

**Practice aiming for targets** in a parking lot.  
The tree (B) is the target.

**A target is a fixed object** that appears in the center of the path you intend to drive. To select a target, first decide where you want the vehicle to travel, then aim for an object in the center of that path. A piece of tape on the 12 o'clock position of the steering wheel helps fringe vision keep the car on target. See if the Path Of Travel (POT) is open.

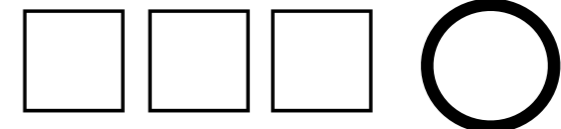


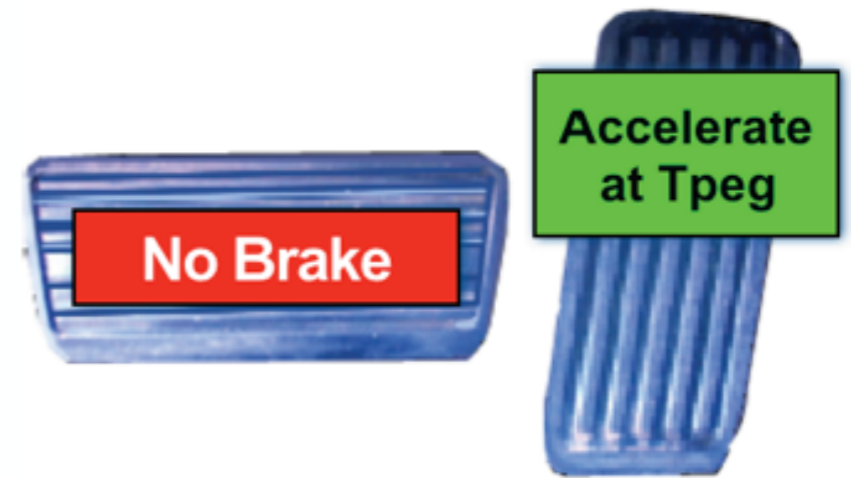
**DEMONSTRATE** how to detect when the car is on target, or off target. Search to the Target Area and evaluate whether your POT is open or closed. Look for “Critical Seconds.” For closed POTs consider the best speed choice.

