the test vary in Northern Ireland – ask your instructor for details.



Show me, Tell me

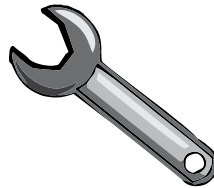
Questions about the car

The 'vehicle safety check questions' are designed to ensure that all test candidates understand basic car care. These are often referred to as 'Show me / Tell me' questions because of the way in which they are asked.

You will be asked a couple of questions about the operation and maintenance of your test vehicle. One question requires you to show the examiner how to carry out a safety/maintenance check; the other question requires you to explain how a specific safety/maintenance check is done.

The topic areas for car drivers are:

- Tyres
- Brakes
- Steering
- Fluids
- Lights and Reflectors
- Direction indicators
- The Horn



A couple of typical questions

Question:

Show me how you would check that the headlights and tail lights are working.

Answer:

Operate the light switch, turning on the ignition if necessary, and walk round vehicle making a visual check.

Question:

Tell me how you would check that the brakes are working before starting a journey.

Answer:

There should be resistance felt when the brake pedal is pressed (when the car is stationary). The brake pedal should not feel spongy or slack. Brakes should be tested by pressing the footbrake pedal gently as soon as the car is moving. The car should not pull to one side.

You will find questions and answers for all subjects and lots more besides at www.smartlearners.co.uk.



Test day checklist

Tick off the items below to ensure that you and your car are fully prepared on the day of your test.

Your car

The car used for your driving test must:

- be taxed, insured and in a roadworthy condition
- display L plates to the front and rear (or D plates in Wales)
- have mirrors that enable the driver to see following traffic clearly while seated in the normal driving position
- have an additional rear-view mirror fitted for the driving test examiner
- The front passenger seat must have a functional seat belt and head restraint
- have all lights, indicators, brake lights, horn and other essential equipment (seatbelts, et cetera) in working order
- have clean and clear windows – 'L' plates should not be displayed in front or back window



Yourself

You must:

- wear spectacles or contact lenses if you normally need them for driving
- have your provisional driving licence, your theory test pass certificate and photographic evidence of identity (see the test application form for full details of acceptable forms of identity)
- be in a fit and proper condition to drive



*It is not OK to have a drink, even a small one, to calm your nerves. Remember – drinking alcohol and driving is extremely dangerous. **Drinking and driving wrecks lives ...***

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to Safe Driving...

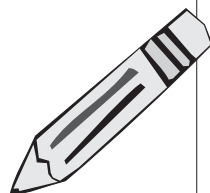
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After you pass



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Driver's notes:

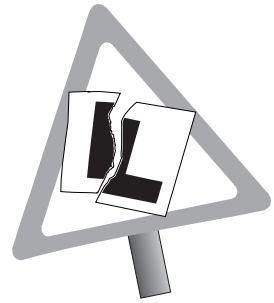




Driving alone for the first time

Your not alone!

Do you remember being told earlier in this book that after an accident many people can be heard to say, 'It wasn't my fault', 'The other car came from nowhere' or 'I didn't see him coming'? This is especially the case in built-up areas, where the majority of accidents happen. Now that you have passed your test there is no one sitting next to you to help out if another driver fails to see you or if another car comes from nowhere. **From now on you are on your own, but you are not alone on the road!** But this is what you've been waiting for and working towards and if you continue to follow the advice given in this book and by your instructor you should stay safe behind the wheel.

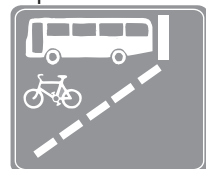


**WARNING
NEW DRIVER!**

For many drivers, their first solo drive will be in town. It's important not to be over-ambitious the first time you go out driving alone. Choose a route that keeps within a 15-minute walk from your home or destination; that way, if you feel uncomfortable you can park the car and walk. Don't drive for more than about 20 minutes, especially if there is busy traffic about. It's a good idea to choose a quiet time for your first drive alone – early on a Sunday morning is ideal. If you can't wait that long, at least try to avoid the rush hour.



Remember all you have learned about defensive driving. Earlier in this book there is an example of how you can be a driving detective (see page 63). Here is another similar example, only this time, the hazard is in town. A simple example of anticipation (or detective work) would be your reaction to road signs. For example, when you see a 'school' sign on a strange road, what do you expect? If you have a keen sense of anticipation you will first look at your watch. What time do children travel to and from school? You might also expect mothers with toddlers who are meeting children from school, so be careful passing parked cars. Is there a bus lane nearby – are there buses about? If so, there may be children crossing behind them. These are examples of the hazards you might expect near schools. Can you think of any more? By being prepared for any eventuality, you will be less likely to be taken by surprise. This is important advice for drivers anywhere, but especially in towns and city centres. Drivers who don't concentrate or who fail to maintain proper observation and anticipation will not even see the sign let alone consider the consequences. Remember, now that you have a solo detective's licence it's more important than ever that you keep looking for clues.



