

Security Driver *Magazine*

The Magazine for the Secure Transportation Professional

November 2013 | Issue 3



**WHAT KEEPS YOU
AWAKE AT NIGHT?**

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Security Driver Magazine

The magazine for the secure transportation professional

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LETTER FROM THE EDITOR



This is the third Issue of Security Driver Magazine (SDM) and as we mentioned back in February the first three issues would be a learning experience, and what we learned is that publishing a magazine is difficult, time consuming and expensive. I tip my hat to those few publications that serve the industry.

That being said we will continue with SDM - **BUT this will be the last free issue of the magazine.** SDM will be the publication for an association representing those professionals who supply Secure Transportation. The Association will open for membership the first of next year (2014).

The new association has created a standard and a Certification Process for the Secure Transportation community. Although the Association is new the standards and Certification Process is not. For close to 40 years the security community has and continues to send their security personnel to be certified by the Process. It is a standard that has been accepted by the job market for decades.

The association IS NOT for all practitioners, and it is intended to be that way. Applicants will need to qualify for membership. Most associations are developed for those that are new to the industry and are seeking long term employment. This association will require applicants to have a minimum of two years of continuous experience.

I hope you enjoy the third issue.

I look forward to your comments.

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DETECTION OF A SUICIDE

VEHICLE BORNE ATTACK

By Bill Clark



Explosives found in back of suicide bomber's vehicle. Notice the sagging back indicating weight of the explosives in the palm oil containers.

Several of the listed below Indicators either observed on a vehicle or in an area can possibly indicate a suicide vehicle borne attack:

SUV, truck, van, or station wagon—most likely used vehicle

- Covered windows on vehicle
- Lone driver – possibly observed talking to himself (praying)
- Sagging or built-up suspension
- Recent work to front bumper area of the vehicle

- Vehicle leaning to one side
- Larger tires than required on vehicle
- Mismatched tires
- Back area of vehicle full of containers
- Slow moving vehicle (as if waiting for convoy)
- Use of vehicles or debris to funnel/block convoy
- Lone vehicle parked on side of road, no vehicle traffic or pedestrians
- A person videotaping the area

Basic preventive measures for reducing attacks while in transit are to change your

route and times of movement often, don't be predictable.

Knowing the terrorist's tactics, techniques, and procedures for the area you are operating in will assist in preventing and detecting a suicide vehicle borne attack.

Bill Clark is a security driving instructor in West Virginia. He can be reached at fire-cop96@msn.com.



This suicide vehicle is equipped with a pressure activated bumper. The driver activates a switch inside the passenger compartment just before engaging the target.



Seconds before this suicide bomber rams into the convoy. Indicators are, curtains covering windows, larger tires on the back to assist with weight of explosives, lone vehicle on street and no license plate.



TEN AGREEMENTS FOR HIRED DRIVERS/CHAUFFEURS

By Thomas A. Taylor

Co-Author of "Just 2 Seconds - Using Time & Space to Defeat Assassins"

The most dangerous place to be for any major public figure is while they are in or around their car. There is no other activity in their daily schedule where the odds of an unwanted or dangerous encounter with an assassin or other pursuer (stalker, paparazzi, fan, etc.) will take place. JFK, the Pope, Reagan, Rabin, Bhutto, Herrhausen, Ford, FDR, Teddy Roosevelt, Hariri, Pinochet, Shevardnadze, Mubarak, Djindjic, DeGaulle, Kroesen, Moro, Karzai, Musharraf, Princess Anne, Schleyer, Londono; all these men and women top the long list of famous leaders who were attacked around their car.

It should come as no surprise that the driver for any protective detail is a valuable member of the team. Drivers trained in protective vehicle operations not only offer added protective coverage, they consider the safety of the client, have skills in CPR and other medical aid, maintain confidentiality, respect the client's privacy and schedule, and advance all route and alternate routes to be used. Drivers can make or break a protective detail.

I was a member of the Missouri Highway Patrol for 30 years, and spent many of those years protecting four different governors. I saw to it that every member of the detail received regular training at the Patrol's Emergency Vehicle Operations Course (EVOC) that



included emergency evasives, turn-arounds, and counter-ambush scenarios. Two members of our detail were regular instructors at the EVOC track for new troopers. It was a strict rule that when the governor got into his vehicle, a member of our detail was behind the wheel. There were occasional exceptions allowed, but they were rare. And the wisdom of that approach was proven year-after-year. In 30 years of driving governors all over the United States, often in hazardous road or weather conditions, there were only a few minor fender-benders, when inattentive motorists ran into one of our vehicles with the governor on board.

