

Answers to Quick Quiz – Pupil Handout Pack I

COCKPIT DRILL

1. It is the one pedal which is depressed fully to the floor most of the time when in use.
2. Check in the exterior mirrors that the bodyline of the vehicle and windows are flush.
3. You should not have to stretch for the controls as this can cause lack of control and discomfort. If involved in an accident the tendency is to brace yourself, however, if your limbs are straight and rigid you are likely to sustain more serious injury, whereas a reasonable bend in the arms and legs will help absorb any impact.
4. The belt may become jammed at the anchor points making it ineffective. In an accident the belt may cut into the body where twisted and narrow.
5. You don't have to work in a chip shop to have oily fingers. Fingerprints on the glass can make it harder to see what is behind you particularly at night when the headlights of following vehicles shine on them.

ACCELERATOR & FOOTBRAKE

1. False. If the drive from the engine has decreased the car will slow down.
2. Road conditions, distance from vehicle in front and behind, weight of vehicle, if on a hill or bend can all have an effect on braking.
3. Brake lights alert other road users that you are slowing down so that they can take appropriate action. It is also illegal to drive a vehicle that has any light fitted not working correctly.
4. Progressive braking is a safe driving technique that gives other road users time to react. It prevents the wheels from locking and the vehicle from skidding. It can save wear and tear on your brakes, tyres and suspension. It also cuts down on fuel consumption and gives a more comfortable ride to your passengers.

CLUTCH

1. False. Not if the gear lever is in neutral.
2. This is commonly known as the 'biting point'.
3. If pressure is applied to the pedal it reduces the contact between the clutch plate and flywheel which causes unnecessary wear on the plates and clutch mechanism.
4. False. It is used mainly for slow speed manoeuvring and moving off.

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HAND CONTROLS

1. To ensure that the vehicle doesn't roll or jerk, forward or backwards, when the engine is started.
2. Flick the switch up.
3. False. The handbrake should be applied when the vehicle is going to remain stationary for longer than a pause and where there is gradient in the road.
4. Look for the repeater warning light and listen for the audible warning, usually a ticking sound.

STEERING

1. To do so can reduce control and could cause an accident.
2. This means to turn the steering whilst the car is stationary. Doing this will cause unnecessary wear on the tyres and can damage the steering mechanism.
3. Only to work another control.
4. False. The steering could be turned one complete turn to the left or right.

MIRRORS & BLIND SPOTS

1. False. You must not allow mirror checking to detract your attention from the road ahead.
2. The interior mirror is flat glass; this shows the true distance of following traffic. The exterior mirrors are convex; this gives a distorted image, making things look further away than they really are. If you need to react to something quickly, it's safer to react to a true image than a distorted one.
3. Another road user could be in the blind spot area about to move away from a junction, driveway, entrance or parked position. If you don't look – you don't know.
4. You should always check your mirrors well before signaling, changing speed or direction. You should also check your mirrors as frequently as the road and traffic conditions require. The more hazards there are in the road, the more frequently the mirrors should be checked - certainly no less than every 6-10 seconds.

MOVING OFF & STOPPING

1. False. You should wait until the car is passing you before applying a signal. To do so sooner may confuse the other driver as to your intention and may cause him to brake or swerve unnecessarily.
2. Opposite or in front of a junction or entrance, on double yellow lines, at a bus stop.
3. Approximately 1 metre from the kerb.
4. Left – right: Restricted parking - Permit Holders only. Permits should be displayed clearly in the window of the vehicle; No Stopping on the carriageway (except in a layby) at any time – not even to set down passengers; No Waiting – usually accompanied by another sign showing waiting restrictions.

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APPROACHING JUNCTIONS TO TURN LEFT – MSM/PSGL

1. False. Each part of the routine should be considered, but it is not always necessary to apply them all.
2. A signal given too early or too late, not cancelling a signal after a manoeuvre, or one that isn't necessary causing other road users confusion with regards to your intentions.
3. If the car is approaching too fast one of two things is likely to occur: The gear will be selected late and you will be coasting into the turn; the gear will be selected and engaged and you will get 'kick-back' from the engine as it slows the car down. Approaching too slowly may cause the car to stall on engaging the gear.
4. Look for any potential hazards at the junction and in the new road. Be aware of pedestrians (especially children and the elderly), cyclists, parked vehicles, moving vehicles, road signs and markings etc.

APPROACHING JUNCTIONS TO TURN RIGHT – MSM/PSGL

1. Gradient of the road. Road and weather conditions.
2. True. When crossing the path of another vehicle you should give priority. The exception being at traffic lights when you are given priority.
3. This is potentially dangerous as it places you on the wrong side of the road. You could collide with another road user approaching to emerge from the junction.
4. No Entry, Junction on a bend, No right turn and Side road to the right.

