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### **VEHICLE RECOMMENDATIONS Page 1**

The maneuvers in this book can be done in just about any car. The only cars which are completely unsuitable are the jeep type vehicles. Although ideal for going off road, jeeps have a great tendency to tip over during high cornering. This may also apply to pickup trucks with no weight in the rear.

The ideal vehicle is one that is powerful, easy to handle, and above all else, reliable. German-made cars usually rate high in all respects, however the Volkswagan "Rabbit" is far to small and underpowered for chase situations.

Although there are some notable exceptions, neither American or Japanese cars are too well known for their handling and performance qualities. They are made to give a soft cushy ride and little else. If you have to buy one of these, try to avoid small economy types (OMNI, TERCEL, etc) and oversized rolling boats (Large BUICKS and OLDSMOBILES).

Also to be avoided are expensive and fancy cars such as the Ferrari or Lotus. Although a pleasure to drive, the fact that stand out so much makes them a prime target for attack or theft.

With three to choose from; Front wheel drive, Rear wheel drive or Four wheel drive which is best? It's obvious that four wheel drive would be ideal for going off road, however the maximum speed of a vehicle in four wheel drive is greatly reduced. It is also well known that a front wheel drive is best in handling through snow, however rear wheel drive is the way to go. The exotic turns such as the Bootlegger is possible only with rear wheel drive.

Having talked to people on both sides of each argument I have also determined that an automatic transmission is best because not having to worry about clutch and gears have helped many. It is also recommended that the car has power steering & brakes

because of the ease during cornering.

## **VEHICLE IMPROVEMENTS Page 2**

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Listed below are modifications which will enhance both the performance and reliability of any vehicle. Also listed are modifications which will serve as deterrents to an attack.

### **1 - Tires:**

Get the best radial tires you can afford to buy or steal. Radials offer increased durability, superior handling, and better gas mileage than old-fashioned bias ply tires. Also, to some degree, radials are bullet resistant. Be sure to slightly overinflate all four tires and to fill them with run flat foam (available in auto supply and department stores).

### **2 - Heavy Duty Radiator:**

Hard driving, hot weather and rough terrain make for overheated engines. A heavy duty radiator will help prevent rapid overheating.

### **3 - Heavy Duty Shocks and Springs:**

Other than good tires, nothing will improve your car's handling more than top quality shocks and springs. As tires, price is the indication of quality so get the best you can afford.

### **4 - Stainless Steel Brake Lines:**

Rubber brake lines have been known to swell and flex, causing the brakes to fade. Stainless steel brake lines are used in racing competition and are recommended particularly to those living in mountainous areas.

### **5 - Heavy Duty Steering Pump:**

If your car has power steering, a series of quick turns might cause the steering fluid to foam, making steering extremely difficult. A heavy duty steering pump serves to prevent this.

### **6 - Heavy Duty Battery:**

Adding additional lights and communications gear to a car is great cause for using a heavy duty battery.

### **7 - Lights:**

You should replace your old-fashioned sealed beam headlights with quartz-iodine lights. These give off twice the light and enable you to drive much faster at

night. Quartz-iodine headlights can be bought for almost any vehicle. You might also consider mounting additional lights on your vehicle. Auxillary lights should be mounted low and angled slightly outward.

### **VEHICLE IMPROVEMENTS CONT'D Page 3**

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#### **8 - Spotlights:**

Four high intensity spotlights should be mounted high on your vehicle. These will effectively blind any pursuer. Three of the spotlights should be aimed to the front; one will be aimed straight ahead and the other two will be angled slightly outward. The fourth light should be aimed to the rear. Another must for any situation in which you are carrying a passenger is a hand held spotlight of 300000 - 1000000 candlelight. These are readily available at fishing/hunting stores and are well worth the money as they can be aimed directly at the eyes of the other driver and held in place by the passenger.

#### **9 - Cut Out Switches:**

Cut out switches enable you to independently control each light on your vehicle. The addition or elimination of lights at night will alter the appearance of your vehicle and might allow you to lose a pursuer.

#### **10- Vehicle Alarm System:**

A good alarm system should not only guard against theft but tampering as well. I recommend the model offered at Radio Shack, # 49-795, or more economically # 49-791. Both these types have built in transmitters of up to two miles which will trigger a pager on your person at the time. A loudspeaker can be attached with each but you may not want to scare the attackers off as you can have the fun in dealing with them at your advantage.