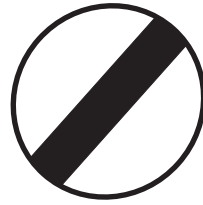
If you live in Northern Ireland, remember that you must display **R** plates for twelve months and keep to the 45 mph speed limit for new drivers.



Driving alone out of town

Stay on the road!

Out of town roads and country lanes have fewer junctions per mile than roads in town. This means there is less likelihood of conflict with other traffic. However, single-car accidents are more likely on these roads if you don't concentrate fully. This is due to higher speeds, road surface condition, sharper bends, mud and grit on the road and a whole host of other reasons.



The key to staying on the road is good observation and anticipation. This has been emphasised again and again in this book, simply because it is so important. The principle is the same in the countryside as in the town, but because you will probably be driving faster on country roads, you will need to look further ahead. The hazards you might encounter will be quite different as well. When did you last see a sheep in Oxford Street!

Drive defensively

When driving on rural roads you need to think carefully about every bit of information you receive. You will see several official road signs – bend ahead, cattle crossing, etcetera. The unofficial signs can give just as much information, sometimes more, and can help you with a defensive driving strategy.

The sign shown here is for bed and breakfast, but to a driving detective it means a lot more. A truly experienced driver will see this sign and consider the fact that there's a farm ahead, which means that there could be animals on the road, children playing, farm vehicles turning and so on. Care will be needed if overtaking near the farm in case something pulls out of the driveway. There may be mud on the road or (depending upon the time of year and the location) water spraying from an irrigation system. Last but not least, there may be a few newly qualified drivers! How do they drive?



Driving in the countryside, like driving in town, requires concentration and anticipation – it's just that the types of hazards you meet will be different. Thinking about the B&B sign, play the 'guess what's ahead' game to help maintain your



Driving alone on the motorway

Motorway safety

Many drivers think that motorways are more dangerous than other roads. This is not the case. Mile for mile, there are fewer accidents on motorways than on other roads.

After all, many of the hazards found on ordinary roads do not exist on motorways. Generally there are no traffic lights, crossroads, T-junctions, parked cars, roundabouts, oncoming traffic, sharp bends, steep hills, pedestrians, cyclists, very slow-moving vehicles, or learner drivers!



Setting out

Before setting out on a motorway journey make sure that both you and your vehicle are well prepared. You must be alert and fit; if you feel tired, open the windows for some fresh air. If this doesn't help, leave the motorway at the next exit and take a short walk. Your vehicle must also be in good condition. Check your oil, water and tyre pressures, and make sure that all your windows and mirrors are clean. And of course – make sure that you have enough fuel!

Joining the motorway

You will usually join and leave motorways by acceleration and deceleration lanes. The acceleration lane allows you to match your speed to other traffic on the motorway before joining the flow. Deceleration lanes allow you to slow down without holding up other traffic. Always check your speedometer when leaving a motorway; 50 mph can feel like 30 mph after a long drive.

Driving along

Keep to the left-hand lane unless you are overtaking. If there is a queue of slow-moving traffic in the left-hand lane you can drive in the centre lane; this would be safer than darting in and out of small gaps, but you must return to the left lane as soon as the road is clear. When driving on three-lane motorways the outer lane is for overtaking only. Don't stay in this lane just because you are driving fast; you might tempt other drivers to overtake dangerously on the left-hand side. Things happen fast on motorways – stay alert to stay alive.



REMEMBER THE TWO-SECOND RULE



Driving alone at night

Night versus day

Some people claim that driving at night is safer because it is easier to see approaching traffic. In some situations this may be correct. There are, however, a lot of things that you can't see at night. Your range of vision will be limited by the beam of your lights and/or the street lighting, which means that you will probably need to drive more slowly at night, especially on country roads. Always drive at a speed from which you can stop safely if you see something in the beam of your headlights.



Getting the best view

Clean windows and mirrors are especially important at night when you have to glean as much information as possible from what little light is available. Make sure that your lights are also clean so you gain maximum benefit from them and other people can see you. Never wear dark glasses when driving at night; they might cut dazzle but will dangerously reduce your vision.

When leaving a brightly lit building to go to your car at night it takes your eyes a little while to adapt to the darkness; this can range from a few seconds to a minute or more. Give your eyes time to settle before you start to drive. Similarly, when you drive from a brightly lit area into pitch darkness your eyes need a moment to react – keep your speed down.

Dip, don't dazzle!

Switch on dipped headlights as soon as the light starts to fade at dusk. Drivers of dark-coloured cars need to use lights earlier than lighter-coloured cars. Use headlights on roads where there are no street lights.

