

THE UNIVERSITY OF ADELAIDE
ROAD ACCIDENT RESEARCH UNIT

ADELAIDE IN-DEPTH ACCIDENT STUDY

1975 — 1979

PART 9: ACCIDENT DESCRIPTIONS AND SCALE PLANS



Sponsored by the Office of Road Safety, Commonwealth Department of Transport
and the Australian Road Research Board



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PART 9: ACCIDENT DESCRIPTIONS AND SCALE PLANS

by

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ADELAIDE, 1979

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ABSTRACT : This report contains written and diagrammatic descriptions of accidents reported in an in-depth study of road accidents to which an ambulance was called in the metropolitan area of Adelaide, South Australia. A representative 8% sample, comprising 304 accidents, was investigated in the 12 month period commencing 1976.

*Non IRRD Keywords

The views expressed in this publication are those of the authors and do not necessarily represent those of the University of Adelaide, the Commonwealth Government or the Australian Road Research Board.

FOREWORD

This study was conducted by the Road Accident Research Unit of the University of Adelaide and was jointly sponsored by the Office of Road Safety, Commonwealth Department of Transport and the Australian Road Research Board.

The general aims were to evaluate the effectiveness of many existing safety measures and to identify other factors related to accident or injury causation in road accidents in metropolitan Adelaide. The areas studied included characteristics of road users, the vehicles and the road and traffic environment.

To achieve these aims a representative sample of all road accidents to which an ambulance was called in the Adelaide metropolitan area was studied in the 12 months from March 1976. Two teams, each comprising a medical officer, an engineer and a psychologist attended 304

randomly selected accidents and collected medical, engineering and sociological data.

The findings are presented in a series of reports, each covering a specific topic. Part I provides an overview, and is followed by reports dealing with pedestrians, pedal cyclists, motorcyclists, commercial vehicles, passenger cars and road and traffic factors. The final report in the series provides a summary of the findings and recommendations.

Basic data from the study are held on computer by both the Road Accident Research Unit, University of Adelaide and the Australian Road Research Board. Access to these data can be arranged for bona fide research workers on application to the Australian Road Research Board. Further copies of this report and copies of other reports in the series are available from the Office of Road Safety, Commonwealth Department of Transport.

ACKNOWLEDGEMENTS

The collection of data at the scene of the accident and in the follow-up investigations was performed by :

H.S. Aust and C.T. Hall
(Engineers)

N.D. Brewer and B.L. Sandow
(Psychologists)

J.R. Lipert and P.J. Tamblyn
(Medical Officers)

The completion of this study was due mainly to the willingness of these team members to work exceptionally long hours under difficult and often hazardous conditions.

Much of the road and traffic data was collected by W.J. Offler, who also attended the scenes of the accidents during the final three months.

The recorded information was processed by the above personnel, assisted by J.K. Darwin, G.M. Haymes, O.T. Holubowycz and C.A. Latta.

The Steering Committee for the study provided valuable assistance and advice. Its members were: Professor R.E. Luxton (Chairman), Professors: I.D. John, R.B. Potts, J.S. Robertson, A.T. Welford, Drs.: B.L. Cornish (representing the Director General of Medical Services),

I.R. Johnston (D.O.T.), J.B. Metcalf (A.R.R.B.), G. Sved, A.P. Vulcan (D.O.T.), and Messrs. J.F.M. Bryant (A.R.R.B), R. Culver, H.E. Roeger (later R.W. Scriven and then M. Knight) (representing the Commissioner for Highways), R. Ungers (D.O.T.) and F.E. Yeend (D.O.T.). The first Chairman was the late Professor N.T. Flentje.

The St. John Ambulance Transport Division played an essential role in the conduct of this study by notifying the Road Accident Research Unit when an ambulance was called to attend a road accident. The South Australian Highways Department, the Road Traffic Board, and the Police Department cooperated in many ways in the execution of this study, as did the Hospitals Department. The proprietors and operators of towing services and crash repair shops facilitated inspections of the damaged vehicles.

The sponsorship and advice of the Office of Road Safety of the Commonwealth Department of Transport and the Australian Road Research Board are gratefully acknowledged.

The final acknowledgement is due to the persons who were involved in the accidents studied and who cooperated freely with the members of the research teams.

1. INTRODUCTION

A sample of road accidents to which an ambulance was called in the Adelaide metropolitan area was investigated at the scene by multi-disciplinary teams from the Road Accident Research Unit of the University of Adelaide. This survey, which ran for twelve months from 23 March 1976, was sponsored by the Office of Road Safety of the Commonwealth Department of Transport and the Australian Road Research Board. Each accident was studied by an engineer, a psychologist and a medical officer. Their observations at the scene started an average of ten minutes after the ambulance was called and were supplemented by further investigations including interviews with the drivers and other active participants (pedestrians and cyclists), detailed observation of traffic behaviour at the accident site and examination of the injured persons in hospital and the vehicles in towing service depots and elsewhere.

An eight per cent sample, totalling 304 accidents, was obtained of all road accidents as defined above. The sample was representative of this accident population by time of day and day of week. The purpose of this survey, the sampling technique and the method of investigation are described in detail in another report in this series together with a review of the types of accidents investigated and an outline of the general conclusions. This report contains a summary and scale plan for each of the 304 accidents. An attempt has been made to ensure that this information is self-explanatory although the following comments may be of value.

The appendix contains a legend which explains the symbols used on the plans. Each traffic unit (vehicle or pedestrian) that was physically involved in the accident has been assigned a unit number, which matches the unit number in the coded data. On the scale plan the sequence of events is indicated by the subscripts to the unit numbers. Whenever the final rest position of a traffic unit was not known it is not shown on the plan. Unless there is a note to the contrary on a plan (e.g. Accident 25) the speed limit was 60 km/h.

The traffic signal arrows indicate the direction of the traffic light installations relevant to the accident. They do not all indicate the direction of the green signal (e.g. Accident 4).

Blood alcohol (BAC) readings are listed in the summary for each of the active participants (driver, rider, pedestrian) for whom a reading was available. Those for whom no BAC reading is listed were generally thought not to have been drinking but there was evidence that at least nine of these drivers were intoxicated and they are mentioned in the summaries of accidents 29, 33, 36, 120, 233 (2 drivers), 252, 272 and 303. The Road Accident Research Unit Vehicle Damage Index, 'RARU-VDI' (McLean, 1975) is given for all cars which sustained measurable damage from first and subsequent impacts. This index is not the commonly used Society of Automotive Engineers Vehicle Damage Index, 'SAE-VDI' (-, 1972), but rather, a modified version which is described in the introduction to the Data and Data Codes Report, a companion volume in this series. The SAE-VDI is used to describe damage to trucks. A VDI is not given for motorcycles since its relationship to injury levels is unclear.

The 304 accidents are numbered from 1 to 305, with the number 141 not being assigned to any accident.

ACCIDENT 001

1601 hrs, day, dry road.

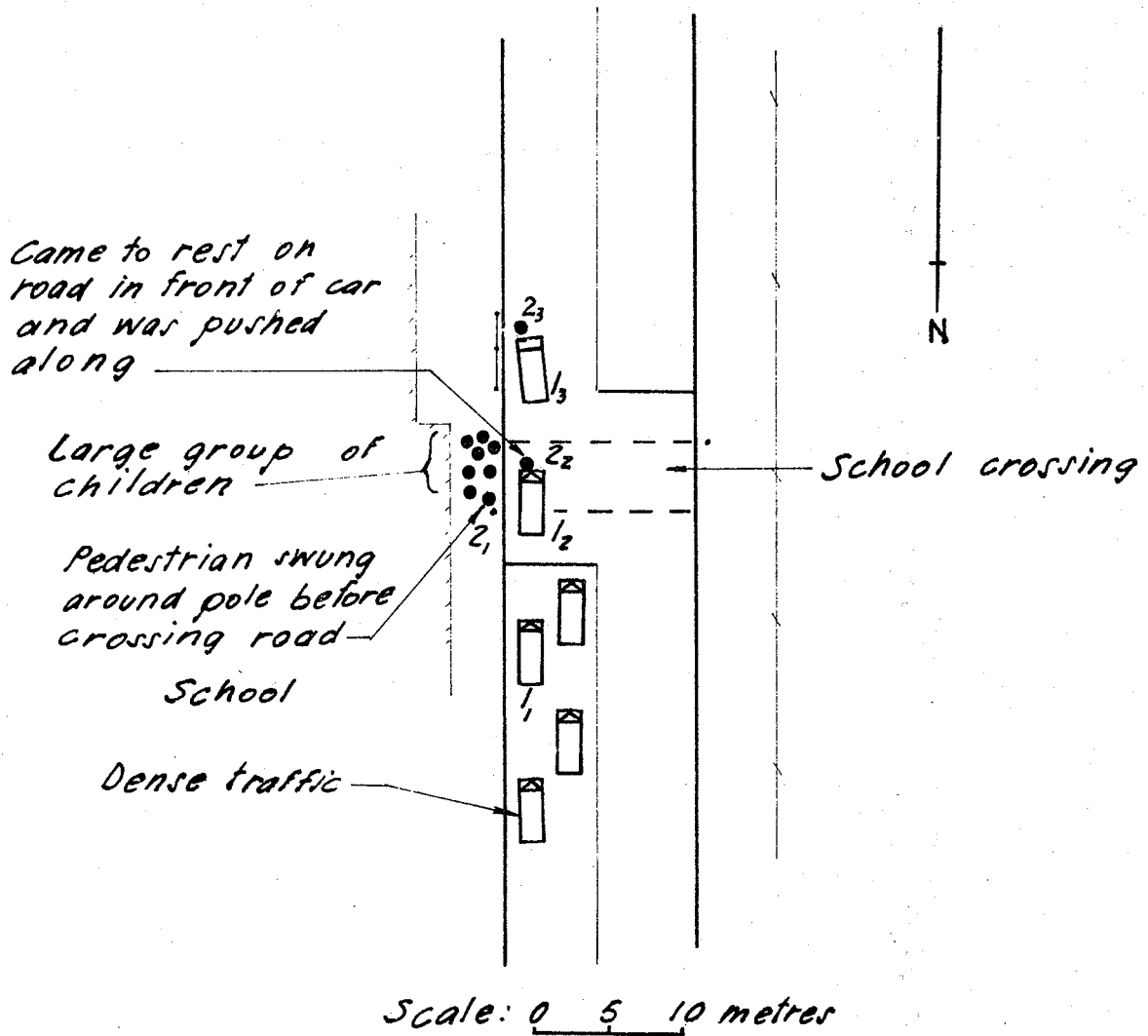
The driver of Unit 1 was travelling near the kerb toward the school crossing. Unit 2 stepped out from a group of children and was struck by Unit 1.

Unit 1: Fiat 1100D Riviera 4 door sedan, 1962. No damage.

Driver: F81; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M11; moderate, non-dangerous injuries;
ISS = 8; hospital 4 days; restricted activity
14 days; no permanent disability.

ACCIDENT NO. 1



ACCIDENT 002

1806 hrs, day, dry road.

Rider of Unit 2 stopped at the intersection to give way to vehicle preceding Unit 1 on right. As cars to left of Unit 2 were stationary and thinking that the way was clear he commenced to cross. Driver of Unit 1 had assumed motorcyclist would give way and only detected movement of Unit 2 shortly before impact.

Unit 1: Ford Falcon XT Fairmont 4 door sedan, 1969.

RARU-VDI: 12FRKW003

Driver: M27; BAC unknown; belt available, not worn.
Uninjured.

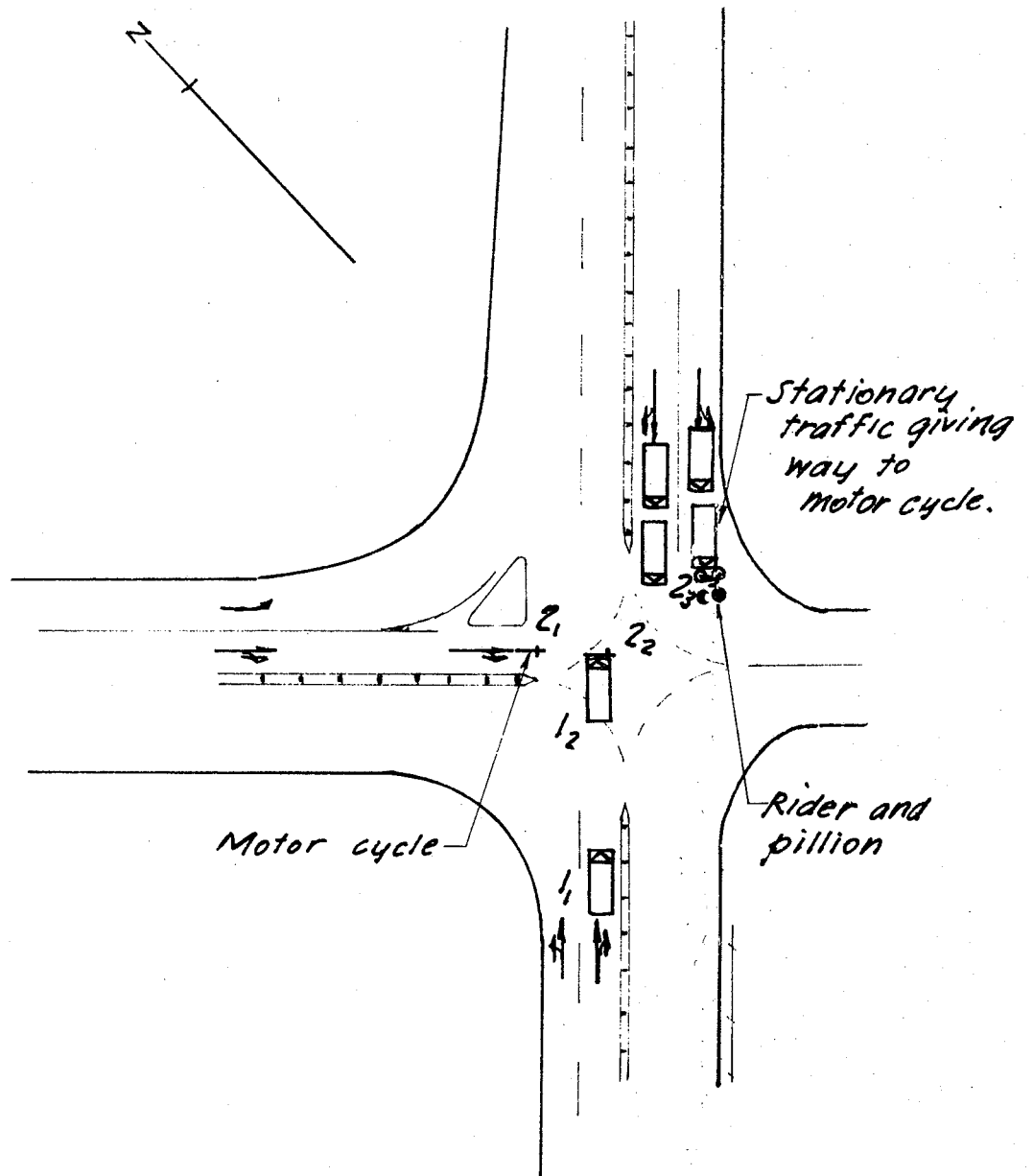
Passenger: LF; F age unknown; belt available, not worn.
Uninjured.

Unit 2: Suzuki TS 185L trail, 1974.

Rider: M16; BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 1.

Pillion: M16; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 10;
hospital 3 days; restricted activity
5 months; no permanent disability.

ACCIDENT NO. 2



Scale: 0 5 10 metres

ACCIDENT 003

1542 hrs, day, dry road.

Pedestrians stepped out from in front of stationary truck without looking for approaching traffic. Driver of Unit 1 saw them immediately and braked. The collision occurred when the car had almost stopped.

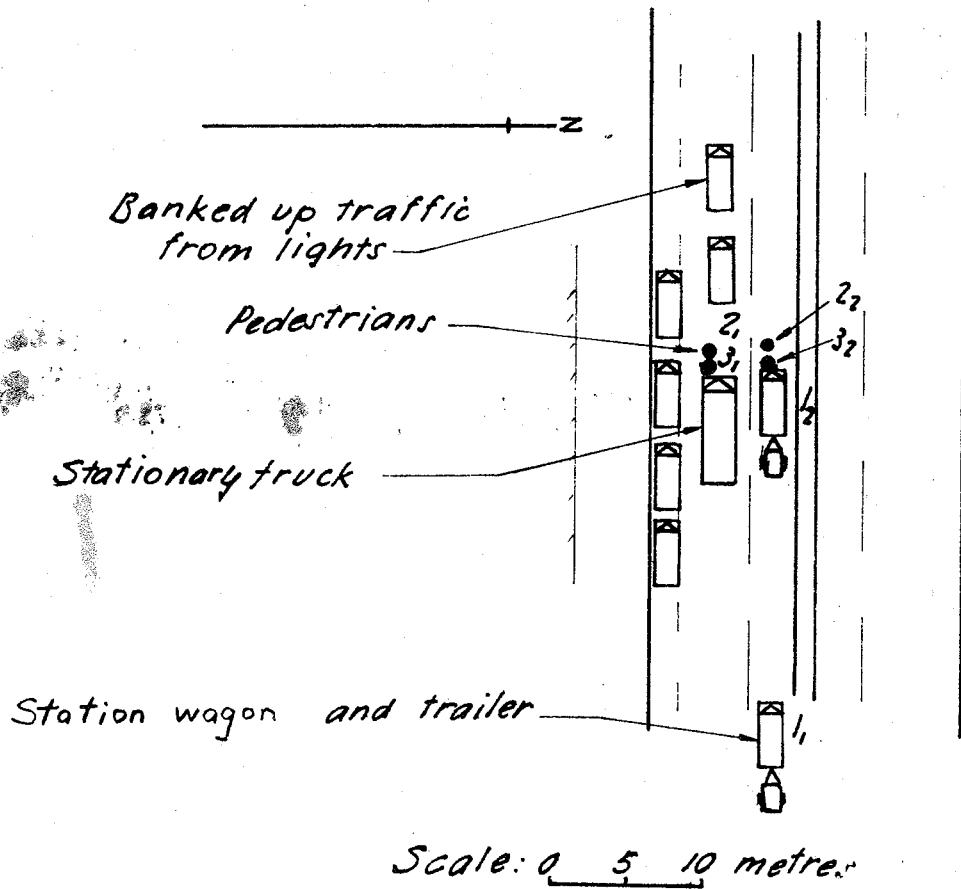
Unit 1: Holden EH 4 door station wagon, 1964. No damage.

Driver: M30; BAC unknown; belt available, worn loosely.
Uninjured.

Unit 2: Pedestrian: F36; BAC unknown. Minor injuries;
ISS = 1.

Unit 3: Pedestrian: M4. Minor injuries; ISS = 1.

ACCIDENT NO. 3



ACCIDENT 004

2336 hrs, night, dry road.

Traffic lights, turned from green to amber when Unit 1 was about 50 m from the intersection but the driver decided to continue across. Driver of Unit 2 started from rest when lights turned to green. When he saw Unit 1, driver of Unit 2 tried to accelerate out of the way.

Unit 1: Chrysler Valiant VC 4 door sedan, 1966.
RARU-VDI: 11FREW013

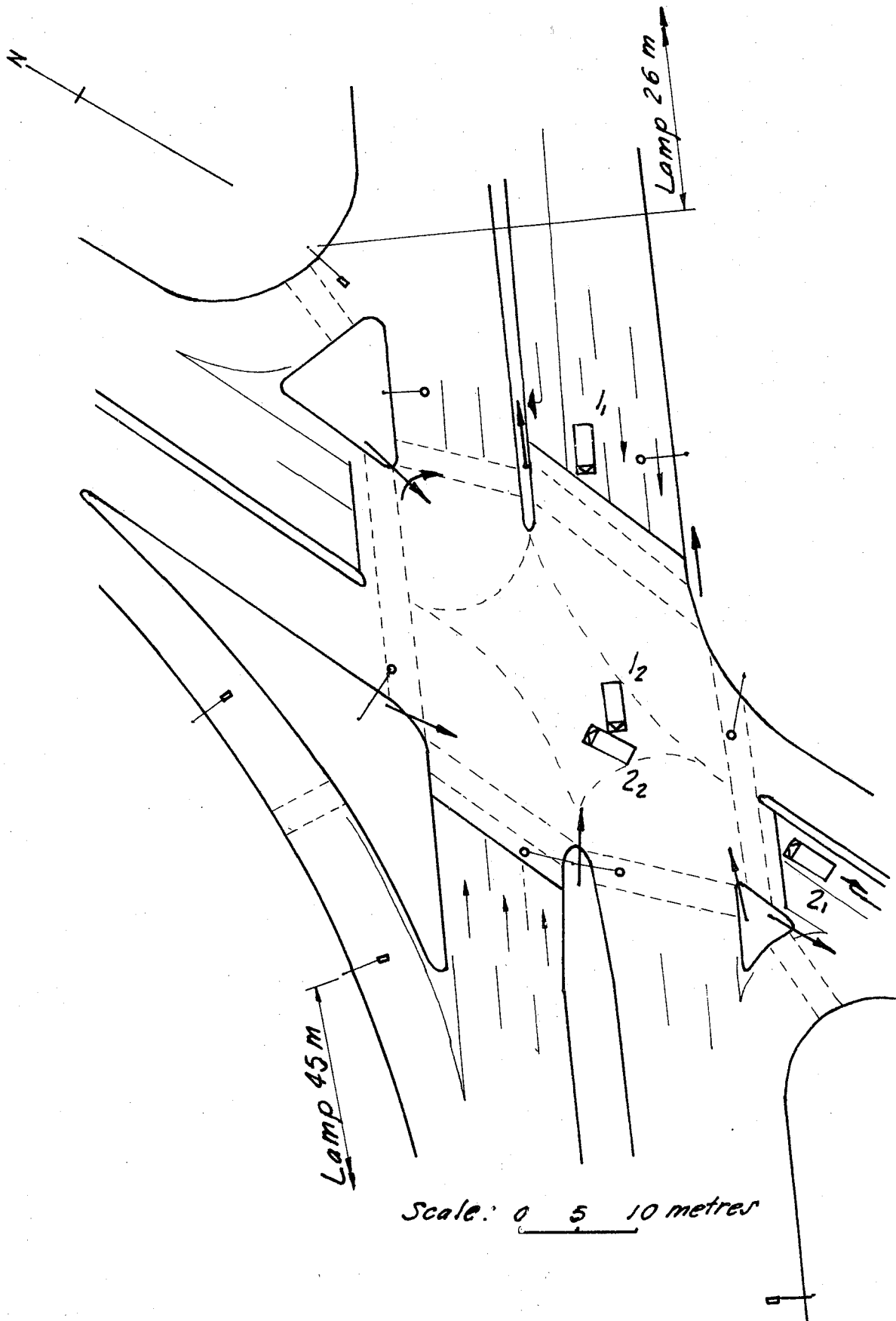
Driver: M41; BAC 0.10; belt available, probably worn.
Uninjured.

Unit 2: Fiat 2300 4 door station wagon, 1962. RARU-VDI: 1RPEW018

Driver: M35; BAC 0.07; belt available, not worn.
Minor injuries; ISS = 2.

Passenger: LF; F28; belt available, not worn.
Uninjured.

ACCIDENT NO. 4



Stationary vehicles were banked up from traffic lights and allowed a space for Unit 1 to make a right turn into stem of T-junction. Bicycle travelling near the kerb travelled past the stationary bus and struck the side of Unit 1.

Unit 1: Holden HD 4 door sedan, 1965. RARU-VDI: 1ØLKMNØØ2

Driver: M19; BAC zero; belt available, worn correctly.
Uninjured.

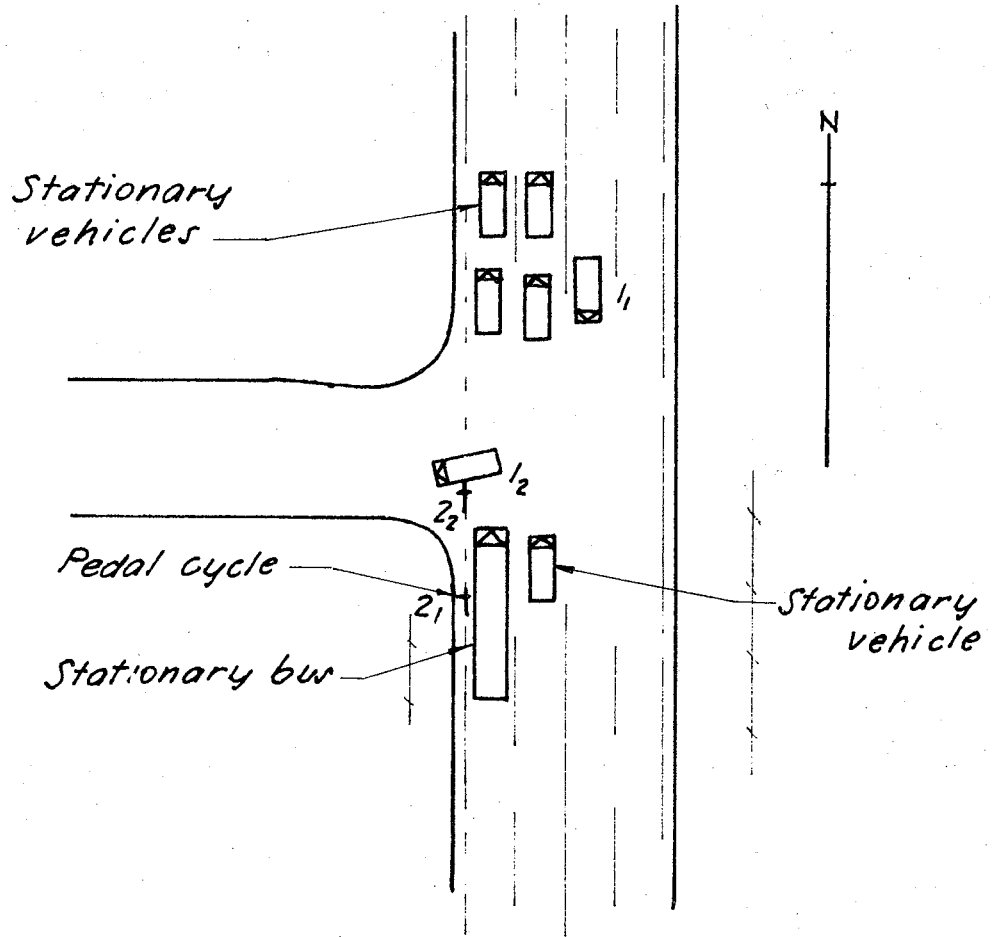
Passenger: LF; F age unknown; belt available,
worn correctly. Uninjured.

Passenger: LR; F age unknown; no belt available
Uninjured.

Unit 2: Super Elliot 26" bicycle.

Rider: M20; BAC zero; no head protection worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 5



Scale: 0 5 10 metres

ACCIDENT 006

1144 hrs, day, dry road.

Driver of Unit 2 was following another vehicle in the right hand lane and intended to turn right at the intersection. She apparently failed to look properly before turning and crossed in front of Unit 1. Unit 2 was struck on its left side and rolled over onto its roof.