#### **11- Armour:**

There are many problems involved in the armouring of vehicles, not the least of which is cost. A bargain basement job offering some protection against a .30 cal rifle might cost you about \$20000. A fully armoured vehicle capable of withstanding repeated hits from a .30 cal rifle will run you about \$200000. Most of us don't have that kind of money lying around.

Another problem with armouring is that there is no such things as bullet proof glass. There is only "bullet resistant" glass. During the attempted assassination of

U.S. president Ronald Reagan, a round from the assailant's lowly .22 pistol penetrated the glass on the presidential vehicle.

Yet another problem associated with armouring is the weight added to the vehicle. A 25% increase in vehicle weight will cause a corresponding decrease in the vehicle's handling capabilities.

If you can't afford the high cost of a full armour job then I suggest that you affix a half-inch steel plate to the back of each seat. For most evasive maneuvers in this text, the only clear shot somebody will have is to the rear of your vehicle. While the half-inch plate won't protect you against all weapons, it does offer inexpensive protection against pistol rounds.

#### **VEHICLE IMPROVEMENTS CONT'D Page 4**

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##### **12- C.B. Radio:**

Even though C.B. radios are a virtual party line, the fact that somebody is always listening could prove useful in an emergency. Also to be considered is the use of two way radios between cars and/or home. For those who plan to be pursued by police I recommend one or both of the two following scanners; Mobile mounted - # 20-113 (20-119 for those with money) or portable - # 20-133. A scanner is extremely useful in finding out where road blocks are being set up to stop YOU. Police do not have time to use the CPIC system when in high speed pursuit.

##### **13- Siren and Oscillating Light:**

A siren and oscillating light will attract attention in the event of a high speed pursuit. Because police frown on civilian use of them be sure you have good cause.

##### **14- Locking Gas Cap:**

If you don't have one, get one. Many pranksters, vandals, and people who have read the Hayduke series are known for putting things like salt, sugar, iron filings, etc into a car's gas tank. Also, as seen in The Poor Mans James Bond, a gas tank can be blown up simply by dropping a few specially filled geletain capsules into the tank.

##### **15- Gun and Crowbar in Trunk:**

Kidnappers and "tough guy" security guards have been known to throw their victim into the trunk of his own car. A gun and prying instrument could prove useful in your escape.

### 16- Pressurized Oil Slick:

A pressurized device which sprays oil onto the roadway will eliminate almost any pursuer. If applied going 100 km (60 miles) down the road nearing a corner you don't have much to worry about. Look in reference section for books on manufacture.

### 17- Calthrops:

Calthrops are metal spikes constructed so that one point is always up when thrown or dropped. If thrown onto the roadway to your rear they will flatten the tires of any pursuing vehicle. One company which offers calthrops is Beaver Products, PO Box 1580, Anna Maria, FL 33501.

### 18- Thick Bolt Through Tailpipe:

A thick heavy bolt put through the tail pipe and welded into place will certainly save you pulling tomatoes from the exhaust, not to mention shotguns shells in the muffler.

## VEHICLE IMPROVEMENTS CONT'D Page 5

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### 19- Smoke Screen:

A cheap but effective smokescreen can be made as follows. First drill a hole into the exhaust manifold of your car, and weld the nozzle of a small plant sprayer over it. A gas line is then run from the nozzle to a pump containing castor oil inside the vehicle. Clouds of smoke are produced by pumping castor oil into the hot exhaust pipe.

If you are being chased by police and they are truly foolish enough to drive through the smoke, someone has to stop for all the panic-stricken drivers on the road. By the way, in Canada, even being in the care of a car which is capable of producing a smoke screen can get you 14 yrs.

### 20- Reinforced Ram Bumpers:

Bumpers can be reinforced by bolting or welding extra supports from the vehicle frame to the bumper. Further reinforcement can be made by welding a two-inch metal pipe to the vehicle frame, right in back of the bumper. These extra reinforcements could prove useful in a ramming situation.

### 21- Survival and First Aid Kit:

A good emergency survival kit, including an extra jack, and a first aid kit should be in every car. If you really don't want to spend the cash on a kit - take a look inside the nearest School Bus. A good survival kit should also

include a hatchet, rope, and gasoline.

