

This is confirmation that the driver named in this report has undertaken a performance driver training course at Millbrook Proving Ground including on-road advanced driver training.

Driver Name - \*\*\*\*\*

Date of Training 4th April 2022

Tutor Name - \*\*\*\*\*

Vehicle Make and Model - Aston Martin DB11

Tutor DVSA Registration Number - \*\*\*\*\*

Vehicle Registration - S\*J \*\*

### On-Road Training

We started the driver training by discussing what Simon wanted to achieve from today. This followed the phone call we had a week before the course. Simon wanted to experience how his car, an Aston Martin DB11, would behave when close to and at the limit to allow him to better understand how much of a safety margin he has when driving on rural roads. Also, he wanted to develop more confidence if things 'went wrong' when driving at speed.

We did the initial car checks, where I introduced Simon to P.O.W.D.E.R, which should be done regularly and before a long journey. (Petrol/Fuel, Oil, Water, Damage, Electrics, Rubber).

We headed out on a range of rural roads, where I introduced Simon to the System of Car Control. We looked at forward planning, where I introduced Simon to commentary driving - while initially, he struggled, once we worked on developing his field of observation, his commentary greatly improved. He started to notice hazards well in advance and, as a result, could plan much more effectively. Forward planning is a key element of advanced driving.

Simon's cornering technique improved with the introduction and explanation of the Limit Point. This gave Simon more confidence when driving on unfamiliar challenging rural roads, as he could better assess the severity of a corner.

While in urban environments, we worked on the use of mirrors. Initially, Simon did regularly miss out mirror checks when leaving a roundabout. He now does this as a matter of routine, which will help keep him, his car and other (maybe less conscientious) road users safe.

At the end of the on-road session, Simon felt much more confident in driving at speed, safely, on unfamiliar rural roads. He also has a better awareness of his driving environment, and by scanning and observing, his driving is less rushed and much better planned. By continuing to work on his driving in his own time, he will become a more proactive and less reactive driver.

## Millbrook Track

After a debrief, we ventured to Millbrook Proving Ground. We started off using the Mile Straight. Where we drove up to 100mph and performed a number of emergency brake tests so Simon could experience what his car feels like under such situations. We looked at reducing overall braking distance by working on a more assertive and controlled application of the brake pedal. Simon was initially not applying enough brake pressure early on whilst still at high speed. This is where valuable overall braking distance can be reduced - useful for track driving and a critical safety element when on road. It's important not to stab the brake pedal but to use a firm and controlled application. Simon's braking did improve really well during the time on Mile Straight.

On the Dynamics pad, we worked on how the car behaves under hard cornering. We did this with the stability controlled on and also with it deactivated so Simon can feel when it comes in, what it does, and also what it's like when it's off. This is great fun and hugely insightful. We looked at steering and the use of braking to transfer grip when needed. While on the Dynamics pad, we looked at Simon's seating position for maximum control. Adopting an optimal seat position is critical for driving both on road and especially when on track. We spent a lot of time looking at oversteer, what causes it, and the different types (liftoff oversteer, power oversteer). Simon now has a far improved understanding of grip and, as a driver, what he needs to do to remain safe and in control.

On the high-speed bowl, we drove up to just under 130mph, where Simon got to feel his car at extreme speeds, well above what can legally be achieved on public roads. His car was incredibly poised, which inspired confidence for Simon.

On the Alpine Route, we revisited the System of Car Control but applied it on a course which is similar to a very challenging alpine pass. We worked on cornering techniques and considered various road cambers, which the Alpine Route has in abundance. If you're not planning, these will catch you out!

While on the outer handling circuit, we combined Simon's newly acquired car control and understanding of grip that was introduced on the dynamics pad to push on and enjoy driving which is less challenging than the Alpine Route but more "real world" than on the dynamics pad.

Simon made significant improvements today. He is now much more aware when driving on roads, is more aware of other road users and has many ingrained bad habits, which are inherent with most experienced drivers, identified and plans put in place to remove them. Simon has a much-improved understanding of vehicle dynamics and knows what's going on with the car when driving at speed. From what has been observed today, Simon is safe and competent when driving a high-powered car at high speed.

It's vital that speed limits are adhered to on the road, and when on track, be aware of keeping the car as stable as possible and be aware of your and others driving.

Thank you - it was a pleasure to work with you today.