Unit 1: Holden HK utility, 1968. RARU-VDI: 1FYEW020

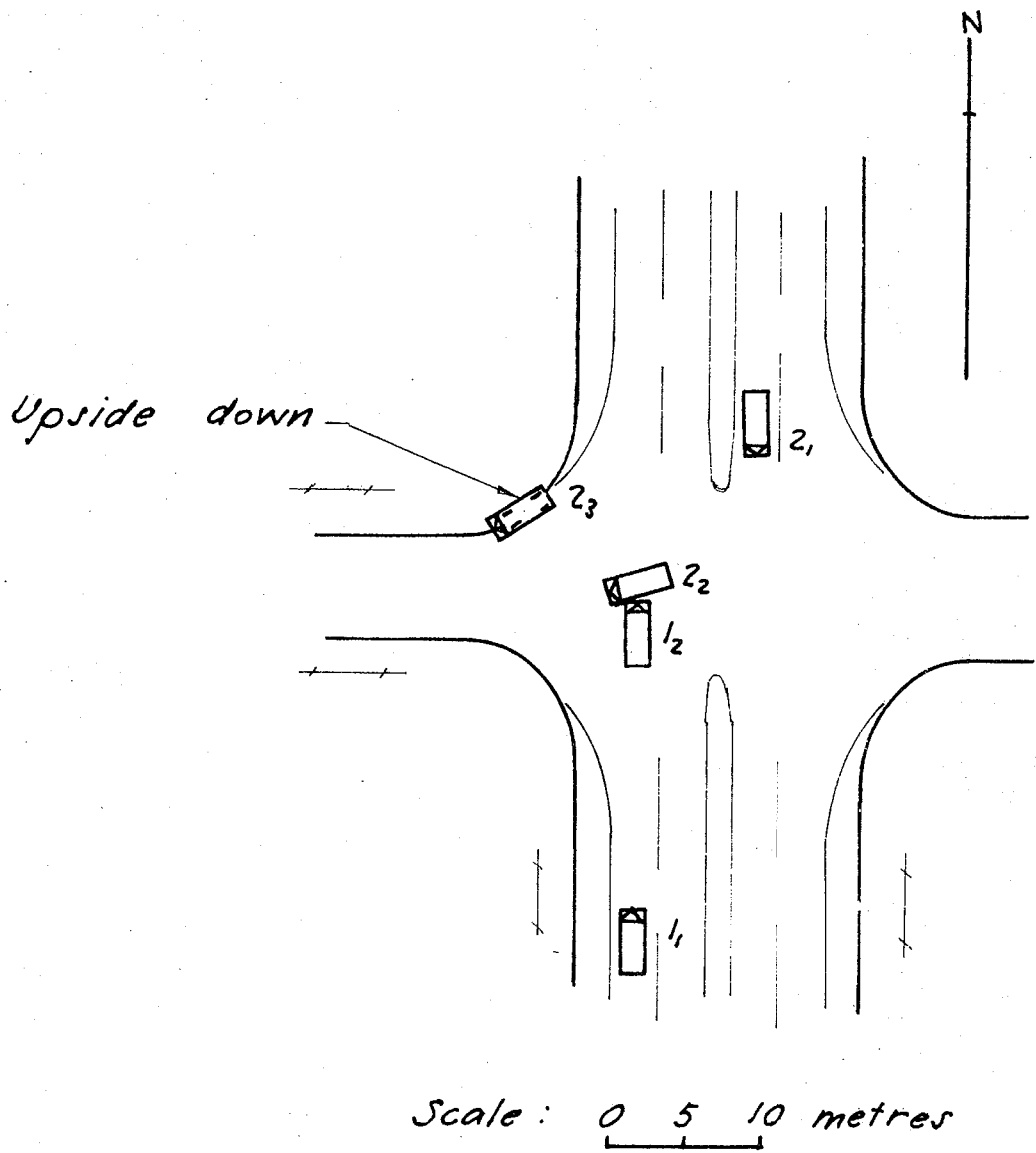
Driver: M71; BAC unknown; belt available, worn loosely. Uninjured.

Passenger: LF; F68; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 6;
hospital 3 days; restricted activity unknown.

Unit 2: Toyota Corona 4 door sedan, 1970. RARU-VDI: 10LYEW010
13TYXH040

Driver: F66; BAC zero; belt available; worn incorrectly. Moderate, non-dangerous injuries; ISS = 5; hospital 12 days; restricted activity 33 days; no residual disability.

ACCIDENT NO. 6



ACCIDENT 007

1908 hrs, night, dry road.

Driver of Unit 1 lost consciousness owing to an acute illness. Unit 1 veered across to the right-hand side of road and struck a parked car, pushing it into a wooden utility pole.

Unit 1: Holden EH 4 door sedan, 1964. RARU-VDI: 12FREW040

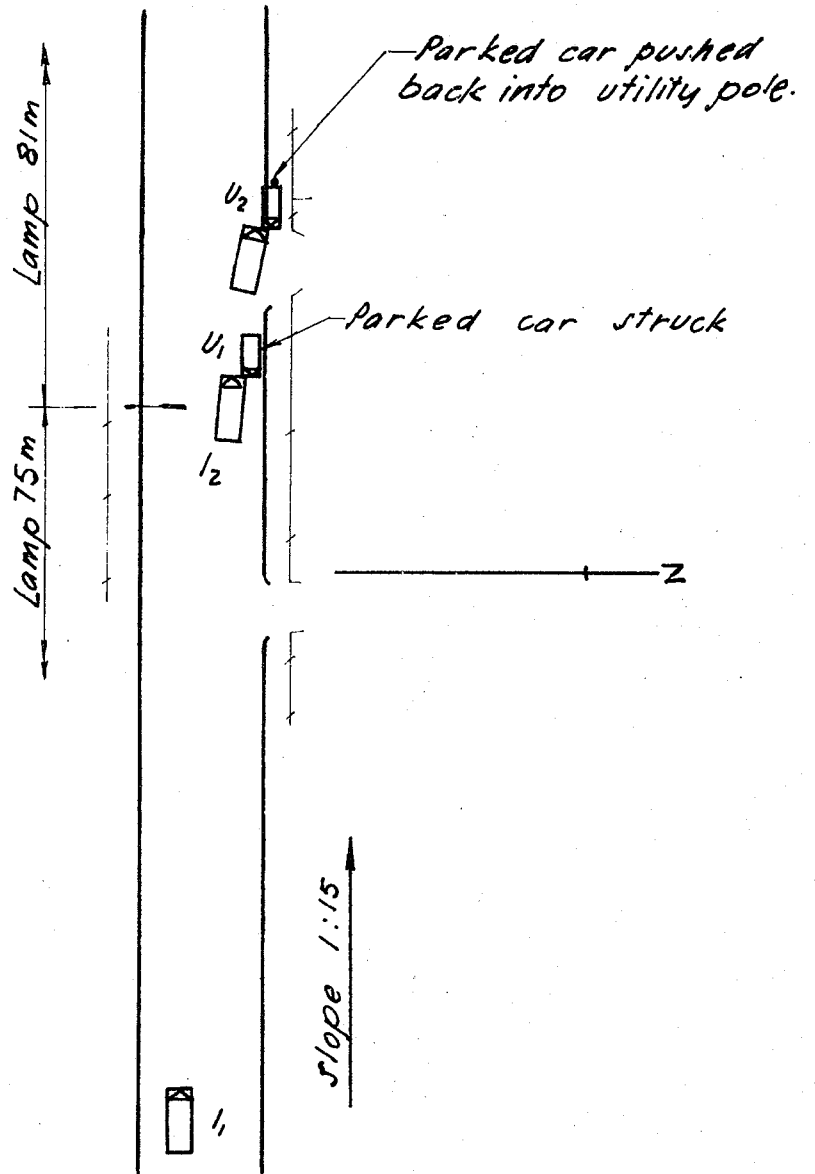
Driver: M58; BAC zero; no belt fitted.
Moderate, non-dangerous injuries; ISS = 4;
hospital 4 days; restricted activity unknown;
no permanent disability.

Passenger: LF; F56; no belt fitted. Minor injuries;
ISS = 1.

Passenger: LR; M age unknown; no belt fitted.
Uninjured.

Passenger: LC; F29; no belt fitted.
Minor injuries; ISS = 1.

ACCIDENT NO. 7



Scale: 0 5 10 metres

ACCIDENT 008

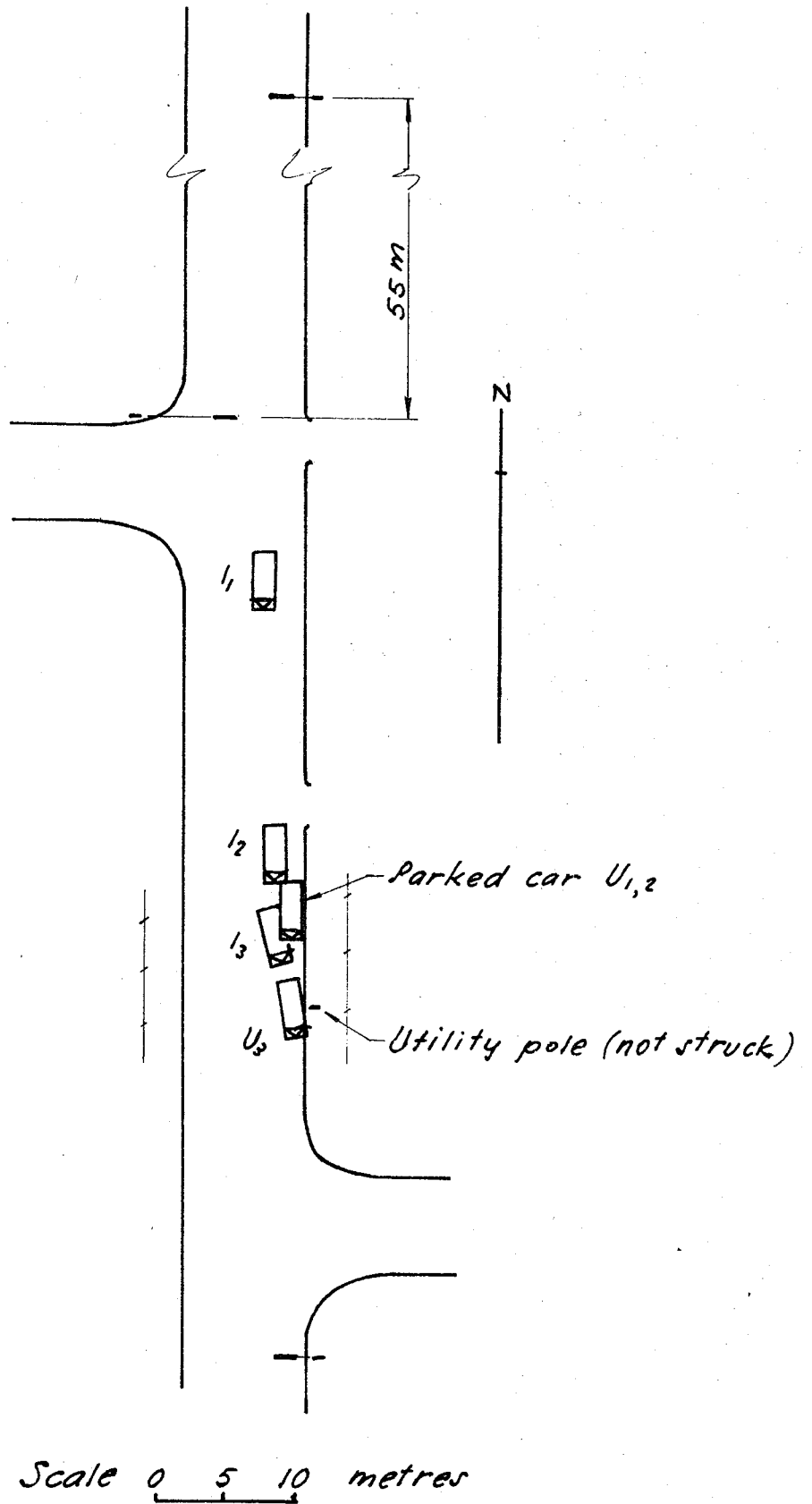
2113 hrs, night. dry road.

The intoxicated driver of Unit 1 apparently failed to detect the presence of the parked vehicle with which she collided. She refused to provide any information to explain this failure.

Unit 1: Fiat 124 special 4 door sedan, 1970. RARU-VDI: 11FYEC029

Driver: F50; BAC 0.16; belt fitted, probably not worn.
Minor injuries; ISS = 2; restricted activity
7 days; no permanent disability.

ACCIDENT NO. 8



Driver of Unit 2 failed to slow down as he approached the intersection. He said he expected his passage to be protected by stop signs since one of the preceding intersections had stop signs for cross traffic. Owing to poor street signs and lighting the driver of Unit 1 claims she did not realise that she was crossing an intersection, even though she had intended to turn right at some place along that road.

Unit 1: GMH Torana HB 2 door sedan, 1967. RARU-VDI: 1ØLYAWØ28

Driver: F28; BAC zero; belt available, not worn.
Severe, non-dangerous injuries; ISS = 10;
hospital 10 days, restricted activity
3 weeks; minor permanent disability.

Passenger: LF; F19; belt available, probably worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 7 days; restricted activity 52 days;
minor permanent disability.

Unit 2: Chrysler Valiant AP6 4 door sedan, 1965.

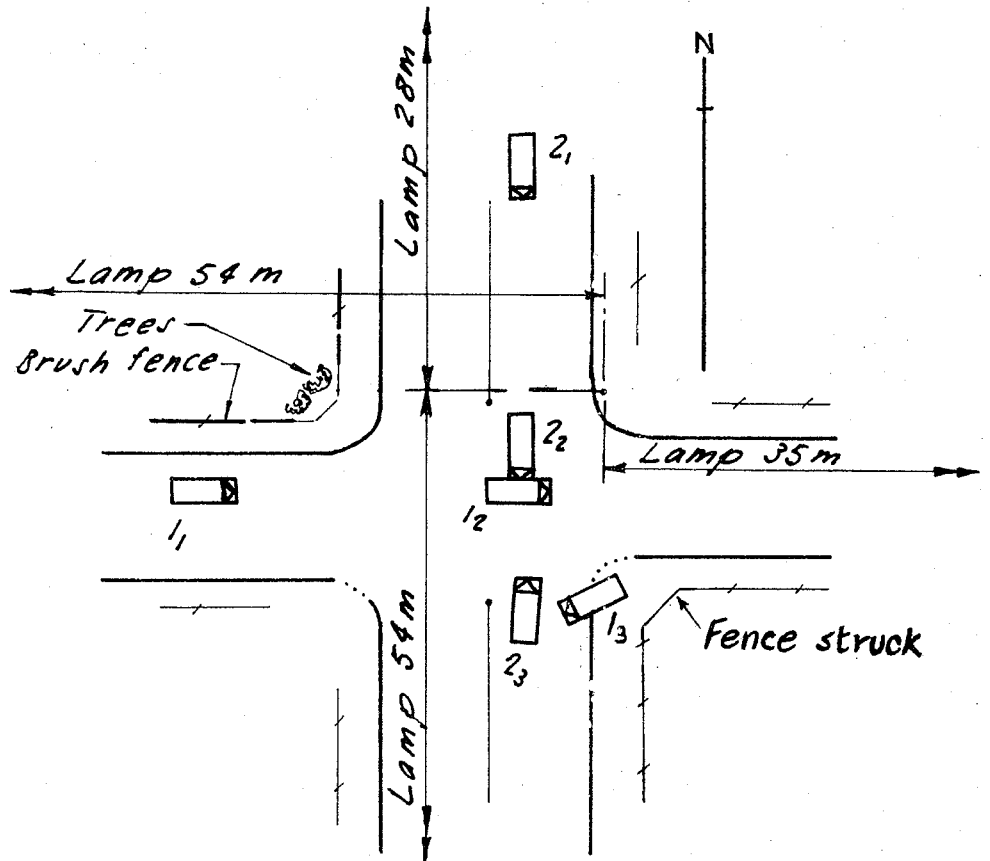
RARU-VDI: 2 FDEWØ35

Driver: M23; BAC Ø.Ø6; belt fitted, probably not worn. Uninjured.

Passenger: FC; F21; no belt fitted.
Minor injuries; ISS = 1.

Passenger: LF; M23; no belt fitted. Uninjured.

ACCIDENT NO. 9



Scale : 0 5 10 metres

ACCIDENT 010

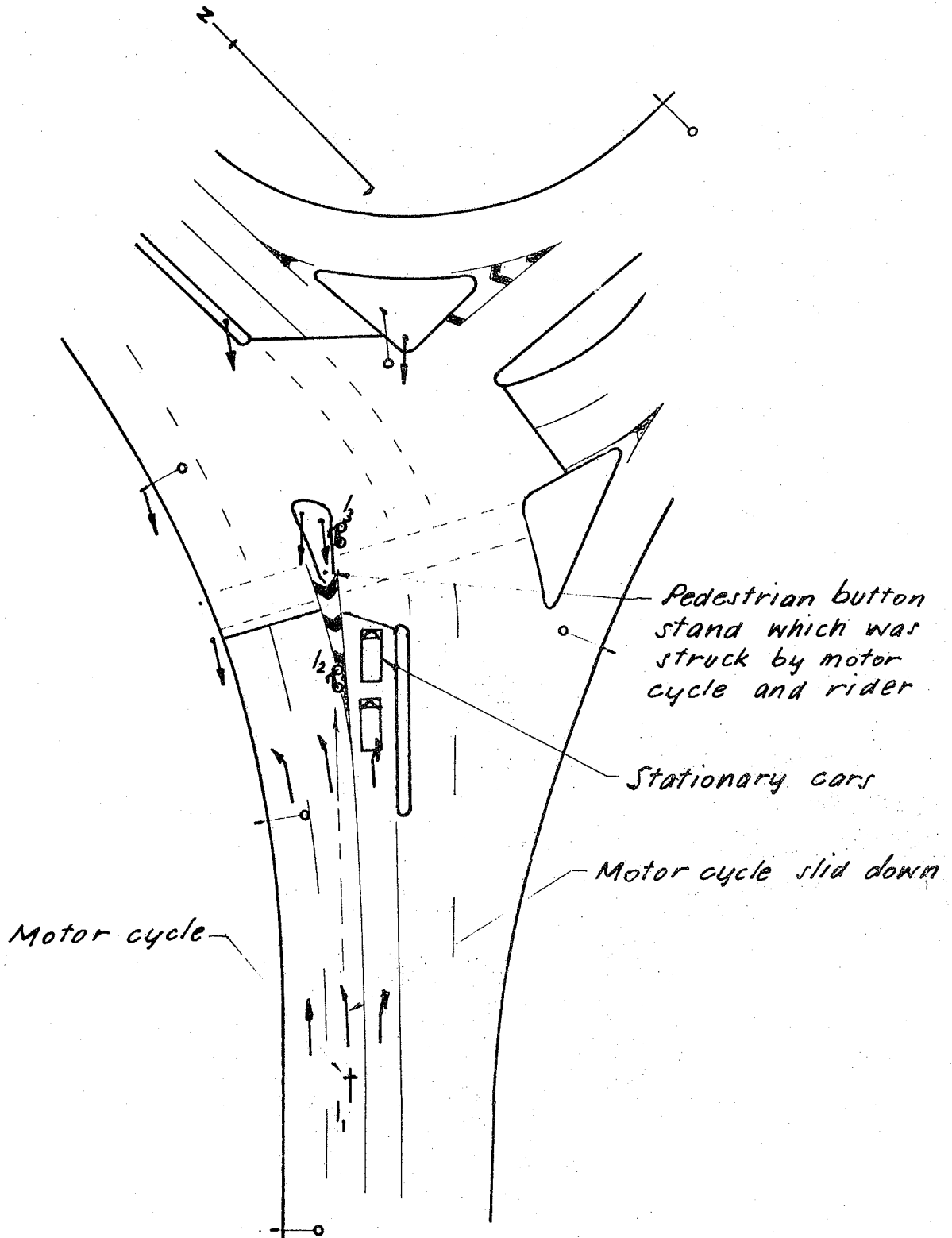
2247 hrs, night, dry road.

The motorcycle, for some unknown reason, slid down and both the bike and rider struck a vertical traffic light control stand. The rider does not remember any circumstances surrounding the accident, owing to concussion.

Unit 1: Yamaha R5 350 road, 1972.

Rider: M29; BAC 0.15; jet helmet worn, strap buckled.
Moderate, non-dangerous injury; ISS = 8;
hospital 24 days; restricted activity 4 months;
minor permanent disability.

ACCIDENT NO. 10



Scale: 0 5 10 metres

ACCIDENT 011

1108 hrs, day, road wet,
(raining)

The stationary cars in the right hand lane were intending to turn into the stem of the T-junction. These cars had priority, but were giving way to Unit 1. The driver of Unit 1 had his view of Unit 2 obscured by a car approaching in the left lane which was intending to turn left. Unit 1 moved forward before the driver detected the presence of Unit 2. Both drivers braked and Unit 1 was stationary at impact.

Unit 1: Ford Fairlane ZD 4 door sedan, 1971. RARU-VDI: 2FRECØ33

Driver: M51; BAC unknown; belt available, worn correctly. Uninjured.

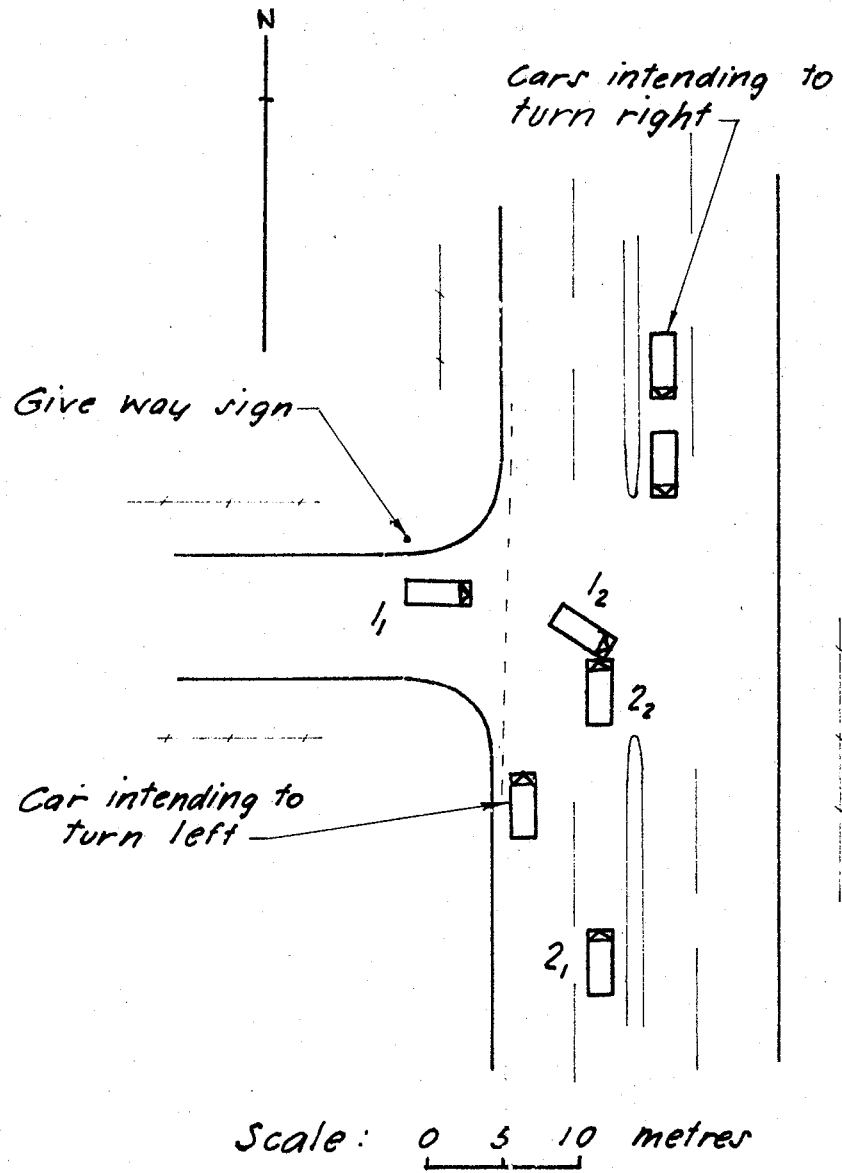
Passenger: LF; F45; belt available, worn loosely. Minor injuries; ISS = 1.

Unit 2: Isuzu Bellett 1500 4 door sedan, 1968.

RARU-VDI: 11FZEKØ17

Driver: F21; BAC zero; belt available, worn correctly. Minor injuries; ISS = 1.

ACCIDENT NO. 11



ACCIDENT 012

1550 hrs, day, dry road.

The driver of Unit 2 was indicating her intention to make a right hand turn into the Service Station but as she crossed the road her motor stalled. Despite braking, Unit 1 struck the side of Unit 2 which was stationary at impact.

Unit 1: Mazda 808 Deluxe 4 door sedan, 1973. RARU-VDI: 12FKEC015

Driver: M25; BAC unknown; belt available, not worn.
Uninjured.

Passenger: LF; F age unknown; belt available, not worn. Moderate, non-dangerous injuries; ISS = 6; hospital 2 days, restriction unknown.

Passenger: RR; F age unknown; belt available, not worn. Minor injuries; ISS = 1.

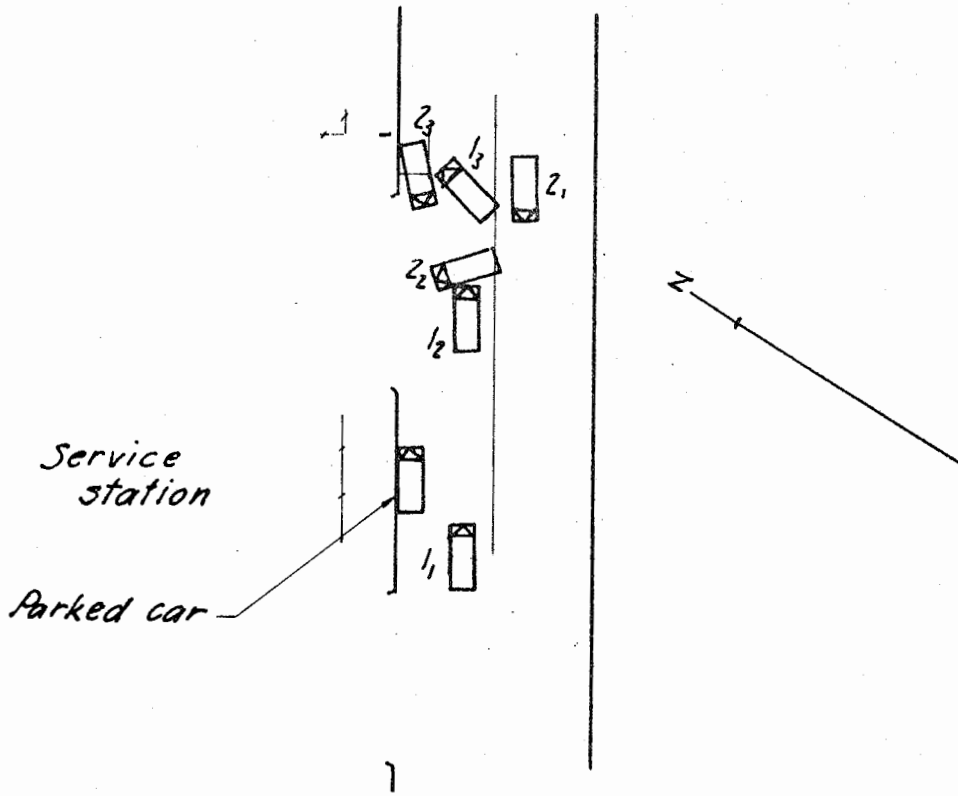
Passenger: CR; F3; no belt available.
Minor injuries; ISS = 2.

Passenger: LR; F age unknown; belt available, not worn. Minor injuries; ISS = 2.

Unit 2: Ford Prefect 4 door sedan, 1967. RARU-VDI: 10LPEW018

Driver: F25; BAC unknown; no belt available.
Uninjured.

