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Transmitted herewith is a document prepared by the Office of Public Safety, AID, entitled Security and Evasive Driving, which contains excellent guidance for the drivers and passengers of vehicles. In utilizing the attachment to supplement guidance provided in referenced documents, such adaptations as warranted by local conditions should be made and one caveat should be emphasized.

The caveat pertains to "Crashing the Attacker", item VII C, page 3 of the attachment. It should be noted that this sub-section begins with the precaution that "this maneuver should be utilized as a last resort." It is further noted that the probability of executing this maneuver successfully is highly unlikely, except by a highly skilled driver specifically trained in this maneuver.

With respect to chauffeurs it is suggested that in addition to an initial oral briefing, the substance of the attachment with indicated modifications, be translated into the chauffeur's native language, and that this translated version, as well as pertinent previous guidance provided pursuant to referenced documents be brought to their attention periodically by oral briefings, by requiring chauffeurs to read it, or a combination of these two methods.

Attachment: **ROGERS**
Pamphlet entitled, "Security and Evasive Driving", by Louis P. LaBruzza, Public Safety Advisor, Guatemala

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Stay Alert and Stay Alive . . .

SECURITY AND EVASIVE DRIVING

By
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With the marked increase in terrorist and criminal attacks against occupants of motor vehicles—both police and civilian—certain almost definite patterns or Modus Operandi for the attackers become apparent along with certain human errors committed by those upon whom the attack was being made.

The following are a few observations and suggestions on defensive tactics that can be employed to foil such attacks should they be directed at you.

I. MODUS OPERANDI OF ATTACKERS

A. In almost all cases studied, the assault was carried out by attackers in two vehicles, one to impede the progress of the target car and the other to carry out the actual assault.

B. All successful attacks have been carried out from the left hand or driver's side of the target vehicle. (The situation will be reversed in those counties where traffic drives on the left of the roadway.)

C. Generally the attacking vehicles had three occupants; driver, one man in front with driver, and one in rear seat so that by attacking from the left (their right) they could bring two guns into action without conflict.

D. Attacks always took place where there were adequate cross streets and byways to allow for a quick, easy getaway.

E. From the best estimates of witnesses, duration of attacks was 10 to 15 seconds, with some 10 to 15 rounds being fired by each gunner at almost point blank range.

F. In the confusion of all but a few of the attacks, no reliable description or license plate numbers of attacking vehicles has been secured, but it must be assumed that they were stolen, although a few were found to be rented.

G. In one case an attractive girl in a small car passed the target vehicle, in front, then suddenly slowed down to impede the victim's progress. As the attacking car moved into firing position, the girl moved away rapidly.

II. HUMAN ERRORS

In talking with survivors of attacks and from all indications "at site" of said attacks, the following comes to light:

A. The attack was completely unexpected.

B. The driver found himself "boxed in" and unable to take evasive action.

C. Driver attempted to move away (veer right) from attacking vehicle thereby inadvertently giving the attackers more room to maneuver and bring their guns to bear.

D. One victim attached no significance to the fact that a car full of young men was following him, dismissing their presence with the thought that they were a group of young smart alecks.

III. BASIC RULES

The ones that cannot be overstressed and should be basic to all driving are:

A. *Stay alert*; know what is going on around you at all times; know who is in front, behind and on the side; be suspicious of any car which seems to be following. Do not ignore motorcycles, especially those carrying two people. They are also used for surveillance in planning an attack. Use rear-view mirrors to full advantage, there is no substitute, for when the attackers are alongside it's usually too late for effective evasive action.

B. *Drive ahead*; be alert as to what is happening two or three blocks ahead. Be prepared to evade crash, fire and other scenes of traffic obstruction.

C. *Maintain adequate distance* between vehicles—do not pull close up behind the car ahead, particularly buses and trucks. Leave yourself room to

maneuver in order to pass any stalled or stopped vehicle.

D. When possible, *maintain the lane nearest the center of the roadway*. This puts you at an advantage over attackers at a disadvantage.

E. *Be prepared to take evasive or offensive action as the case might require.*

F. *Keep the vehicle under control*, maintain normal traffic speed—slow speed invites attack; excessive speed invites a crash. Keep your vehicle under control.

G. *Keep safety belts fastened.*

IV. PASSENGER RESPONSIBILITY

Up to this point we've talked about driver responsibility and driving rules. The driver does have a major responsibility in all these actions. However, the passengers also have a great responsibility.

A. *Stay alert*—know what's going on around you. Do not read or dwell excessively on interesting sights along the way. Passengers have the responsibility of helping the driver maintain vigilance.

B. *Do not distract the driver*. When you are in front reading a newspaper, he is also trying to read it.

C. *Keep the noise level inside of the car down*. That blaring radio, those very funny office jokes and "horseplay" distract. Above all, never "cry wolf". Even in fun this is extremely dangerous.

D. *Keep windows rolled to within 2 inches of the top.*

V. DRIVING ROUTINE

Persons who have 8 a.m. to 5 p.m. jobs or other fixed schedule duties become creatures of habit, likely to leave home at the same time every day, driving the same route to work, and parking in the same spot; these are hard habits to break, but your *life is at stake*. Change those habits—become systematically unsystematic.