## Habit 2: Search to Target Area for Open POT

2A

Coach A B C



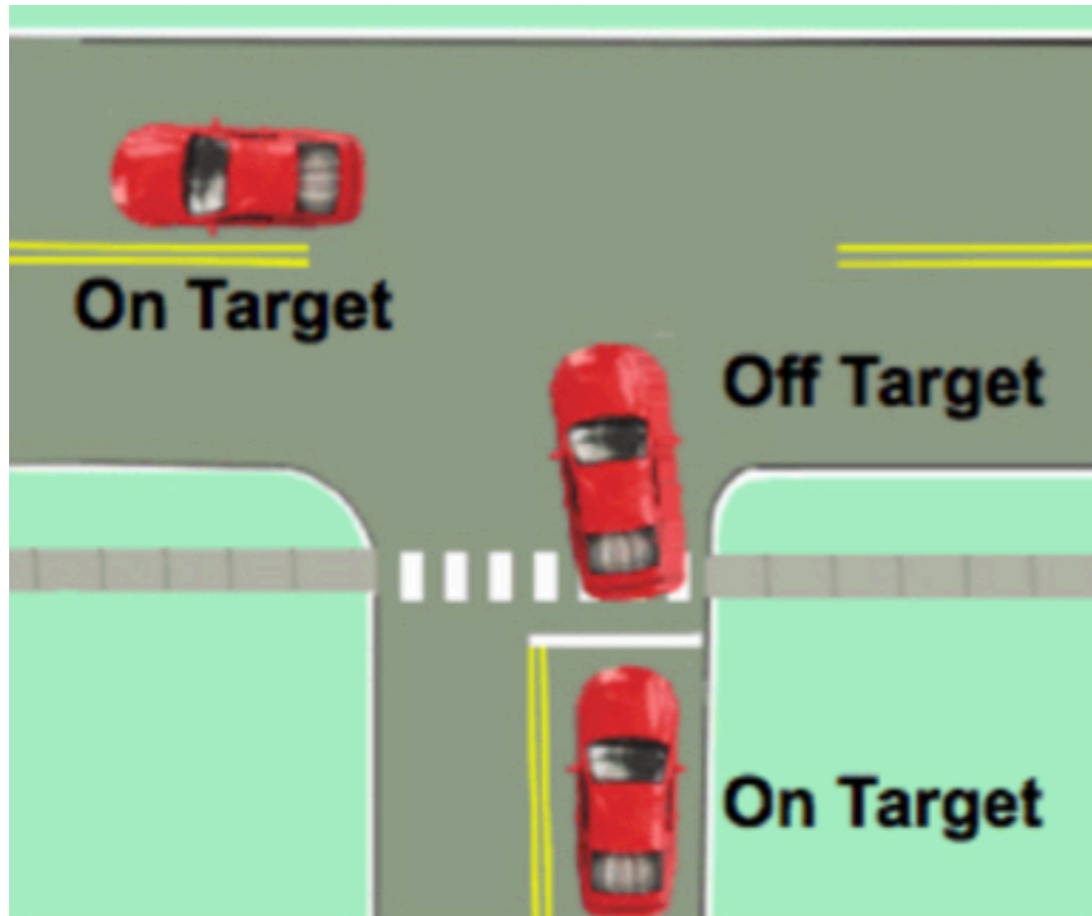


### H3: Identify and Correct Off-Target Skids

3F

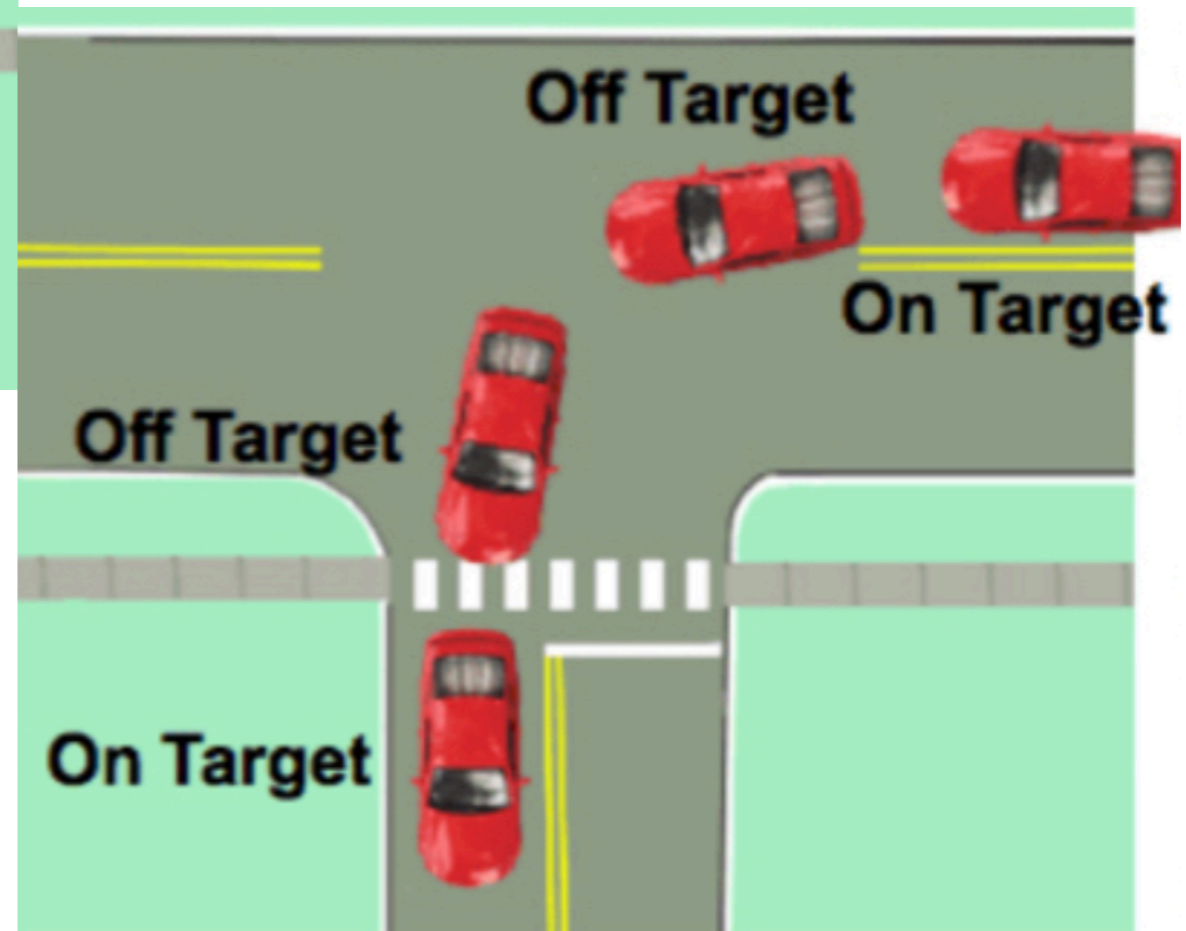
Dates: \_\_\_\_\_

Coach A B C



See the car get “Off Target.”  
 See the car at the “Tpeg.”  
 See the car get “On Target.”

As a Co-Driver notice the movement of the front of the car as the driver begins to make a turn. Notice as the car is at the Transition Peg for the new target. Notice when the car is on its new Target.



## Habit 2: Practice Detecting On/Off Target

2B

Dates: \_\_\_\_\_

Coach A B C

# Three Stages of Car Control

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## Prevention Stage



When you start the engine the car is like a tamed animal, ready to obey every command. However, without proper car control, it can quickly turn into a monster. There are three stages of car control. The easiest and best stage to have opportunity for successful car control is the prevention stage. This is the stage where the Ten Habits of Zone Control provide automatic protection.

## Detection Stage

The detection stage gives a warning that the driver is putting the car into harm's way. For example, while approaching a curve during rainy conditions the driver gets distracted while putting the wipers on, and speed is too fast. But the driver's good awareness of the four-second danger zone easily detects a violation of speed control. The driver has time to brake the car while still going straight, and while within the traction capabilities of the tire's grip to the road.



## Correction Stage

The driver goes too fast into the curve and fails to reduce speed until the car begins to slide to the outside of the curve. The monster is out of the cage. The driver now has less than one second to take corrective actions to get the car back in control. *What is easier, to keep the car from becoming a monster, or to get a raging monster back into its cage?*



## The control of the car is dependent upon four tire patches

**contacting the road.** Each patch is about the size of your hand. Their effectiveness depends upon your habits. Too much speed, too much braking, too much steering all occurring at the same time results in an out-of-control situation; the vehicle is in an out-of-balance condition. The tire patches leave contact with the road, causing the monster to break out of its cage.



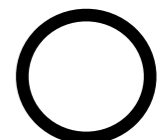
### The Problem

A driver never knows of all of the risk factors that are likely to combine within a fraction of a second, calling for a demand of more traction. If only one or two risk factors are present they are not likely to result in a crash. It is when there are several risk factors occurring at the same time that the monster gets fed.