ACCIDENT NO. 12



Scale: 0 5 10 metres

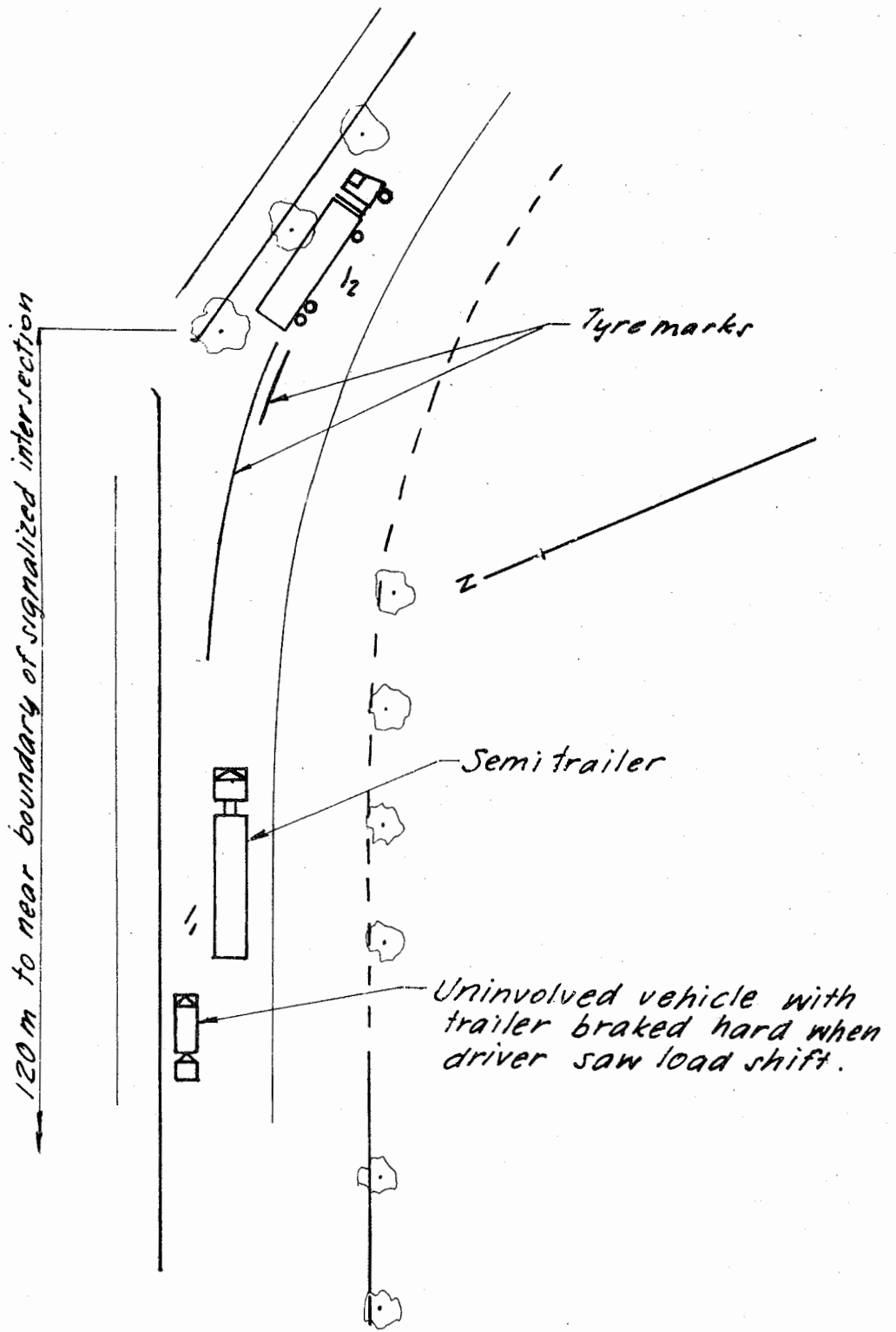
ACCIDENT 013

1715 hrs, dusk, road dry.

As the semi-trailer entered the slightly off camber corner, the load of paper bags shifted to the left. This caused the inside wheels of the trailer to lift which in turn caused the entire unit to roll onto its side.

Unit 1: Bedford Isuzu SE prime mover with trailer, 1974.
SAE-VDI: 9LFA02

Driver: M28; BAC unknown; belt availability unknown.
Minor injuries; ISS = 2.



ACCIDENT 014

0847 hrs, day, dry road.

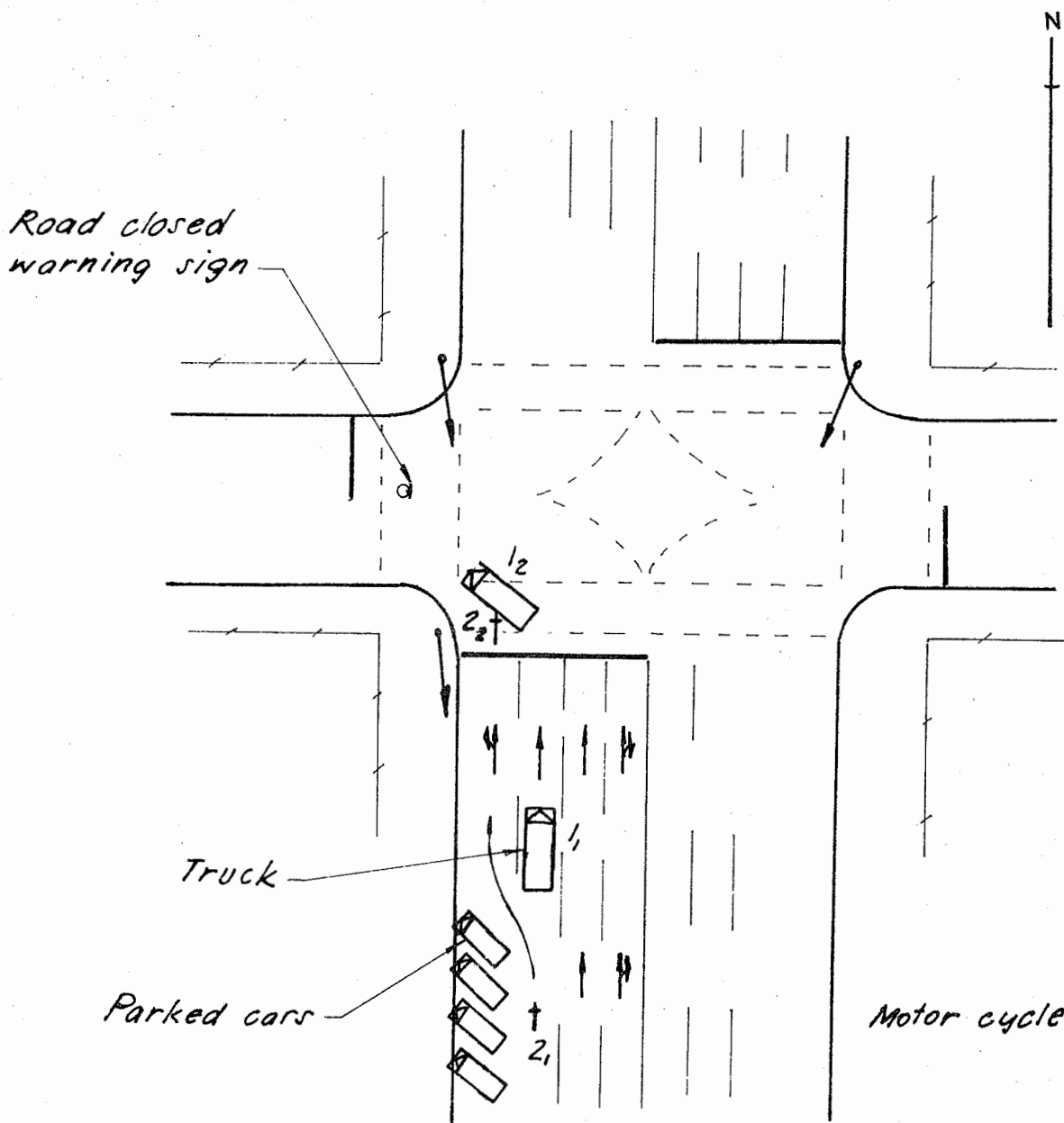
The driver of the truck (Unit 1) was intending to turn left from the second lane out from the kerb. He operated his left indicator but the rear indicator light was not working. The motorcyclist was attempting to overtake the truck on the left hand side and cross the intersection when the truck made its intended left hand turn across the motorcycles path.

Unit 1: Dodge D5N tip truck, 1971. SAE-VDI: 9LPE51

Driver: M24; BAC zero; no belt available.
Uninjured.

Unit 2: Honda CB125S road, 1971.

Rider: F19; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 1; restricted activity
2 days; no permanent disability.



Scale: 0 5 10 metres

ACCIDENT 015

2129 hrs, night, dry road.

Units 1 and 2 were travelling in single file. The rider of Unit 2 applied his brakes but his brake light had been disconnected. Unaware of the braking manoeuvre, the rider of Unit 1 struck Unit 2 which overbalanced and fell. Unit 1 slid along the road for some distance before colliding with the rear of a parked car.

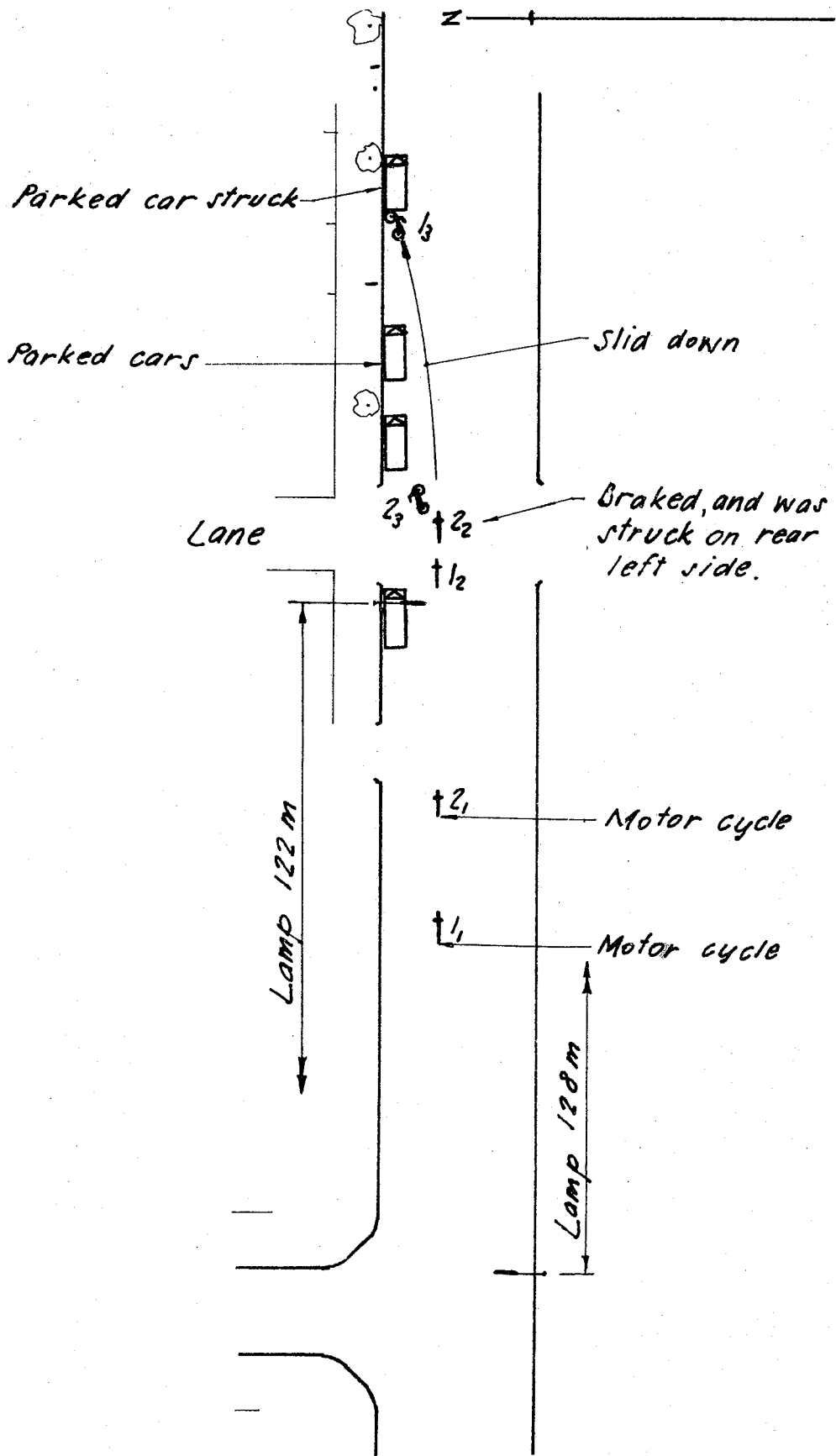
Unit 1: Yamaha 650 XS-2 road, 1971.

Rider: M20; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 1.

Unit 2: Harley Davidson XL 1000 road, 1972.

Rider: M19; BAC zero; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 4;
hospital 3 days; restricted activity 42 days;
permanent disability unknown.

ACCIDENT NO. 15



Scale: 0 5 10 metres

Unit 2 was stationary at the kerb as Unit 1 approached. Its driver failed to check adequately to the rear before attempting a U-turn and turned into the path of Unit 1.

Unit 1: Volkswagen 1200 Beetle 2 door sedan, 1961.
RARU-VDI: 12FDEW016

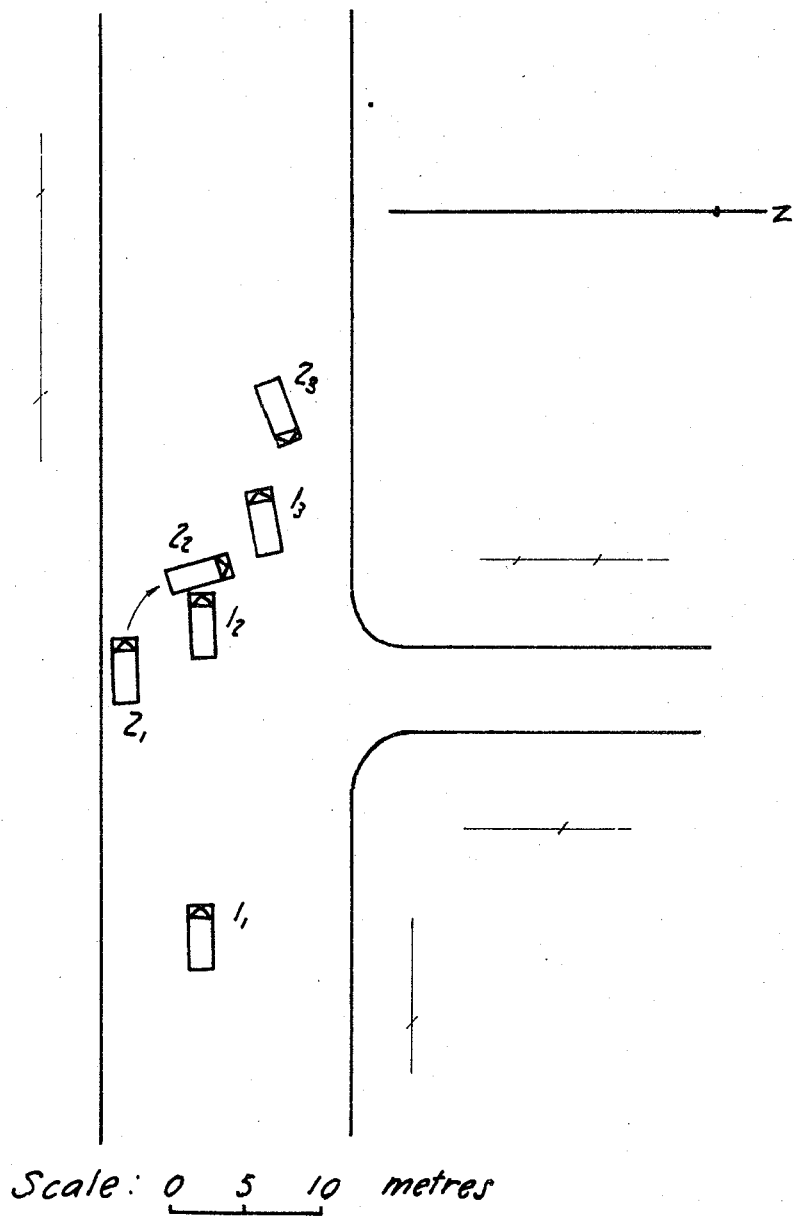
Driver: M44; BAC zero; belt available, worn loosely.
Moderate, non-dangerous injuries; ISS = 11;
hospital 7 days; restricted activity 61 days;
minor permanent disability.

Unit 2: Austin 1800 4 door sedan, 1969. RARU-VDI: 3RPEW025

Driver: F47; BAC zero; belt available, probably
not worn. Minor injuries; ISS = 3;
hospital 3 days; restricted activity 21 days;
no residual disability.

Passenger: LF; F49; belt available, probably not worn.
Moderate, non-dangerous injuries; ISS = 4;
restricted activity 7 days; no residual
disability.

ACCIDENT NO. 16



Drivers' view of each other was severely restricted by the wall which extended almost to the line of the intersection. Unit 1 was travelling too fast to allow Unit 2 to have right of way and impacted the left side of Unit 2, spinning it anticlockwise across the intersection.

Unit 1: Leyland Marina 2 door coupe, 1973. RARU-VDI: 1FDEW030
Driver: M26; BAC zero; belt available, worn correctly.
Uninjured.

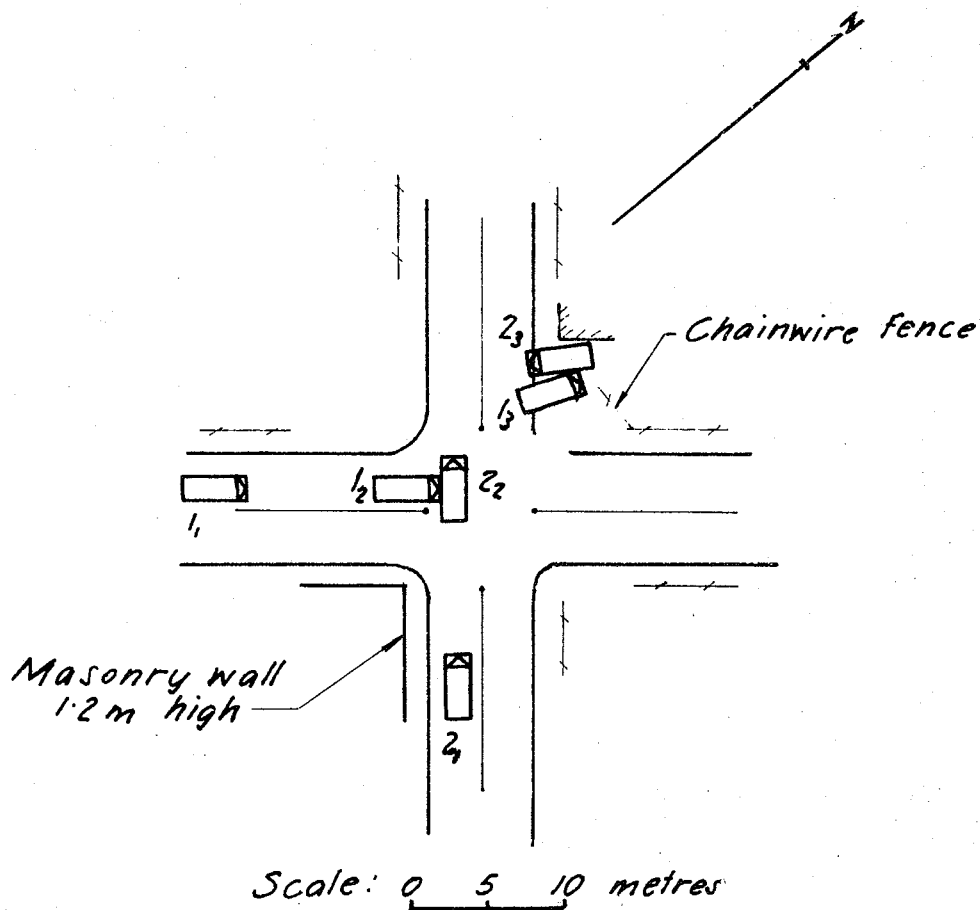
Unit 2: Holden HR 4 door sedan, 1967. RARU-VDI: 10LPHW021
5BRMC007

Driver: F21; BAC zero; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 10 days;
no permanent disability.

Passenger: RR; F 20 months; in child seat, not strapped
in. Moderate, non-dangerous injuries;
ISS = 4; hospital 1 day; no permanent
disability.

Passenger: CR; F3; no belt available. Uninjured.

ACCIDENT NO. 17



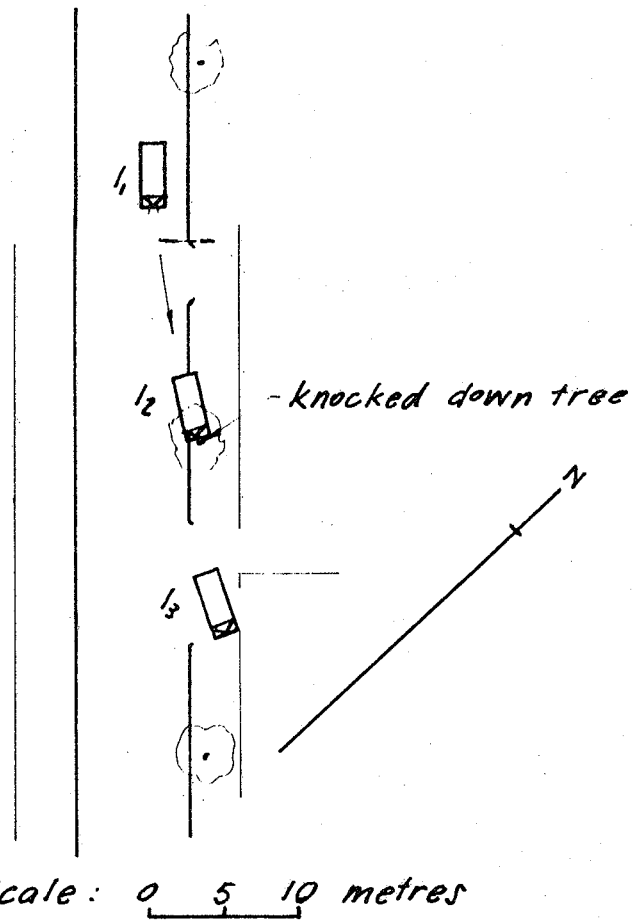
ACCIDENT 018

0212 hrs, night, dry road.

The intoxicated driver of Unit 1 dropped an unlit cigarette on the floor of his vehicle. When he reached down to pick it up the car ran off the road, uprooted a tree and came to rest in a private driveway. The street lights had been turned off.

Unit 1: Holden HR 4 door sedan, 1966. RARU-VDI: 12FCENØ19

Driver: M41; BAC Ø.22; belt available, not worn.
Minor injuries; ISS = 1.



ACCIDENT 019

1908 hrs, night, dry road.

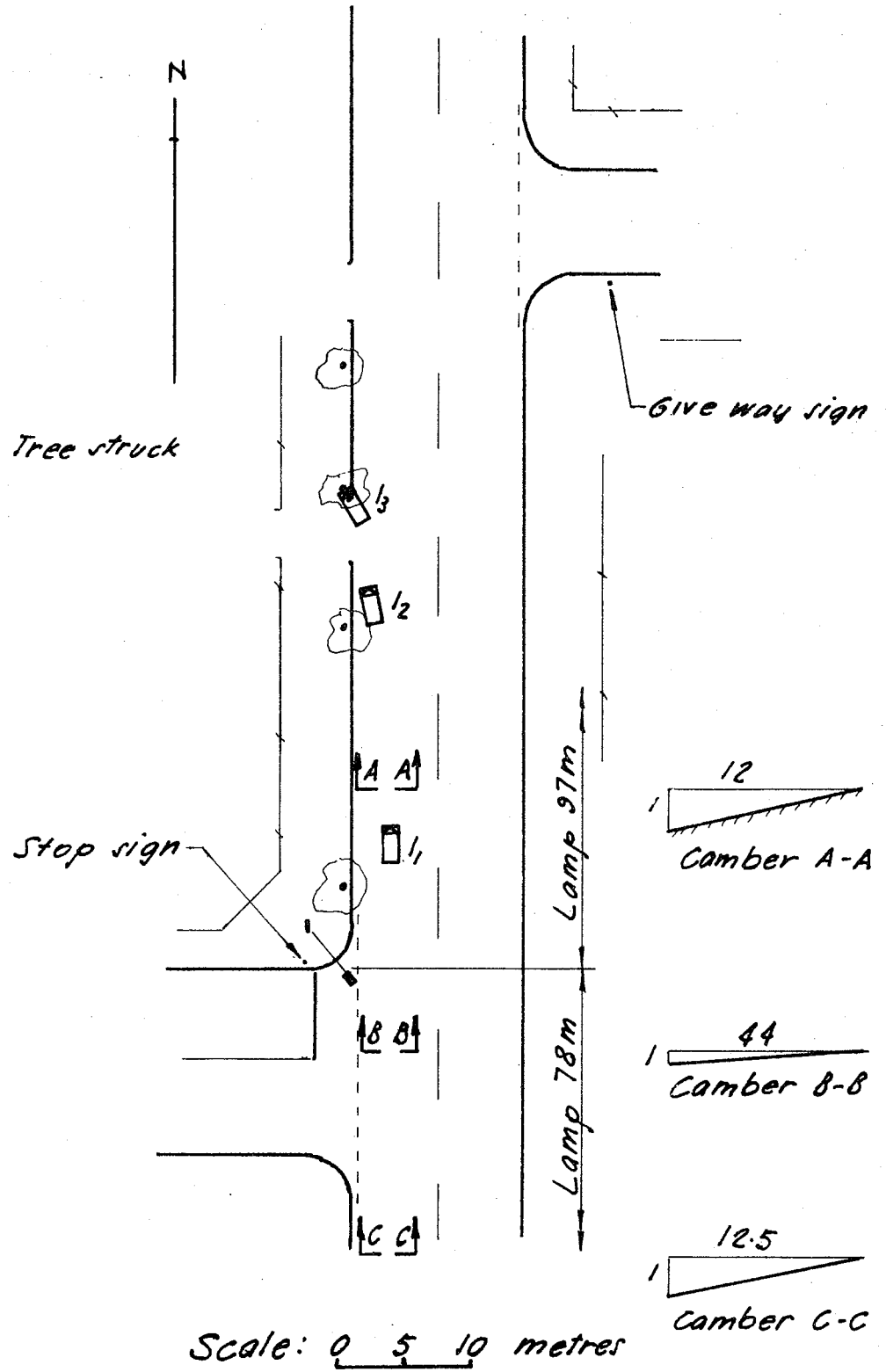
Unit 1 emerged from the side street, turned left and proceeded down the fairly well lit road. The driver apparently turned to face the passenger with whom he was having a conversation. The car drifted off the road to the left and struck a tree.

Unit 1: Morris Mini 850 2 door sedan, 1965. RARU-VDI: 1FDEN055

Driver: M17; BAC 0.09; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 9; hospital 2 days; restriction unknown; no permanent disability.

Passenger: LF; M18; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 2; restriction unknown; no permanent disability.

ACCIDENT NO. 19



The intersection was poorly defined and lit by a single fluorescent lamp. The sight distance of each drivers view along their respective approach roads was restricted by high fences and overhanging bushes. Unit 2 did not slow for the intersection and detected Unit 1 just prior to impact.

Unit 1: Holden EH 4 door sedan, 1964. RARU-VDI: 1ØLGEWØ15
1ØFRECO6Ø

Driver: M19; BAC Ø.Ø6; belt available, probably not worn. Moderate, non-dangerous injuries; ISS = 1; restricted activity 1 day; no permanent disability.

Passenger: LF; M27; belt available, probably not worn. Moderate, non-dangerous injuries; ISS = 2; restricted activity 1 day; no permanent disability.