However, protectors in corporate and other private sector assignments frequently have to work with hired drivers. Hopefully, the drivers are skilled professionals with detailed knowledge of traffic conditions. But I've known many cases where drivers not only

did not know the city and became lost, their driving skills were dangerous, nearly driving the wrong way down one-way streets. I had one client in New York City that got so frustrated with the hired driver, he demanded we get out of the vehicle and walk a mile back to his hotel.

Over the past 10 years, I've worked protective operations in the private sector, and worked hundreds of details in which we were using a driving service for transportation. In every case, we meet the driver before departure and brief them on our expectations. We call this briefing "The 10 Agreements." In most cases, the driver is fairly good and eager to please, even if they think some of the "rules" are unnecessary. But occasionally, you'll get a driver who really gets it, and becomes a member of the protective team like he's fresh out of Tony Scotti's school. I love working with great drivers. They can make a good detail look great, just as a poor driver can make a great detail look like amateurs.

What follows are The 10 Agreements. Each item is there because of a past disaster in which a driver's actions make the situation worse:

1. Please stay with the car at all times.
WHY: We are relying on you to drive in the event of an unscheduled departure. We also rely upon you in the event something is needed from the car.
2. When you must leave the car. On those rare occasions that you must leave the car (restroom, food, etc.), please let us know each time prior.
3. Please keep the front seat clear for a passenger.

4. Please remain inside the car on arrivals and departures. **WHY:** In case we need to depart quickly.
5. We will open and close the doors every time, and our staff will operate the car door locks.
6. Please leave the front windows open a few inches while waiting in the car for passengers. **WHY:** So you can hear outside the car.
7. Please be certain that two-way radio and cell phone are on at all times, and at a sufficient volume.
8. Please be prepared to open the trunk lid at all arrival/departure areas.
9. Please report to us anyone or anything that appears unusual. **WHY:** You will be in a position to see many things relevant to safety or logistics that we might not see, and we appreciate your contribution toward that goal.
10. If you have routing suggestions, we want to hear them. Our thanks for the contribution you make as an important member of this team.

Taken from Just 2 Seconds - Using Time & Space to Defeat Assassins and Other Adversaries, Appendix 7

Order your copy here:

<https://www.just2seconds.org/>

Tom served 8 years as Commander of the Governor's Security Division in Missouri, and for decades has handled protective assignments throughout the world. Contact Tom via email at tta065@gmail.com.

THE BENEFITS OF **HIRING LOCAL**

By Andrew Wolveridge

The primary issue with ignoring your destinations licensing requirements in any market is “will your companies insurance or the client’s insurance suitably cover you in the event you respond to an issue and at the very least assault someone or more seriously assault and injure them?”

In the current age of clients wanting more for less, a way to deliver and meet budget or to just contain costs on an interstate or international trip is by hiring local Executive Protection Specialists (EPS) to conduct your trip advance and/or in a detail supplementary role. These professionals, as part of their well developed network, will usually have solid relationships with equally professional secure transportation providers, airports, hotels and venues.

Apart from the obvious benefit of travel and accommodation savings, you are engaging someone with local knowledge and licensing if it's required. The EPS has earned a reputation and built a network over their years in the industry to facilitate movements of their Protectee or Principal seamlessly from airport/FBO arrival to the accommodation/meeting/event and finally their departure.

The “Local Knowledge” most importantly encompasses local customs, language, dangerous neighbourhoods, nightlife, tourist outings, and any security equipment requirements e.g. “Are we able to bring our weapons, or can we hire local EPS to carry weapons?” Can we hire local off-duty Law Enforcement that can be armed? Can we bring our body armour?

Whilst local licensing might also be required to work in that city or state; are you able to apply for a temporary permit to work or do you need to be a citizen or resident to obtain the license? Further, do you need to apply for a work or business visa to accompany your client to that country in order to qualify for the security license or temporary security permit?

