

# HILTON SCHOOL OF MOTORING

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First of all you Notice that we have Three foot-pedal controls But you have only Two feet' so why?

# C

## CLUTCH

Disconnects or connects  
The engine to the driving  
Wheels. (Through the  
Transmission).

# B

## FOOT-BRAKE

Slows down or stops the four  
Wheels although it is a foot- brake  
it is more commonly know as the  
BRAKE

# A

## ACCELERATOR

controls the speed or power  
the of the engine by allowing, like,  
a tap more fuel into the engine

## HANDBRAKE-GEAR-LEVER - STEERING WHEEL- INDICATORS

Precautions before getting into the car. Is it safe to stand in the road to open the door? Do you know how to open the lock and the door? Remember when the door is open it may be three feet wide .

### Precautions before starting the engine.

Adjust your seat. Adjust your mirrors. Secure all the doors. Check the hand-brake is on, the gear-lever is' in neutral. Fasten and adjust seatbelts.

### Start the engine.

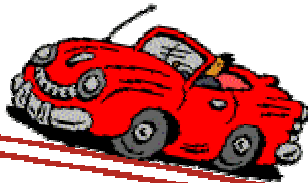
Turn on the ignition and check all warning-lights are working start the engine but do not keep the starter engaged once it has started. Check all lights, indicators, gauges and' horn.

### Uphill Starts

Moving off on a gradient demands good co-ordination of the gas pedal, clutch and handbrake, for the obvious reasons that without it you will roll backwards and you will fail your practical test.

The normal routine for moving off away from the kerb applies, mirrors-signal-manoevre

Select first gear, bring the clutch to the 'biting point' and apply higher-than-usual revs. Check your mirrors, make sure too, that there are no pedestrians about to cross the road immediately behind your car, check over your right shoulder then if a signal is needed then give it. If it is safe to move off, release the handbrake and let the clutch bite a little more - enough to get the car rolling forward, but not enough to cause the car to jerk. Give a bit more gas as the car moves off, letting the clutch come right up as the car gathers speed.



Remember that it will be harder for the engine to overcome an extra load up the hill (like when you ride a cycle up a hill, you have to pedal a lot harder). Therefore, you must build up more momentum than usual in first gear before changing, and be sure not to fumble selection; otherwise all momentum will be lost.

Lastly if you signalled check that the indicator has cancelled, then drive the car normally and engage higher gears when required.

### Stopping-Uphill.

Check mirrors and signal if necessary, When safe steer into roadside off accelerator.

Foot brake gently. Clutch Down Smoothly. When stationary - hand- brake on. FOOTBRAKE OFF Gear lever into neutral Foot off clutch. Switch off headlights (if used) and other auxiliary equipment before switching off the engine.

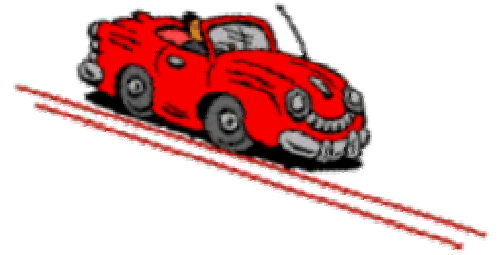
### Precautions before opening the door.....

Check all round and make sure it's safe before.....~

## Downhill Starts

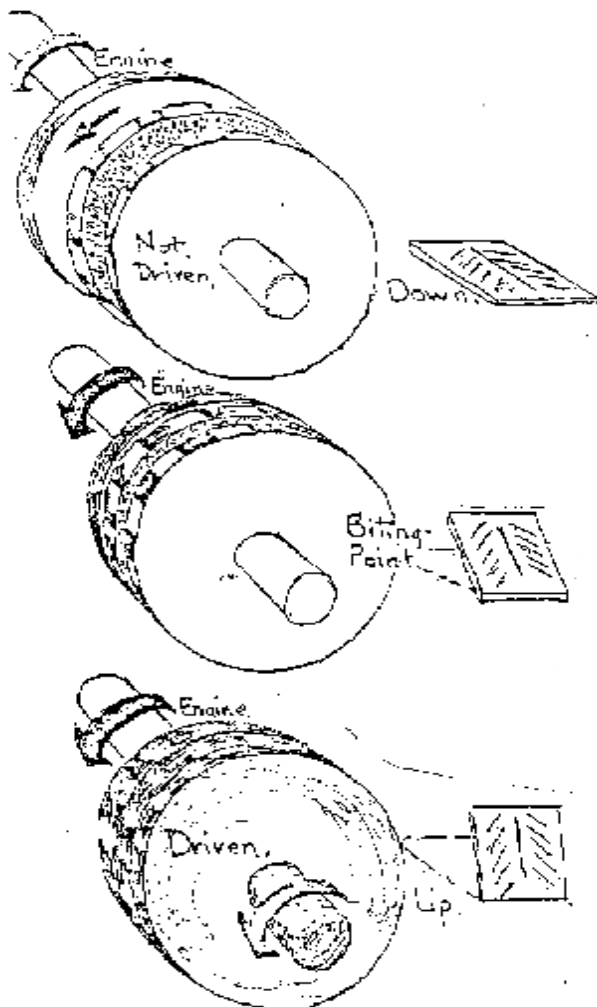
The normal safety checks and signals are required, but the technique differs from an uphill start in the later stages.

To move off, engage first gear, second gear is permissible if the hill is very steep. With the clutch pedal right down (depressed), fully apply the footbrake. Keeping both pedals depressed, do your checks to make sure it's safe to move off mirrors-signal-manoevre not forgetting to look over your right shoulder. If all is safe, release the handbrake, slowly release the footbrake. Transfer your right foot away from the brake pedal onto the gas the car should begin to move, find the biting point with the clutch pedal. Now slowly let the clutch come fully home and. how much gas you need depends upon the steepness of the hill.



## THE SECRET OF THE CLUCH

Imagine your wet soapy hand trying to turn a Bathroom door-knob - it just doesn't. You wipe your hand quickly down a towel to improve your grip - it slips and turns but not enough to open the catch of the door. So you dry your hand and wipe the knob. The door will now open because of your grip



Basically the clutch is three plates  
One is the flywheel of the engine, another  
Is the driven-plate and the other is the  
Pressure-plate. When the engine is  
Running the flywheel is turning.

When the clutch-pedal is down powerful  
Springs of the pressure-plate are held  
Away by your foot so there is no  
Connection from the flywheel. To the wheels

When you partially release the  
Clutch pedal the springs start to  
Force the plates together.  
This biting point' is when the  
Clutch is just slipping but  
Not enough to drive the wheels.

When the clutch -pedal is up the return  
Springs hold the plates tightly together  
So the whole is turning as one and  
Therefore if in gear - driving the wheels.