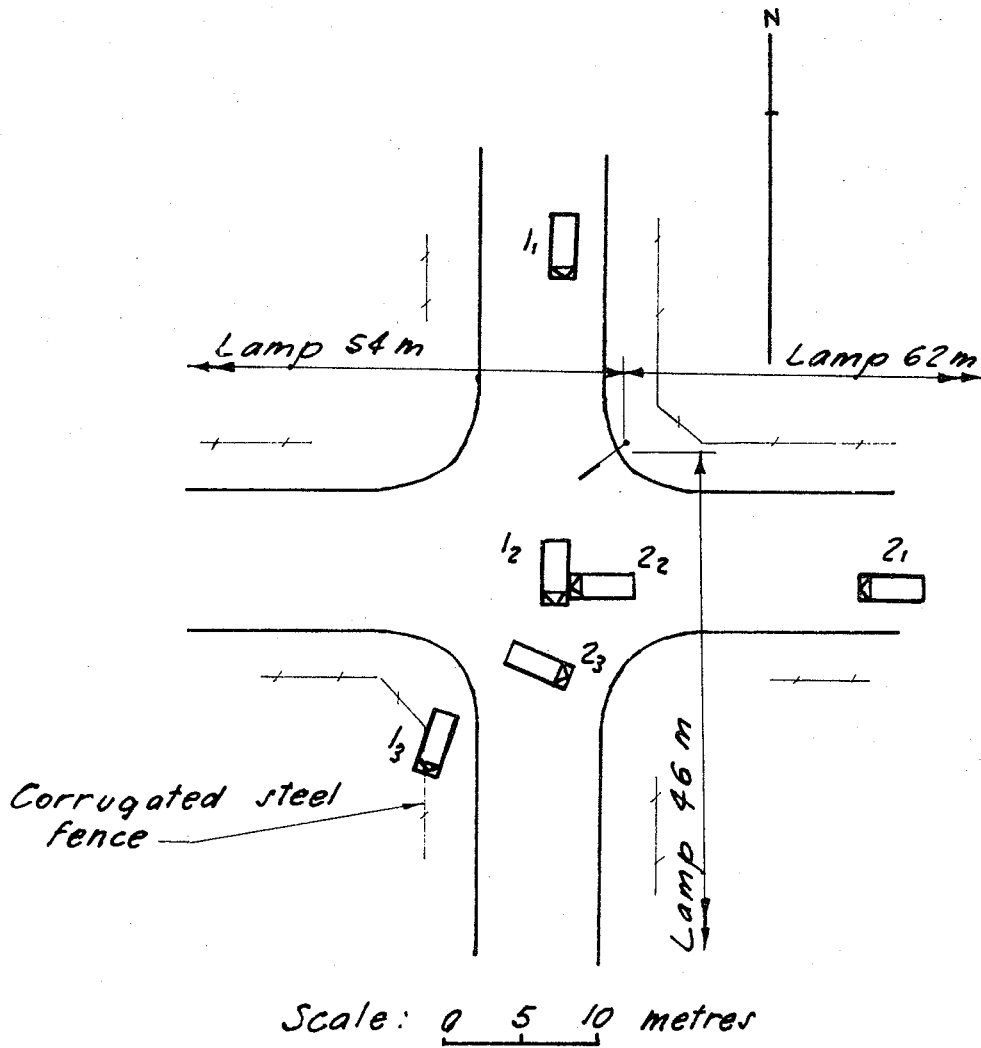
Passenger: LR; M29; no belt available. Minor injuries; ISS = 2.

Passenger: RR; M26; no belt available. Minor injuries; ISS = 1.

Unit 2: Holden HQ 4 door sedan, 1972. RARU-VDI: 2FDEWØ29

Driver: M24; BAC Ø.12; belt available, worn correctly. Minor injuries; ISS = 1.

ACCIDENT NO. 20



ACCIDENT 021

1426 hrs, day, dry road.

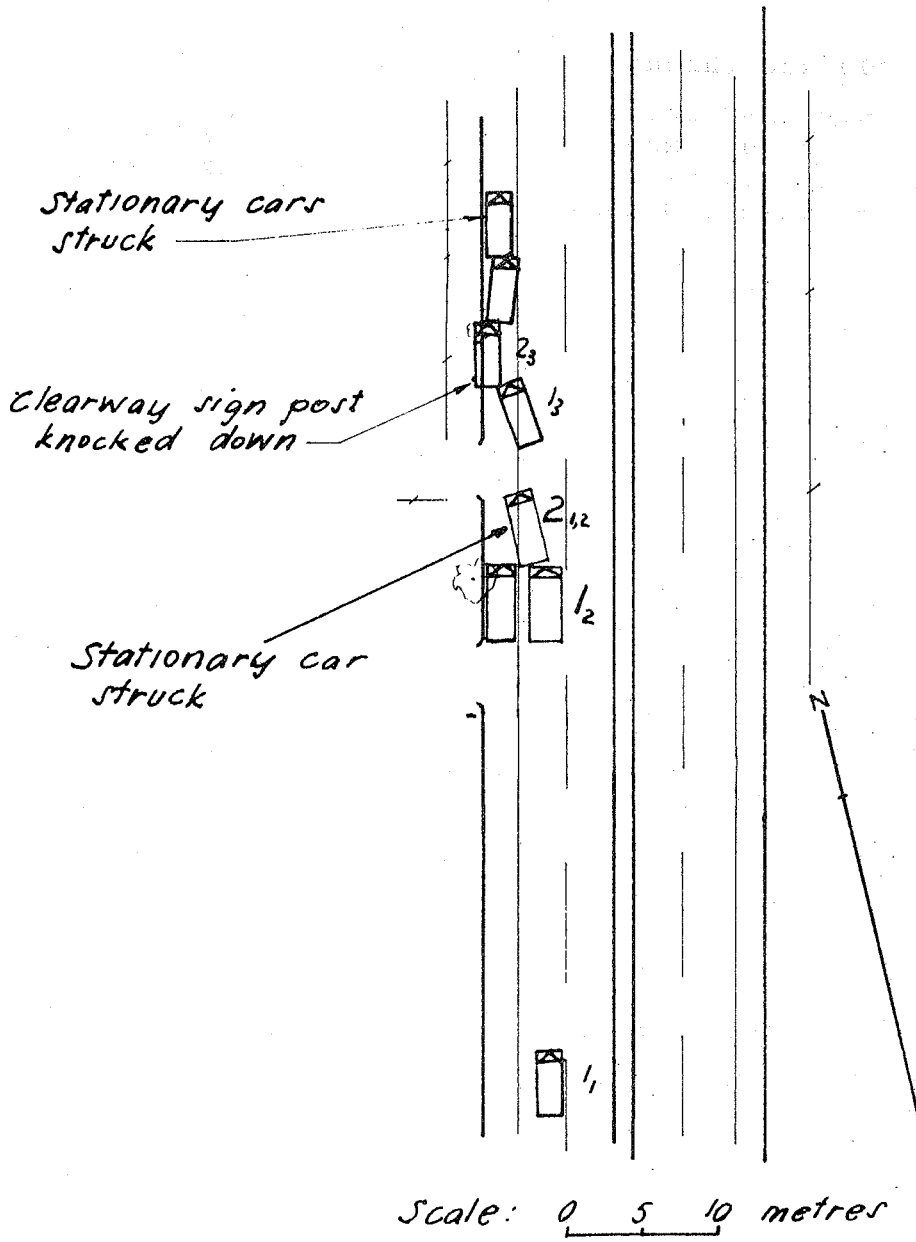
Units 1 and 2 were travelling some distance apart in the left lane. Driver of Unit 2 slowed when she saw a space in which to park and attempted to drive straight into the space but the rear of her vehicle was protruding into the traffic lane. The driver of Unit 1 had seen her brake and checked his rear vision mirror to see if it was safe to change lanes. When he looked back he saw Unit 2 stationary in front of him and had no time to take avoiding action.

Unit 1: Holden HQ station wagon, 1972. RARU-VDI: 11FDEW022

Driver: M30; BAC unknown; belt available, worn loosely. Uninjured.

Unit 2: GMH Torana HB 4 door sedan, 1968. RARU-VDI: 5BDEK054
12FZEW005

Driver: F46; BAC zero; belt available, worn loosely.
Minor injury; ISS = 3; restricted activity
1 day; no permanent disability.



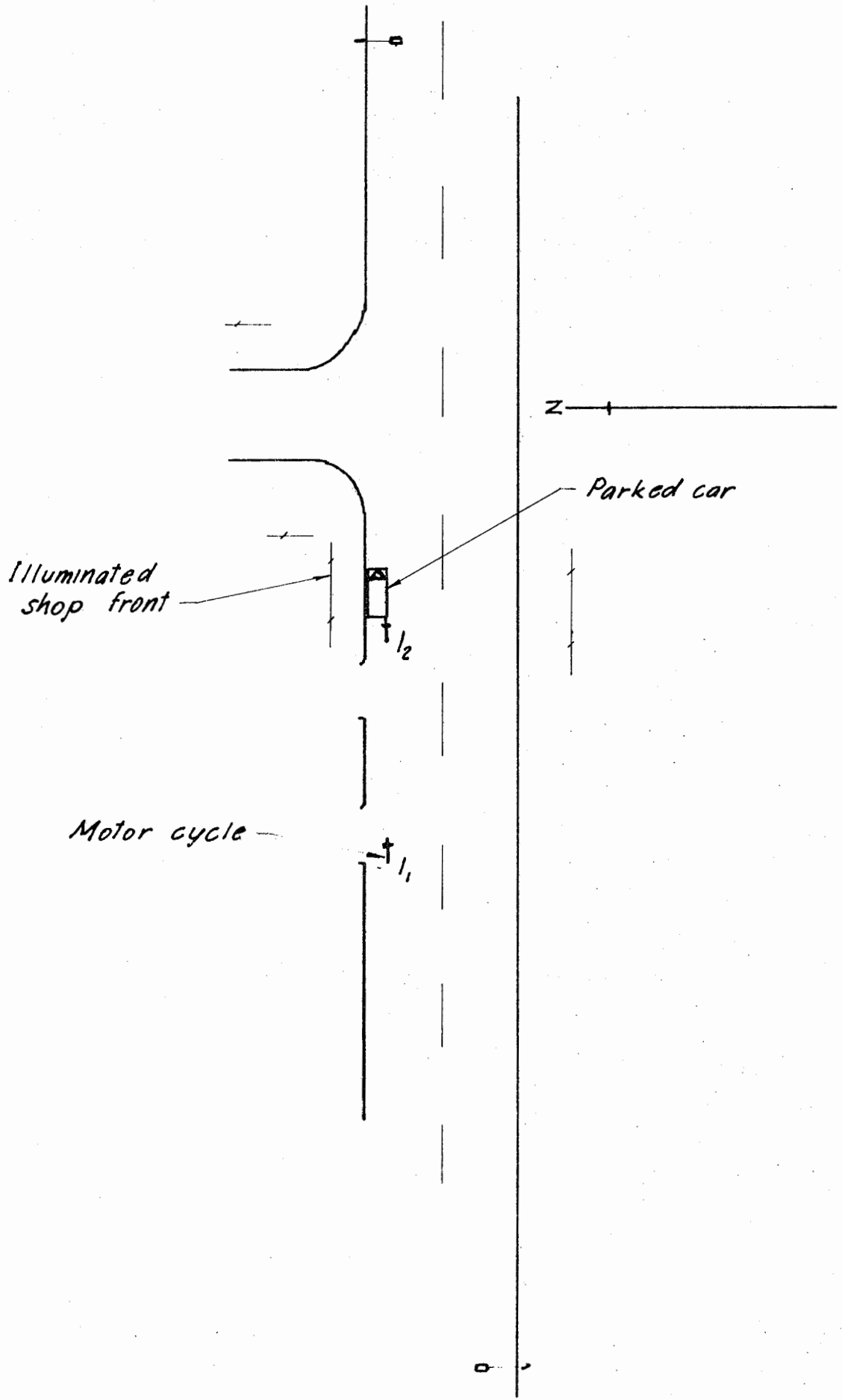
ACCIDENT 022

1841 hrs, night, dry road.

The rider of the motorcycle was intending to turn left into the side street and because of this was travelling near the kerb. Owing to a combination of poor street lighting, a weak front headlight and the failure of the car driver to use parking lights, the motorcyclist failed to detect the presence of the parked vehicle until shortly before impact.

Unit 1: Honda C90 stepthrough, 1970.

Rider: M18; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 6 weeks; no permanent disability.



Scale: 0 5 10 metres

ACCIDENT 023

1542 hrs, day, dry road.

The driver of the car was initially travelling at about 90 kph in a 60 kph speed zone. He swung out wide to clear the stationary car and trailer when he detected the pedalcyclist who was pulling to the centre of the road to turn right into the next street. Despite sustained, hard braking Unit 1 impacted the rear of the pedalcycle, catapulting bike and rider some distance.

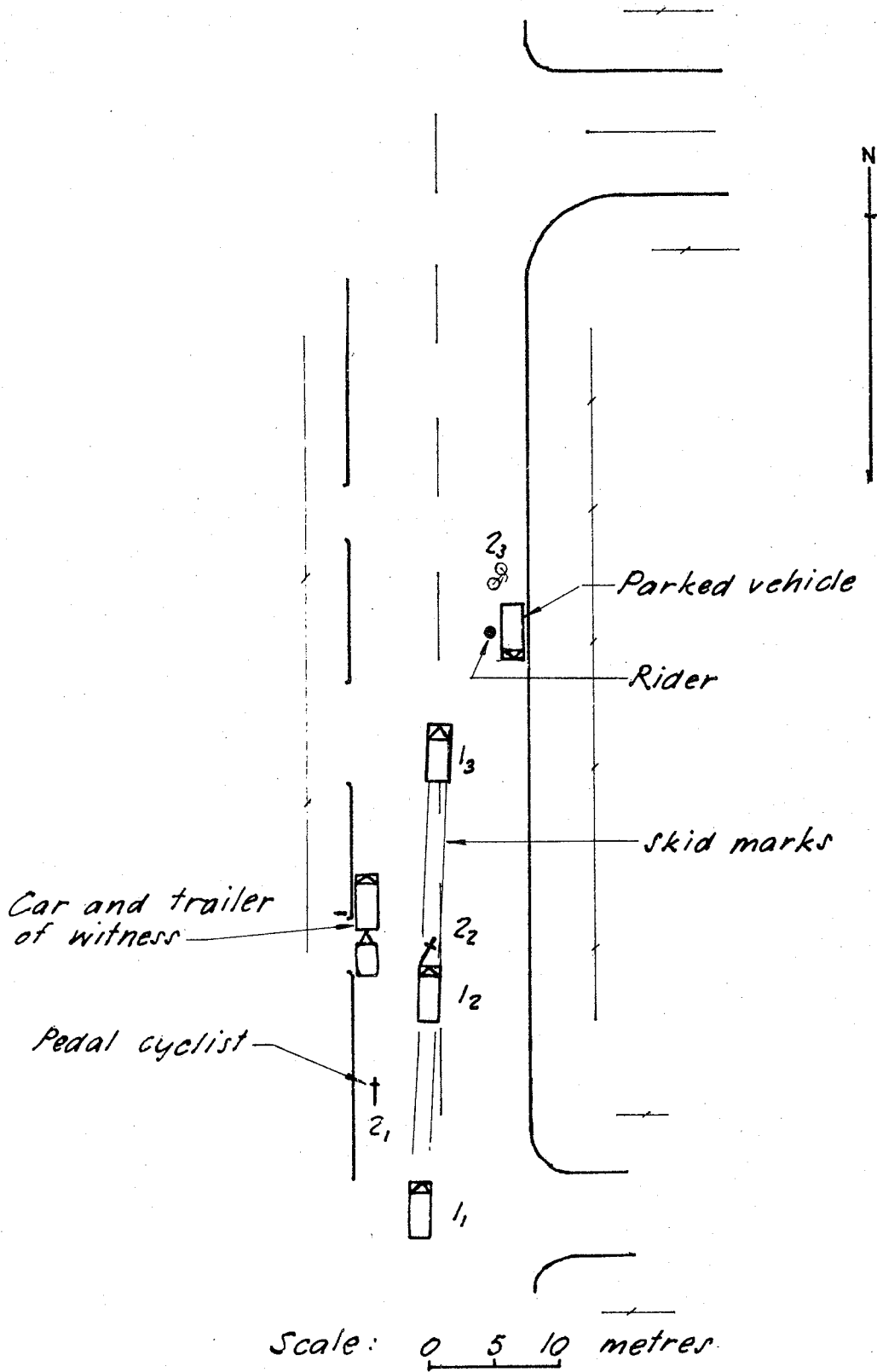
Unit 1: Ford Falcon XB station wagon, 1974. RARU-VDI: 17AAKWØ1Ø

Driver: M20; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Malvern Star 28" pedalcycle.

Rider: M41; BAC zero; no head protection worn.
Severe, non-dangerous injuries; ISS = 17;
hospital 36 days; restricted activity
greater than 96 days; minor permanent disability.

ACCIDENT NO. 23



The driver of Unit 2 was stationary waiting to turn right. When the traffic lights turned to green in his favour he proceeded to cross the intersection. As Unit 1 approached the intersection the traffic lights were red but as he got closer a green turn left arrow appeared. He mistook this arrow as a sign to proceed straight through the intersection and drove into the path of Unit 2.

Unit 1: Holden HR station wagon, 1966. RARU-VDI: 1ØLGWØ1Ø

Driver: M31; BAC zero; belt available, not worn.
Uninjured.

Passenger: LF; F17; belt available, not worn.
Minor injury; ISS = 1.

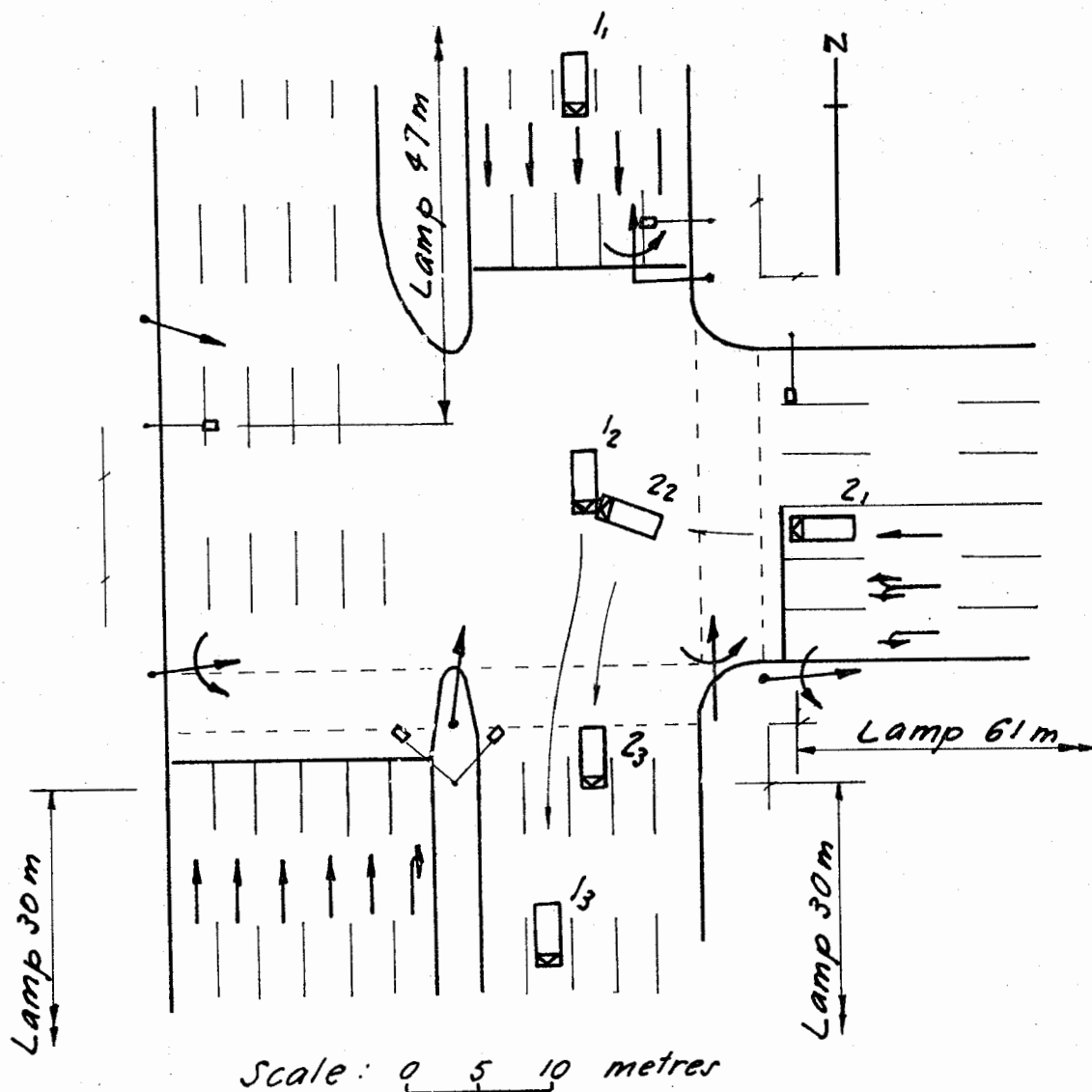
Passenger: RR; F37; no belt available.
Minor injury; ISS = 1; restricted
activity 7 days; no permanent disability.

Passenger: LR; M33; no belt available. Moderate,
non-dangerous injuries; ISS = 5;
hospital 2 days; restriction and
disability unknown.

Unit 2: Holden HJ 4 door sedan, 1975. RARU-VDI: 2FDEWØ2Ø

Driver: M33; BAC zero; belt available, probably worn.
Uninjured.

ACCIDENT NO. 24



ACCIDENT 025

1111 hrs, day, dry road.

The driver of Unit 2 failed to detect the presence of Unit 1 due to the visual restriction imposed by the intervening truck. Unit 2 crossed directly into the kerbside lane as the driver was to make a delivery to a factory just south of the intersection. When the driver of Unit 1 saw Unit 2 entering his lane he immediately applied the brakes but was unable to avoid impact.

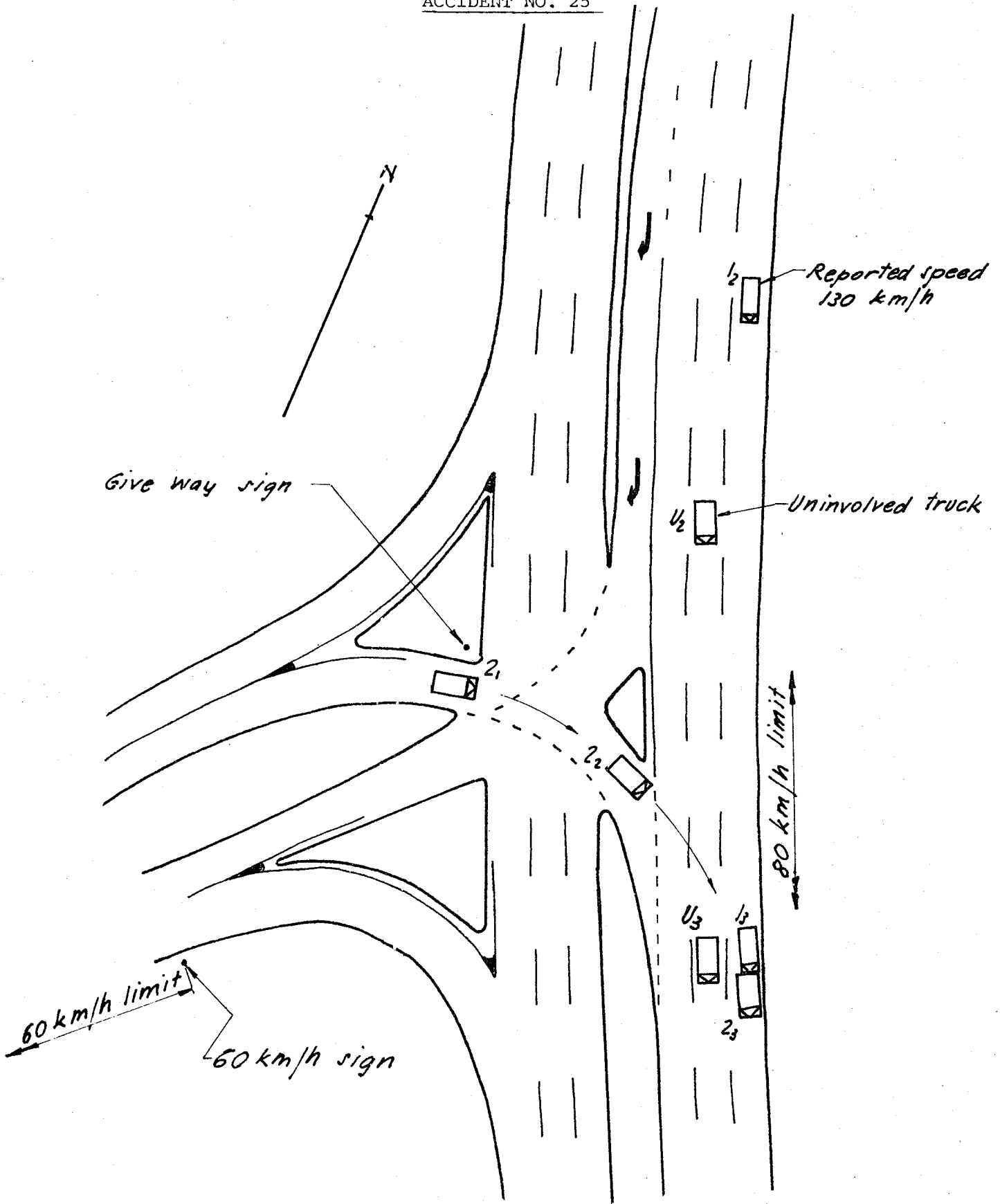
Unit 1: Holden HK Monaro 2 door coupe, 1968.

RARU-VDI: 12FDMW030

Driver: M18; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Bedford armoured van, 1973. SAE-VDI: 6BDLW1

Driver: M25; BAC unknown; belt available, not worn.
Minor injuries; ISS = 1.



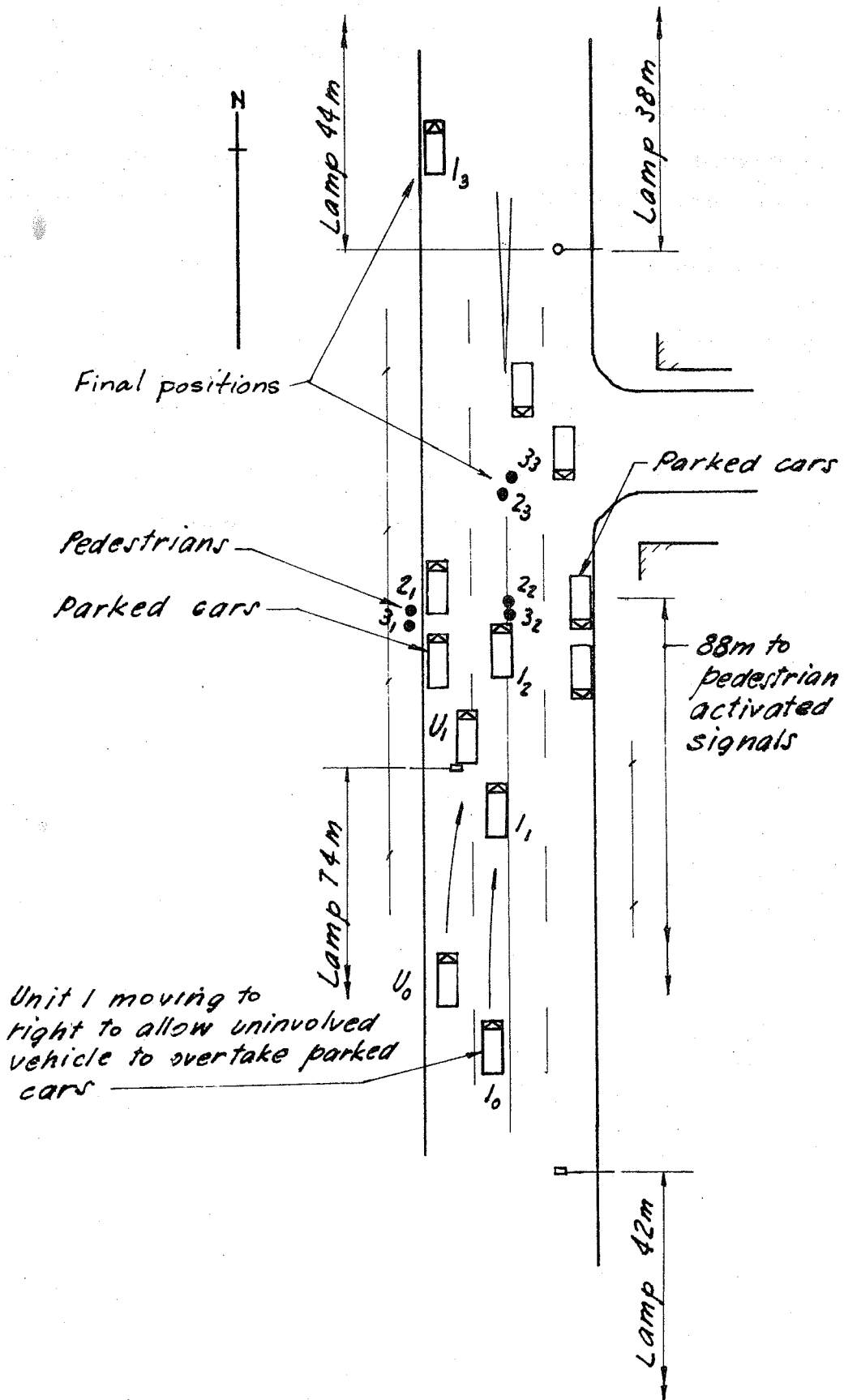
The pedestrians were standing in the middle of the road waiting for southbound traffic to clear so that they could complete their crossing from west to east. The area was well lit but the driver said he failed to detect the presence of the pedestrians, possibly contributed to by some glare caused by oncoming headlights shining through his dirty windscreen; although intoxication is the most likely major factor.