**Quick checklist: \* = Must, \*\* = Costely, \*\*\* = Weapon/Defense**

\* Tires \*\* Heavy duty radiator  
 \* Locking gas cap \*\* Heavy duty shocks  
 \* Survival kit \*\* C.B. Radio  
 \* Armour (cheap job) \*\* Siren & Light  
 \*\* H.D. Steering pump \*\* Alarm  
 \*\* Headlights \*\* Spotlights  
 \*\* H.D. Battery \*\* Cutout switches (lights)  
 \*\*\* Smoke screen \*\*\* Oil slick  
 \*\*\* Caltrop box in front Escape kit  
 Ram bumpers Gunports in doors

**VEHICLE SECURITY - GENERAL KNOWLEDGE Page 6**

Both terrorists and everyday street criminals operate in a fashion similar to predatory animals -- they will usually choose the weakest prey or the easiest mark to attack. Likewise if you are a criminal any investigating officers or detectives can be put out simply by being security conscious at all times.

What follows are some general security recommendations which can be easily implemented when in or around your vehicle. **These recommendations will be your first line of defence.**

- (1) Vary the times and routes to and from work. Avoid fixed schedules and routines.
- (2) Have thorough knowledge of the area you are driving in, this includes country roads and long detours.
- (3) Avoid getting "boxed-in" in traffic when possible.
- (4) Always park so that you have a fast exit from your space.
- (5) Don't make it a habit to stop for hitchhikers. (Unless you have a pick up truck and put them in the back).
- (6) If possible, try to keep on the major thoroughfares.
- (7) Know the shortest routes to police stations, hospitals, army outposts, etc.
- (8) Check rear view mirrors frequently and remember details about cars immediately behind you.
- (9) Inform someone of your destination and ETA.
- (10) Be wary of groups of men in uniform (joggers, cops, etc).
- (11) Never trust anyone with your keys.

- (12) Avoid construction areas.
- (13) Always keep gas tank at least half full.
- (14) Never depend on a chauffeur. Drive yourself.
- (15) If your car has been left alone, check it thoroughly for tampering before driving it.
- (16) If suspicious people are observed loitering your vehicle and your alarm hasn't gone off, avoid it.

Obviously, not everyone need be so concerned with their personal safety. The security needs of someone living in Ottawa, Canada will be considerably different from someone living in El Salvador. You alone have to determine what your particular situation requires.

### **SURVEILLANCE AND ANTISURVEILLANCE Page 7**

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One of the keys to avoiding a confrontation is recognizing when you are under surveillance. In most planned kidnappings, muggings, and arrests the victims are under surveillance for a period of time prior to the confrontation. The observation period may range from one day to even several months prior.

In order to stop a confrontation before it takes place you must develop a surveillance awareness. To develop this ability you must be constantly alert to suspicious people in the vicinity of your home and at work. This especially goes for those who live in an area where houses are spread greatly apart.

In stalking their victims, cops and terrorists have posed as laborers, hookers, derelicts, and used numerous other ruses. I do not expect you to become a raving paranoid constantly on red alert against everyone and everything, but it should be in the back of your mind that someone's eyes might be watching you.

### **THE SINGLE TAIL**

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The easiest type of surveillance to detect is when you are being followed by a single surveillant. The loner must stay close enough to keep you in sight, yet far enough away to avoid detection -- no easy feat. In residential areas, he can remain a few cars back because of the density of traffic. Also he has the option of following the victim on a parallel street. In rural areas, about all he can do is remain well back and hope for the best.

The single tail may employ certain tricks of the trade to make his job easier. At night, he may break a taillight or place a small luminous sticker on the rear of the victim's vehicle to