For those people who must use chauffeurs, remember it is your life which is at stake. You decide after getting into the car what route will be taken, where you will stop, where you will park and at what hour you will leave. Give out as little advance information as possible. Chauffeurs for the most part, and other drivers as well, have very fixed driving habits—many of them bad. It will require constant vigilance and effort to change some of them and replace them with

the more sound procedures previously outlined, but the effort should be made.

VI. EVASIVE ACTIONS

A. As stated in the outset, most terrorist attacks take place in areas where there are side streets and byways which allow for getaway by the attackers. These can also work to your advantage for escape.

Don't try to be a hero if you have indication that you are being followed. Take evasive action prior to the possibilities of attack. Make a relative high speed unsignaled turn, right or left and circle a block. If following persists, seek a safe-haven. Look for police or military personnel.

B. Safe-havens

To know the area in which you are driving is also beneficial; make a point to know where fixed police posts, military guards, police stations are located, direct your car for the nearest one and attract attention on approaching. Terrorists for the most part do not wish to encounter resistance.

If it looks as if a fire fight will start, get down and stay down. *Do not run*, for history of these incidents makes it clear that in most such cases anything that moves gets shot.

C. In taking evasive action, if it becomes necessary to jump a curb, median strip or traffic island, it can be done with care but is not recommended except in the most extreme cases of evasion.

It serves little or no purpose to jump a curb and immobilize the car in the process. Even at the best, you will damage the front end and if the car is low slung, possibly the oil pan, transmission and differential. But if such action must be taken, come into the curb at reasonable speed, (shift down to second gear and feed gas to maintain velocity). Enter with the front contacting wheel at an angle of not less than 30° from the curb and not more than 40°. Under that amount the curb will take the wheel away from you, an angle of 40° is too direct and you will blow a tire or wipe out the front suspension. Be prepared for severe jolt and above all—*keep control of the car*. Your fastened seat belt is important here.

D. *Speed* as an evasive tactic is functional only to the point of gaining precious seconds to allow you to take other evasive action. Excessive speed reduces your chances of taking other actions and increases your chances of a fatal crash.

E. Get a bus, truck or other slow moving vehicle between you and your suspected pursuers if possible.

VII. OFFENSIVE TACTICS

A. Offensive tactics at the best are last resort measures and consist for the most part of keeping the attacker "off balance".

Every vehicle has a blind spot to the rear. Without exception, in every case to our knowledge, the attack started when the attackers reached that point in the driver's vision and they continued to fire as the car passed on to the front, when their guns could no longer be brought to bear.

If this is the situation, the most effective maneuver must be taken in that split second before the attackers reach that spot. Make a sharp movement to the right or left as the case might be, forcing the attacker to take defensive action and, with luck, putting him into the curb or into parked cars, thereby improving your opportunities to take other evasive actions.

B. If the foregoing cannot be accomplished, the next most effective is a combination of the above; slight movement right or left causing attackers to start defensive action and immediately along with the movement, effect a controlled stop causing the attackers to override. But be prepared to receive some bullet impacts. Passengers get down below window level and driver slump as low as possible. The body of our modern automobiles will not necessarily stop metal cased slugs from 45 or 9 mm. caliber machine guns or pistols, but the possibility of bullet deflection or slow down are greater thereby improving your chances of survival.

C. *Crashing the attacker.* This maneuver should be utilized as a last resort. It must be remembered that your chances of injury are equal to those of the attacker. But if it must be done, make it a controlled crash.

1. Make it a side swipe, if possible, taking the impact to the rear of the front fenders.*
2. Go into any crash with sufficient speed to make it effective. *Maintain control.*
3. The "clip" is effective in moving a blocking vehicle, but must be done with care and precision;

attempt to strike the blocking vehicle on the extreme corners at approximately a 45° angle; more than that will bounce you off and less will tie you up in the wreckage. Again attempt to take impact to rear of the front fenders.*

* Note: Crashes to the front-end should be avoided because of the extreme danger of the radiator being pushed into the fan, which could immobilize the vehicle.

VIII. GENERAL CONSIDERATIONS

A. Vehicle should be equipped with:

1. Standard inside rear view mirrors, properly adjusted.
2. Outside rear view mirrors left and right, adjusted.
3. Seat belts for each occupant. (In use, not lying on the floor.)
4. Steering, brake, horn and lighting systems in excellent condition.
5. Motor tuned and functioning in optimum condition.
6. Lock all doors upon entering.
7. Keep vision to rear open, do not lay packages on rear shelves or hang clothing on hooks provided.
8. Know your vehicle, what are its capabilities, its limitations.
9. Do not overload your car, an overloaded car cannot be driven evasively or defensively; overloading changes the steering geometry, brake action and engine capability. A five-passenger car loaded with 5 passengers is a different automobile than loaded with only two or three passengers.

B. The foregoing has stressed the attack by men in automobiles. But don't be mis-led by a good looking girl at the wheel of a vehicle, or sitting up close to the driver. Further, don't overlook motorcycles and the possibility of attack from these sources.

C. At the best, the foregoing can only point up some of the possibilities—every situation will be different. The action or reaction to the possible attack will depend entirely upon the situation. *Induced panic* is one of the tools of the terrorist. Study and think about what your possible evasive actions would be under certain conditions. Think about them to a point where the reaction would become automatic if encountered, and above all—**STAY ALERT AND STAY ALIVE.** ■