Unit 1: Ford Falcon XB utility, 1974. RARU-VDI: 17AAKW004

Driver: M23; BAC 0.22; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: F28; BAC zero. Severe, non-dangerous injuries; ISS = 9; hospital 3 days; restricted activity greater than 96 days; minor permanent disability.

Unit 3: Pedestrian: M41; BAC zero. Severe, non-dangerous injuries; ISS = 14; hospital 7 days; restricted activity greater than 96 days; minor permanent disability.



Scale: 0 5 10 metres

The driver of Unit 1 checked to her right as she approached the intersection and seeing no vehicles approaching from her right, proceeded to cross. Unit 2 was given right of way by a vehicle on its left. Being preoccupied by this car, the driver of Unit 2 failed to check adequately to his right and drove into the path of Unit 1.

Unit 1: Chrysler Lancer LA 4 door sedan, 1974. RARU-VDI: 9FYEC025

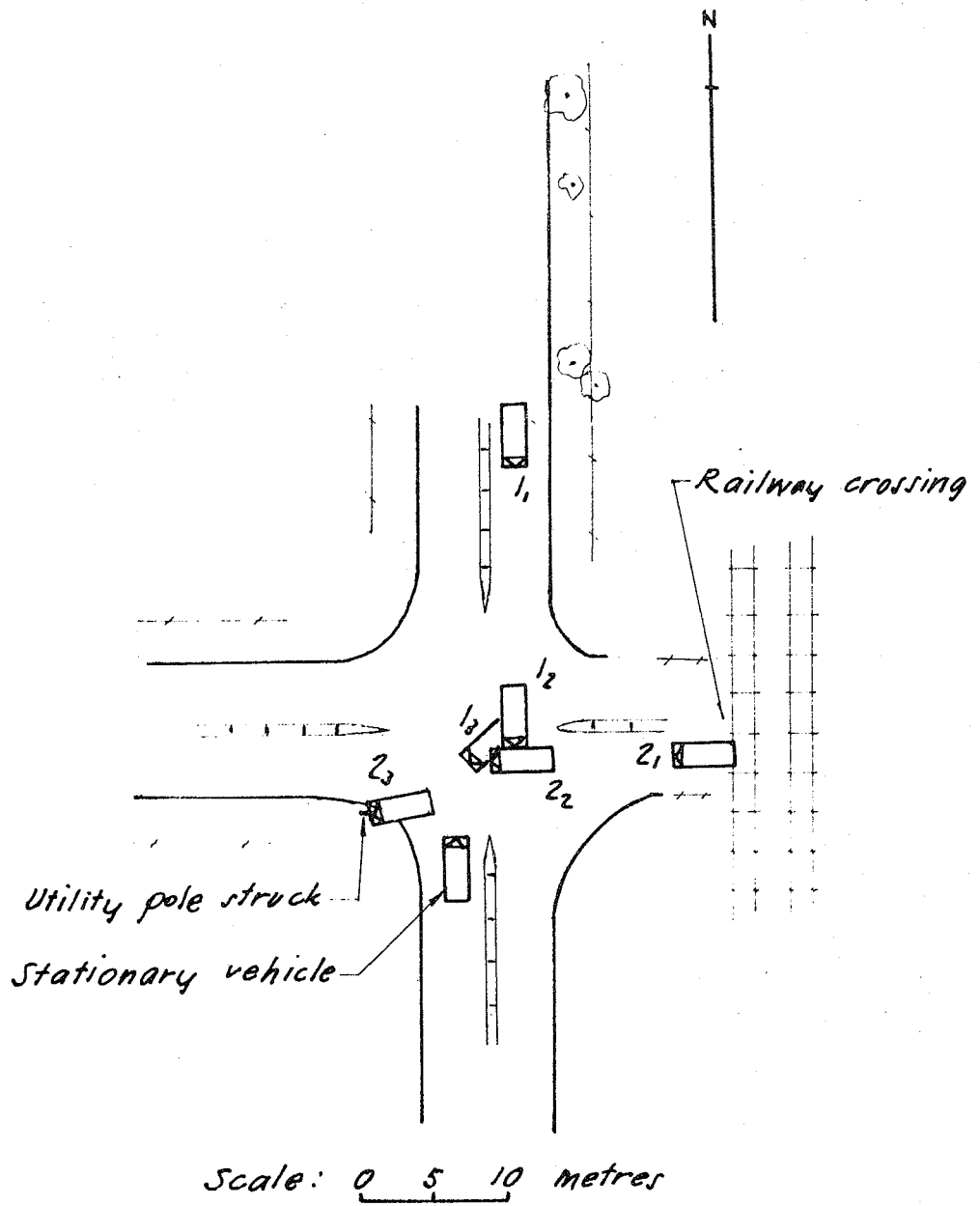
Driver: F21; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; F48; belt available, worn correctly.
Uninjured.

Unit 2: Holden FC 4 door sedan, 1959. RARU-VDI: 3RGEK017
1FCEN026

Driver: M76; BAC unknown, belt available, worn correctly.
Uninjured.

Passenger: LF; F76; belt available, worn loosely.
Minor injuries; ISS = 2; restricted
activity 4 days; no permanent disability.



The pedalcyclist was riding along a poorly illuminated street with no lights fitted to his cycle. Unit 1 was following another car which had turned right at the T-junction. The driver of Unit 1 claims he did not see the cyclist at all before impact.

Unit 1: Holden EH 4 door sedan, 1964. No damage.

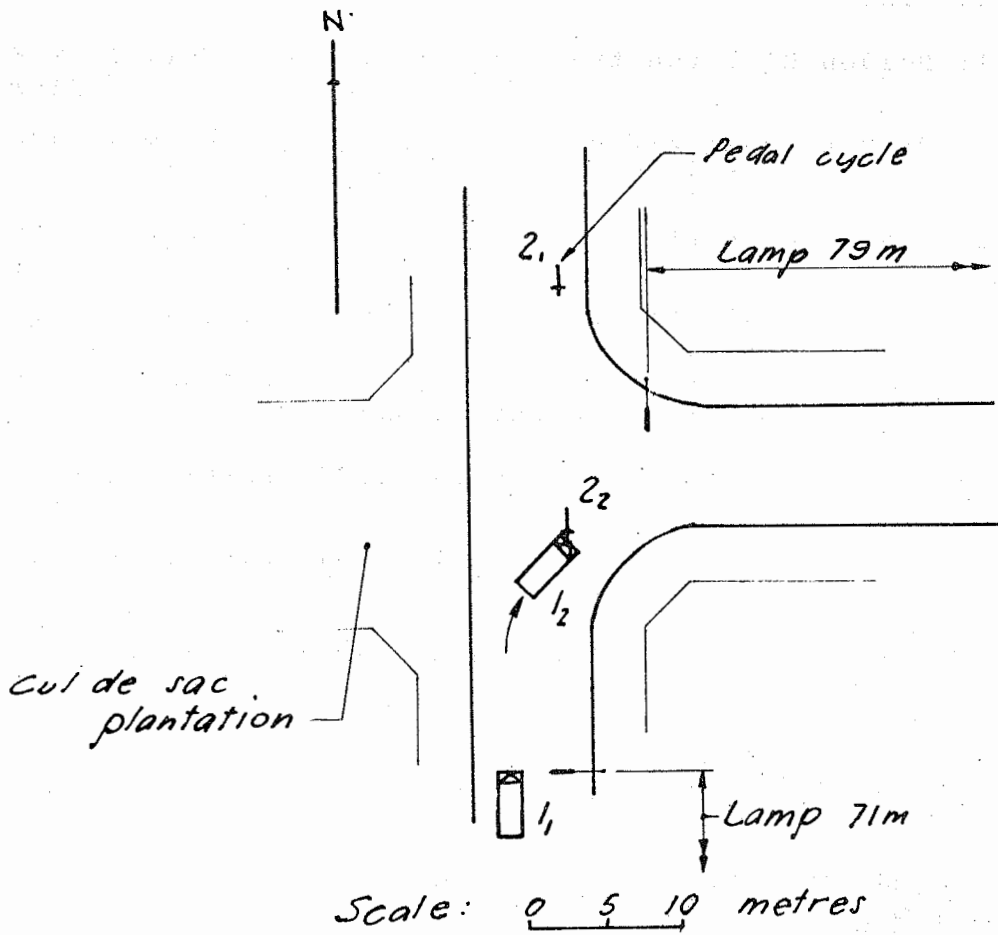
Driver: M17; BAC 0.04; belt available, worn correctly.
Uninjured.

Passenger: LF; F16; belt available, worn correctly.
Uninjured.

Unit 2: Super Elliot 27" pedal cycle.

Rider: M17; BAC zero; no helmet worn.
Moderate non-dangerous injuries; ISS = 2;
restricted activity 6 weeks, minor permanent
disability.

ACCIDENT NO. 28



Units 2, 3 and 4 were stationary waiting to turn right into the stem of the T-junction. The intoxicated driver of Unit 1 drove into the rear of Unit 2 without any apparent avoiding action. Unit 2 struck Unit 3 which was then struck on the left side by Unit 1 and again on the right side by Unit 2 as it spun round. Unit 3 struck Unit 4. The driver of Unit 1 fled the scene.

Unit 1: Holden HQ 1 ton tray top, 1972. RARU-VDI: 12FZEW040
5FZEW001

Driver: M31; BAC unknown believed >.08; belt available, not worn. Minor injury; ISS = 1.

Unit 2: Fiat 124 Sport 2 door coupe, 1970. RARU-VDI: 6BDEW120
12FYEW008

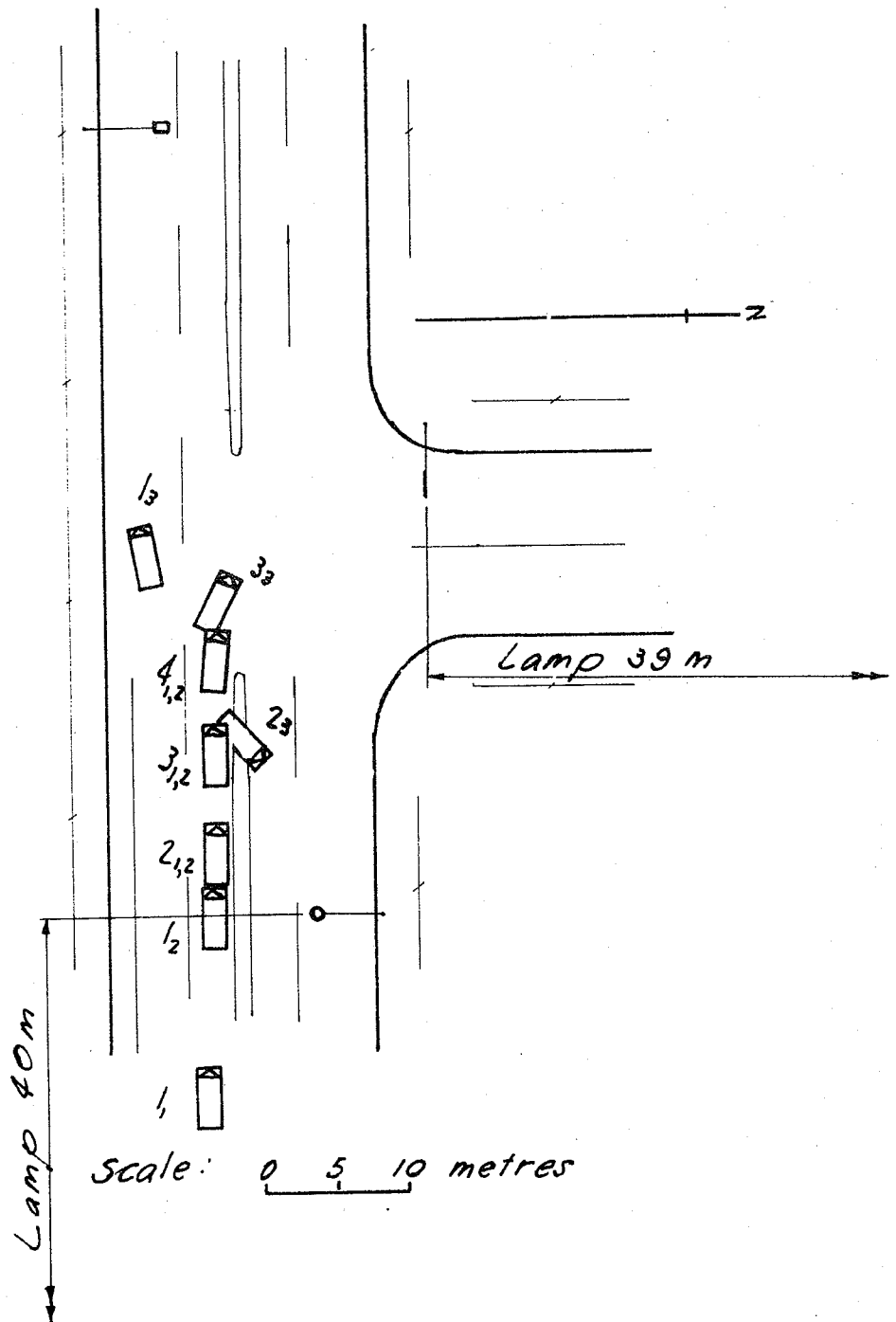
Driver: M40; BAC 0.02; belt available, worn correctly. Critical injuries; ISS = 7; hospital 7 weeks; restricted activity greater than 96 days; minor permanent disability.

Unit 3: GMH Torana LH 4 door sedan, 1973. RARU-VDI: 6BZEW080
7LFMW002

Driver: M23; BAC zero; belt available, worn correctly. Uninjured.

Unit 4: Ford Falcon XY 4 door sedan, 1971. Left scene.

ACCIDENT NO. 29



ACCIDENT 030

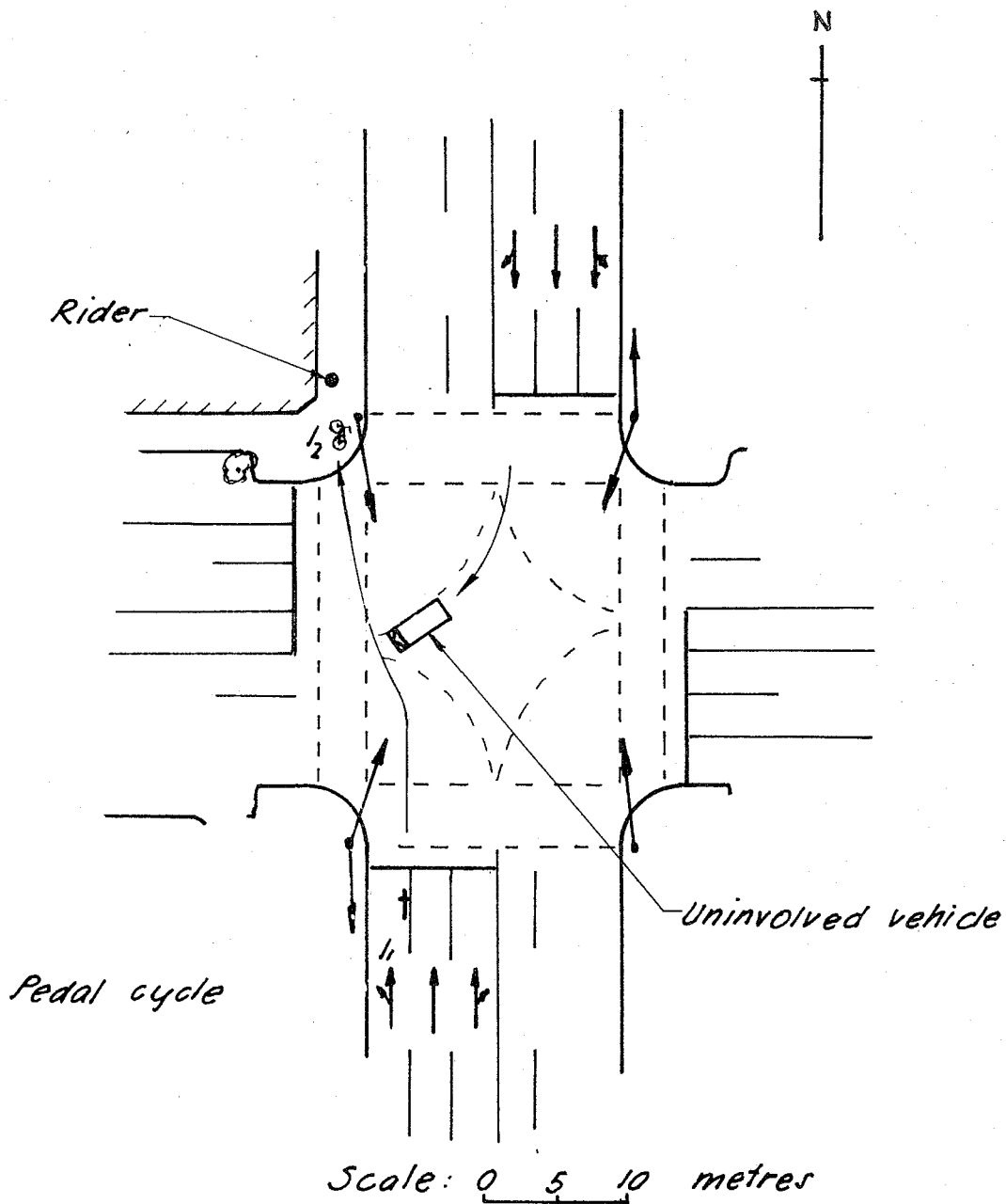
0910 hrs, day, dry road.

As the pedalcyclist (Unit 1) entered the intersection the traffic lights turned to amber. The uninvolved car, which was trailing another vehicle, proceeded to turn across the path of Unit 1, and then braked when he saw the cyclist. The rider swerved to the left to avoid the other vehicle but lost control of the pedalcycle which then struck the kerb. After being thrown over the handlebars, the rider slid along the footpath for about 5 metres.

Unit 1: Malvern Star 27" pedal cycle. Racing type handlebars.

Rider: M25; BAC zero; no head protection worn.
Minor injury; ISS = 1.

ACCIDENT NO. 30



The driver of Unit 1 was travelling on a street carrying no other vehicles at that time and crossing a T-junction over which he had priority. The pedalcyclist said he made the same right hand turn every day on his way home from school and apparently had emerged from that road so many times without encountering other traffic that he no longer took adequate precautions. The sight distance on the NE corner was restricted by trees and shrubs.

Unit 1: Ford Falcon XP 4 door sedan, 1965. RARU-VDI: 12FYEN002

Driver: M16; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; F14; belt available, worn correctly.
Uninjured.

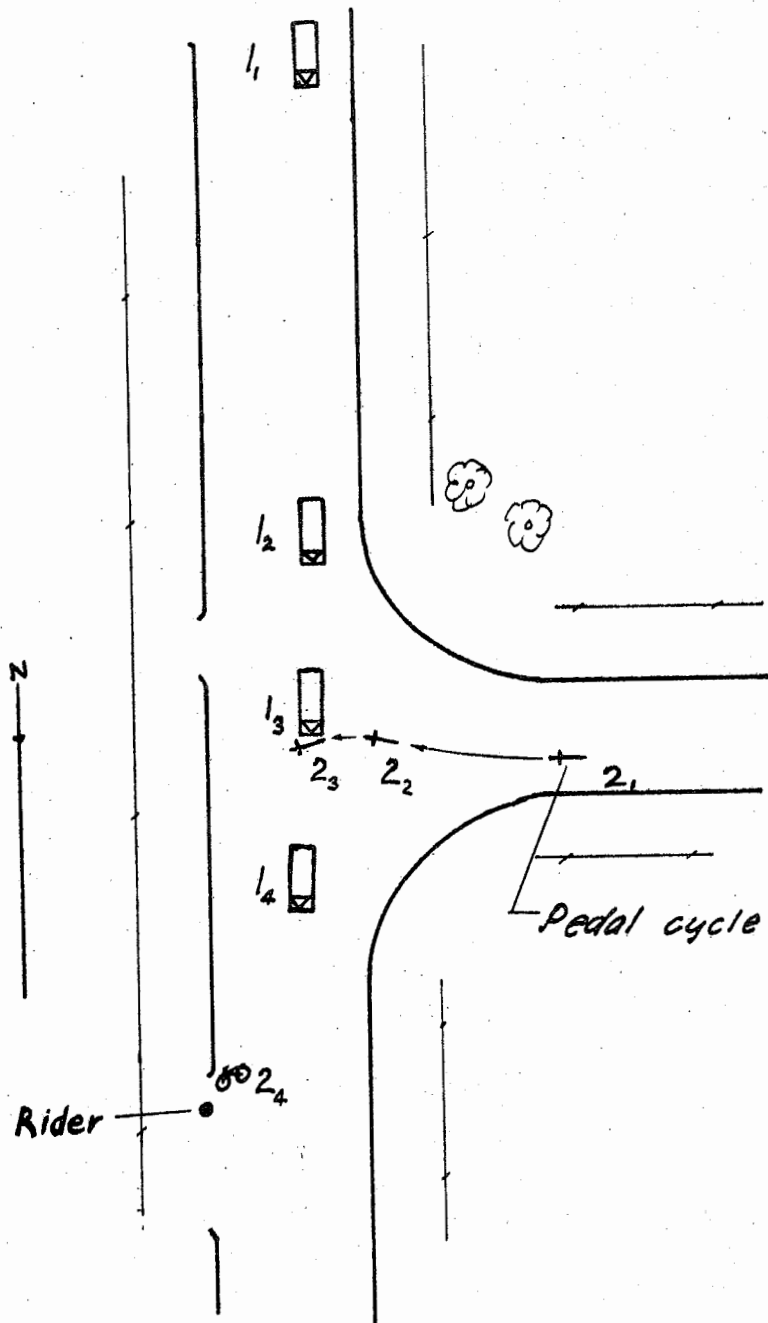
Passenger: LR; M16; no belt available. Uninjured.

Passenger: RR; M16; no belt available. Uninjured.

Unit 2: Luxus Junior 24" pedal cycle.

Rider: M10; no head protection worn.
Severe, non-dangerous injuries; ISS = 14;
hospital 30 days; restricted activity 9 weeks;
no permanent disability.

ACCIDENT NO. 31



Scale: 0 5 10 metres

ACCIDENT 032

1755 hrs, dusk, dry road.

The motorcyclist saw Unit 2 pulling out from a stationary position at the kerb, thought the driver intended to continue straight ahead prepared to overtake. When he realized that Unit 2 was making a U-turn, the motorcyclist braked but was unable to avoid a collision.

Unit 1: Suzuki TS400L trail, 1974.

Rider: M18; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 1; hospital less than
24 hrs, no restricted activity, no permanent
disability.

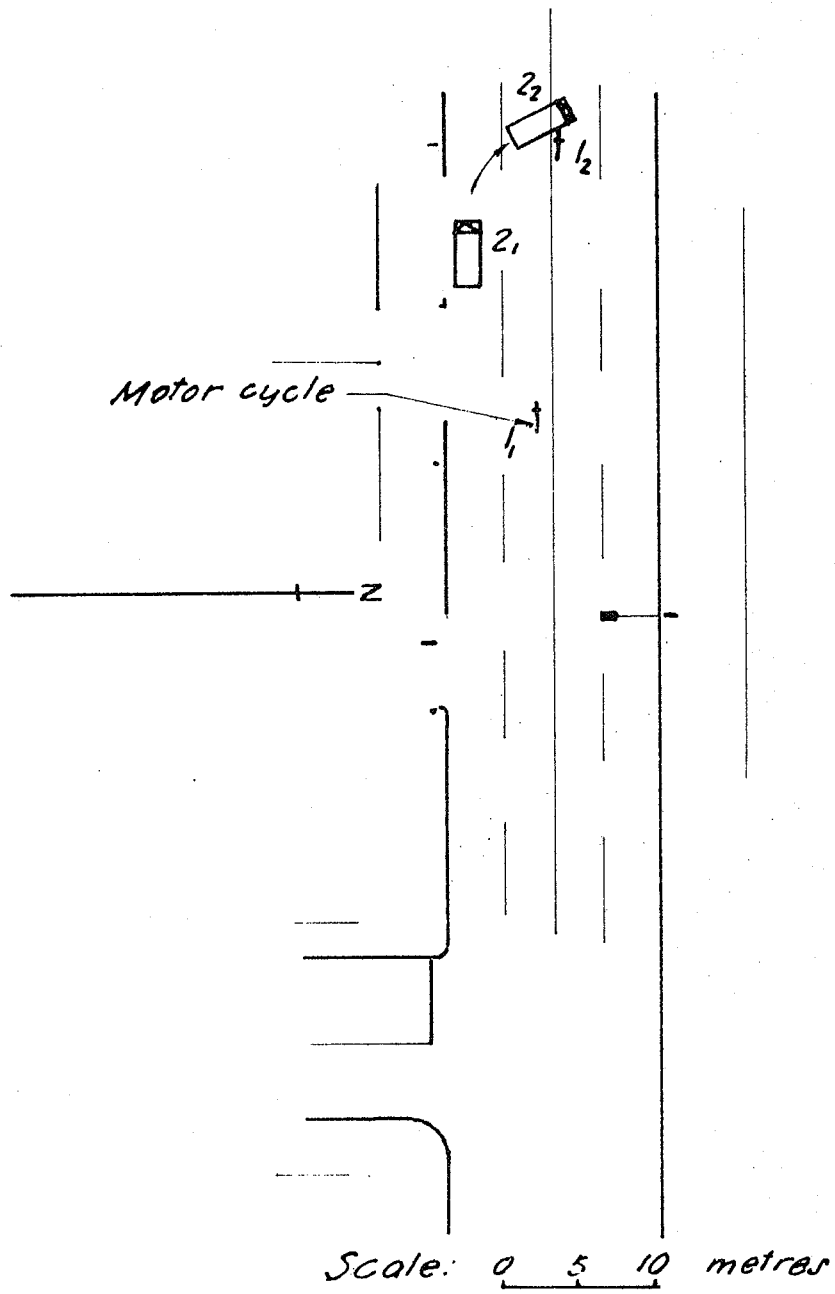
Unit 2: Hillman Minx 4 door sedan, 1963. RARU-VDI: 5RFMNØ1Ø

Driver: M40; BAC zero; belt available, not worn.
Uninjured.