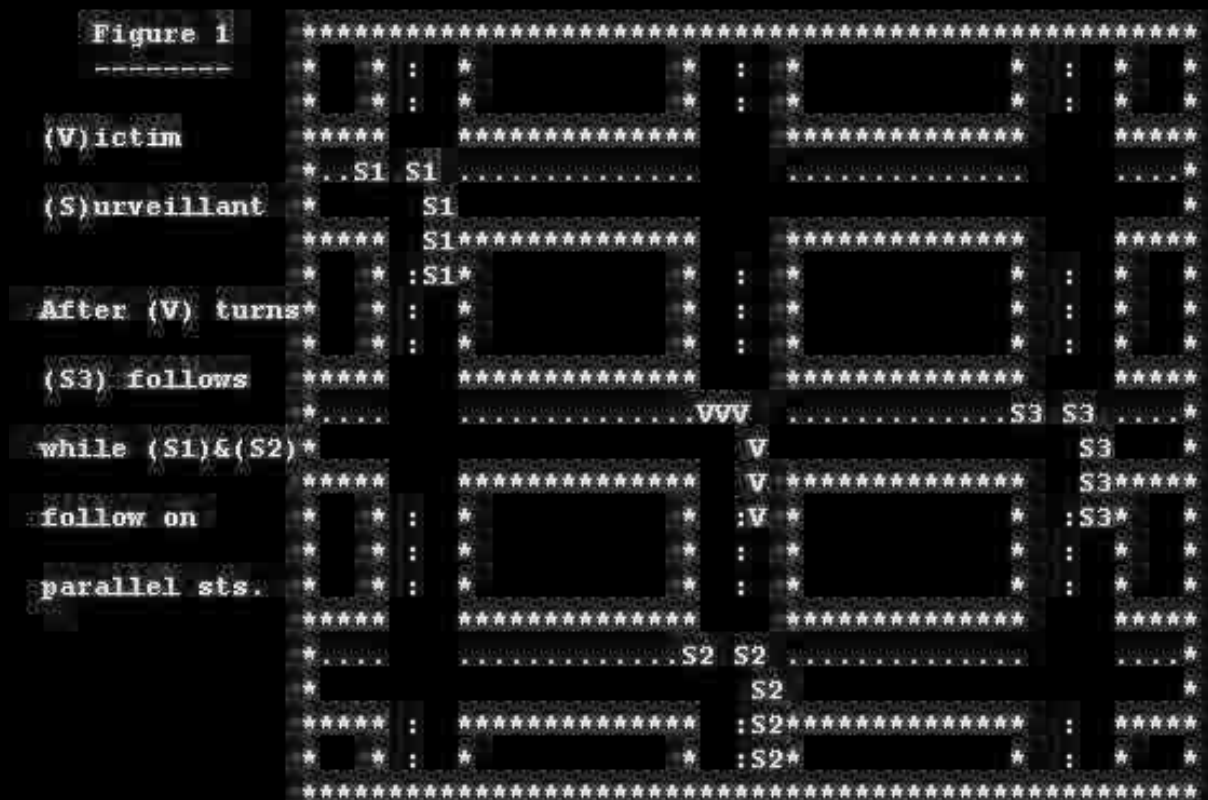
make it more distinguishable. To decrease the possibility of detection, he may change his seating position or use various types of disguise.

If you suspect you are being followed by a single tail, try things like speeding through some areas and going slow through others. The signal lights can be used to your advantage if you come up to an intersection; try signaling right and wait until your suspects signal comes on - just drive straight through with your signal on and see what happens.

Professional investigators, whether governmental or private, rarely conduct a surveillance using a single unit. The risk of getting burned is just too great.

**PARALLEL SURVEILLANCE Page 8**

This type of surveillance is conducted by two or more vehicles. One vehicle tails the victim at a reasonable distance. His comrades follow on parallel streets ready to take up close surveillance should the victim turn. (See figure 1). Obviously, this method will not work in areas without parallel roads.



**LEAP FROG SURVEILLANCE**

(V)ictim  
 (S)urveillant  
 (C)ivilian



The tailing and lead vehicles must be in radio contact for this method to be effective. If regular CB radios are used I would suggest creating a short and simple code as you never know who is listening -- maybe even the guy your tailing?!

### **BUMPER BEEPERS Page 9**

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The most effective means of tailing a vehicle is with a bumper beeper. An electronic tailing device, the bumper beeper attaches to the underside of the victims car. The device sends beeping signals to a receiver in the tailing vehicle. The closer the tailing vehicle gets to the target vehicle, the louder the beeps become. The more sophisticated beepers are equipped with a null switch, whereby a different tone in the beep is produced if the victim turns right or left. Bumper beepers have an effective range of 2 to 12 km (1 to 5 miles). They are usually attached to the vehicle with powerful magnets, although heavy metal clamps are sometimes used. Beepers can be either battery powered or attached directly to the target vehicle's own electrical system.

