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50 **POINT**
guide to
surviving
on OUR
ROADS

G1

EYES AND NECK

Your EYES and your NECK have equal importance, right ?

OK, eyes are obvious, but if you want to stay alive, you need to use your neck ALL of the time you are at the wheel.

Here is a RULE. NOTHING should ever overtake you, on the outside OR the inside, that you did NOT KNOW was coming.

IF indeed that does happen, it means you are NOT using your neck enough, and one day, you will likely find yourself moving out to overtake the vehicle in front, and driving into something about to pass you.

There is always a blind-spot, but if you are using your neck as well as your eyes and mirror you should ALWAYS be aware of what is about to pass you (on either side, on both sides).

G2

DISTANCE

DISTANCE matters. The closer you are to the vehicle in front, the less you can see ahead, and the less time you have to react to anything.

The faster you are going, the more this matters.

And when traffic comes to a halt, even at traffic lights, leave a big enough gap between you and the vehicle in front, that would allow you to drive OUT, to avoid something that is about to crash into you from behind.



One day this habit will save you from serious injury or death.

G3

LOOK SEVERAL VEHICLES AHEAD ALL OF THE TIME

LOOK AHEAD. Always be taking account of vehicles 3 or 4 even 5 in front.

If they are braking (you see their lights) or if they are swerving all over the road, then you should already be getting ready to SLOW or STOP, or risk doing the same, and having to swerve to avoid other vehicles.

Then you need to consider what's behind YOU, and whether they have seen the looming incident.

G4

VIEW AHEAD BLOCKED BY HGV OR VAN OR BUS

A BIG VEHICLE, such as a H G V, or even a Van is in front of you. Your forward vision is seriously reduced, so stay 50% further back than you would if you were following a car.

A Skid or an Aquaplane. This can happen to even the best of drivers. Don't slam the brakes, which is your instinct - so try to avoid your instinct.

Ease your foot OFF the accelerator. Steer gently INTO the direction of the skid until grip returns. If you are lucky, you will get away with no collisions. If you hit the brakes hard, you will likely LOSE ALL control, and where you finish up is out of your hands – at home, or in hospital, or worse - toss the coin.

You WILL encounter a skid if you drive. It's just a matter of when.

Look out for standing water on ANY road, but especially on motorways or any faster stretches - if you see what looks like a small lake, initially just ease off the accelerator, to improve your chances of keeping control, IF the worst happens.

ROUTINE TLC FOR YOUR VEHICLE

Tyres and Brakes, Wipers and Washers, and Lights. When you really need these, you want them to WORK, otherwise you may die and so may others. Keep all of these always in good maintenance.

Monthly check of tyres as a minimum. Weekly check of brakes - find a spot when there are NO OTHER vehicles around, and carry out an emergency stop to test the state of the braking system. Wipers should be replaced if there is ANY regular smearing caused by the rubbers eroding.

Vision is imperative when at the wheel. No windscreen water will mean NO vision if there is suddenly a dirty stretch of road. It's too late when you find you are driving blind. The INSIDE of your windscreen should also be kept clean - bright sunlight hitting a greasy internal screen will make you blind to the road ahead, and this can happen quickly and AT HIGH SPEED as you follow a gentle bend in the road. It can be scary. Keep the internal windscreen clean at all times.

If your Side-Lights are not functioning you are at serious risk of not being seen on roads with no street lighting. For the cost of a bulb, you risk a head-on incident. Not clever. Check very regularly FRONT and BACK.

Check that your SPARE-WHEEL is inflated once per month AND before any significant journey.

FLAT TYRE - NOW WHAT ?

If you drive, you MUST know how to change a wheel on your car. Know what a "jacking point" is and why it matters. Know HOW to tighten the wheel nuts. There is an important sequence to tightening, and how you need to do this BOTH with the car still on the jack and AGAIN as you lower the wheel to contact with the road.

It is NOT rocket science, but you are in danger if you get stuck somewhere and you HAVE to do this yourself. You have to know the risks of getting it wrong IF you are forced to change a wheel yourself. If you want to DRIVE, you must learn how to do this and practice it a couple of times or more.

G8

BUT - I HAD RIGHT OF WAY

This tip WILL one day save your life, and potentially anyone else who is in your car. NEVER assume that because you have right of way, that OTHER vehicles have also spotted that YOU have it.

