

**APPENDIX B2.
VULNERABILITY AVOIDANCE MOTORING DRILLS**

The drills listed below are designed to avoid emergencies and the threat of harm, and should become an integral part of one's motoring. The following drills are intended to supplement thorough knowledge of, and respect for, the road rules.

Circumstance	Drilled response which should be mentally rehearsed and in some cases can be physically rehearsed.
Pedestrian enters crossing from the nearside kerb	Move as close as possible to the centre line while coming to a halt. This protects the pedestrian from being struck by an overtaking vehicle whose driver may be unsighted and/or negligent.
Pedestrian enters crossing from the offside kerb	Move as close as possible to the nearside kerb while coming to a halt. This protects the pedestrian from being struck by a vehicle overtaking on the nearside, whose driver may be unsighted and/or negligent.
Approaching stationary bus on either side of the road.	Always assume that a child will run from behind every bus, and drive accordingly. In most States it is an offence to overtake a stationary school bus. Never overtake a stationary bus while driving at speed. Always give way to a bus which is pulling out from the kerb.
Stopping behind stationary vehicles.	Always check the rear vision mirror for following vehicles. Leave a safety zone between your vehicle and the vehicle in front.
Normal motoring (spacing)	Retain a gap to the preceding vehicle of not less than two vehicle lengths for each ten kilometres per hour of speed.
Normal motoring (eye movement)	Do not gaze at a point immediately in front of the bonnet. This is a common but bad habit which suppresses peripheral vision and can mesmerise a driver. Instead, sweep the eyes continuously in a circuit from 90° left to 90° right, taking in frequent glances at internal and external rear vision mirrors. The aim is to be constantly aware of one's position in relation to all nearby road users and obstacles.

<p>Normal motoring (smoking)</p>	<p>There are no statistics available on the contribution of smoking to road accidents. However, the distraction of fishing for cigarettes or of lighting up or of stubbing out or of dropping lighted butts on one's lap is likely to lead to at least one serious accident in the life of each smoking motorist. Further, burning ash in the eyes of back seat passengers is unpleasant and painful, and all smoking motorists are potential fire risks. Smoking reduces visual acuity, and the flare of a match or of a lighter at night can cancel night vision for long enough to cause an accident. Smoking also reduces the value of a motor vehicles. So don't smoke while driving.</p>
<p>Signalling intention to overtake truck at night</p>	<p>When seeking to overtake a truck on the highway, flash high beam for an instant. If it is not safe to overtake the trucker will drop to low beam and stay there, signifying the proximity of oncoming traffic or a blind corner or a crest or an unbroken line. If it is safe to overtake the trucker will dip the lights and then return to high beam. Then, as you draw alongside, the trucker will return to low beam and stay there until you are out of dazzle range. Note that a signal from another motorist does not obviate one's responsibility to keep a proper lookout.</p>
<p>Signalling intention to overtake truck in daylight</p>	<p>When seeking to overtake a truck on the highway, flash the headlights for an instant. In the absence of any signal from the truck driver, assume that it is unsafe to overtake unless you have a clear view. An alert trucker may signal negatively with one flash of the offside blinker and may move a few inches towards the centre line to discourage you from overtaking. If it is safe to overtake, the trucker will signal with one flash of the nearside blinker, and may move a few inches closer to the kerb.</p>
<p>Parking on a hill</p>	<p>Never trust a parking brake, and on a steep slope the use of the 'Park' position on an automatic or leaving a manual vehicle in gear is not reliable. When parking on a slope, always turn the front wheels against the kerb to stop the risk of a runaway.</p>

<p>Alcohol consumption</p>	<p>Any trace of alcohol in the system, however small, is likely to have an adverse affect on one's ability to drive safely, for two reasons. Firstly, alcohol slows reflexes, accentuates fatigue and hampers decision making. Secondly, alcohol can remove or suppress inhibitions, including inhibitions against fast or dangerous driving. So don't drive after drinking. And don't accept a ride from a person who has been drinking. The same principles apply to the consumption of marijuana or other illegal drugs, and to the use of many legal prescription drugs. Combining two or more different drugs can have severe and unpredictable effects.</p>
<p>Escape route for a worried passenger.</p>	<p>If as a passenger you discover that the driver is either under the influence (of alcohol or a drug), or incompetent or dangerous, then demanding to be let out may not work, because a person who has no respect for your life may have no respect for your rights either. Instead, say: "Please stop for a moment, I think I am going to be sick." Then don't get back into the car.</p>
<p>Approaching an intersection.</p>	<p>Never rely upon the protection of traffic lights or of a Give Way sign or Stop sign. Remember the doggerel by <i>Anon.</i>: Here lies the body of Elmer Gray, Who died maintaining his right of way. His right was clear and his will was strong But he's just as dead as if he'd been wrong. Always approach every intersection at a speed sufficiently slow to allow for an urgent stop.</p>
<p>Stopped in traffic</p>	<p>Keep an eye on the rear vision mirror for following traffic which may not be able to stop in time. Even a stationery vehicle is potentially vulnerable.</p>
<p>Animals on or near the road</p>	<p>Impact between animals and vehicles is usually fatal to the animal and frequently fatal to the driver or passengers. On rural roads always expect the sudden appearance of cattle, horses, camels or kangaroos. Recognise that night driving in the outback is especially dangerous. Practise simultaneously braking hard and leaning on the horn, since most drivers forget to use the horn when it is needed and could possibly be useful. Never risk the lives of one's passengers by trying to save an animal.</p>
<p>Intending to turn across the centreline on a rural road. (Can also apply to many metropolitan roads.)</p>	<p>Many accidents are caused by drivers who legally stop on the crown of the road to wait for oncoming traffic to pass by, before turning across the centreline onto a side road or into a service station or rural property; or to make a U-turn. If seeking to turn right on a rural road (other than at a T-junction), pull off to the kerbside, wait until the road is clear in both directions, then turn across the centreline.</p>

APPENDIX B3.