### **DETECTION OF BUMPER BEEPERS**

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To determine if you are the victim of these dreaded devices, first make a complete visual inspection of the underside of your vehicle. What you are looking for is a small metal box with one or two skinny antennas sticking out of it.

If your search turns up nothing, go out and buy a field strength meter (Radio Shack # 25-525). These devices detect all radio transmissions. With meter in hand and car ignition on, check in, on, and especially under your car. If you are a victim of a bumper beeper you will find it.

## **ELUDING A TAIL**

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- (1) After running a red light or driving the wrong way on a one way street, watch to see if anyone follows.
- (2) While travelling on a freeway at high speed, suddenly cut across 4 lanes of traffic and make an exit.
- (3) After rounding a blind curve, make a bootlegger's turn and take off in the opposite direction.
- (4) After turning a corner, pull over and park. Take note of all vehicles passing by.
- (5) Go through alleys, dirt roads, or even cut across people's lawns.
- (6) While driving over a long undivided bridge, suddenly make a bootlegger's turn.
- (7) Have a friend follow you to detect any surveillance.

## **CORNERING Page 10**

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It is a commonly held belief that the best way to handle corners is to blast through them as quickly as possible. This is completely wrong. The speed at which you exit a corner is much more important than the speed at which you take the corner itself. Assuming identical cars, the car which exits the corner at the greater speed will be going faster on any straight stretch of road that follows.

## **PROPER APEX**

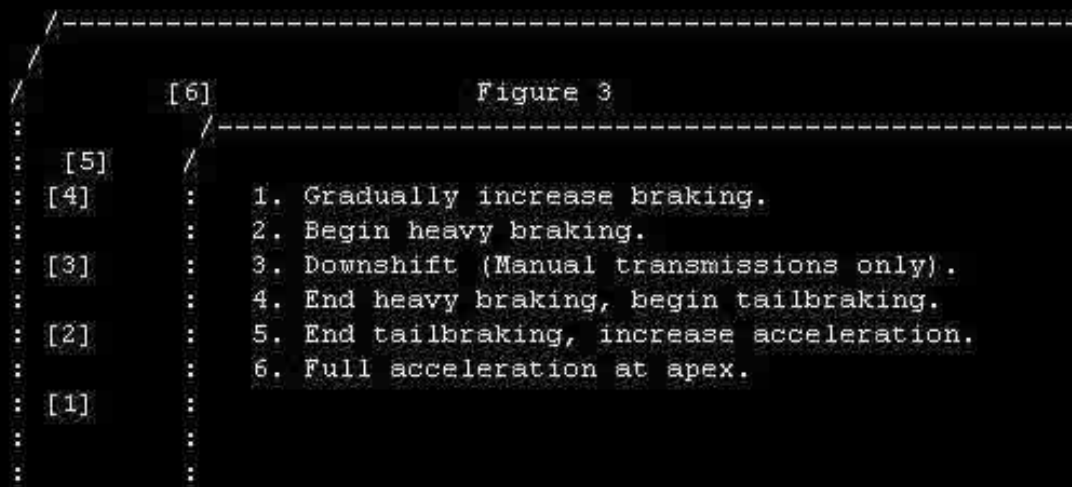
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The apex of any turn is that **POINT IN WHICH YOUR WHEELS ARE CLOSEST TO THE INSIDE EDGE OF THE CORNER**. By choosing a relatively late apex, the driver can exit a corner at a greater speed than if he had chosen an early one.

## **THE 90-DEGREE TURN**

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Figure 3 shows how to handle a 90-degree turn. This is the most common type of turn, particularly in urban areas.



This turn is begun as far to the outside as possible. Obviously, if there is a lot of traffic on the road, you are going to have to adjust your turn. In that case, drive as far to the outside as you can within the confines of your lane.

Approaching the corner, gradually increase braking pressure to heavy braking. Be careful not to lock the brakes, as all this does is prevent you from steering. If you feel any of the brakes locking up, let off for an instant, then reapply braking.

After downshifting (manual transmissions only), start trailing off the brakes into the first third of the turn. Then gradually increase the throttle to full acceleration coming out of the turn.