At ANY junction, ANY crossroads, ANY roundabout, ANY traffic lights - ALWAYS look both ways as you emerge through the crossroad or enter the roundabout. Some roundabouts are controlled by traffic lights so this rule applies equally here.



ONE DAY you will avoid death or serious injury if you ALWAYS ASSUME something might be coming the OTHER way, even where YOU have clear precedence and right of way. It's no good being dead and saying "it was his fault". Check out Youtube to see some horrific accidents at supposedly safe crossroads controlled by traffic lights. DON'T become a statistic.

G9

FILTERING TO JOIN A FAST ROAD

Joining a FAST road. There are many situations where you are required to FILTER onto another road, often a dual-carriageway or motorway, but even single carriageway roads have these as well.

ALWAYS signal your intention to join. Judge the speed of the traffic you are joining, and slow down OR speed up to join seamlessly, and into a gap.

If YOU are ON the main road, and someone else is joining in from the left, LET THEM - or better, move OUT early to make it EASY for them and for YOU.

Some slip roads appear to have 2 lanes to JOIN. NEVER be in an overtaking manoeuvre/position as you reach the main road - because 2 cars joining in such circumstances could cause YOU serious injury or death sooner or later.

G10

BUT WHY DIDN'T YOU JUST GO ?

Roundabout approach and entry. Do NOT assume that the car in FRONT of you will pull out onto the roundabout even when there is clearly PLENTY of time and space to do so.

Get this wrong and YOU will drive into the back of the vehicle in front, as your attention is looking to the right, and it will be YOUR fault completely. Keep your attention to the FRONT until the vehicle in front has clearly FULLY emerged.

G11

DRIVING TO THE LIMIT

Read speed. Try to KNOW ALWAYS the speed limit you are currently in.

Otherwise POINTS await you, and in this game points do not make prizes, and you will pay highly for POINTS for a long time.

PARK AND RIDE - TO HOSPITAL

G12

When parking, anywhere. Do not blindly throw the door open and jump out.

Sooner or later you will die.

LOADS OF ROOM - I CAN GET THROUGH THERE

G13

Passing ANY parked car too close is sooner or later going to cause you to crash and may cause you to kill.

The person you kill will be stupid having just jumped OUT of their vehicle without looking at oncoming traffic, and they are now dead, but it is YOUR FAULT, simply because you must always assume that someone will DO THIS.

SO never pass so close that you cannot stop IF and WHEN this does happen to you.

If narrow roads or other circumstances FORCE you to pass close, you MUST slow down, and you must assume some idiot WILL open the door of a parked car and hop out into your path.

He/she may be dead, but it IS your fault as well.



STAY - DON'T SWAY

G14

Motorways and lane-discipline. This bit may VARY a little from the strict advice of the Highway Code.

With the exception of the outside/overtaking lane, STAY mostly in the lane that suits your speed compared to other traffic around you.

Do NOT constantly move in to the left lane and immediately out again, constantly.

Accidents occur mostly when drivers WEAVE in and out of the lanes.

POSITION FOR BEST VIEWING AHEAD

G15

Blind bends. For left-handers, take an approach position at the crown of the road to MAXIMISE the distance of your forward view.

For right-handers, position yourself as near as possible to the left hand kerb to MAXIMISE view.

This works on those awful rural country lanes as well - you see any hazards earlier than if you drive more centrally as you would normally on other roads.

G16

STAY MOBILE - NO MOBILE

Your mobile could kill you, and others, in just a couple of seconds.

Glancing at your messages - those tedious inane messages that we all get - will likely put you and others into hospital, and that's if you are lucky.

Don't make or take ANY calls while you are moving, even handsfree is a major distraction - avoid.

The MAX you can take your eyes off the road ahead is less than a second, even less if you are travelling at speed. Don't do it - and if you are a passenger in ANY vehicle where the driver DOES DO IT, get out of the vehicle. Even if it's a Taxi.

Ditto SatNavs - they are a godsend to help you find your destination - but they can also send you to God if they cause you to take your eyes off the road.

Listen to Satnav directions, but don't look.



G17

THEY'VE LOST IT !

Losing control - not YOU - THEM ! Drive on the basis that every vehicle in front, and those behind, and especially those coming in the opposite direction, can lose control at any moment, for a large number of reasons.

Respect this fact, and you may avoid a serious incident just by being alert.

G18

HE'S BEHIND YOU

Never, ever, tailgate another vehicle - especially at speed.