EMERGING AT T-JUNCTIONS

1. You would know just by the shapes, as these are the only signs that are those shapes.
2. False. If your view is obscured you cannot be sure it is safe to proceed.
3. Situations can change very quickly and looking once will give you a quick 'snapshot' of what is there, but it is easy to miss things, i.e. cyclists and motorcycles. Also, for the brain to assess the speed of traffic accurately you need a second look, as it will recognise the change in the distance of any oncoming traffic.
4. 'Zone of Vision' refers to the area you can see from your vehicle.

EMERGENCY STOP

1. If checking your mirrors frequently, you should be aware of what is happening behind you. This is an emergency your priority is to stop the car quickly and safely.
2. ABS means Anti-lock Braking System, which is designed to prevent the wheels from locking during heavy braking. The brakes are applied in a rapid on – off sequence that allows the tyres to maintain grip on the road surface so that steering is still effective.
3. In the short time you are stationary things around you may have changed. Your position is 'in the road' so you must check all mirrors and both left and right blind spots before moving off.
4. False. Depressing the clutch early takes away 'engine braking', which puts all the force onto the brakes. This reduces stability and is more likely to cause a skid.

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EMERGENCY STOP CONTD

5. Applying light pressure on the brake and progressively increasing the pressure as the car slows to stop. Just before stopping you should ease off the pressure to allow the car to stop smoothly.

CROSSROADS - PRIORITY

1. If the crossroads is staggered to the right, you should position your car to the left of the centre to give the most direct line to your normal driving position. This should also be considered when there is a parked vehicle, or other obstruction, on the left, just inside the new road.
2. The signs are: Staggered Junction, Crossroads and Give Way. You would not see either the Staggered Junction or Crossroads sign on approach in the minor road.
3. You should never assume the signal is meant for you. Check for traffic on the major road and confirm the other driver is holding back for you. Only if you are sure it is safe should you then proceed.
4. True. Crossroads should always be approached with caution – particularly if there is a hazard sign warning you. These signs are there for a reason.

CROSSROADS – NEARSIDE/OFFSIDE TURNING

1. You should always check the interior and offside mirrors before turning in case another road user is attempting to overtake you.
2. Motorcycles, bicycles and emergency vehicles.
3. False. Offside to offside is the safest way to turn as you have a clear view of the oncoming traffic. However, nearside to nearside is probably the more common way as this allows the traffic to flow more freely if there are more than two vehicles turning.
4. The signs are: No Entry, No Right Turn, Crossroads and Staggered Junction.

ROUNDAABOUTS

1. You should always check the interior and nearside mirrors before signalling.
2. The next available lane to the right.
3. The signs are: Roundabout, Proceed in direction indicated by the arrow and Sharp deviation of route.
4. False. Roundabouts are designed to keep the flow of traffic moving. You should only stop if necessary.

UNCONTROLLED CROSSINGS

1. You must not stop, park or overtake within the zig-zag area.
2. The 'I intend to slow down or stop' arm signal could be useful. To help inform the driver of the red car the need to slow down, as his view is obscured by the red van.
3. False. Revving the engine and edging forward is intimidating behaviour and is not safe.
4. It must be their decision. They are in a position to see if the road is safe more clearly.

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CONTROLLED CROSSINGS

1. True. You may proceed only if the crossing is clear.
2. It is known as tactile paving. The purpose of the blister surface is to provide a warning to visually impaired people who would otherwise, in the absence of a kerb, find it difficult to differentiate between where the footway ends and the carriageway begins.
3. You must keep the crossing area clear at all times. So, you should wait behind the stop line.
4. Puffin crossings use pedestrian detectors, both for the crossing zone (on-crossing detectors) and for the waiting area on the footway (kerbside detectors). Pedestrian signals (red & green man) positioned on the near side of the road replace those on the far side. The flashing amber and the flashing green man periods of the Pelican are not used.

MEETING TRAFFIC - PRIORITY

1. This position will help increase your view of the road ahead. It will allow adequate clearance for the oncoming vehicle and yourself when manoeuvring around the obstruction into the gap.
2. False. The vehicle whose path is obstructed should give priority. If the path of both vehicles is obstructed then neither vehicle has priority. You should assess each situation and decide what would be the safest action to take. Considerations: Large vehicle, uphill/ downhill, following traffic. If in doubt HOLDBACK!
3. Pedestrians, cyclist, van man, green car door opening.
4. The circular sign is giving an order – Give way to oncoming vehicles. The rectangular sign is giving information – You have priority over oncoming vehicles.