### **CORNERING CONT'D (S-TURNS) Page 11**

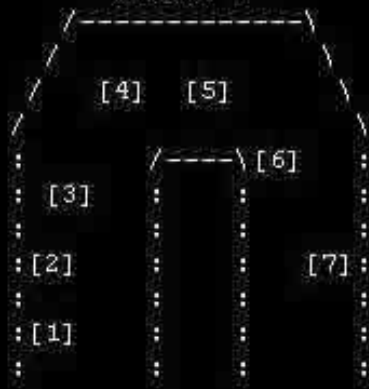
An S type turn is a series of turns in which the road winds with small degree on alternating sides (A giant S). Actually, this need not be a turn at all, as you can go straight through it. Remember to set yourself up to take full advantage of any straight that might follow.

### **CONSTANT RADIUS TURNS**

Figure 4 shows how to handle a **constant radius**, or "hairpin" turn. The illustration is pretty much self-explanatory. Don't go too fast on these turns, as you can easily end up off the road.

Figure 4

Figure 4



1. Gradually increase braking.
2. Begin heavy braking.
3. Downshift (manual transmissions only).
4. End heavy braking, begin tailbraking.
5. End tailbraking, increase acceleration.
6. Full acceleration at apex.
7. Keep on going.

The cornering techniques show in this chapter are those taught in anti-terrorist driving schools throughout the world. The instructors at these schools are first-rate and among the best drivers in the world. However, I believe they make a serious mistake when they spend 70% of the course time teaching cornering techniques. My reasons for saying are:

1) If you are involved in a chase situation (with you being the one pursued) it is very possible that you will be unfamiliar with the area you are driving in. If you don't know what kind of turn or corner is ahead, how can you set yourself up to take it properly? Obviously, you can't. Also, with traffic coming in all directions and pedestrians on the road, proper cornering technique goes out the window.

2) As mentioned previously, by taking a late apex, you can exit a corner at greater speed than if you had taken an earlier one. However, if your pursuer takes an early apex while you take a late one, there is a chance (albeit a small one) that he can catch you in a turn. This is because he actually gets through the corner quicker than you. After the turn if he hasn't quite caught up you'll take off much faster than he will.

**What does all this mean?** If you are in a superior car to that of your pursuer and you have a big enough lead on him (say a couple of car lengths) it is probably worthwhile to take turns with a late apex. However, if you are in an inferior car or a pursuer is right on your tail, it is extremely important not to let him pull up alongside you. By taking an early apex, you effectively prevent him from doing so.

### **PRACTICING CORNERING & EXOTIC TURNS Page 13**

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The examples of corners shown in this chapter are representative of what you face in everyday driving. By mastering them, you should be able to handle any turn you might encounter.





**EXOTIC TURNS CONT'D (MOONSHINER'S TURN) Page 14**

The moonshiner's turn is another slick maneuver pioneered by the slick mountain people of the Southern United States. Looking like a bootlegger turn in reverse, the moonshiner's turn allows you to change your direction 180 degrees within the confines of a two lane road, while going backwards. See figure 6.

Figure 6

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Figure 6
*      :      *
* [RB] : [RB] *   1. Accelerate in reverse 40-50 km (20-30 m) .
*      :      *   2. Get off the gas and crank the steering
*      : [1]  *   wheel all the way to the left as fast as
*      :      *   possible.
*      : [2]  *   3. When the car had turned 90 degrees, shift
*      :      *   into low gear, hit the gas, and straighten
*      : [3]  *   out the steering wheel.
* [3B] :      *   4. Get out of the area fast.
*      :      *
* [4]  :      *
*      :      *

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This maneuver is particularly effective against roadblocks at night. Often the attackers manning the roadblock will use high intensity lights to blind the victim as he approaches. By using the moonshiner's turn, the victim's vision is directed away from the lights.

**THE TIME FOR EXOTIC TURNS**

When being pursued and are approaching a roadblock there are many paths to choose; you can perform an exotic turn, you can jump a curb and go around (covered later), or ram the roadblock (also covered later). It is up to you and the situation to decide which to follow. Obviously if a 6 foot ditch lies on either side of the road you can't go curb jumping, but otherwise this can be a very good solution. If you are being very closely followed by another vehicle and they recognize your pulling a bootlegger turn it's possible that they could ram you (hitting the driver's door) possibly killing you or at least doing excessive damage to the vehicle. Even if a following vehicle is too far back to ram, it's possible that the driver will pull a 90 degree turn placing his car in the middle of the road. It's true that exotic turns may help but don't forget that their probably not the last evasive maneuver you'll make in a chase/roadblock situation. By the way, if a follwing vehicle does happen to skid 90 degrees and block your new path while he is still in the car - ram the driver door if you've got time and it won't happen again.