G19

THE MOTORWAY RIPPLESTOP

Peak volume traffic on motorways, often causes some lanes to grind to a halt, whilst others are still moving well.

This is dangerous, and the following traffic (you) needs to be ALWAYS ready to slow down and even STOP, whilst also leaving an "escape" gap between you and the vehicle in front, because there remains danger BEHIND you.

If you find you are having to repeatedly slam on the brakes, you are NOT watching far enough ahead, and worse you are driving too close.

I AM NOT GOING TO TELL YOU AGAIN !

Never take your eyes off the road ahead for more than half a second. Noisy kids in the back - resist turning around to eyeball them - since this is when you are at the highest risk of collision, which is not good news for you or the children.

G20

TWO WHEELS HAS PRIORITY - SAD BUT TRUE - LIVE WITH IT

Cyclists are not the enemy. Give ALL cyclists a minimum 1 metre wide berth when overtaking, and remember they are probably doing more than you towards saving the planet.

G21

CLEAR ON THE RIGHT - AWAY WE GO - WOOAAHHH !!!

T-Junction. When you arrive at a T-Junction, you would not dream of turning right, before having looked very clearly both ways, would you ?

G22

Be very SURE that you apply the same safe logic when turning LEFT. Too many drivers, when turning left in such a manoeuvre, seem to ASSUME that there will be no traffic to their left and just drive OUT into the road after a cursory glance to their right.

Do not do this, else sooner or later you will find yourself head-on with an oncoming overtaking car, or bus, or a refuse truck, or worse an ambulance, a police car, a fire engine, all of which you may now need.

NOTHING COMING - I CAN GET PAST EASILY NOW

Clear ahead - slowish vehicle in front of you - OK to overtake ? Often NO.

G23

Because ahead on the right is a T-Junction, and another vehicle is just about to drive into your path, without having first looked to his/her left. So your path suddenly has a road-block and you are about to experience a head-on collision - at speed - because you were accelerating to overtake.

So BEFORE you start to overtake, make sure there are NO T-Junctions on the right ahead. If you are in an urban area, expect vehicles to also PULL OFF their drive straight into your path. Yes it's their fault - but YOU are the one in hospital, with them.

GENTLY DOES IT - RELAX AND ENJOY THE RIDE

Calm and smooth wins. Drive as if you had a glass full of water glued to the bonnet of your vehicle, and where you will have to pay £10 for every 2cm of lost water on every journey.

G24

You are allowed to blow £20 each month, but any more, and you are driving badly, and scaring your passengers, as well as everyone else on the road or pavements.

Drive with gentle acceleration and deceleration, and foot off the gas taking corners, turns, roundabouts. Racing drivers all brake going into any bend/turn and accelerate out of the turn.

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G25

RETAIL THERAPY

CAR PARKS. Go to Aldi and get much more than you expected.

Retail Car Parks, indeed ANY such car parks, are an accident waiting to happen. Expect every possible hazard, every time you use such a parking facility.

Why ? Because you will encounter other drivers that are:

- driving way too fast down the aisles
- reversing OUT of a space without looking enough, without using their neck
- not seeing children passing behind their reversing vehicle
- children running out BETWEEN parked vehicles - cannot even be seen until it's too late.

Poor parental control I hear you say. Maybe yes, but it is YOUR responsibility as a driver to EXPECT this very regular occurrence, and that this WILL happen and YOU just have to deal with it. The death or injury of a shopper or shopper's child will sadly be YOUR fault. This applies ANYWHERE - airports, town multi-storey's, arena concerts, train stations etc.

G26

I HAVE RIGHT OF WAY - STAY BACK

Right of way is YOURS ? Well mostly, NO ! Roads and Streets with parked cars, sometimes on both sides, are a fact of life in our modern world where families with 2 or 3 vehicles are not unusual.

Where the road is NARROW, this can cause problems for vehicles having to pass each other. Someone has to give way. Neither driver in either direction has a claim to "RIGHT OF WAY". Neither has ANY priority.

The Highway Code clearly states that ALL drivers in such situations, have to regard the available space as a NARROW ROAD, and be courteous to each other, and safe whilst passing each other alternately.

REPEAT, NO-ONE has any right of way, no matter which side of the road the vehicles are parked on, and no matter how LONG the restricted width runs for (with multiple parked vehicles in a line). Each driver coming in each direction, has the same rights to the available space, namely NONE.