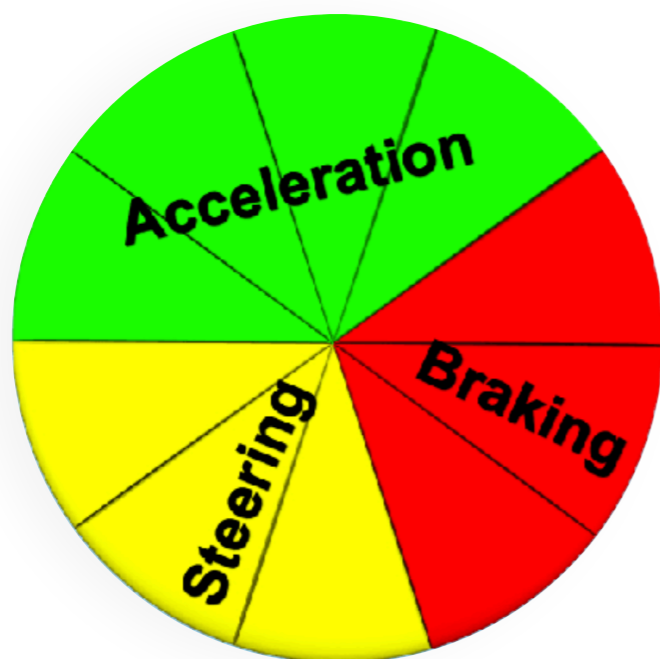
### The Solution

We need to eliminate those risk factors contributed by our performance, and instead acquire the Zone Control Actions into habits that can serve to automatically give low-risk behavioral patterns. A driver needs the ten empowering habits, like an insurance policy, to prevent the monster from breaking out of the cage during that one “critical second” before a potential crash.

*Professor Mottola’s Driving MIND eCoach* and this *Pocket Coach* present Awareness and Space Management Strategies to give you Control of the “critical seconds.”



# Approach Curves/Turns as if Driving the Skid Monster



**Traction Pie**

1. Test your traction pie at a time when you will have **"Slide Space"** straight ahead.
2. Reduce speed on the straightaway, before entering the curve or turn.
3. For sharp curves and turns, hold partial braking until you are at the transition peg.





**Co-Driver's Tpeg for a Right Turn** is when the corner post is aligned with the target. During turns, observe the Tpeg approaching the target.



**Co-Driver's Tpeg for a Left Turn** is when the mirror is aligned with the target. **During turns**, observe the Tpeg approaching the target.



**Practice while you're a Pedestrian or as a Co-driver.**

4 = By Habit 3 = OKAY Without Coaching  
2 = Okay With Coaching 1 = More Practice

1. **Select a target** before a turn is made.
2. Turn head aligned with the Target.
3. See if POT is Open or Closed.
- 4a. Pedestrian, turn body toward target.
- 4b. Co-Driver, see car move toward target.
5. Recognize when you're at the Tpeg.
6. Visualize when you're **On Target**.

