

## **The basics of a commentary.**

Split up the learning into small manageable sections and practice each individually until you are proficient and confident at each section, then add them together one at a time. If necessary get on a quiet road with not much traffic and drive at a comfortable speed, say 30-40 MPH and by the commentary, if you can't speak as quick as the road hazards unveil, then either slow down or reduce the number of words you use. However, don't become a rolling road block or an inconvenience to other road users. To help with a commentary try sitting as a passenger so that you don't have to concentrate on the driving element and do a commentary., not on the actions of the driver but on what you see, the actions and thought processes that you would be going through.

**Section 1;** describe what the road condition is/or doing and/or what the road signs and white lines signify, only describe what you see in simple terms and as you get better increase to a fuller description. Remember K. I. S. S. (keep it simple sir).

**Section 2;** add in mirror and speed adjustments, in that order, don't waste words, say mirror, or mirror clear, not mirror check. Only say what's in the mirror if it influences your driving decision to any amount Check the mirror typically before every action but not necessarily at each gear change.

**Section 3;** now add in other road users and anticipation and predictions of what you think they are going to do. Use other road users as pathfinders to help you with your forward planning.

**Section 4;** add in road position, gear and what you plan to do. Prioritise hazards on the threat they pose.

Put into words what you see, what your correct position should be and what gear you should be in, do what you say in your commentary, if you do this in a systematic way and if these three things are correct then there is not much wrong. In built up areas where there is a lot to consider only give an overview of the situation.