Passenger: LF; F38; belt available, not worn.
Uninjured.

Passenger: CF; M4; no belt available. Uninjured.

ACCIDENT NO. 32



ACCIDENT 033

1913 hrs, night, dry road.

Unit 1 was crossing the uncontrolled intersection at a speed probably in excess of the 60 kph speed limit. The driver of Unit 2, who had priority, did not have time to take any avoiding action before impact. It was reported that the driver of Unit 1 was intoxicated but he left the hospital casualty area before a blood sample could be taken.

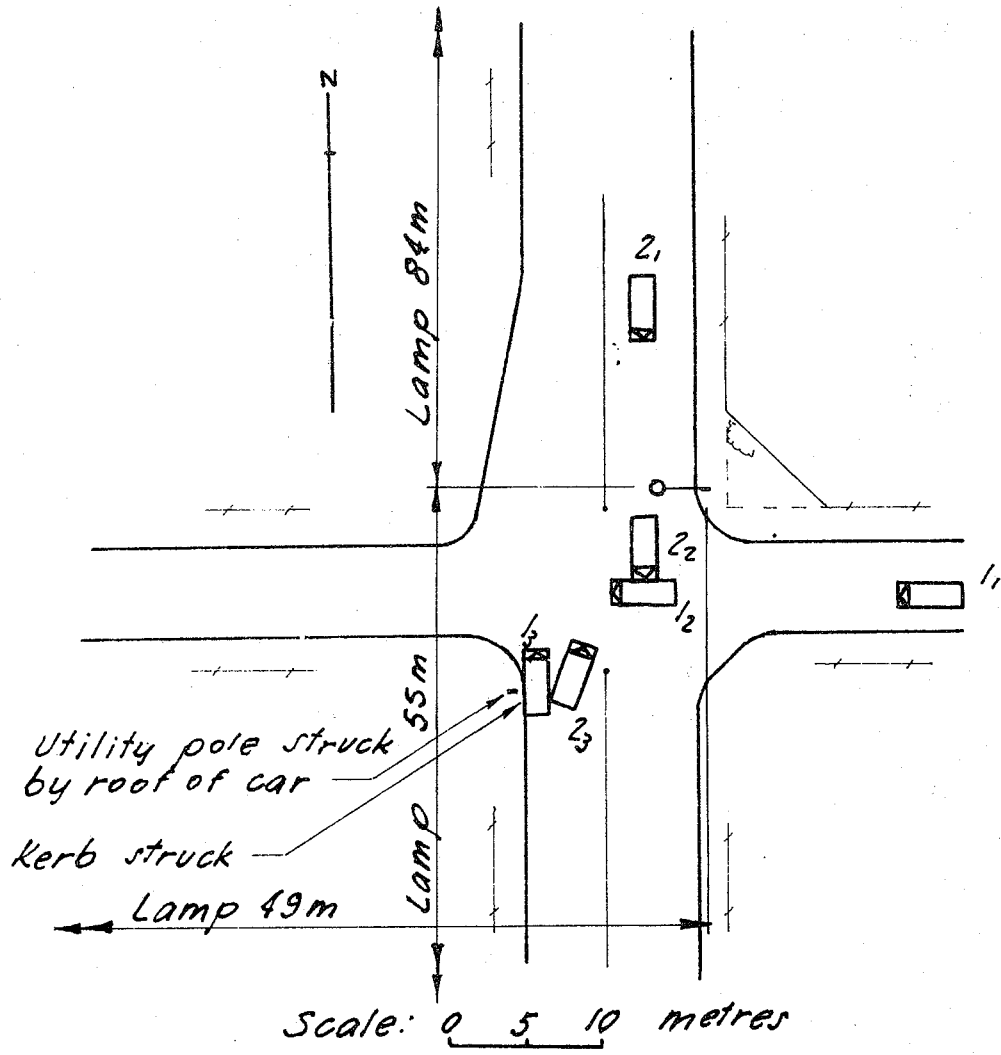
Unit 1: GMH Torana LH 4 door sedan, 1974. RARU-VDI: 2RDEWØ38
3TCGNØ48

Driver: M26; BAC unknown believed >.08; belt available, probably worn. Minor injury; ISS = 1.

Unit 2: Volkswagen 1500 2 door station wagon, 1963.
RARU-VDI: 1ØLF EWØ4Ø

Driver: M18; BAC zero; no belt available.
Minor injury; ISS = 1.

ACCIDENT NO. 33



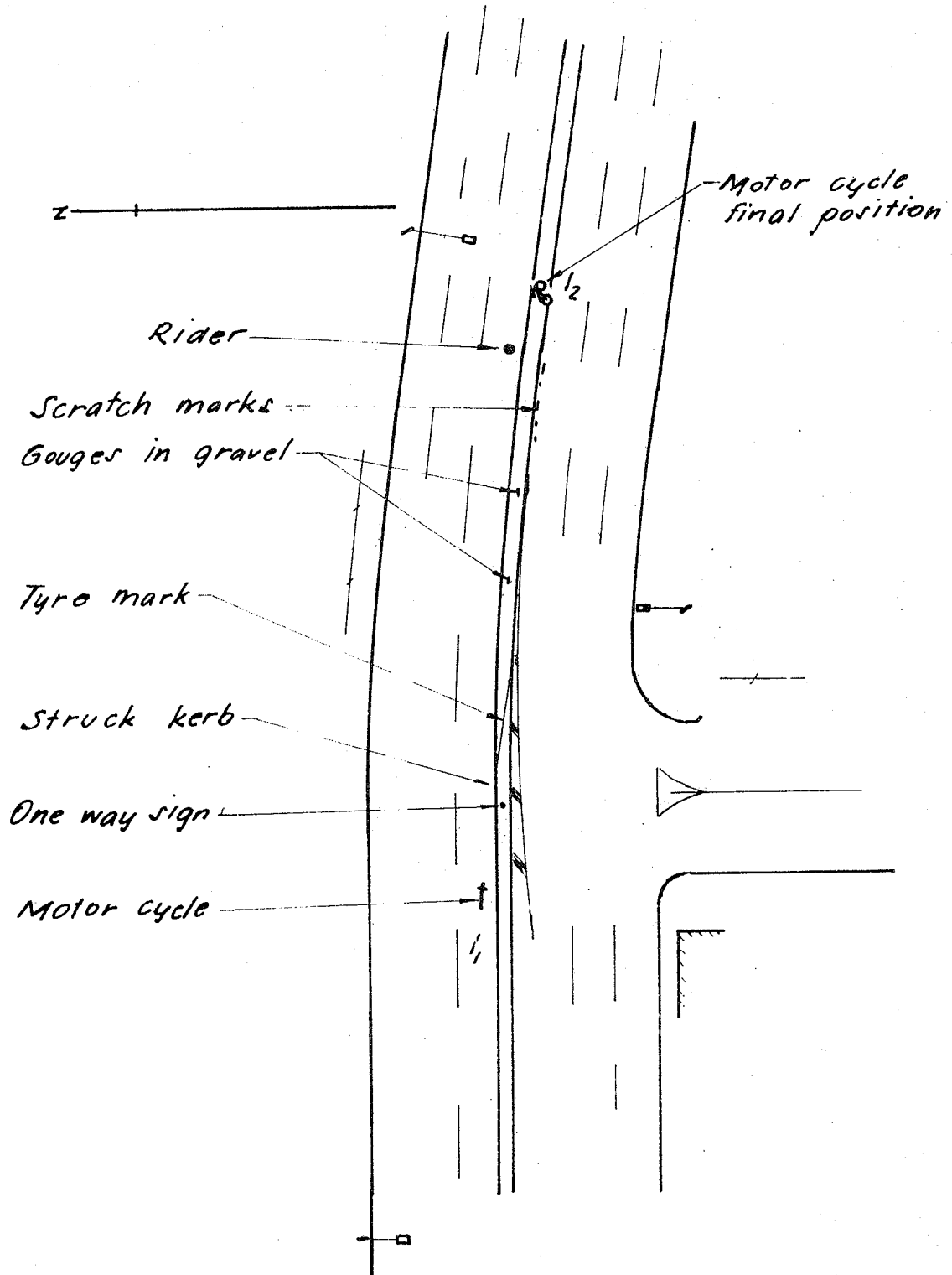
ACCIDENT 034

0209 hrs, night, dry road.

For unknown reasons the intoxicated rider struck the kerbing and fell from his motorcycle. There were no other vehicles in the near vicinity at the time, and the rider was concussed and remembers nothing about the accident.

Unit 1: Honda XL250 motosport, 1972.

Rider: M20; BAC 0.20; jet helmet worn, not retained. Moderate, non-dangerous injuries; ISS = 5; hospital 2 days; restricted activity 7 days; no permanent disability.



Scale: 0 5 10 metres

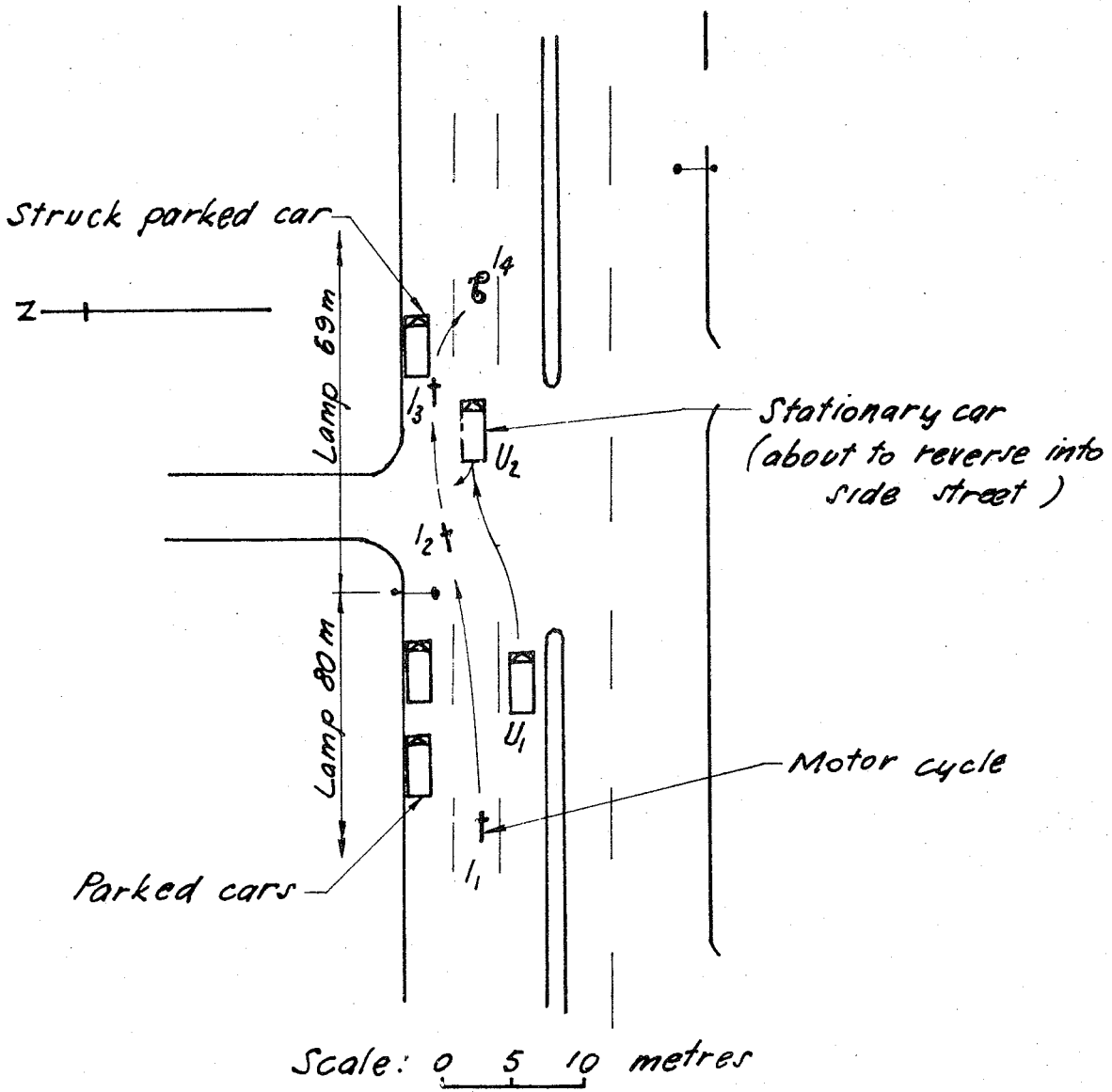
ACCIDENT 035

1800 hrs, dusk, dry road.

The motorcyclist was cut off by the uninvolved vehicle which appeared to be manoeuvring into the side street to the left. When the rider braked, the rear wheel of the motorcycle locked and the machine slid to the left. When the brake was released the rider could not regain control of his machine and was unable to avoid striking the parked car.

Unit 1: Triumph Trident T150V (750 cc), 1973.

Rider: M18; BAC zero; full face helmet worn, strap buckled. Severe, non-dangerous injuries; ISS = 9; hospital 38 days; restricted activity greater than 96 days; major permanent disability.



As Unit 2 approached the intersection the traffic lights turned from green to amber so the driver slowed down and stopped. He subsequently heard tyres squealing and was struck in the rear. The passenger in Unit 1 stated that she and the driver were returning from having a few drinks and that just before the accident the driver had turned toward her to offer a cigarette. The driver departed the scene almost immediately.

Unit 1: Ford Falcon XP 4 door sedan, 1965. RARU-VDI: 12FDEW005

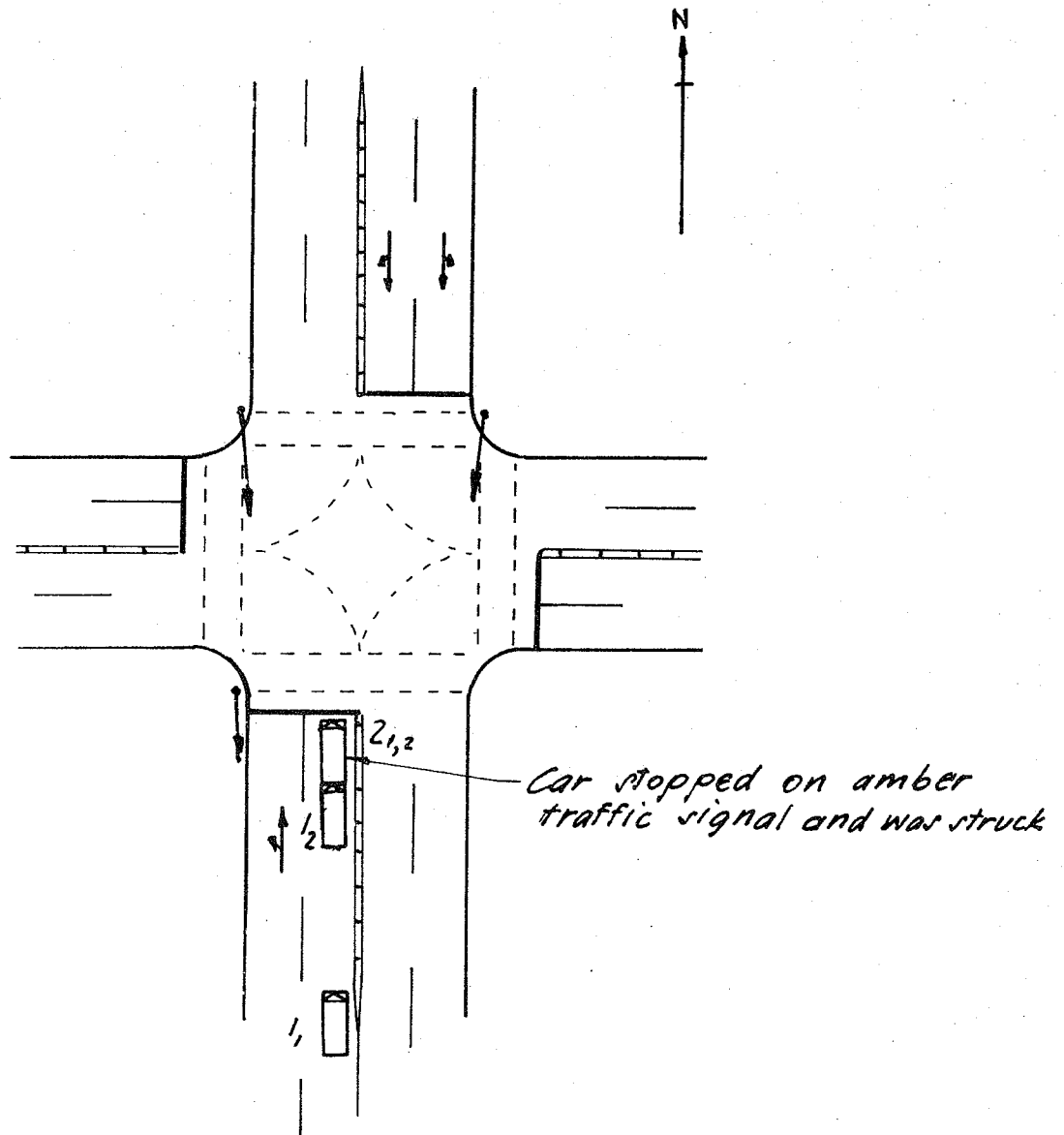
Driver: M50; BAC unknown believed >.08;
no belt available. Uninjured.

Passenger: LF; F age unknown; no belt available.
Minor injuries; ISS = 1.

Unit 2: Morris 1300 4 door sedan, 1970. RARU-VDI: 5BDEW017

Driver: M17; BAC unknown; belt available, worn
very loosely. Minor injuries; ISS = 1;
restricted activity 1 day; no permanent
disability.

ACCIDENT NO. 36



Scale: 0 5 10 metres

ACCIDENT 037

0916 hrs, day, dry road.

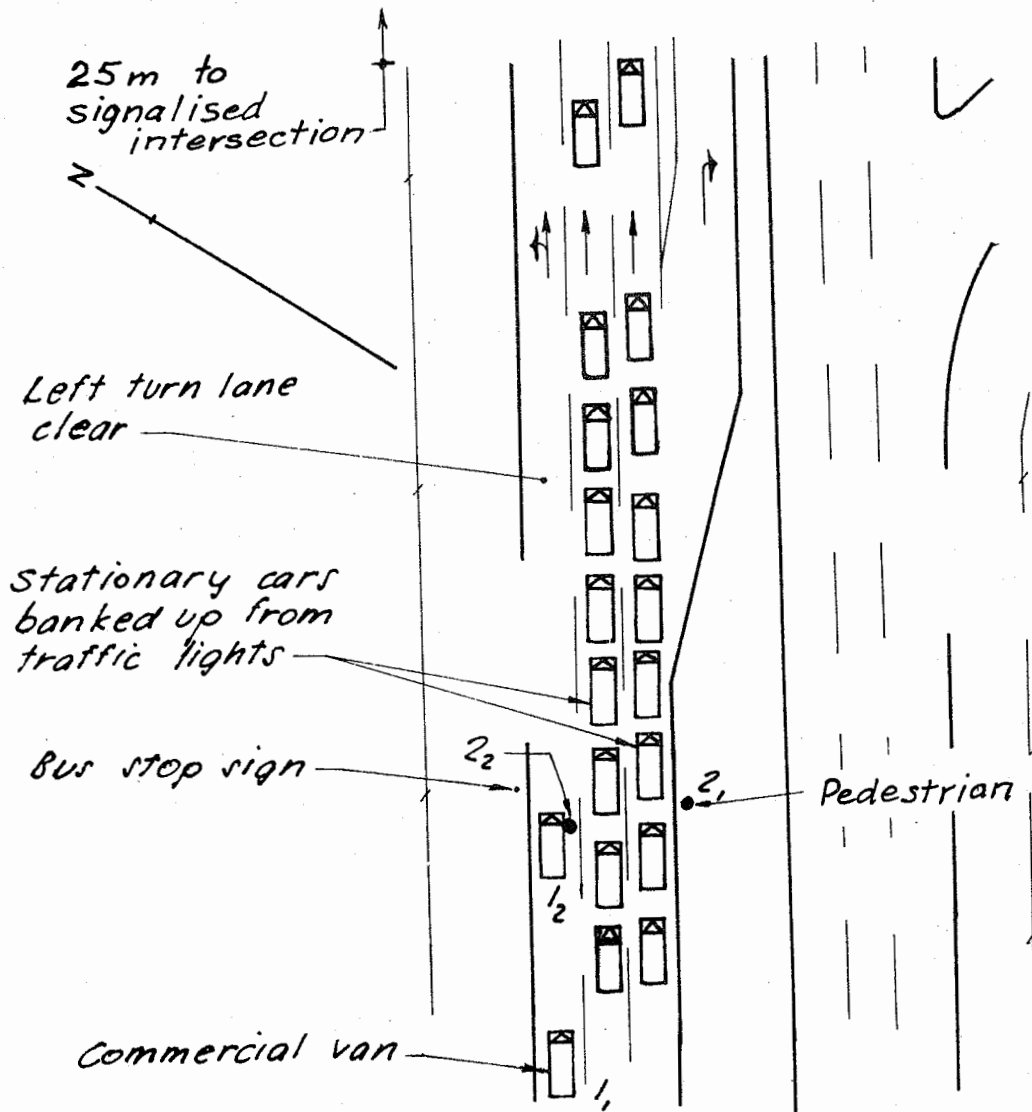
The pedestrian was crossing from the median strip to the bus stop through the stationary traffic and assumed that any traffic in the kerbside lane would be stationary or only moving slowly. The driver of Unit 1 was intending to proceed on a clear path to turn left at the intersection on the turn left only arrow which was green. Neither party saw the other until momentarily before the pedestrian walked into the side of the van.

Unit 1: Commer 2500 light commercial van, 1970. No damage.

Driver: M66; BAC zero; belt available, probably worn.
Uninjured.

Unit 2: Pedestrian: F19; BAC zero. Moderate, non-dangerous injuries; ISS = 5; hospital 6 days; restricted activity 23 days; no residual disability.

ACCIDENT NO. 37



Unit 2 was travelling west along the arterial road when the uninvolved taxi suddenly swung across in front of her into the side street. In order to avoid a collision with the taxi, the driver of Unit 2 swerved to the right and braked, causing her vehicle to travel sideways across the road into the path of Unit 1. The motorcycle struck the left door of Unit 2 and both rider and pillion passenger were thrown over the roof of the car.

Unit 1: Kawasaki Z1-900 Super 4 road, 1972.

Rider: M17; BAC zero; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 6;
restricted activity 4 days; permanent disability
unknown.

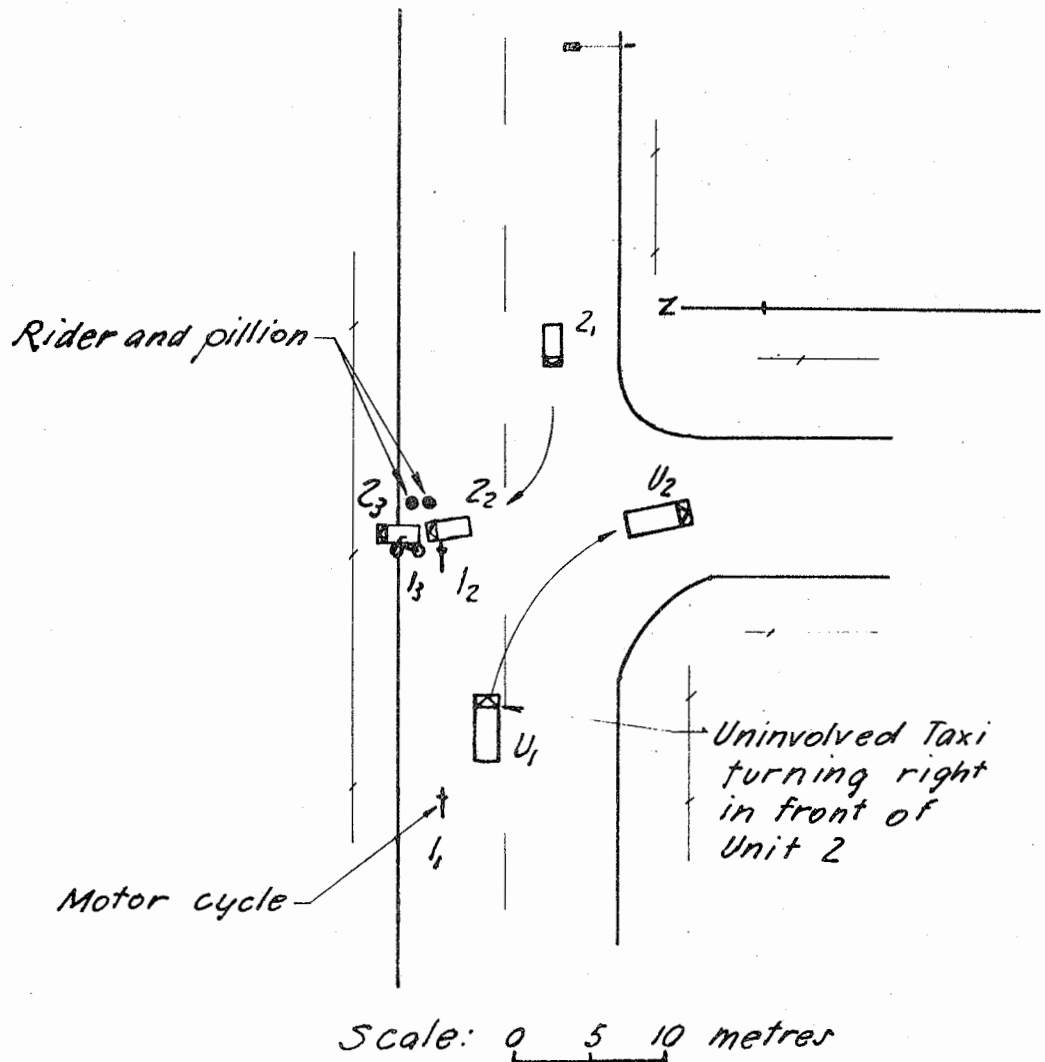
Pillion: F17; jet helmet worn, strap buckled.
Uninjured.

Unit 2: Morris Mini 2 door sedan, 1968. RARU-VDI: 9LJAN042

Driver: F29; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LR, M5, no belt available.
Minor injuries; ISS = 1.

ACCIDENT NO. 38



Units 1 and 2 were travelling in the same direction in the same lane. The motorcyclist noticed Unit 2 braking and slowed a little until he thought that Unit 2 would continue on. He then thought he heard something from his motorcycle scraping on the ground and glanced down. When he looked up again he saw Unit 2 stationary in front of him. He braked and was unable to swerve due to the presence of traffic in the adjacent lane. School crossing lights were not operating.

Unit 1: Kawasaki H1 Mach III (500 cc) road, 1970.

Rider: M16; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 1; restricted activity
3 days; no permanent disability.