So drive with courtesy. The presence of skid marks is often a huge clue. Skid marks highlight near misses, mostly, but sometimes there isn't a miss, and any impact becomes effectively head-on, doubling the speed, and the consequent effect to that floppy body we all occupy.

Speed of 30 equals impact speed of 60. 40 equals 80. 50 equals 100.

Any impact speed above 40 will result in a trip to hospital, if you are lucky.

G27

CHEERS - THANK GOODNESS SOME DRIVERS STILL HAVE MANNERS

Thanks. Acknowledge any courtesy shown by other drivers, in letting you out, letting you through, and add a smile or brief handwave to say thank you.

WHERE DID HE COME FROM ?

G28

ALL vehicles have blind-spots. Blind-spots mean YOU may not be seen. So do NOT settle in to drive in the blind-spot on EITHER side of another car in any multi-lane carriageway.

The driver you are following is very likely to pull OUT or to pull IN across you, because the driver has not seen you, because the driver is NOT using their mirrors, or their neck enough.

So if you make a habit of sitting in the blind-spot, sooner or later, you will be involved in a collision caused by OTHERS bad driving, but YOU could have avoided being involved.

BESIDES

G29

Get ahead OR drop behind, don't drive PARALLEL.

On a dual-carriageway or motorway, avoid finding yourself driving along in parallel to the vehicle(s) to your side or both sides (motorway). If there is ANY incident ahead, you have NOWHERE to go except to stop.

If your position is staggered alongside the other traffic, you improve your chances and options if the situation ahead changes RAPIDLY.

24/7
SECURE

GOING BACK INTO SOME TROUBLE

G30

Every time you engage REVERSE, think DANGER!

If you reverse your vehicle OFF your drive, or for any similar reason have to CROSS a pavement as you reverse, always assume that ON the pavement, just a few yards ahead of his mum, is little 5-year old Jimmy on his brand new tiny skateboard.

He is 2ft tall. Your boot/trunk eye-level is 3ft tall. Do the maths. SO always assume little Jimmy IS THERE, and use you neck sufficient to make sure you DO see him, before ending his short life.

Don't blame his mum - it is YOUR fault if you ever do this for real.

CROSSING ANY PAVEMENT, ANY TIME - STOP AND LOOK FIRST

G31

Driving across ANY pavement. Ensure that you STOP and carefully LOOK whenever it is necessary to drive across any pavement as you emerge from a (your) driveway or a retail exit after shopping.

Especially if your are reversing - little Jimmy will one day be behind you and he cannot be seen with just a cursory glance. Any reversing - think "where is Jimmy" - one day he WILL be there and you need to see him not flatten him.

G32

FAST = POINTS . POINTS DO NOT EQUAL PRIZES

POINTS equals POUNDS and lots of them. If you are a young driver, or a new driver, or even BOTH, then the statistics show that there is a high likelihood you will experience an incident on the roads within your first 6-12 months on the road.

If the incident results in injury and/or damage, you will pay for this financially for MANY YEARS of increased insurance premiums - IF you can find an insurer. If you are injured the consequences could be even worse. Driving too fast WILL result in POINTS. Points do not mean prizes, not in this game.

G33

SAT-NAV AT EYE LEVEL - LISTEN DON'T LOOK

SatNav - whether using a dedicated SatNav, or a Smartphone App, securely locate the satnav device at eye level, within line-of-sight to your view whilst driving. Try to get a habit of listening-to, rather than relying on viewing the device.

G34

CUT CORNERS AT YOUR PERIL

Turning RIGHT off a main road. Never cut the corner off, and never ASSUME that you can complete the turn, unless you have already LOOKED down the turn, and ensured your procedure to turn can be completed safely.

Otherwise you risk BLOCKING the main road you are coming off, and risking that the oncoming traffic will collide with you. You MUST check for pedestrians crossing the road you are about to turn into.

The pedestrians ALWAYS have right of way implicitly, even if they should have seen you coming.



G35

DO NOT ENGAGE WITH ROAD RAGE

Road RAGE idiots. It's a fact of driving life. Some drivers are idiots, and will enrage you by their poor driving and ignorance and bad manners.

Do NOT engage, stay calm. Be assured the idiots will one day get their penalties. Do not chase - if they have behaved dangerously, try to get their vehicle registration, and report them to the police soonest chance you get, ideally instantly, so that the police might actually be able to find them locally driving badly.