Whilst licensing is an issue in most developed countries some EPS travel to accompany their clients and ignore the licensing requirements. The primary issue with ignoring your destinations licensing requirements in any market is “will your companies insurance or the client’s insurance suitably cover you in the event you respond to an issue and at the very least assault someone or more seriously assault and injure them?” Law Enforcement will then become involved which will be time consuming and potentially embarrassing to the client if any passersby captures it on their smart phones and immediately post it on the internet.

If a pre-planning and coordination checklist for your trip advance had been completed you would have learned your destination has security license requirements. Then the logical next step would be to hire a local EPS on the understanding/agreement they would engage any threat to your client as they are suitably licensed, insured and will act within the law by using reasonable and proportionate force and then if Law Enforcement become involved they can remain and assist them with their enquiries whilst you have evacuated your client to the vehicle and onto your next location causing minimal disruption to their schedule.

For 25 years Andrew has been providing Executive Protection and Security Consulting including, celebrity appearances, anti-piracy operations and secure transport.

Visit <http://www.wolveridge.com/> for more information or contact Andrew via email at andrew@wolveridge.com.



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SECURITY DRIVING

by Gino Pyrios



This article was brought into fruition to highlight the differences the author has experienced firsthand when working as a security driver in the private security industry, and what is observed of the positions counterparts in the government sector. It is a given that a fair amount of positives and negatives will be left out, due to the length of this paper and the fact that no one can experience it all. But in a nut shell, the basis of

this topic is steeped in the fundamentals of security and which is effectively approached in two different manners in the private and government sector due to manpower and financial budgets.

Diving head first into the topic, most government sector protection details are allotted more funding and personnel than a normal private security detail. Naturally this creates

a huge gap in the ability and effectiveness between the two sides, although it can be argued that it forces the private security detail to become more well-rounded and independent within their discipline. As for the security drivers, as a government agent assuming the driving duties, he or she can more or less concentrate on the fundamentals of protective-driving while being supplemented by lead and follow vehicles as well as an extra set of eyes riding shotgun in the AIC (Agent-in-Charge)

Contrary to these luxuries, the counterpart on the private side may indeed be wearing multiple hats by working as the security driver, AIC, and personal assistant to the VIP. There are a number of reasons for this, one being that the cost of a bodyguard can run high even for those with deep pockets, especially if we are talking months. Also, many civilian clients just don't understand that one individual is not sufficient to offer adequate protection against an attack. And many simply want a "security-blanket" to accompany them around in order to assuage their concerns, while caring little for the fundamentals of security.

On any detail, the security driver's duties begin the night before the following days scheduled movements. This is a task in itself, as the Agent-in-Charge may not be given a schedule of the next day's movements until late that night, or the following morning. Regardless, the security driver should do everything in his/her power to track down the schedule and map out the appropriate routes. Whether working for the government or private sector, it is a known fact that VIP's

and Dignitaries will often override one's intended travel routes at the last minute for various reasons. Therefore, security drivers must know all the possible major routes to arrive at a given destination, lest he or she commits the cardinal sin of driving "blind". A good rule of thumb is to know three routes to each location and three routes back, or to the next location. If there is one rule which cannot be stressed enough to a security driver it would be to run your routes the day before! Just because you have been there 6 months ago doesn't mean the environment hasn't changed. Also, roads and entrances will look different in the daytime versus the night, so keep that in mind when planning. And lastly, be familiar with all hospital locations as well as the local police and Fire Stations.

Once route planning has been accomplished, the "limo" and each vehicle must be thoroughly inspected the following morning before staging. For the government agents this is a pretty straight forward ordeal, as their motor-pool will provide vehicle security, maintenance, and interior and exterior cleaning. While on the private-side, a secure garage or parking space under surveillance is normally the set-up. Thus, the security driver must inspect the vehicle each morning for IED's, take it to be washed, gassed, and cleaned. Then he or she must once again go over the routes and check them against local traffic cameras (trafficland.com), looking for unexpected delays and closing.

When the "limo" is staged for departure, the government detail will have an advance agent waiting in the wings at their arrival

point. If lucky, the private security detail will also have an advance-agent, although their effectiveness will hinge heavily on the individuals professionalism and the cooperation of the host's staff. This view is taken because when a Federal Agent shows up to a location in advance and flashes a badge, he or she will more than likely get the "full cooperation of the host and tour of the land. While the private security agent is not viewed as holding the same distinction and authority in the eyes of many, so their effectiveness will materialize on a case by case basis. Whether private or government, any advance agent will prep the host, familiarized themselves with the building, and notified the Agent-in-Charge or drive of greeters standing by.