## **RAMMING Page 15**

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The most common type of vehicle ambush is the stationary roadblock. In this type of attack, one or two vehicles are lined up across the road. The attackers will usually be standing alongside the blockade vehicles with high intensity lights and lots of firepower (automatic weapons and high powered rifles). When the unwary and untrained victim sees the roadblock, he will stop, whereupon the attackers will rush the vehicle and drag him away. Faced with the above situation you might decide to ram.

To those of you who have experienced it only through television shows, ramming may seem like a suicidal stunt reserved for Evel Knievel types. Actually, as long as you wear a seat belt, ramming is almost completely safe. The true danger of ramming is that your vehicle may become inoperable after the collision. For this reason, ramming is usually a method of last resort. If at all possible, go around rather than ram a roadblock.

## **SINGLE VEHICLE BLOCKADES**

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- (1) Slow down almost to a complete stop and put the car in low gear. This will give your attackers the impression that you are going to stop.
- (2) Suddenly hit the gas hard and pick a ramming point (below).
- (3) Hit the target at an angle and keep the accelerator fully depressed through the collision. Your speed at impact should be between 30 and 50 km (15 - 30 mph).
- (4) After breaking through, get out of the area fast. Even if your car is badly damaged, keep going.

**The ramming points on the blockade vehicle listed in order of preference are:** (1) the rear wheel and rear fender area; (2) the front wheel and front fender area. If either end of the vehicle is up against a curb or wall, you will have to ram through the other end. A car can't drive with a bent out of shape axle.

## **DOUBLE VEHICLE BLOCKADE**

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Follow procedure as described in the ramming of a single vehicle blockade except the preferred ramming point is right in the middle of the two cars. If any of the attackers are so foolish as to get in front of you -- run them over.

To practice ramming, go to your local auto junkyard and buy three running wrecks. Move all three to an unused parking lot or abandoned area and practice per the directions above. For safety's sake, wear a helmet and seatbelt. You might also want to smash out all the glass ahead of time. Work with the three



cars until not one will even so much as start.

## **VEHICLE ATTACK Page 16**

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If you are the attacker and are able to catch up with the victim, or you are the victim and are fortunate enough to get behind your attacker's car, you can easily knock him off the road.

The most effective means of doing so is to ram his bumper on the left hand side, with the right hand side of yours. As if you were going to pass but didn't pull left far enough. You should be going 15 to 35 km (10 to 20 mph) faster than he is as you must HIT, not PUSH.

After impact, his vehicle will be facing slightly right and go sliding sideways down the road until his tires regain traction. When this happens, his car will go in the direction it is pointing -- off the road.

A secondary effective method is one in which you would pull alongside the rear of the enemy vehicle, very quickly turn to the right enough to turn a corner and slam into his rear section -- you will actually be facing the edge of the road. This will cause him to spin out and go off the road. Immediately after impact, hit the brakes and countersteer to break contact.

If you don't want to hit the other vehicle hard, or it is much larger and heavier than yours follow this procedure; Pull up alongside the enemy vehicle and position yourself so as the center of your vehicle is in line with the other vehicles front tires. Now crank slightly to the left and press the center of your car against the front of his -- now steer him off the road and keep going.

## **ASSASSINATIONS**

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A very common method of assassination is for an attacking vehicle to pull alongside the victim's car and simply blast away at everyone inside. If the driver is hit their all as good as dead. The best defense against this type of attack is to slam on the brakes, causing the attacker to overshoot your vehicle. A bootlegger's turn could also be employed (if the shoulder of the road is wide enough), or you could make a quick turn off the road. \*\* Keep in mind that after you slam on the brakes, a moonshiner's turn may be the only escape -- pray for no on-coming traffic. If you are faced with an attack from a motorcycle, ram him as hard as possible, thereby ending the threat.