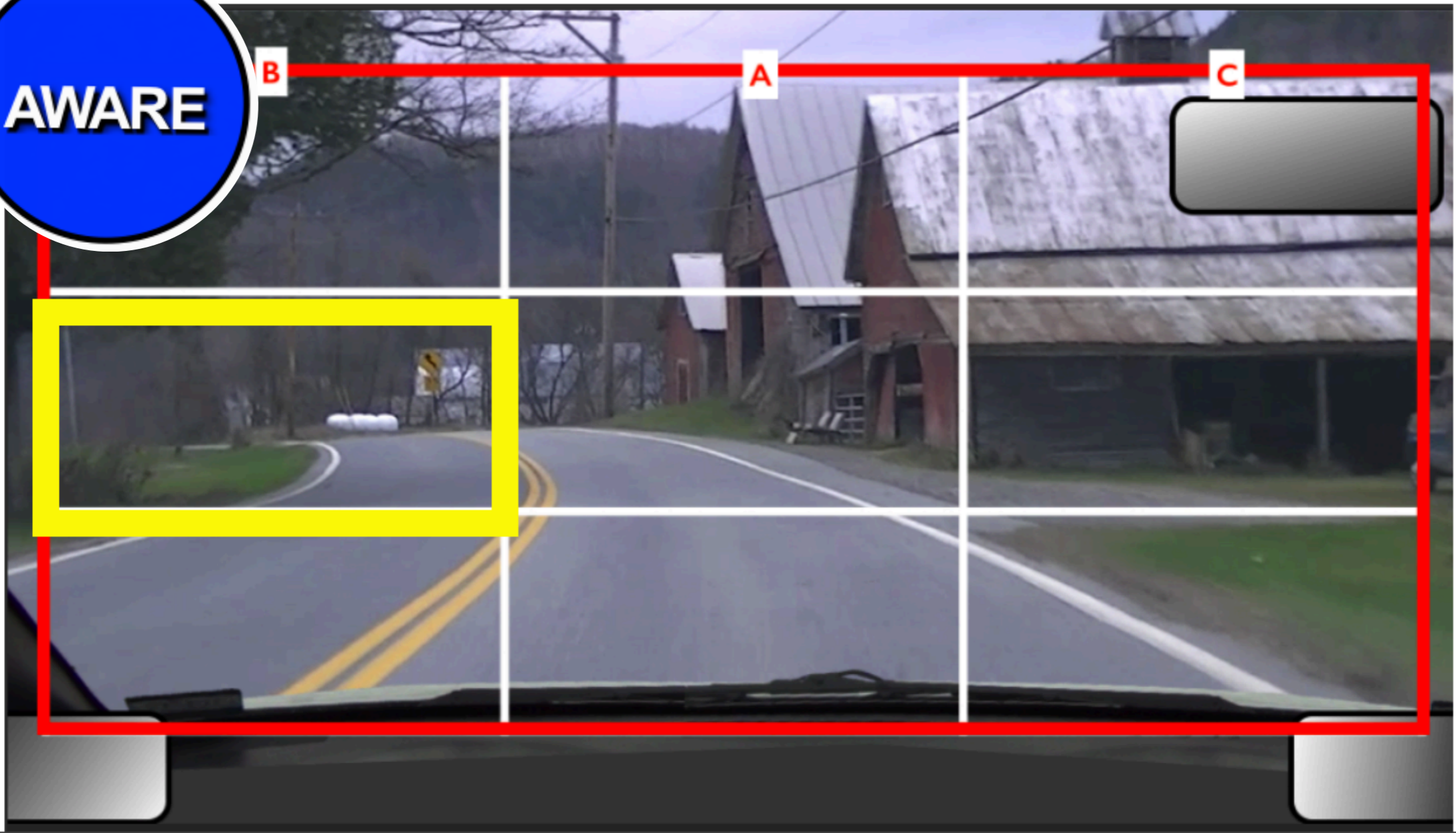
## Habit 3: Co-Driver Use of Transition Peg

**3C**

Dates: \_\_\_\_\_

Coach A B C

4 = By Habit 3 = OKAY Without Coaching 2 = Okay With Coaching 1 = More Practice



## Habit 3: Approaching Curves and Hills

3E

Dates: \_\_\_\_\_

Coach A B C

## Test Tire-Road Grip Use Slide Space

Before entering the curve when roads are wet from rain, dew, snow or ice, apply the brakes to test the tire-road grip before reaching the apex to provide “slide space” before steering into the curve.




1. See Curve In Target Area
2. Check Rear Zone
3. Test Tire-Road Grip
4. See A Left or Right Curve
5. See 4 Seconds of Road
6. Get Best Speed Control
7. Look For Cars/Get LP
8. See LOS-POT at Apex
9. Look Into Curve For POT
10. Evaluate New Target Area
11. Evaluate Targeting Path

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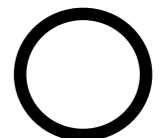
## Habit 3: Approaching Curves Slide Space