When driving behind other vehicles at night, you shouldn't be able to see what colour they are; if you can, you are either following too closely or using full beam when your lights should be dipped. If the lights from the vehicle behind dazzle you, move your head slightly so that you are not in the direct line of the mirror. Most cars now have dipping mirrors to reduce glare from following traffic; these are operated by a simple flick switch on the mirror itself.

When you meet other traffic at night, dip your headlights. Do this as early as possible, even if the other driver doesn't dip. **Never** try to dazzle another driver deliberately, no matter how much you think it is deserved.

Problems

If you break down at night try to move your car off the road; use hazard lights and put out a warning triangle. Stay safe by parking carefully at night; if there are no street lights, leave your side lights switched on.



Driving alone – at the scene of an accident

‘There was such a mess ... I just didn’t know what to do’

One day you could be the first, or the only, person to arrive at the scene of an accident. Or you might be involved in an accident but uninjured yourself. Would you know what to do? This advice is basic and simple, **but it can save lives.**

- **Warn others**

Park your car with hazard lights or headlights on.



- **Reduce risks**

Check the scene for danger, switch off engines, impose a no smoking ban.

- **Get help**

Send someone for help or use your mobile phone (999 or 112).

- **Assess injuries**

The quiet casualties are probably the most badly injured. Reassure the noisy ones that help is on the way.

Simple first aid



- ✓ **Don’t move casualties** unless there is further danger (fire, chemical spillage, etcetera): you might cause further injury.
- ✓ **Check for breathing:** If the casualty is not breathing, clear the mouth (false teeth, chewing gum, sweets, loose teeth), very gently tilt the head back and, holding the nose, gently blow into the mouth at five-second intervals.
- ✓ **Stop any bleeding:** Firm pressure on a wound will stem bleeding. *Don’t try to remove any item that has caused the bleeding.*
- ✓ **Don’t give anything to eat or drink:** This can cause complications for medics and delay life-saving treatment.
- ✓ **Learn more:** Attend a local authority or a St John Ambulance first aid course.

If you have an accident

Read *The Highway Code* for information about your legal duties when involved in an accident. Finally, make sure that you are fully insured to drive your vehicle. Don’t wait until it’s too late to find out that your policy has lapsed. Apart from the heavy fine, you might have extensive claims for damages, claims that could run to millions of pounds.





Driving alone and avoiding accidents

Accidents are caused by people – not by ‘other people’!

Rarely is a driver who is involved in an accident totally blameless. You should always be on your guard and alert to the actions of others. In this book you have already gained an appreciation of the potential dangers on the road. By taking heed of the advice and information given, the dangers will remain potential rather than becoming actual threats to life and limb.

Who crashes?

Common reasons for accidents include:

- excessive speed for the conditions
- failure to allow a sufficient safety space
- not understanding the needs of others
- drinking and driving
- drugs (prescribed and illegal) and driving
- tiredness at the wheel



By spending a little time considering the points above and how they might relate to you, you will increase your chances of living to a ripe old age.

Practical examples

By allowing a little more time for your journey or calling ahead to say that you will be late, you can avoid the excessive speed and risk-taking that kills so many people.

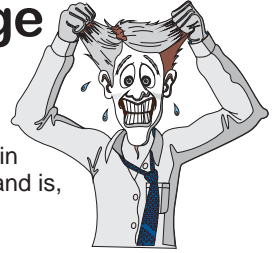
By leaving space around your vehicle and letting others overtake if they wish to, you will be more relaxed and safer at the wheel. For example, when driving on the M25 you might have 50,000 cars ahead of you and 50,000 cars behind at any one time; a couple of extra cars in front won't affect your journey very much.

Learn to understand the needs of other road users. Children often dash out without thinking, elderly pedestrians may be deaf or partially sighted and not hear or see you, elderly drivers might need more time to react, drivers of large vehicles need more time and space than car drivers, cyclists have wind and weather to cope with. Idiots should be avoided, not confronted. A good driver's list will keep growing ...

Drinking alcohol slows down your reactions (think of slurred speech), and along with drugs and tiredness it warps perception. The only safe rule is don't drive after drinking, taking medication (or illegal drugs) or when you are tired. If you must drive, seek advice first (from a doctor or chemist) and take the utmost care.



Driving alone and avoiding road rage



The new menace?

Road rage is not new. It was first recognised in the USA in the 1980s. In the 1990s it became noticeable in the UK and is, unfortunately, now becoming more common.

Sooner or later you will be faced with drivers who cut in front of you, slow you up, overtake on the left, swear at you whether or not you have made a mistake, and who indulge in other anti-social behaviour. One definition of road rage is 'unchecked behaviour designed to cause harm to another road user'; often, however, the person committing the road rage is acting totally out of character. Some drivers describe the 'red mist' which clouds their judgement. They get so angry they only concentrate on getting even with another driver. Sadly, drivers can all too easily be killed or injured when at the wheel in this state.