As the limo departs with the VIP in-tacked, a "lone" security driver must concentrate not only on his/her driving duties, but on servicing the VIP. For example, the VIP may request to listen to the radio, to be passed a pen and paper, or may inundate the driver with general conversation. This is all fair-game of course, but very distracting for the driver, and virtually impossible to complete safety protocols. While on a government detail, those same questions will most likely be directed towards the AIC and not the driver. And when speaking with the VIP, the AIC can still act as the driver's eyes and ears, taking a significant burden off the driver's shoulders.

The AIC's who are focused on the mission will allow the driver to concentrate on the road, while verbally aiding the vehicle through merges and on-ramps. Again, private-security-drivers are on their own when it comes to this conglomerate of tasks, and therefore most sacrifice safety and fundamentals for service many times.

Once the VIP has safely arrived at his or her destination, the security driver is sent into overdrive preparing for the next move. Any interior mess in the vehicle must be dealt with, as well as the vehicles tires re-inspected for compromise. The driver must then re-familiarize themselves with the next "move", and if possible check the GPS or traffic cameras for possible route problems.

Once again, at this point the manpower of the federal government will play a vital role as they are able to spell their security driver for bathroom breaks and any other necessary acts. If it is possible, the private security driver should look to use the restroom whether he/she needs to or not. It is not recommended that the vehicle be left unattended for even the slightest amount of time. But depending on the situation, maybe a local security or police officer can assist the lone-security driver for a restroom-run. Or if there are other team members present the logistics can be worked out.

This is stressed because it is paramount that the security driver first takes care of their duties and then themselves. As needing to use the restroom or being famished can play havoc on the productivity of an individual on a detail. During all the bodyguard and Personal Protection courses attended, it was constantly stressed to maintain proper hydration as well as periodically eat small meals on a detail. And as an eager youngster this advice was taken to heart, along with many other tried and perfected lessons.

Contact Gino via email at gpyrois@yahoo.com.

DRIVING A HIGH VALUE TARGET IN A MOTORCOACH

By Mark Robinson

For those of us in the driving business, surprisingly few have the skills to drive a full sized motorcoach and yet this is a segment of our industry that grows every year. With increasing regularity and miles driven, politicians, entertainers, business people and affiliated crews leave the driving to none less than bus drivers. Like the security sedan industry, there are the usual skill sets required to simply keep your vehicle and your passengers out of trouble. Add to that, the skill of maneuvering a forty-five foot long, million dollar bus through a crowd without incident and you're among drivers who earn their money. If thinking about going from four wheels to eight here's a few tips to consider.

The vehicle

If you've never been behind the wheel of a full sized motorcoach you can't imagine the vastness of the view in front of and around you. As the driver, you have an outstanding observational platform that, with the right skills can work to your advantage in ways that you would never have with a standard car windshield. In most of the popular tour bus platforms the driver sits as high as the cab of an 18 wheeler, about 8 feet up at eye level and remember that there's no hood in front, just open space. You can see over any other vehicle except another bus or full-sized truck. The downside of course is that the driver is an obvious target in a very open area; more on this later. Unlike sedans, there will be no driving "beyond normal limits" in the traditional sense. The commitment is going to be to observation, detection and good intelligence.

In a worst case scenario you have tremendous bulk and power to get



you through a tight spot but don't count on it.

In any motorcoach there are several weak spots and these can cause a lot of trouble if left to chance. Remember to lock the engine doors. If it has no lock, create one with a bicycle lock and cable. Remember to leave enough "wobble room" to suppress an engine fire if need be. The luggage bay doors, including the generator store might be air-locked but probably not in a more expensive model bus. Lock every one of these all the time under every condition. There's a whole bunch of access panels around the bus. Keep them secure and observe their condition during the pretrip inspection every day. Observe the screws that hold these panels in place because they are often difficult to return to their original position if a potential saboteur is in a hurry. Keep in mind that the passenger side rear window has an air vent that gives access to the emergency exit latch from the outside. If your bus has a stateroom, that vent may still be there as it was originally designed to give air to the restroom. Lock your service door and know who has the keys. Try to have a door lock that is different from all the other locks and ignition. If

a key becomes unaccounted for, it costs much less to replace a single core. Always have spare keys to everything somewhere on you, perhaps on a chain. Do not put it with your laminates. Do not put them in your wallet or coat pockets. Do not label them with any identifying marks of any kind.