G36

PAY UP FOR A LONG TIME TO COME

Your finances, your employment, your lifestyle, will be seriously negatively impacted FOR YEARS TO COME if you insist on being a BAD driver.

Your insurance will skyrocket, you may find yourself losing your job, the one that pays the bills.

Your freedom will be limited to how well you are served by public transport and expensive taxis. It's TOO LATE after a serious incident that is YOUR fault.

TAKE A SECOND TO CHECK - BEFORE ANY MANOEUVRE

G37

Rapid manoeuvres. Do not ever make ANY rapid manoeuvre that changes your road position quickly, EXCEPT when trying to avoid a full emergency situation, to avoid a collision.

If you rapidly switch lanes, you cannot have checked fully that it is safe to do so, and if you have this habit, then sooner or later you WILL collide with another vehicle on your outside or inside blind-spots. And it may be a 30-ton HGV vehicle, so guess who will come off worst ?

CUT FUEL COSTS BY 20% OR MORE

G38

A heavy accelerator foot costs you a fortune. If you insist on driving everywhere with your foot down on the accelerator pedal, you will need to spend 20%-30% MORE on fuel. So it's not really clever, and most other road-users will be thinking "idiot" as you fly past. Lewis Hamilton has sponsors paying for his heavy foot.

ONE THING IS CERTAIN - YOU WILL GET CAUGHT

G39

Speed traps. The systems used today by the police are smart, and very often cannot be SEEN by you, until they already have you in the bag. So you WILL get caught, maybe several times before you learn the hard lesson that POINTS brings to your life.

A heavy foot to the accelerator, will cost you in both POINTS and in POUNDS, as your fuel consumption will be 20% to 30% worse than if you drive gently and sensibly.



BEWARE TRACKS ON THE ROAD - THEY HOLD WATER

G40

"Tracks" on the road? On many trunk roads, that's A roads and Motorways in the main, the road surface of the left-most inside lane gets compacted and worn down into a channel over time, and this can cause danger to all vehicles during heavy RAIN. The resulting channel is almost invisible in dry conditions.

Water gathers in the "tracks", and forms a risk of low grip to all vehicles, but particularly lighter vehicles, where interference to both steering and braking can cause you to lose control. If you are forced to drive in a lane thus affected, maintain a larger GAP to the vehicles in front, to give yourself a chance if anything goes wrong.

This can occur across ALL lanes, but most often its the nearside lane, where HGV's have worn away or compressed the surface. Even on an open road that is free of any other traffic, if you are driving fast - within the speed limit - you can experience the "aquaplaning" effect, where your vehicle is effectively skating, almost even gliding above the surface, and when you lose GRIP, you are likely to lose control. Whether you end up in a field, or the central reservation, is a toss of the coin.

Often you are IN IT before you realise - just ease off the accelerator - don't brake hard. Better to try to spot the risk early, and slow down, to be sure of retaining grip with the tarmac.

G41

TOO CLOSE FOR COMFORT - YOUR PASSENGERS COMFORT

Golden Rule. If you find yourself regularly braking hard, you are clearly driving **TOO CLOSE**, and you **WILL** come unstuck sooner or later. And in the meantime, you are probably scaring the crap out of your passengers, on every journey.

G42

STAY OUT OF THE PRAT CLUB

Give-way dotted lines. At any junction that has a dotted line, stay **BEHIND** the dotted line until you have **SEEN** that it is safe to emerge. Don't be that prat that sticks the nose of their vehicle 2 foot into the major road, and only then starts to look at oncoming vehicles.

G43

AVOID BECOMING A ROAD BLOCK ALL BY YOURSELF

Road block - caused by **YOU**. Don't block the through access of other motorists at Traffic-lights or on roundabouts. If **YOUR** way forward is blocked, leave a gap to permit cross-movement of other vehicles.

G44

KEEP METAL AWAY FROM HUMANS

Humans are made of soft floppy fleshy materials, and a few easily broken frames called bones. Vehicles by contrast are made of heavy solid metals.

Always expect humans, especially very young humans, to do stupid things, especially those humans on bicycles. Your job as a driver is to keep your vehicle away from any human.

G45

SO NEITHER OF YOU CAN SEE SAFELY - NOT SMART

Do not block the view of another driver waiting to pull onto a main road at a T junction. Whether the vehicle is turning left **OR** right onto the main road, if you pull up alongside then the other driver can not see safely and **NEITHER** can you.