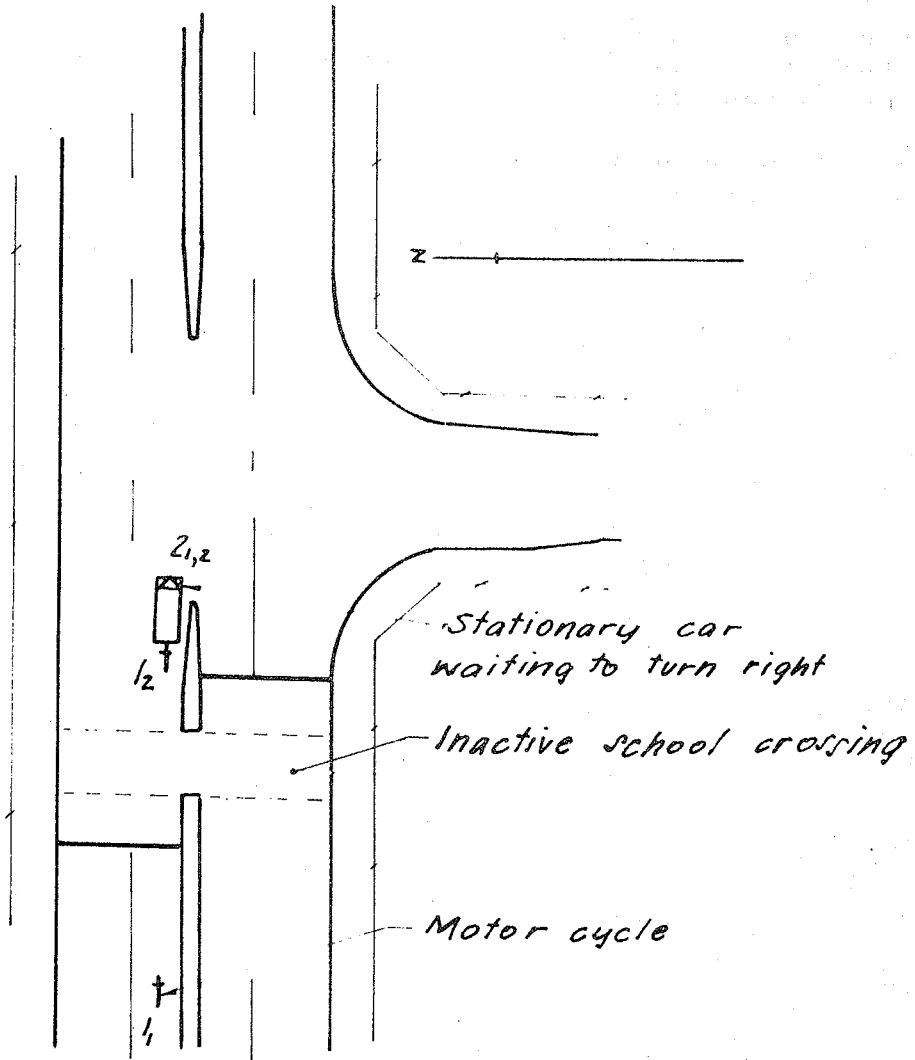
Unit 2: Holden HQ Kingswood 4 door sedan, 1974.

RARU-VDI: 6BRENØ2Ø

Driver: M18; BAC zero; belt available, probably worn.
Uninjured.

Passenger: LF; F17; belt available, probably worn.
Uninjured.

ACCIDENT NO. 39



Scale: 0 5 10 metres

The driver of Unit 1 was attempting to cross from the service station to the side street on the opposite side of the road. Unit 2 struck the rear of Unit 1, spinning it round, and the driver, possibly stunned, kept the accelerator down and started back across the road where her car was clipped by Unit 3. Continuing to the southern side of the road she struck the side of Unit 4, then attempted to turn left but in doing so struck the rear of Unit 5 and came to rest shortly after.

Unit 1: Morris Major 4 door sedan, year unknown.
RARU-VDI: 2FLEWØ25

Driver: F27; BAC zero; belt available, probably worn. Minor injury; ISS = 1.

Unit 2: Singer Gazelle 4 door sedan, 1959. RARU-VDI: 1ØLB EWØ19
7LFKWØØ5

Driver: F67; BAC zero; no belt available.

Unit 3: GMH Torana LJ 4 door sedan, 1973. RARU-VDI: 1RBKWØØ9

Driver: F65; BAC zero; belt available, probably worn. Uninjured.

Passenger: LF; F age unknown; belt available, probably worn. Uninjured.

Unit 4: Holden FJ panel van, 1956. RARU-VDI: 5RFLKØ1Ø

Driver: M62; BAC zero; no belt available. Uninjured.

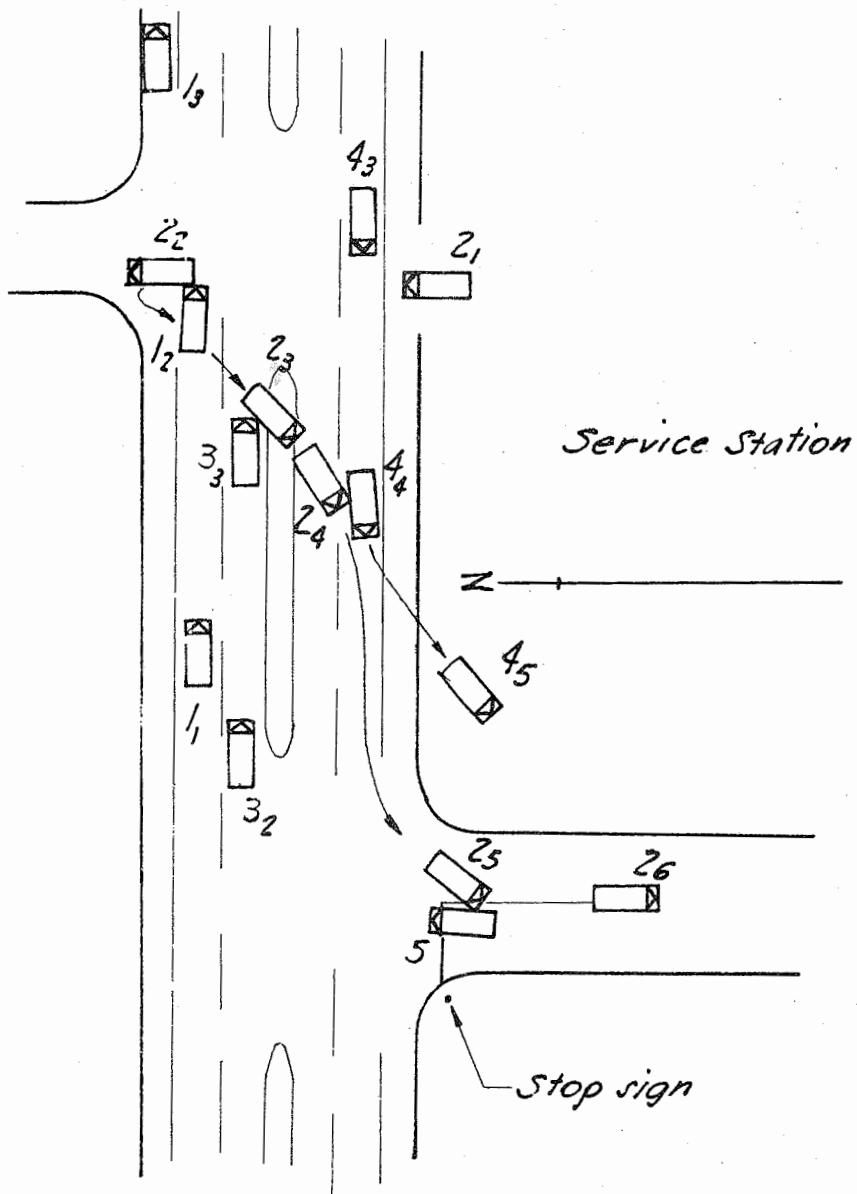
Passenger: LF; F age unknown; no belt available. Uninjured.

Unit 5: GMH Torana LJ 4 door sedan, 1972. RARU-VDI: unknown.

Driver: F50; BAC zero; belt available, probably worn. Uninjured.

Passenger: LF; M10; belt available, probably worn. Uninjured.

ACCIDENT NO. 40



Scale: 0 5 10 metres

ACCIDENT 041

1415 hrs, day, dry road.

Driver of Unit 1 only had a learners permit and was being taught to drive by her husband. She intended to turn left but was apparently travelling too fast. Her husband yelled at her to slow down but she became confused and accelerated instead.

Unit 1: Holden HT 4 door sedan, 1972. RARU-VDI: 12FREWØ14

Driver: F27; BAC zero; belt available, probably not worn. Minor injuries; ISS = 1.

Passenger: LF; M age unknown; belt available, probably not worn. Uninjured.

Passenger: CR; F3; no belt available. Uninjured.

Unit 2: Toyota Celica 2 door coupe, 1974. RARU-VDI: 2RGEWØ15

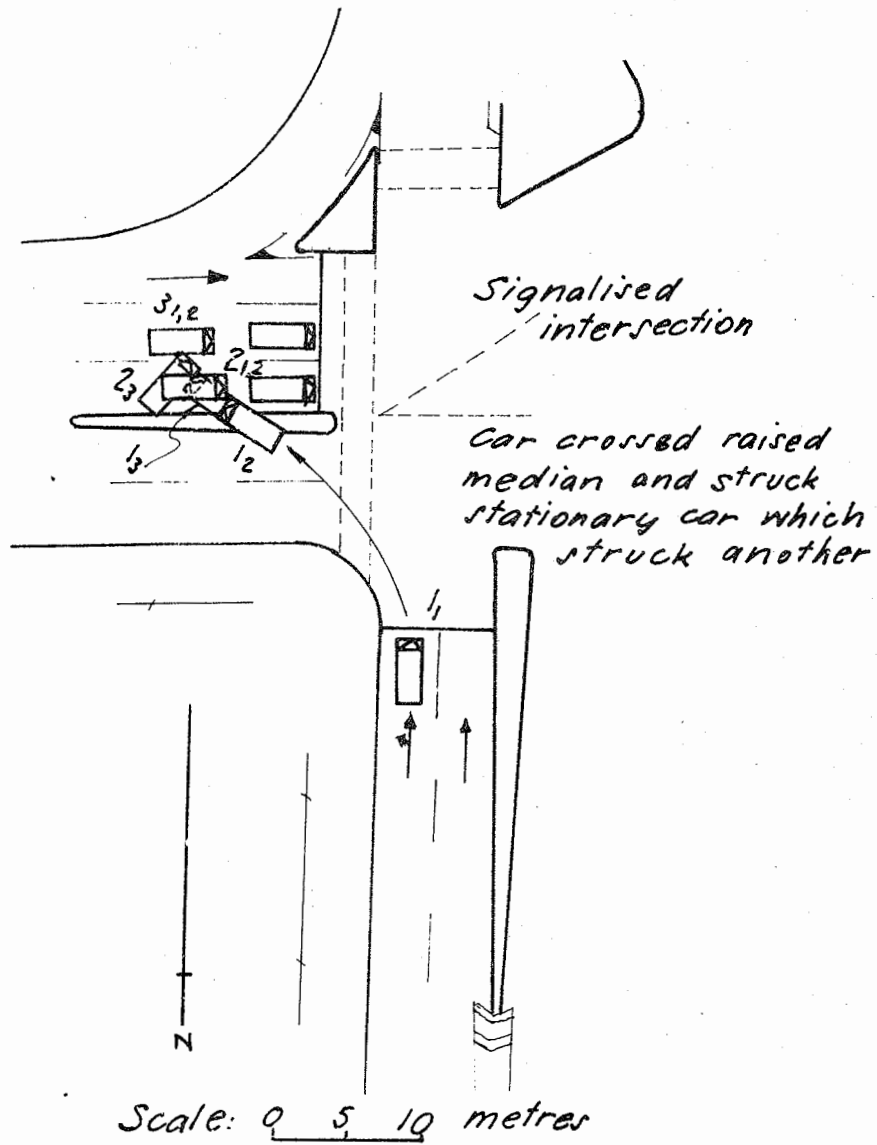
Driver: M31; BAC zero; belt available, worn correctly. Uninjured.

Passenger: LF; F28; belt available, worn correctly. Minor injury; ISS = 1.

Unit 3: Ford Escort Mk 1 2 door sedan, 1970. RARU-VDI: 3RPEWØØ7

Driver: F43; BAC zero; belt available, not known if worn. Uninjured.

ACCIDENT NO. 41



The driver of Unit 2 failed to detect the approach of the speeding motorcycle and accelerated into its path. The impact of the motorcycle, rider and pillion passenger lifted the inside wheels of the station wagon which carried them across the road until they fell in the positions shown. Unit 2 came to a halt a short distance along street which the driver had intended to enter.

Unit 1: Triumph Bonneville T140V (750 cc), 1973.

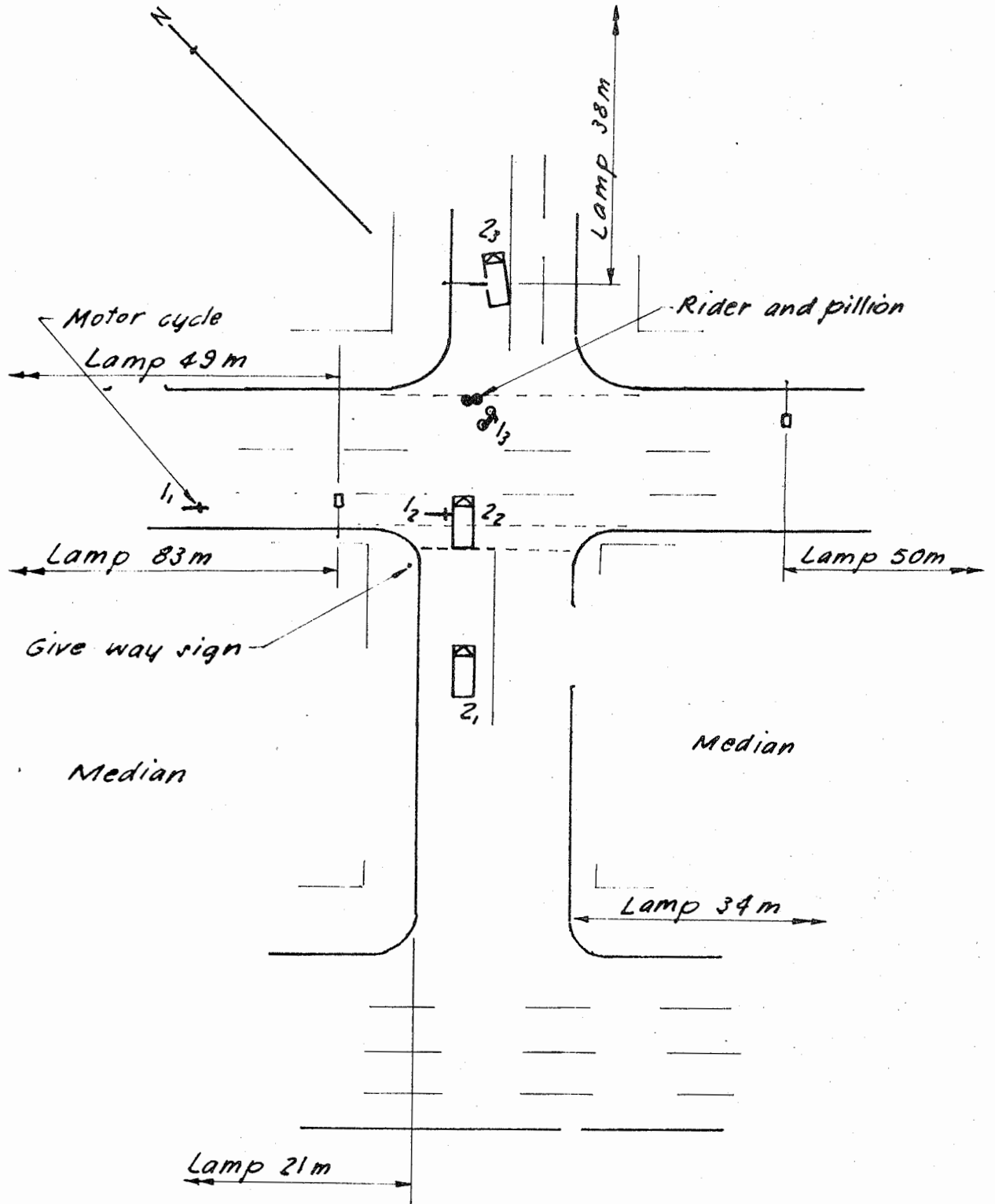
Rider: M23; BAC 0.15; jet helmet worn, strap buckled.
Severe, non-dangerous injuries; ISS = 22;
hospital 41 days; restricted activity greater
than 96 days; disability unknown.

Pillion: M21; jet helmet worn, strap buckled.
Severe, non-dangerous injuries; ISS = 17;
hospital 27 days; restricted activity
73 days; minor permanent disability.

Unit 2: Ford Falcon XB station wagon, 1976. RARU-VDI: 9LPAN060

Driver: M33; BAC unknown; belt fitted, worn correctly.
Minor injuries; ISS = 2.

ACCIDENT NO. 42



Scale: 0 5 10 metres

ACCIDENT 043

2050 hrs, night, dry road.

Unit 2 was travelling straight ahead in the centre lane. Unit 1 returned to the centre lane after overtaking Unit 2 and clipped the front of the motorcycle. Bike and rider fell to the road and slid to the position shown.

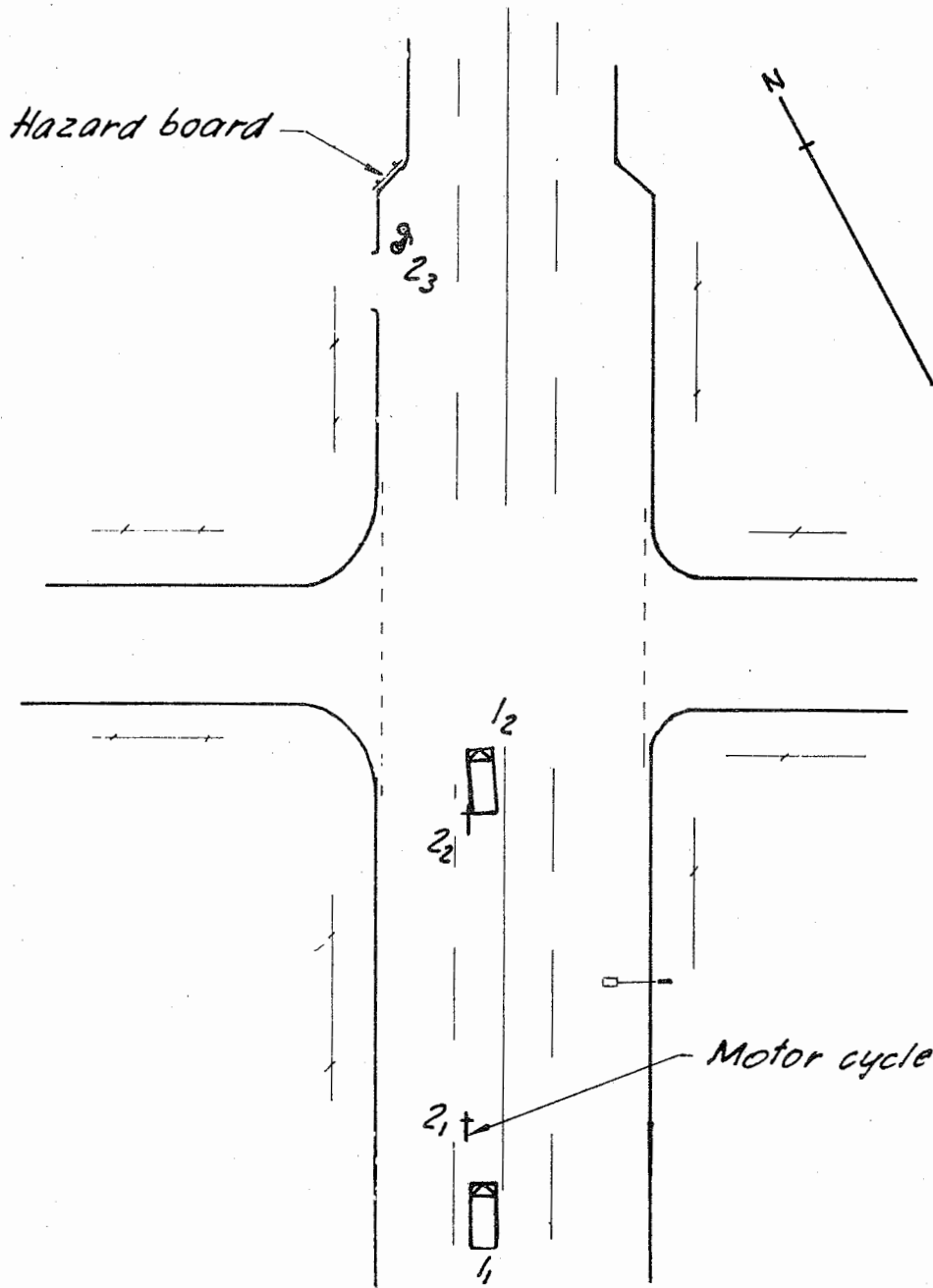
Unit 1: Holden EH 4 door sedan, 1964. No damage.

Driver: M28; BAC 0.09; belt available, not known if worn. Uninjured.

Unit 2: Honda CL 350 trail, 1970.

Rider: M21; BAC zero; jet helmet worn, strap buckled. Minor injury; ISS = 1; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 43



Scale: 0 5 10 metres

Unit 2 was stationary at the kerb with the driver waiting for traffic to clear before executing a U-turn. He saw Unit 1 approaching but considered he had enough time to safely execute the manoeuvre. The van driver saw Unit 2 pulling out from the kerb but, contrary to his expectation, it kept moving slowly across his path. Unit 1 braked and swerved to the right and was almost stationary at impact.

Unit 1: International C1300 medium van, 1965. SAE-VDI: 11FLEE2

Driver: M28; BAC zero; no belt available.
Uninjured.

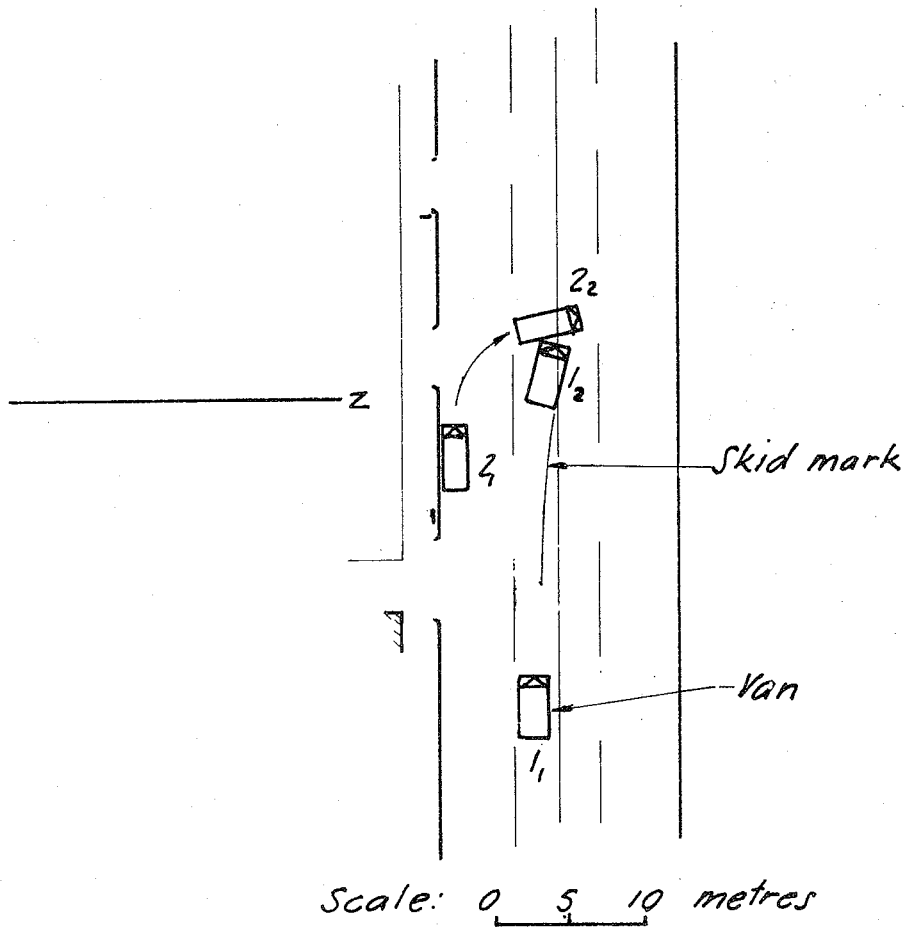
Passenger: LF; M28; no belt available. Uninjured.

Unit 2: GMH Gemini TX 2 door coupe, 1975. RARU-VDI: 4RPAK032

Driver: M66; BAC zero; belt available, worn correctly.
Minor injury; ISS = 2; restriction and
disability unknown.

Passenger: LF; F63; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 44



ACCIDENT 045

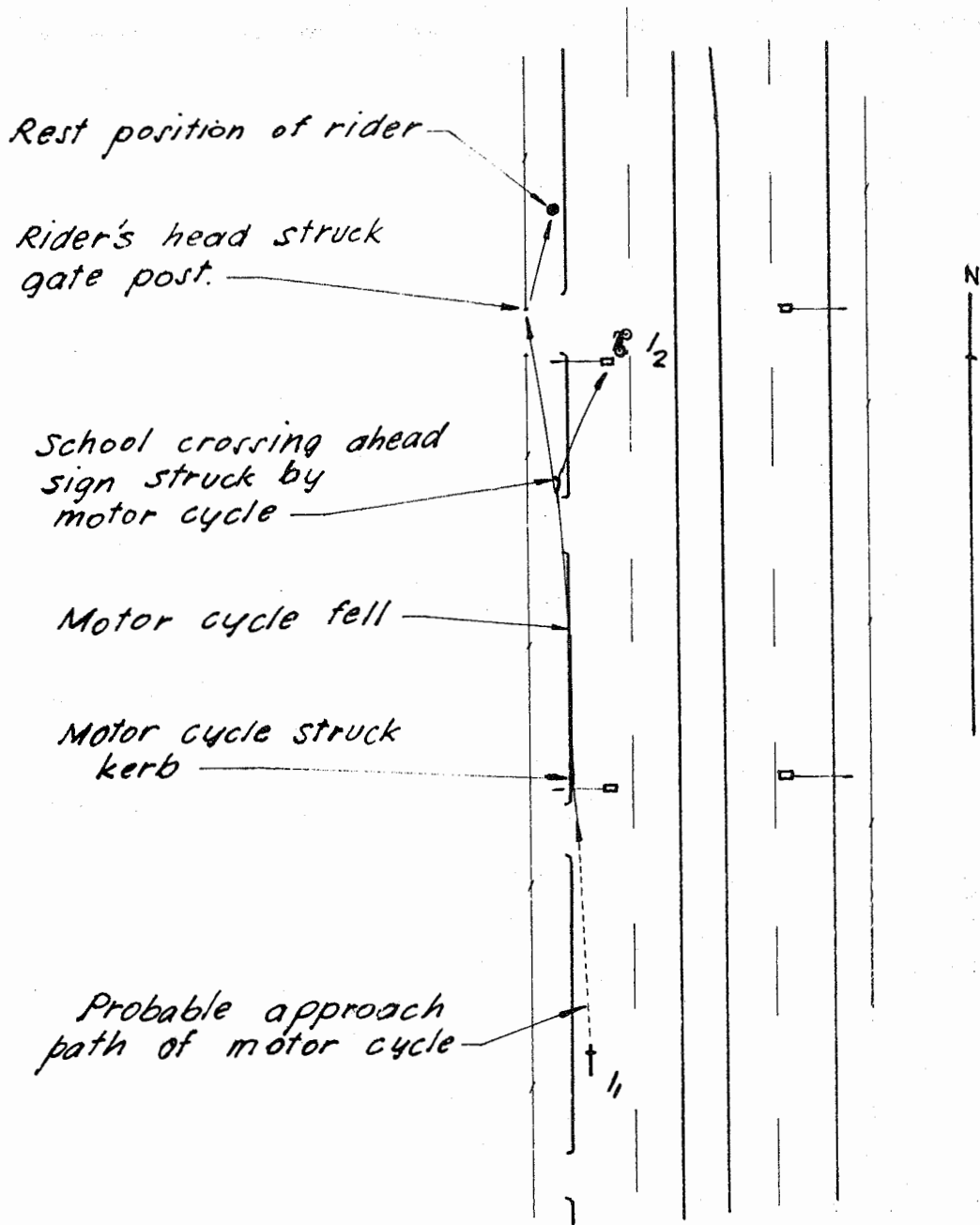
0243 hrs, night, dry road.

When the motorcycle fell, the rider slid along the footpath and his helmet came off (or alternatively, it was not worn at all). The rider was killed instantly when his head struck the gate post. There were no witnesses available to explain the motorcycle's deviation from the road.