The passengers

Unless you are new to this business we've all driven an assortment of characters each with particular quirks and preferences. Some are very low-maintenance and some not so low. There will likely be a lot of personnel on the bus when in motion. Some sleeper units can accommodate over a dozen people just in the berths; others throughout the galley and stateroom. Unlike a limousine, your passenger(s) will possibly live on board for the next several weeks. As the driver you are ultimately the captain of the ship but you have to maintain a level of customer service so limit your authority to matters of safety. Try to establish rules of the road with whoever seems to be in charge of the primary. A road manager is almost always a best bet however security personnel need to be consulted when

you consider safety. Questions are not limited to matters concerning who may be on the bus. Consider what level of screening is required for any packages, people and personal items, what "revelry" will be allowed on a moving bus and what, if anything might be overlooked.

Not unlike a limousine, what happens on the bus is a matter typically held between parties on the bus. A very good rule is that anything given to you by a fan or any passerby is held in a separate container until after security or management has had a chance to see what it is. Anything that might cause a copyright issue sometime in the future is best destroyed immediately unless a written request is made to do otherwise. Unlike a sedan, there will be a lot of people entering and exiting the motor coach and you need to know who the passengers are to some extent. Again, leave security to security personnel but be aware of everyone who comes onboard and their packages.

The environment

A sedan can potentially slip in and out of any venue with little notice if done well. A full sized motorcoach doesn't

have that luxury. Many times your bus will be “wrapped” or otherwise marked. You need a big place to park. A lot of venues won’t have secure garages big enough to keep you indoors. There are a lot of personnel around a bus when things are happening. You will be seen and you are easily approached unless provided with a secure environment. When left alone overnight in a hotel or venue parking lot these vehicles create a lot of attention especially if used by a well-known personality. Don’t forget, you always set yourself up for vandals or worse in an unsecure accommodation.

For the most part, many of the same rules apply for a bus as would a sedan with high value targets like officials and the occasional performer/lecturer that seems to acquire a lot of enemies.

Simply by the nature of driving a large commercial vehicle at highway speeds you need to put a lot of space between you and anything in front of you. This gap provides the required space that it takes to stop, maneuver and stay out of trouble in general. Unfortunately, it also provides a space for other drivers to get between you and other units in any larger traveling group. On the open road you will probably not have a lot of coverage and the decisions made will be all yours. What to do depends on your skills and intuition. The vast majority of cars on the highway who invade your space contain oblivious drivers going to work and then there are the occasional curious fans with no intention of harm. They will however create an unintentional menace simply by driving badly. You’re not going to outrun them and you’re not going to outmaneuver them so just give as much space as possible and slow down until they’ve lost interest. Be sure to communicate

to other vehicles in your group, if any so that they know you might have a problem.

When driving a high profile target in an unsecure environment you need to be aware of the bone fide trouble maker who means to do intentional harm to you and your passengers. Unlike the nimble sedan a bus goes forward, backward, left and right. It accelerates slowly and needs a lot of room to stop.

You, as a driver need maximum protection because there will be no “driver down” backup plan. In an impromptu high-risk environment it’s a good idea to pad your driver’s area with body armor at leg and seat level. Have a removable shade installed or have the windows tinted exceptionally dark (with removable tint only) on the service door, driver’s window and windshield at least 3 feet higher than the wipers. No driver in any civilian vehicle is absolutely safe from a sniper or a shot fired from close range but a bus driver is extraordinarily exposed. Hopefully, if there is the anticipation of trouble the bus has been customized with driver protection but most, by far are not.

The driver

So after reading this you’ve decided that the lure of high adventure, pretty good pay and constant employment sounds good.

There are a number of things to consider before running out getting that dream job of OTR motorcoach driver. The private sedan industry, although regulated to some extent has none of the hours of service rules, mandatory certifications and D.O.T. regulations that come with big buses. You will need to have a minimum license category of CDL-B with a passenger endorsement and no air-brake restriction. This allows the driver to

carry more than 14 passengers (plus operator) on board in a vehicle that weighs more than 26,000lbs GVW. Airbrakes require a separate endorsement and that involves separate written, oral and driving tests.