## **CHASE SITUATIONS**

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The most important thing to remember in any chase situation is not to crash. Even if you should somehow make it through an

accident in one piece, you would be a sitting duck for any pursuer. Because the probability of an accident is so great, high speeds are not recommended in chase situations. By keeping your speed relatively low, say under 100 km (60 mph), you will have greater vehicle control and evasive maneuvers will be easier to accomplish. Of course, if you have a superior car to that of your pursuer, you can just flat outrun him on open roads.

### **GENERAL SUMMARY Page 17**

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**The Overtaking Vehicle** -- Never let anyone pull up alongside you. If he does manage to position himself there, he is either going to shoot, or try and run you off the road. If an attempt is made to overtake you, it will probably be on your left side. To make this more difficult, drive as far to the left as you possibly can. Should he try to overtake you anyway, swerve in front of him or attempt to run him off.

**Special Devices** -- Special devices such as smokescreens, oil slicks, and spotlights should be employed just before turns. If your pursuer is blinded or goes into a skid just before a turn, he will very likely crash.

**Going Off the Road** -- It may be necessary to go off the road to lose a pursuer. Be sure not to get stuck in a ditch or drive into a dead end, however. It is surprising how far off the road an ordinary car will actually go, if you drive it carefully.

**Jumping Curbs** -- Jumping a curb is a good way to avoid a road-block as mentioned earlier. A curb can be easily jumped as long as you remember to hit it at an angle of approximately 45 deg. and at a speed under 70 km (45 mph).

**Shooting** -- Any passengers that you intend to have shooting should be seated in the back. This allows them to shoot in any direction without interfering with the driver.

**Targets of choice are the driver and front tires.** For best results, try to score a direct hit on the sidewall. Following are the results of various tests done on junk cars with various calibers;

- (1) No pistol round can be counted on to penetrate the vehicle body or glass or tires. Pistol rounds will crack the glass and deflect away. While the rounds used (.46 and 9mm) did penetrate the tires, it took about 20 minutes for them to go completely flat.
- (2) Rifle rounds of .223 and .308 caliber will definitely penetrate any unarmoured vehicle. The .308 flattened tires much faster than the .223.
- (3) Shotgun loads with the exception of slugs are useless for

stopping any vehicle. They won't penetrate the glass, body, or tires. Slugs, however, will blast huge holes through the vehicle and almost instantly flatten a tire.

If you absolutely cannot get away from your pursuers, you have tried turning left in front of on-coming cars at intersections, gone up one ways, etc. drive your car into a wooded area. When your car won't go any further, get out and get behind cover. If your pursuers are still intent on coming after you, they are going to have to exit their vehicle. When they do, you can ambush them.

### **SUGGESTED TRAINING SCHEDULE Page 18**

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(1) Read this book thoroughly and know in your mind how to do the maneuvers.

(2) Learn to do the bootlegger's turn first. This maneuver is relatively easy to do and once learned is a real confidence booster. I have found it takes twenty tries at the bootlegger's turn for the average person to get it down pat. If you are learning on a standard, it will take twice as long to become proficient. Remember to use a rental car for this maneuver.

(3) Learn the moonshiner's turn. It takes about the same time as the bootlegger's turn. Again, use a rental car.

(4) Buy or steal some junk cars in running condition from an auto wrecker and practice ramming and vehicle attack.

(5) Practice the cornering techniques with your own car. You should also practice the exotic turns once or twice to get the feel of them (AFTER PROFICIENCY IS ATTAINED).

(6) Practice driving fast on highways. Having driven very fast (200 km or 140 mph) makes you feel comfortable at lower speeds.

You can learn to do all the maneuvers in this text in a few days and you won't have to pay the \$3000 or so it costs to learn them in an anti-terrorist driving school. After you have learned these maneuvers, you will be a better driver than 95% of the people on the road.

### **USEFUL REFERENCES**

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#### **EMERGENCY AND HIGH SPEED DRIVING TECHNIQUES**

- John M. Clark, Jr., Gulf Publishing Co., Houston, TX, 1976

#### **FUNDAMENTALS OF PHYSICAL SURVEILLANCE**

- Raymond P. Siljander, Charles Thomas Publishers, Springfield IL.

#### **VEHICLE MODIFICATIONS FOR URBAN SURVIVAL**

- Robert D. Chapman, C.W.L. Inc., Pasadena, CA