The result would be **TWO** vehicles which are likely to emerge **BLIND** and cause a collision with fast moving traffic already on the road. It is bad manners and it is dangerous. Don't do it. Ensure the driver in position to turn **FIRST** can **SEE** in both directions and await your turn to turn.

G46

YOUR OWN FULL BEAM COULD SEND YOU TO CASUALTY

Your **OWN** full-beam headlights could cause **YOUR** death.

This applies on pretty much **ANY** single-carriageway road, but especially on narrowing winding rural roads at night. If **YOU** forget to dip your lights, the result is that the driver heading towards you at 30 to 60 MPH is driving **BLIND**, and is very annoyed.

Which means a serious potential for a head-on collision at between 50 MPH and 100 MPH, assuming that both drivers slow down a little, before the collision occurs. Everyone in both vehicles will finish up in hospital or worse.

Rural winding roads are pretty - pretty dangerous. Just because you might be legally **ALLOWED** to drive at 60MPH on a country road, doesn't mean you should, nor that it can be considered safe.

MOST serious accidents occur on these types of road. The problem stems from the fact that the **WIDTH** of the road hops between just about adequate, to unexpectedly narrow, and with **NO** warning signage.

The **ABSENCE** of a central dotted white line is a **MAJOR CLUE** to the risk you are running. If you **DON'T** know the road well, be **VERY CAUTIOUS** when on such a road.

There **WILL** be stretches where two vehicles simply **CANNOT** pass safely at speed. **BOTH** will need to slow right down, **OR** risk joining the herd in the adjacent field.

You will often see lots of **SKID MARKS** on the tarmac, some even on the straight stretches, more often on bends. **MOST** skid marks indicate a **NEAR MISS** incident. With some skid marks, the **NEAR MISS** didn't occur. Instead a head-on collision took place, simply because one or both drivers failed to slow, in order to pass safely.

PATCHY FOG IS A KILLER - SLOW DOWN THE SECOND YOU SEE IT**G48**

Dense **PATCHY** Fog is a real killer. Especially at dusk or at night, very often in winter months, but also occurs in summer. Your forward vision is clear, but can become almost completely **BLIND** at **NO NOTICE**.

In daylight, you have a marginally better chance of spotting the danger early, just by being observant. At night it is more difficult. When it happens to you, and it **WILL**, start to brake, but try **NOT** to slam on, since this will make you vulnerable to being hit from traffic behind, and it may be **HEAVY** vehicles behind.

As you slow, be **READY** to slam on emergency braking, **IF** another vehicle appears suddenly in front.

Be very aware of what's coming at you from behind, and be ready to accelerate **OUT OF THE WAY**, if you see you are about to be hit.

This scenario is arguably the **WORST FEAR** of most drivers.

And it **WILL** happen during your time on the road.



G49 WHERE THE HECK IS THE ?????????? SWITCH ?

Irregularly used BUTTONS/CONTROLS.

Take time, to familiarise yourself, with some of those IMPORTANT dashboard or steering stalk controls that you rarely use.

When you REALLY NEED them, you need them FAST. First and foremost, the HAZARD lights button.

You may need to hit this in a real emergency situation, so you need to know WHERE the button is, and this might save your life by itself.

Other similar controls include REAR FOG LIGHTS, and FRONT FOG LIGHTS. You probably know without thinking how to switch audio tracks or radio stations without a thought. It needs to be the SAME for these controls.

G50 THAT WAS OUR EXIT - SOZ

"Hells teeth, this is MY EXIT !!"

If you are distracted, when driving on a motorway or dual carriageway, there will come a time when, far too late, you will realise you are just about to PASS the slip road exit you need. The temptation is to hit the brakes, and rapidly move LEFT, before the hatchings or even ON the hatchings.

It is simply NOT POSSIBLE to do this safely, and there is a very high risk that you will collide, with a very fast moving vehicle (car or HGV) that is ON the slip road legally and correctly. Such a manoeuvre places MANY vehicles at INSTANT RISK. This is bad enough when you are driving in the left lane, but if you are driving in the centre lane, or worse the outside lane, IF you try to exit stage left quickly, you will likely exit the planet, as well as the road you are on. DON'T do it, swallow your pride and trek on to the next exit.

Even slowing down hard, to think about your options, can start an accident ripple that effects not just you, but half a dozen vehicles behind and either side of you. IF you are stupid enough to TRY THIS, you are playing Russian Roulette with everyone in and around your car.

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