Remember, if you haul a trailer that weighs more than 10,000lbs GVW hitched to the back of the bus you have to keep a license category of CDL-A. That's the same as a trailer truck driver plus a passenger endorsement. Since you are likely to be away for an extended period and you never know what the environment might be it doesn't hurt to have a better-than-working knowledge of bus maintenance. There will be no habits of hard living and most drivers require a 2 year D.O.T. medical examination. You are provided with a medical examiner's card. Carry it in your log book. Be ready to suffer through regular, random drug tests and in many states your bus will be required to stop at scales. You will also need to be aware of fuel tax regulations, log books, D.O.T. safety regulations and the nuances of Commercial bus driving.

The take-away: So you've got the license and the cer-

tificates and you know what you're doing. The good news is that you'll be somewhere in North America where the likelihood of professional assassination is somewhat remote at this time. The bad news is that because of this you and your associates can easily become relaxed about the job. Carelessness is an easy trap, particularly in an environment where many of the well-known hazards of working "down range" are literally thousands of miles away. Public places, highways, parking lots, commercial environments are still filled with unstable, angry individuals uniquely dangerous to you and your passengers. During the 27 years I've been in this business I've always professed that careful observation is still the best anti-"trouble" solution.

Combine this with well-practiced skills, common sense and you'll have a long-lasting career in the security driving business.

Good luck and keep the shiny side up!

Mark Robinson can be contacted via email at markr@pso.siu.edu.



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BACKING UP SAFELY

By Tony Scotti

Many accidents happen while the car is in reverse. More often than not, these result in fender benders, not dramatic accidents, but nonetheless annoying and expensive.

First of all, understand why it is difficult to back up. Cars are designed to go forward. Automobile suspensions possess a quality known as “caster”. Caster is the force that helps to straighten out the front wheels after turning a corner. Caster also gives the car stability while traveling forward. Unfortunately, this stabilizing forward force destabilizes the car while it’s in reverse.

While driving in reverse, the steering wheel will not center automatically if you loosen your grip on it, as it will when in forward

motion. Another little quirk of caster is that the car becomes unstable while traveling backwards; when small changes in steering wheel movement cause big changes in the way the car reacts to your inputs. Of course, the faster you go in reverse, the more difficult control becomes.

The only safe way to back up is slowly. Make sure you can see where you’re going. Don’t try to drive fast. Use smooth applications of the brake, steering wheel, and accelerator. Keep in mind that as you maneuver backwards, the front of the car swings out to the side each time you turn and can hit someone or something.

Admittedly, there are probably as many ways to back up as there are drivers. No matter what backing-up technique you use, you must meet these simple goals:

You must be able to see where you’re going. It’s never advisable to drive by Braille. You must be able to reach all your car’s controls. It’s a little foolish to hike yourself up in the seat for good visibility, put the car into reverse, and then discover you can’t reach the brake pedal.

While this may sound a bit



foolish, make sure the car has come to a complete halt before you put it in reverse. Dropping an expensive transmission out of a car by slamming it into reverse can ruin your whole day. Keep a foot on the brake while putting the car in reverse. There's nothing like shooting out of a parking space and into the path of an oncoming car to add a little spice to daily life.

Remember: Always look! Another problem with backing up is knowing what to do with the steering wheel. The correct direction in which to move the wheel while in reverse can be very confusing. Actually, the problem is mainly perceptual. The correct way to move the wheel is really quite simple: Move the top of the steering wheel in the direction you wish the car to move. It's actually no different from what you do while driving forward; it just feels different in reverse.

Here are some key points to keep in mind when backing up:

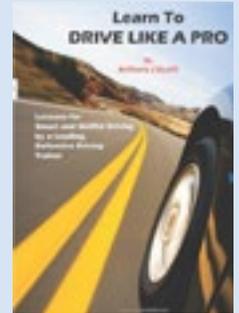
1. Never combine a great deal of steering wheel movement with a heavy foot on the gas pedal. You will surely lose control of the car.
2. Before you put the car in reverse, make sure the area in front of the car is clear. If you have a car with a long hood and a broad front end be careful when backing up, turning in one direction, the nose of many large cars swing out to the side dramatically.
3. No matter how short the distance you wish to travel in reverse is, look where you're going and drive slowly.
4. Most cars feature a blind spot or spots to the rear large enough to hide a small child. Blow your horn, get out and go look for yourself. But whatever you do, be absolutely sure there is no one behind you when you back up.