TURN IN THE ROAD

1. True. You are the hazard when carrying out any manoeuvre. You should always give way to other road users, giving them the opportunity to pass, provided the road is of a suitable width.
2. Camber is the name given to the slope of the road that dips towards each kerb. This allows rainwater to run off to the drains, preventing flooding. The camber can cause the car to roll quickly towards the kerb as you approach on the forward and reverse parts of the manoeuvre. The degree of camber varies from one road to another, so always assess the camber before starting the manoeuvre.
3. You are crossing the path of vehicles in both directions and you must be aware of pedestrians from all sides. Never assume it is going to be clear.
4. The term 'clutch control' refers to the skill of using the clutch, with gas, to control the pace of the car at slow speeds.

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REVERSE TO THE LEFT

1. You can assess how busy the roads are, the width of the junction, camber of the road, sharpness of the corner and any potential hazards.
2. The 'point of turn' observations are crucial for a safe manoeuvre. When you move from this point, you will start to steer left into the new road and the car will swing out wide into the major road. So, effective all round observations must be made prior to moving.
3. If pedestrians are nearby and walking towards the car, it is better to stop and wait until they are safely clear of the immediate area.
4. If the vehicle holds back far enough for you to get clear of the junction then continue if it is safe to do so. However, this is rare. If the vehicle continues to approach, and to pass you would place the vehicle over the centre line of the road, you should prepare to move out of its way. You should stop (showing brake lights), select 1st gear (reverse lights off) then indicate your intention to drive back to the start position (3). This gives the driver three clear signals of your intention.

REVERSE TO THE RIGHT

1. If you signal too early you may mislead others to think you are turning into the road on the right.
2. The 'point of turn' observations are crucial for a safe manoeuvre. When you move from this point, you will start to steer into the new road and the car will swing out wide into the major road. So, effective all round observations must be made prior to moving.
3. Reversing into a parking bay or driveway to the right.
4. If the vehicle is on the other side of the road and you do not present a hazard to him, continue if it is safe to do so. However, if a vehicle approaches from ahead you may need to stop until he is clear.

REVERSE PARK - ROAD

1. Not safe where: there are pedestrians (especially children or the elderly); traffic is very busy; other vehicles are manoeuvring; close to a junction, bend or brow of a hill. Not legal where there are double yellow lines, parking restrictions. Not convenient where: you may be blocking an entrance or driveway; there is limited width of road for other traffic; at a bus stop.
2. The car lengths are of your car. The bigger the car – the more space you need to park it.
3. Point 2 is the 'point of turn' for this exercise, so the car will swing out into the road on the next move. At point 3 it is important to look right around again especially over the right shoulder. As you steer right to bring the front in, the road behind is out of view until you are almost straight in the space.
4. True. If you sense the manoeuvre is going wrong it is better to pause and consider moving forward to correct the error, rather than continue and end up striking the kerb or finishing too far from the kerb.

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REVERSE PARK - BAY

1. Reversing around a corner to the left or right.
2. Method 2 is the safest as you are only reversing in a straight line.
3. Pedestrians or other vehicles, returning to or leaving the car park, could approach at any time.
4. True. If you sense the manoeuvre is going wrong it is better to pause and consider moving forward to correct the error, rather than continue and end up being outside the bay lines.

OVERTAKING

1. You should reduce your speed gently and allow the vehicle to pass.
2. Leave one metre for each mph of your speed. Use the two-second rule to help judge this distance.
3. Signs: No overtaking; Double bend (first to the left); Cross roads; Other danger (a plate underneath will indicate the nature of the danger). Road Markings: Deflection arrows (used to indicate the direction in which traffic should pass double white lines and hatched markings); Double white lines, If the line closest to you is continuous you must not cross or straddle the line (except to turn into or out of a side road or property or to avoid a stationary vehicle blocking your lane or to overtake a pedal cycle, horse or road works vehicle moving at not more than 10 mph).
4. False. You must not exceed the maximum speed limits for the road and for your vehicle or you will be at risk of prosecution.

DUAL CARRIAGEWAYS

1. True. But only if the central reservation is deep enough to protect the full length of your vehicle.
2. You need to know the potential speed of approaching traffic to be able to assess a safe gap to emerge.
3. 96 metres (315 feet) or 24 car lengths.
4. Signs: Dual carriageway ends; National speed limit for the type of road and class of traffic applies; No right turn.

SLIP LANES

1. White studs mark the lanes or the middle of the road. Red studs mark the left edge of the road. Amber studs mark the central reservation. Green studs mark the edge of the main carriageway at lay-bys, side roads and slip lanes.
2. After driving at high speeds for some time, your judgement of speed will almost certainly be affected: 40 or 45 mph will seem more like 20 mph. You should adjust your driving to suit the new conditions and frequently check your speedometer.
3. True. With a quick sideways glance you should pick up, in your peripheral vision, any passing vehicles. A blind spot check at high speed could cause you to lose control of the vehicle or miss a hazard ahead.
4. 70 mph.