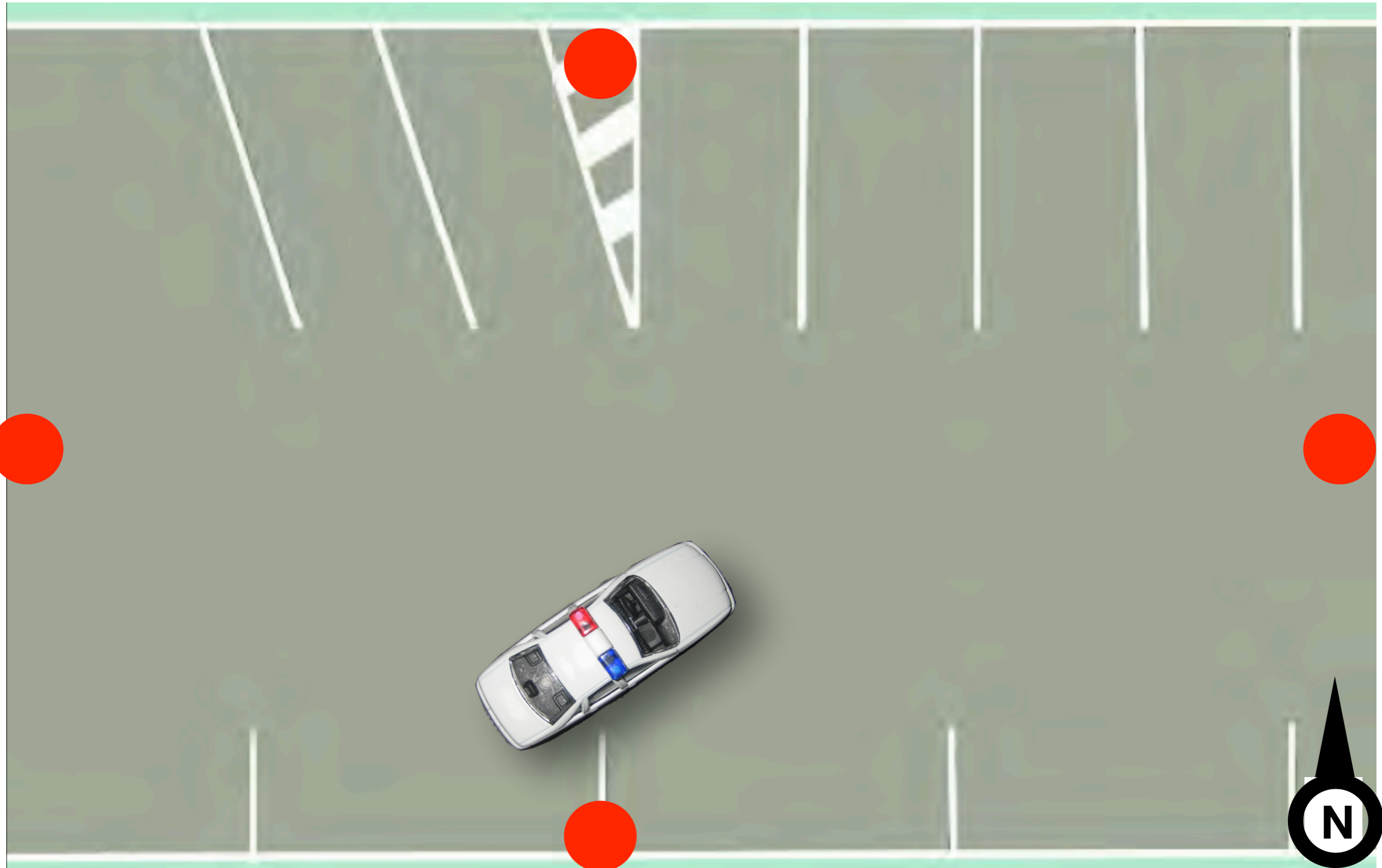
3B

Dates: \_\_\_\_\_

Coach A B C

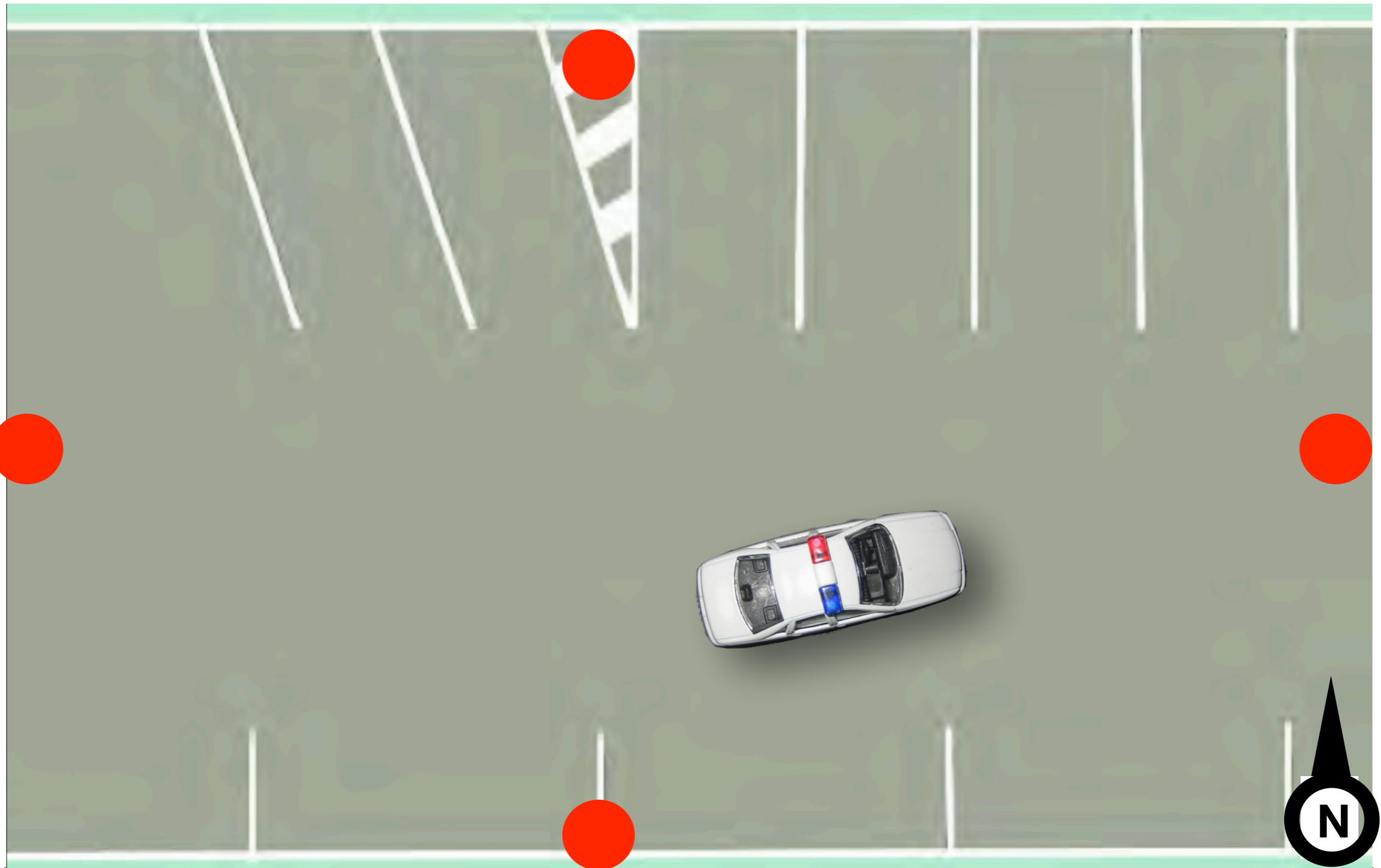
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# Roadway 1: Parking Lot Targeting Practice

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