EMERGENCY (HARM MINIMISATION) MOTORING DRILLS

Crisis	Undrilled response	Drilled response which should be mentally rehearsed <u>often</u> and in many cases can be physically rehearsed.
Loss of brakes in motor vehicle.	Freeze, with the right foot jammed on the inert brake pedal	While pumping the brake pedal, apply the parking brake and change down to the lowest available gear. Turn off the ignition to increase engine braking. If the only way to slow the vehicle is to hit something, here is a descending order of preference: an escape road; the Armco or safety fence (grind, don't bounce); the back of a larger vehicle travelling at a speed slightly less than your own; shrubs or light scrub; parked cars. Don't ever hit oncoming traffic or pedestrians.
Loss of brakes on motor cycle.	Freeze, with both hands clutching useless brake levers	With cable brakes there are no second chances, so pumping will not restore braking. Without the equivalent of a parking brake, in the rare circumstance when both front and rear brakes fail on a motorcycle, a rider must depend more than a motorist upon engine braking. Every rider should invest in side bars, which allow a bike to be laid over with a much reduced risk of injury to the rider.
Nearside wheels drop off tarmac onto shoulder	Panic brake, lock nearside wheels, spin	Avoid braking, steer carefully and allow the vehicle to slow until a low speed is reached where the vehicle can be safely steered back onto the carriageway.
Sudden tyre blowout, car slews.	Panic brake, convert slew into spin or roll.	Correct the slew without braking, and hold the wheel in a grip of iron while allowing the car to slow to walking pace, then drive into the nearest available spot where it is safe to stop and change the wheel.

Extract from Michael Darby's book "**Living Easy – the successful art of being a teenager**", for publication in early 2007

Radiator boils.	Remove radiator cap, risk scald. Refill, risking cracked cylinder head.	Switch off engine. Wait at least ten minutes for temperature of cooling system to fall. Use a floor mat or similar protective device to remove radiator cap without risking a scald. Run the engine while topping up the radiator. Replace cap, and check for leaks as the cooling system pressure builds. If you are short of water, use the contents of the windscreen washer system.
Windscreen smashed by rock	Panic through visibility loss (very severe at night with oncoming headlights).	Cautiously brake to a walking pace then pull off the carriageway. It is actually possible to control a car with only a small percentage of frontal visibility if one is prepared. Use peripheral vision to keep the vehicle correctly located in respect of the centreline.
Bonnet flies up	Panic through loss of visibility	Same response as for smashed windscreen.
Dazzled by oncoming lights	Panic and brake hard.	Look away from the oncoming lights to the nearside verge and steer carefully. Persons whose night vision is slow to return after a bright light, can briefly close one eye when hit by oncoming high beam.
Threat of collision with vehicle failing to give way	Freeze with foot jammed hard on the brake, and/or try to swerve in the direction of travel of the other vehicle.	A vehicle under heavy braking cannot be steered. When faced with the prospect of collision with a vehicle travelling at right angles to your own direction, brake in a straight line for as long as time allows while sounding the horn, then release the brake and attempt to steer <u>behind</u> the danger vehicle. Even if you cannot avoid an accident, you will likely succeed in reducing the damage by transferring the impact to a point behind the other vehicle's rear axle. This minimises the harm to each vehicle. Rehearse this drill although there are times when this drill will not work. If you are well rehearsed you will instinctively know when to vary this routine by swerving in front of the danger vehicle.
Threat of collision with a vehicle after you have failed to give way.	As above	If you have failed to give way to a vehicle on the right, brake as hard as you can if there is time, or until an accident seems inevitable; then swerve hard left and accelerate. This response may vary dependent upon the relative speeds and positions of the vehicles. The best way of avoiding disaster from such a crisis is never let it occur. <u>Always</u> give way to the right and to both directions at give way! and stop! signs.

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Likely impact with a kangaroo, sheep, dog or other small animal	Freeze with foot jammed hard on the brake, and/or try to swerve in the direction of travel of the animal.	Brake as hard as possible without inducing a skid, while sounding the horn. Do not risk a swerve. Never risk your life or the lives of your passengers for the sake of an animal.
Likely impact with a cow or other large animal	Freeze with foot jammed hard on the brake, and/or try to swerve in the direction of travel of the animal	Brake as hard as possible without inducing a skid while sounding the horn until impact appears inevitable. If there is room to swerve behind the animal, ease off the brake and swerve in the direction of the animal's tail. If both of you are lucky, the animal may bound forward at the last moment. In a worse case you will hit the animal behind its centre of gravity in the place least likely to destroy both of you. Drivers and passengers have been severely injured and even decapitated by a car driving under a cow, a horse or a camel. When driving in the outback (especially if in a vehicle with a raked windscreen) develop and practise a drill by which passengers duck their heads towards the centre of the car to guard against possible cranial damage from the removal or crushing of the car roof.
Likely impact from following vehicle while stopped	Freeze with foot jammed on the brake, thereby maximising damage	Drive out of the way of danger by moving forward, by changing lanes or even by mounting the kerb. If this is not possible, drive forward until your vehicle is touching the vehicle ahead and then take the foot off the brake. Then, if an impact does take place, you will have significantly reduced the damage to your vehicle and to the vehicle ahead of you. Most important, being in gentle contact with the vehicle ahead of you at the moment you are hit from behind will minimise whiplash injuries to the occupants of your vehicle and of the vehicle ahead.