Visit <http://securitydriver.com> for more information or contact Tony via email at tonyscott@securitydriver.com

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By Tony Scotti

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WHO ARE YOU AND WHAT KEEPS YOU AWAKE AT NIGHT?

By Joe Autera

While it may seem like a strange question - it certainly did when I was asked that very question yesterday by someone who is not in the security profession, nor the psychology profession (I'm just sayin') - as it turns out, it's a question that not only kept me awake last night as I contemplated the answer, it's also one which goes to the core of who we are and why we do what we do.

As an experienced security practitioner, what keeps me awake at night are things like the recent wrong turn by the Pope's motorcade and the ensuing mob scene (<http://www.nbcnews.com/video/nightly-news/52547956/#52547956>), the attack on a government official in Thailand (<http://www.youtube.com/watch?v=EhPShrjgPbE>), and the assassination of Admiral Salazar in Mexico (<http://www.bbc.co.uk/news/world-latin-america-23488427>).

These incidents, and hundreds more like them, are indelibly etched in my mind as a reminder that there are no small mistakes or minor missteps when it come to protection operations.

They also serve to remind me that to err is human and

that I am more human than most. There are nights when I lay awake and recount, often in vivid detail, just about every mistake or misstep I've made in the field; and count myself among the fortunate who, but for the grace of god and in some instances a less than industrious adversary, survived those mistakes and missteps to learn some valuable lessons. This is who I am and what keeps me awake at night

As a parent, what keeps me awake at night is the thought of that phone call or knock on the door...those who have kids know exactly what I am talking about; those who don't yet have kids eventually will. I know all too well how quickly things can go tragically wrong when someone, anyone, but especially a kid,



is behind the wheel, or riding in, or for that matter anywhere in the vicinity of cars. And I am not yet so old that I can't remember being of the age when cars and driving meant freedom, and that such freedom arrives at an age where the perception of risks and consequences is too heavily tilted toward the first person perspective of invincibility. So, yeah, I sometimes lie awake worrying about my kids, your kids, every kid out on the road, surrounded by every other driver out there on the road whether or not they should be...even when the kids are safely "tucked in their beds". This is who I am and what keeps me awake at night.

As a professional driving instructor who has made the deliberate decision to focus on teaching skills that are intended to keep people alive in the worst case scenarios, be it a potential accident or a deliberate attack, what keeps me awake at night is knowing that car crashes are the leading cause of death among young folks between the age of 17 and 23, more so than drugs, violence and AIDS combined. What keeps me awake at night is the oft quoted IRA communique after a failed attempt to kill Prime Minister Thatcher,

which simple stated " ... we only have to be lucky once. You will have to be lucky always." This is who I am and what keeps me awake at night.

What keeps me awake at night is NOT the recognition that advanced driver training is what we do; it's the why we do it that keeps me awake. Keeping people alive is why we do it. And what keeps me awake at night is the realization that there is far more work to be done than there are hours in the day, days in the weeks, weeks in the month, and months in the year within which to accomplish our work. I am Joe Autera, President & CEO of VDI, security practitioner, parent and professional driving instructor, and I don't get a whole lot of sleep at night.

Who are you and what keeps you awake at night?

For more information on VDI visit <http://vehicledynamics.net> or contact Joe Autera via email at jautera@vehicledynamics.net.

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FLIPPING BURGERS ONE DAY, BODYGUARDING THE NEXT

By Lawrence Snow



You've seen "The Bodyguard" and every James Bond movie 14 times and you want to be the next Kevin Costner or Daniel Craig. You want to be a high profile, shoot the gun, save the girl bodyguard. That's great, you have a goal and you are motivated. One problem – right now you are flipping burgers and haven't got a clue as to where to start. You ask your family and friends, and one of your friends knows someone, who knows someone else, whose cousin says he's a bodyguard. Being motivated and wanting answers you go have a chat with him. He tells you that the first thing you have to do is get a gun permit and a license carry because all great bodyguards carry guns.

But you want to be more than just a gun carrying thug; you want to be James Bond. You search the web and find numerous sources telling you that you have to go to their course to be the best bodyguard. You might find a website that for \$20 will provide you with the top 20 bodyguard schools to go to.