There are a few things that you might like to consider when thinking about road rage. The 'rager' is someone you don't know and are never likely to meet again (unless it's in court or in hospital). Their actions are not a personal attack on you but rather an inability to cope with their own emotions. As a driver it is not your job to enforce the rules or to teach other people a lesson. Many people are rude and thoughtless, and it's a comforting thought that they will only enter your life for a few seconds or minutes. They have to live with themselves for ever.

If you are ever in a situation where you are angry with another driver, take a deep breath and ask yourself this simple question: 'What do I really want?' When asking yourself the question, your expectation must be for something that is within your own control. For example, answering: 'I want to win the Lottery so that I don't have to drive to work' or 'I want the other guy to be a good driver instead of an idiot' will simply frustrate you further. How about: 'I want to be relaxed and safe'? When you have answered the question, 'What do I really want?', think about what you are doing to prevent yourself from getting it.

If you want to be relaxed you might have to ease off the power and let the other driver pull away; after all, do you really think he cares about your feelings and concerns? You might need to pull up, get out of the car and jump up and down swearing. If this is what it takes, do it. But make sure you do it on your own! You can control your feelings in the car in the same way that you control the rest of your life. Chill out!

Avoiding anger on the road needs self-control and patience. Road rage is often just as bad for the 'rager' as for the victim. On the next page there is a list of simple suggestions to help relieve stress when driving, which should help to ensure that you never 'lose it' behind the wheel.



Driving alone and staying in control

Now that you have learned the basics of driving you can work hard to hone your skills over the rest of your driving life. Having read about road rage, you will be aware that there is a possibility that you may need other skills on the road above and beyond the ability to drive. Although the chances of a road rage attack are extremely remote, the following points will help you to cope with the stresses and strains that some people perceive to be present in modern driving. By choosing to adopt the appropriate behaviour and taking the correct actions, you will find that driving can be stress-free and enjoyable.

- Try to see the other driver's point of view. The car that has just 'cut you up' may well be driven by a fool who doesn't deserve a driving licence. However, it might just be that the driver is rushing to see a dying relative, or to witness the birth of his first child.
- If you make a mistake, hold a hand up to apologise; this often relieves tension for everyone concerned. After all, we all make mistakes.
- Avoid eye contact with other road users who seem to be challenging or aggressive.
- Leave room between your car and the vehicle in front so you can drive away from a dangerous situation if someone approaches with criminal intent.
- Keep your car doors locked, especially in towns. Keep your windows closed if someone approaches you on foot.
- If you think you're being followed, drive around the block or around a roundabout a couple of times. It might just be that another driver was taking the same route and hadn't even noticed you.
- If you know you are being followed, drive to a brightly lit place or a police station and make a lot of noise to draw attention to yourself. Try to get the number of the other vehicle.

If you follow the advice given in this book you will enjoy your motoring and the freedom and independence that it gives you. Above all, you will drive safely, courteously and positively.

As a final thought, try to imagine that the driver in front has been awake for 30 hours, the old man on the pavement is deaf, the cyclist is out for the first time on a new bike, the approaching vehicle has defective brakes and steering, the child on the footpath has a friend who is hiding and your front tyre is waiting to burst ...

About the Author ...

John Farlam entered the driver training industry in 1979.

His main focus of attention is developing the skills of instructor trainers (the people who teach driving instructors) to help to improve the standards of driver training in the UK; his unique methods are gaining momentum within the industry and having a dramatic and positive effect.

With experience training learners, instructors, advanced drivers, skid control and even *blind drivers*, to the development of structured training packages and classroom courses covering all aspects of motoring and driving school operation John is one of the most experienced individuals in the driver training business.

As a well known figure in the business, John's writing featured regularly in the UK driver training industry journals 'Driving School News', 'The PDI Guide' and 'ADI News' from 1993 until 2001. His current articles appear in 'Driving Magazine' and 'The Driving Instructor' and in weekly articles for over 1700 driving instructors.

John's own publications have proved to be popular as have those where he has been consulted for his technical expertise (such as the Haynes Book of Driving).

Underlying all of John Farlam's work there is a strong belief that road safety can be improved through better driver education and by helping people to enjoy their time behind the wheel...

In addition to being a skilled trainer and author, John is also qualified in Counselling, Hypnotherapy and NLP to help further the personal development of his clients.

John says:

"Deep down people know what they should be doing and have the resources to achieve their goals; my job is simply helping them to believe this. As time goes on I continue studying and learning more - the more I learn, the more I can help ...

I am always mindful of a quote from Richard Henry Dann which says:

'He who dares to teach must never cease to learn'

I hope that I never stop learning; and I hope that I never stop teaching!"

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