Awesome – exactly what you are looking for – or is it? Out of the 20 which one is best? Which one will teach you all there is to know to be the next James Bond? Some schools say they are America's best, but how do you know if that isn't some self appointed title? You dig a little deeper and look at cost and location – two big decision makers. If a school is close by you can save money on travel and lodgings. You opted for one of the "top twenty" schools and shell out every last bit of your \$4,000 in savings, even asking your family to chip in a couple hundred dollars.

You arrive at the EP training school in good order. Meet others, share your story, and grab a few phone numbers. You receive the training specified

on the website, long days and short nights but you made it through. With a handshake and a piece of paper you are now a “certified” protection specialist and are ready to take on the bad guys of the world. You feel great you’re all smiles; your expectation of finding work is high, and you can’t wait to tell your family and friends that you are now James Bond certified.

You get home and sit by the phone. Weeks and months go by. You make a few phone calls to your buddies you met up with at the school, they’re in the same boat. You apply to ads in the newspaper and Craigslist. They say they don’t know who you are and that you need experience to work for them. Your mom and dad are getting a little upset to keep shelling out cash to help you “get by.” Slowly you realize that the school overpromised on the “being successful bodyguard” bit. You feel cheated. The skills you were taught in the school were outdated and not geared for the current market.

You revisit the “top twenty” EP schools list and think that you need more training to get your foot on the bottom rung of the EP career ladder. You ask your Mom and Dad and other family members to come up with another \$3000 for you to take another EP training course that you really feel will help you get you an EP job. So with the solemn promise to pay them back you head off to the training. Seven days later, with another handshake and a certificate of completion you find yourself back home struggling to make inroads in the EP profession.

You hear from some of the guys you met from the last training that you should really get on social media and join some groups.

You find some groups to join and share that you are new and are looking for a job but it falls on deaf ears. Another week goes by and you start to read what’s being posted in the groups. Not knowing the good info from the bad you presume it’s all good from the way people are responding to it but you still don’t have a job. Again you post that you are new and are really looking for a chance to prove yourself. This time someone recommends another training school which is the best of the best. You share that you’ve already spent \$7,000 and are just looking for experience just to get your foot in the door. All you see in response is more rambling and rhetoric. Frustrated you go back to flipping burgers and working security at night hoping for that one phone call to get your big break into the business.

The scenario plays out all across the globe. It points out glaring inconsistencies in training and a need to centralize and vet bodyguard and executive protection training schools and bodyguard courses. Not just once but on a continual basis with ratings that need to be posted publicly – online and offline. This will never happen unless the market dictates it. So what about the ABCDEP National Certification you ask? Nope, that won’t change the training schools – in fact – my conjecture is that EP training schools will continue to thrive and market so called ABCDEP “prep courses” and specific training to pass the national EP exam. In other words prey on the ill-informed.

It is my opinion that what would have worked for the above scenario was spending a few hundred dollars on business courses part time at night at a local college or university to help answer the “you” questions – who

OTHER USEFUL INFO

are you, what do you want to do, and who do you want to do it for, and establish a business plan, with actionable goals – like joining ASIS – a stable institution, becoming a member of the local ASIS chapter and attending the meetings to network; find those opportunities and by joining other local business groups in your community. Setting up a website, and not just “getting on social media” but learning how to market your services and to tell the world who you are and what you want to become. No one knows you exist until you stand up and say “Here I am” in your own words and there is no better place to do that than on your own website. Share why you are valuable, why you are unique, and what pain points you can solve. Spread your message, tell your story, on social media networks; engage in the conversation; share your knowledge. It does take time for the right people to notice you, but it will happen.

Being a bodyguard isn't only about EP training. It's also about knowing how to market yourself and what you believe in, figuring out who you are, and developing your brand. Establishing your name in the right networks as some networks are not always the right ones to be in.

Larry is currently a freelance internet marketing consultant and specializes in brand management and social media marketing for protection services companies. For information visit <http://larrysnow.me>

Car Hacking and Secure Transportation

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Car Hacking Threat Prompts New Effort by Auto Regulator

<http://mobile.bloomberg.com/news/2013-05-15/car-hacking-threat-prompts-new-effort-by-auto-regulator.html>

Who owns the personal information in your car?

<http://editorial.autos.msn.com/blogs/autos-blogpost.aspx?post=748192be-2be1-42a3-afd-ca8bbcbc1e7c>