Unit 1: Yamaha RD125B road, 1975.

Rider: M22; BAC 0.22; not known if helmet worn.
Fatal lesion plus one region with severe injury.

ACCIDENT NO. 45



Rest position of rider

Rider's head struck gate post.

School crossing ahead sign struck by motor cycle

Motor cycle fell

Motor cycle struck kerb

Probable approach path of motor cycle

Scale: 0 5 10 metres

ACCIDENT 046

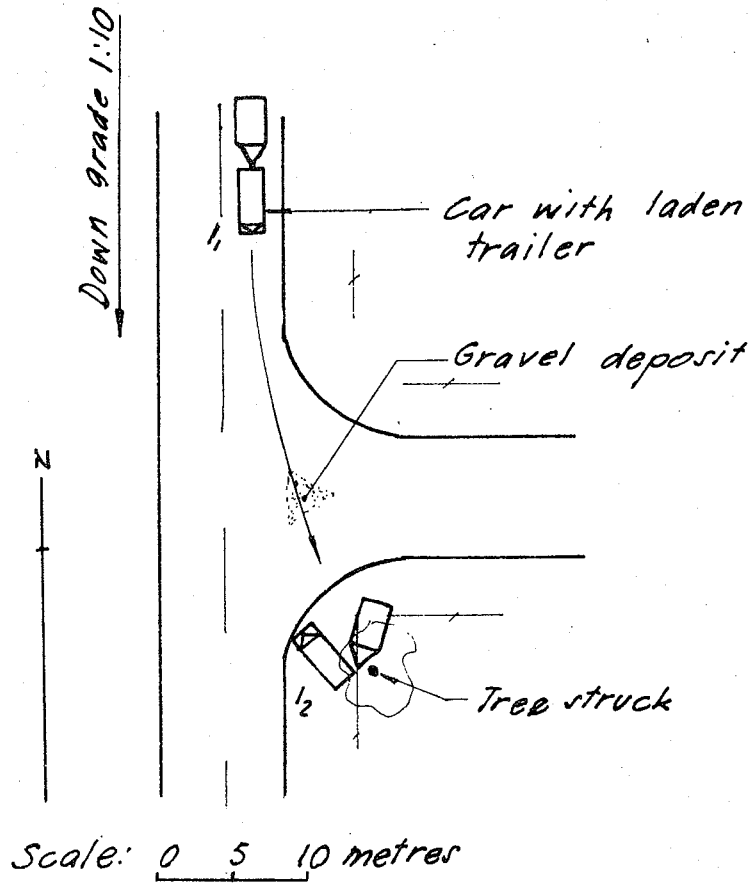
1713 hrs, dusk, dry road.

The trailer being towed by Unit 1 was over-loaded with timber. As the combination descended the grade the trailer developed a swaying motion which developed into a fishtailing of the entire unit. The amplitude increased to such an extent that the driver lost control completely and the unit jack-knifed into a tree.

Unit 1: Chevrolet Belair 4 door sedan, 1965, with tandem trailer
RARU-VDI: 3RHEWØ1Ø

Driver: M35; BAC zero; belt available, worn loosely.
Uninjured.

ACCIDENT NO. 46



Unit 1 was, according to a witness, travelling well in excess of the speed limit. As the driver approached the intersection he claims he was distracted by something moving in the bushes on his left and when he looked forward again he saw Unit 2 crossing his path. Despite sustained braking Unit 1 was unable to avoid impact. The driver of Unit 2 had seen Unit 1 but had considered that she had enough time to cross the intersection.

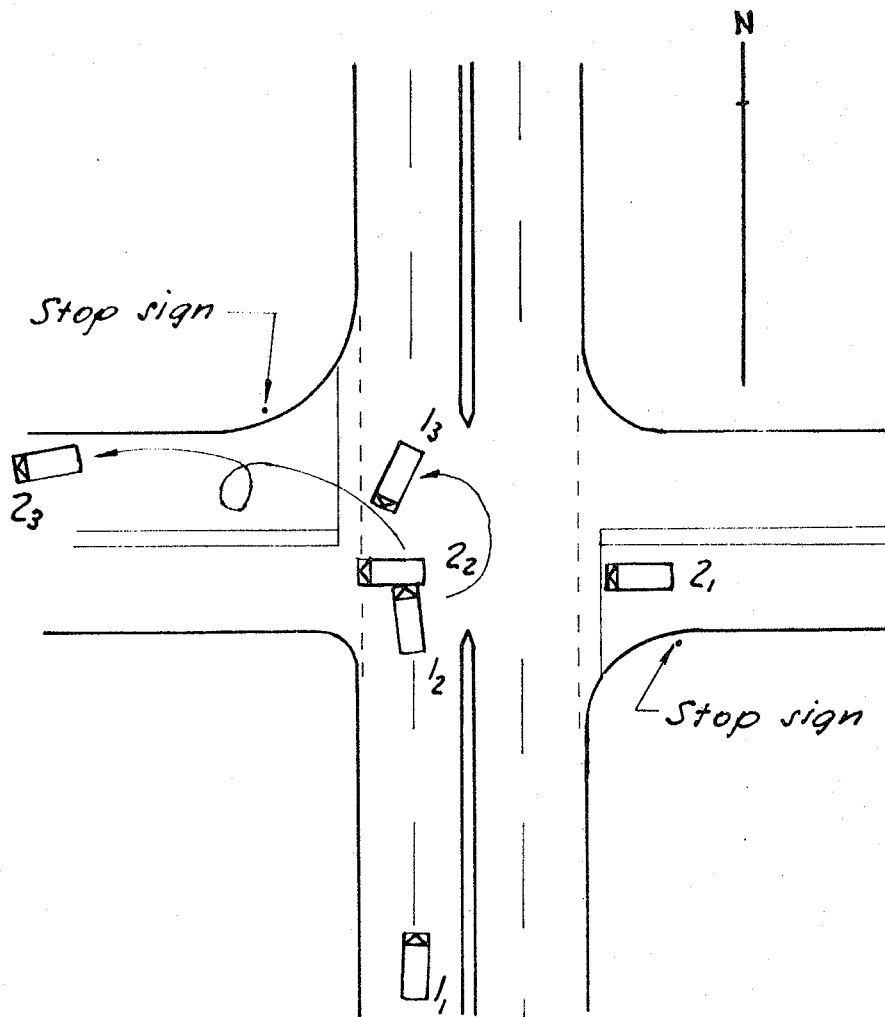
Unit 1: Ford Cortina GT 4 door sedan, 1966. RARU-VDI: 12FDEW027

Driver: M19; BAC unknown; belt available, not worn.
Uninjured.

Unit 2: Ford Escort Mk 1 2 door sedan, 1973. RARU-VDI: 9LHEW022

Driver: F51; BAC unknown; belt available, worn loosely.
Minor injuries; ISS = 1.

ACCIDENT NO. 47



Scale: 0 5 10 metres

ACCIDENT 048

0723 hrs, day, dry road.

Both drivers were travelling through a familiar, uncontrolled intersection. The driver of Unit 2 saw Unit 1 approaching but assumed Unit 1 would stop. The driver of Unit 1 was exceeding the critical speed for that approach and did not see Unit 2 until just prior to impact.

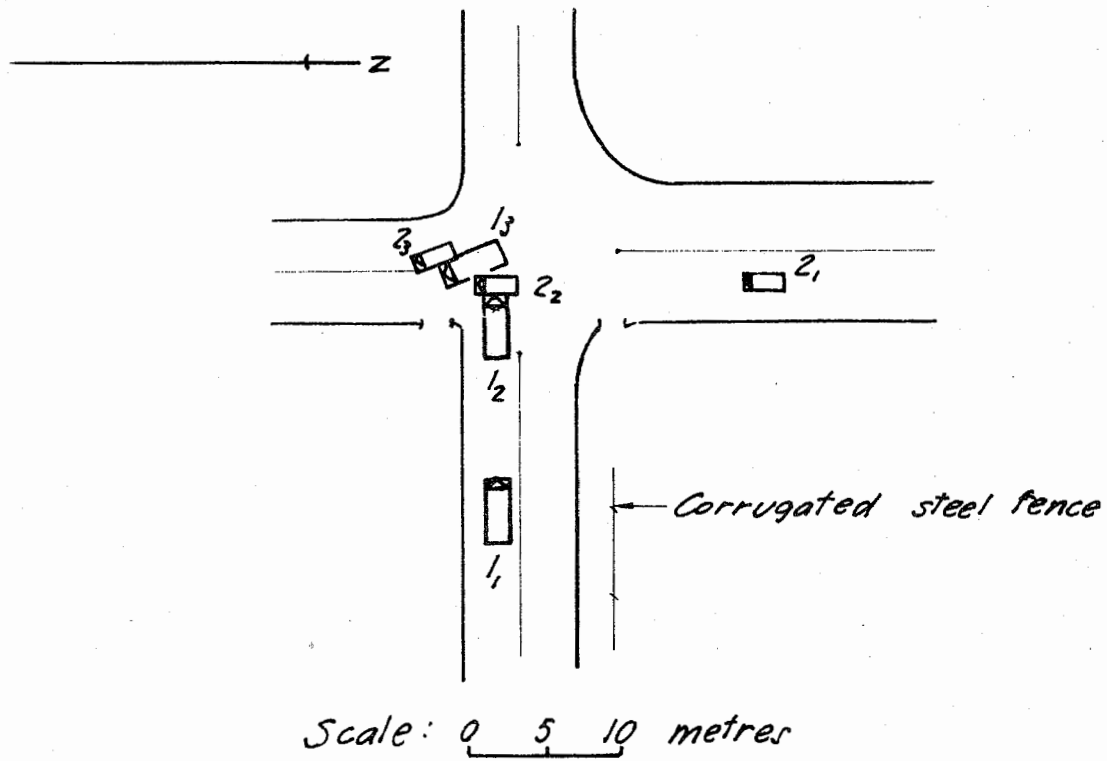
Unit 1: Chrysler Valiant VF 4 door sedan, 1969.
RARU-VDI: 1FZEW015

Driver: M29; BAC zero; belt available, worn loosely.
Uninjured.

Unit 2: Morris Mini 1100 2 door sedan, 1970. RARU-VDI: 10LDAW025

Driver: F24; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 2.

ACCIDENT NO. 48



ACCIDENT 049

1823 hrs, night, dry road.

The sight distance on the critical corner between the two units is extremely limited due to the presence of a shop. Unit 2 was travelling too fast to allow him to give way at this uncontrolled intersection. Both units were spun around by the impact.

Unit 1: Volkswagen Kombi Mk 2 van, 1971. SAE-VDI: 12FYAW3.

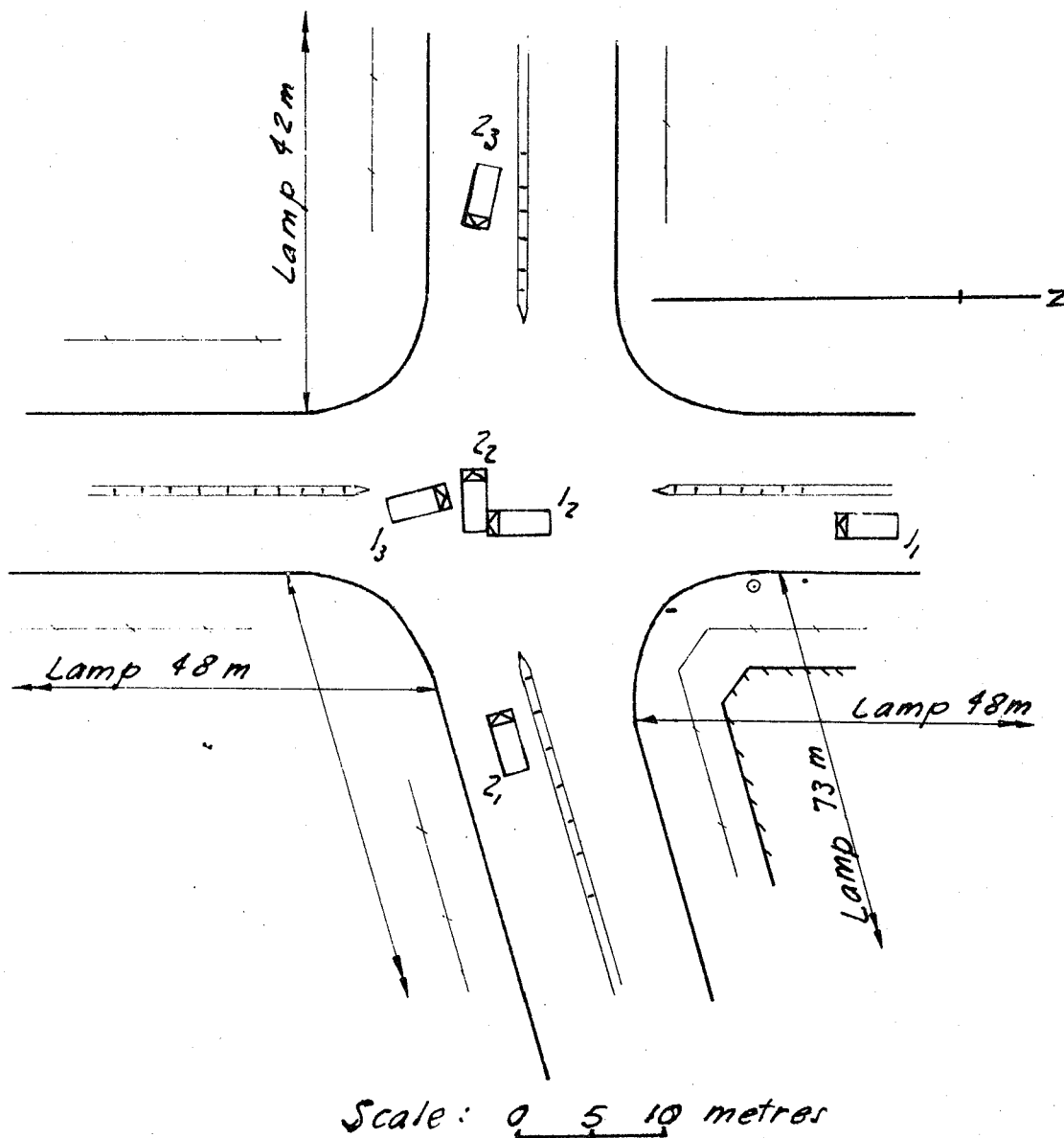
Driver: M19; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 2; restricted activity unknown.

Passenger: LF; F18; belt available, worn correctly.
Minor injuries; ISS = 1.

Unit 2: Ford Falcon XB utility, 1976. RARU-VDI: 3RHMW013

Driver: M19; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 49



ACCIDENT 050

2006 hrs, night, dry road.

Unit 2 was travelling east and as it approached the intersection the traffic lights turned to amber. The driver proceeded to turn right, saw Unit 1 approaching and stopped. The driver of Unit 1 veered to the left and applied the brakes when she saw Unit 2 turning.

Unit 1: Mazda 1300 2 door coupe, 1973. RARU-VDI: 11FDEK025

Driver: F21; BAC unknown; belt available, not worn.
Minor injuries; ISS = 2; hospital 1 day;
restricted activity 4 days; minor permanent
disability.

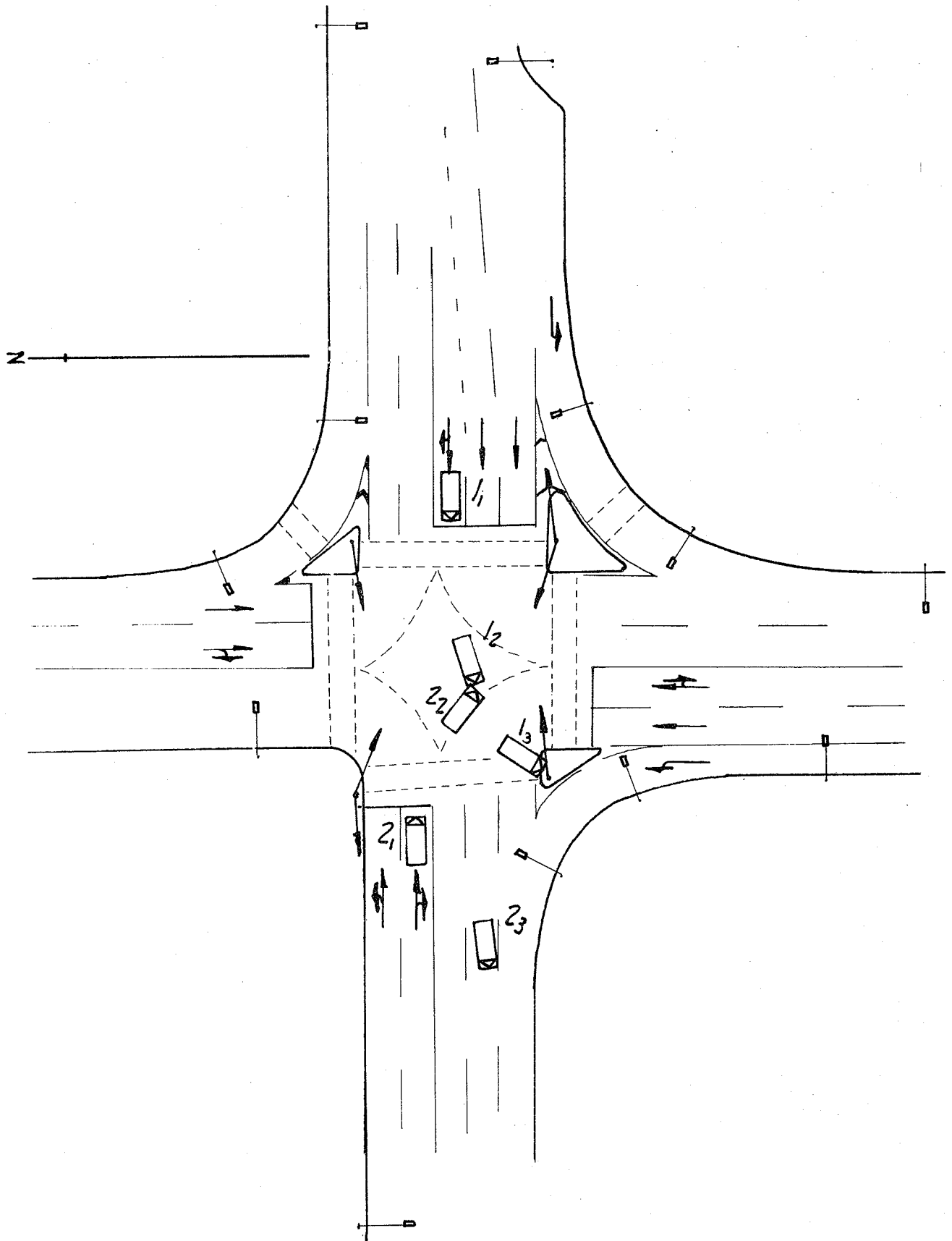
Unit 2: Chrysler Galant GC 4 door sedan, 1974.

RARU-VDI: 2FZEK046

Driver: M20; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; M19; belt available, worn loosely.
Uninjured.

ACCIDENT NO. 50



Scale: 0 5 10 metres

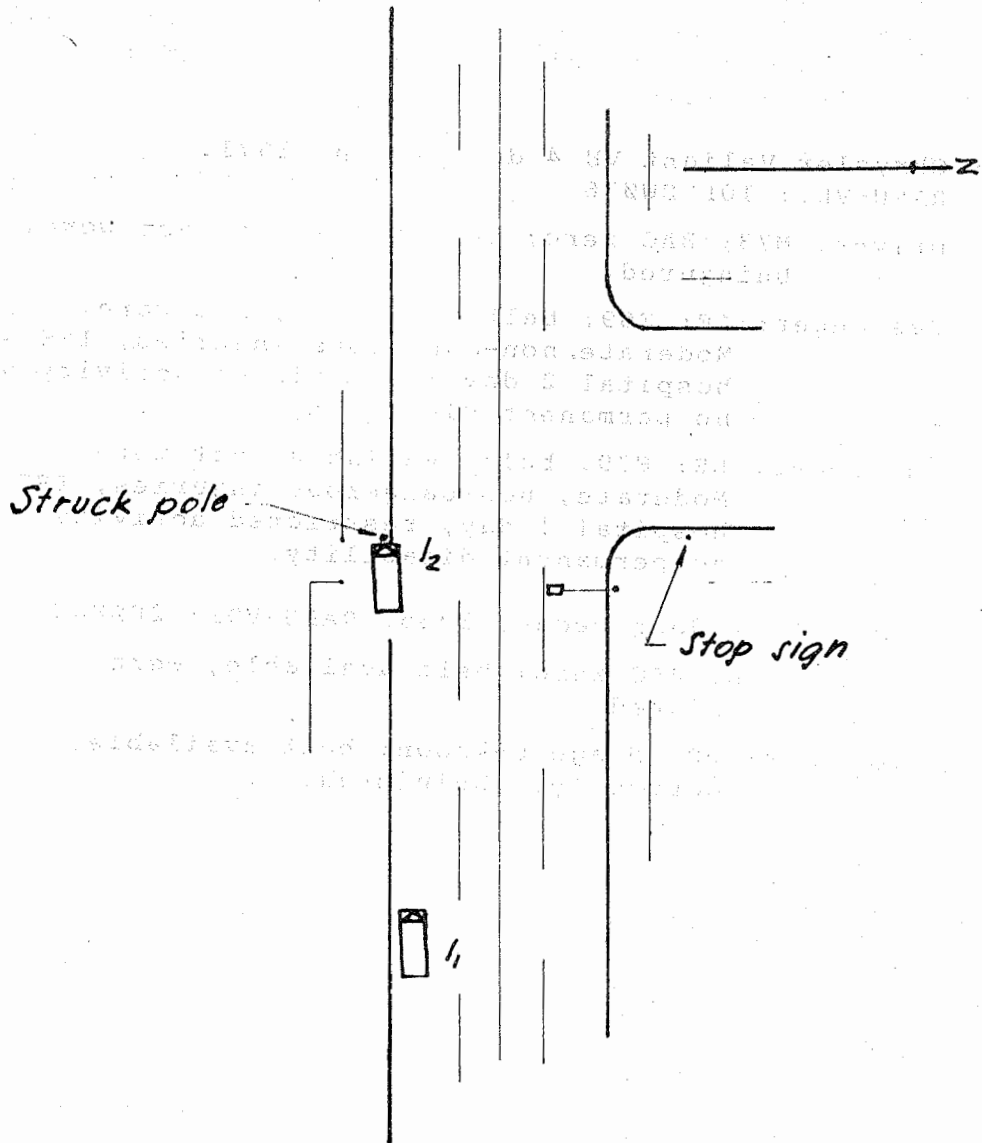
Unit 1, the driver of which was intoxicated and had also reportedly been smoking marijuana, struck a Stobie pole. A witness several hundred metres away said there were no other vehicles in the vicinity at the time of the crash. The driver of Unit 1 could not explain her action, apparently due to retrograde amnesia suffered as a result of concussion.

Unit 1: Holden HD panel van, 1966. RARU-VDI: 12FDEN063

Driver: F32; BAC 0.14; belt available, not worn.
Serious, dangerous injuries; ISS = 41;
hospital 46 days; restricted activity greater
than 96 days; minor permanent disability.

Passenger: LF; M28; belt not usable, not worn.
Critical injuries; ISS = 36; hospital
35 days; restricted activity greater
than 96 days; minor permanent disability.

ACCIDENT NO. 51



Scale: 0 5 10 metres

ACCIDENT 052

1053 hrs, day, damp road
(not raining)

The view of each driver along the intersecting road was limited by the house on the north-eastern corner. The horn of Unit 2 was sounded by its driver as he approached the intersection and he braked when he saw the other vehicle. Considering the road to be clear, the driver of Unit 1 was accelerating his vehicle at impact.

Unit 1: Chrysler Valiant VH 4 door sedan, 1971.

RARU-VDI: 10LYEW036

Driver: M73; BAC zero; belt available, not worn.
Uninjured.

Passenger: LF; F69; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 2;
hospital 2 days; restricted activity 90 days;
no permanent disability.

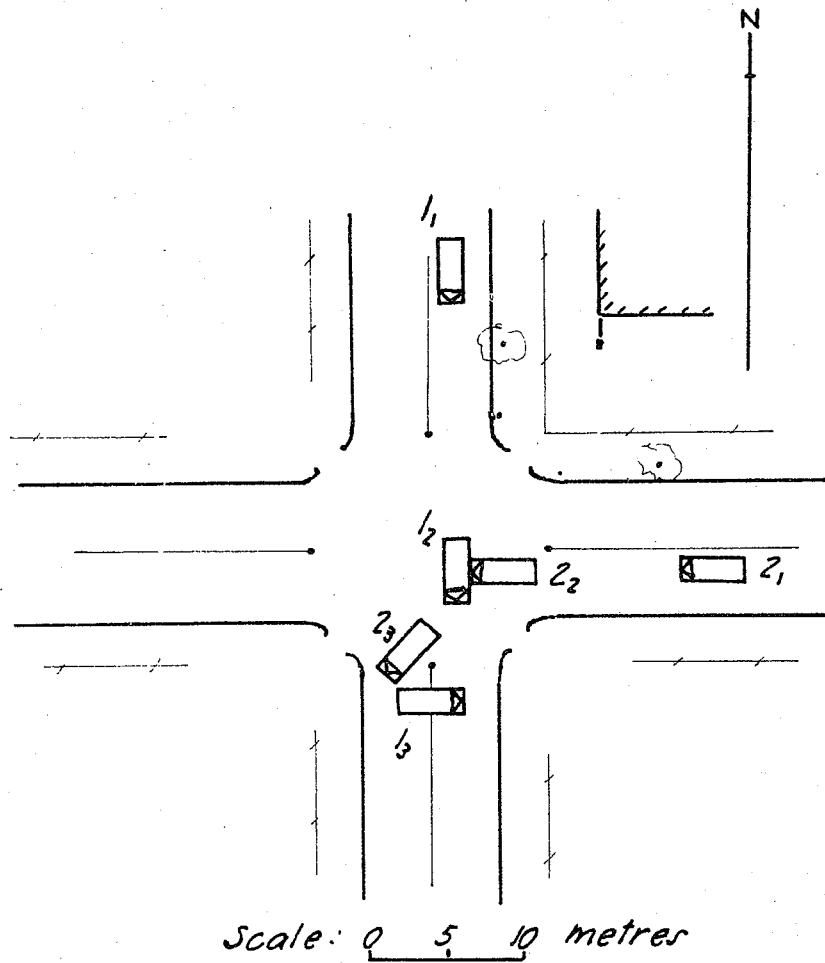
Passenger: LR; F79; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 6;
hospital 1 day, restricted activity 30 days;
no permanent disability.

Unit 2: Holden HD 4 door sedan, 1965. RARU-VDI: 2FZEW010

Driver: M18; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; M age unknown; belt available, worn
correctly. Uninjured.

ACCIDENT NO. 52



The driver of Unit 1 apparently failed to notice the stop sign at the intersection and although he slowed, he drove into the path of the bus which was unable to stop in time. Sight distance on south-eastern corner was limited by a house and by the parked cars shown.

Unit 1: Holden FB 4 door sedan, 1961. RARU-VDI: 1ØLYEWØ2Ø

Driver: M16; BAC zero; no belt available.

Minor injuries; ISS = 1.

Passenger: CF; F34; no belt available. Minor injuries; ISS = 1.

Passenger: CF (on lap); F8; no belt available. Minor injuries; ISS = 1.

Passenger: LF; F65; no belt available. Moderate, non-dangerous injuries; ISS = 1; restriction and disability unknown.

Passenger: RR; F16; no belt available. Minor injuries; ISS = 1; restricted activity less than 24 hours.

Passenger: RCR; F16; no belt available. Minor injuries; ISS = 1.

Passenger: LCR; F14; no belt available. Minor injuries; ISS = 1.

Passenger: LCR; M11; no belt available. Minor injuries; ISS = 1.

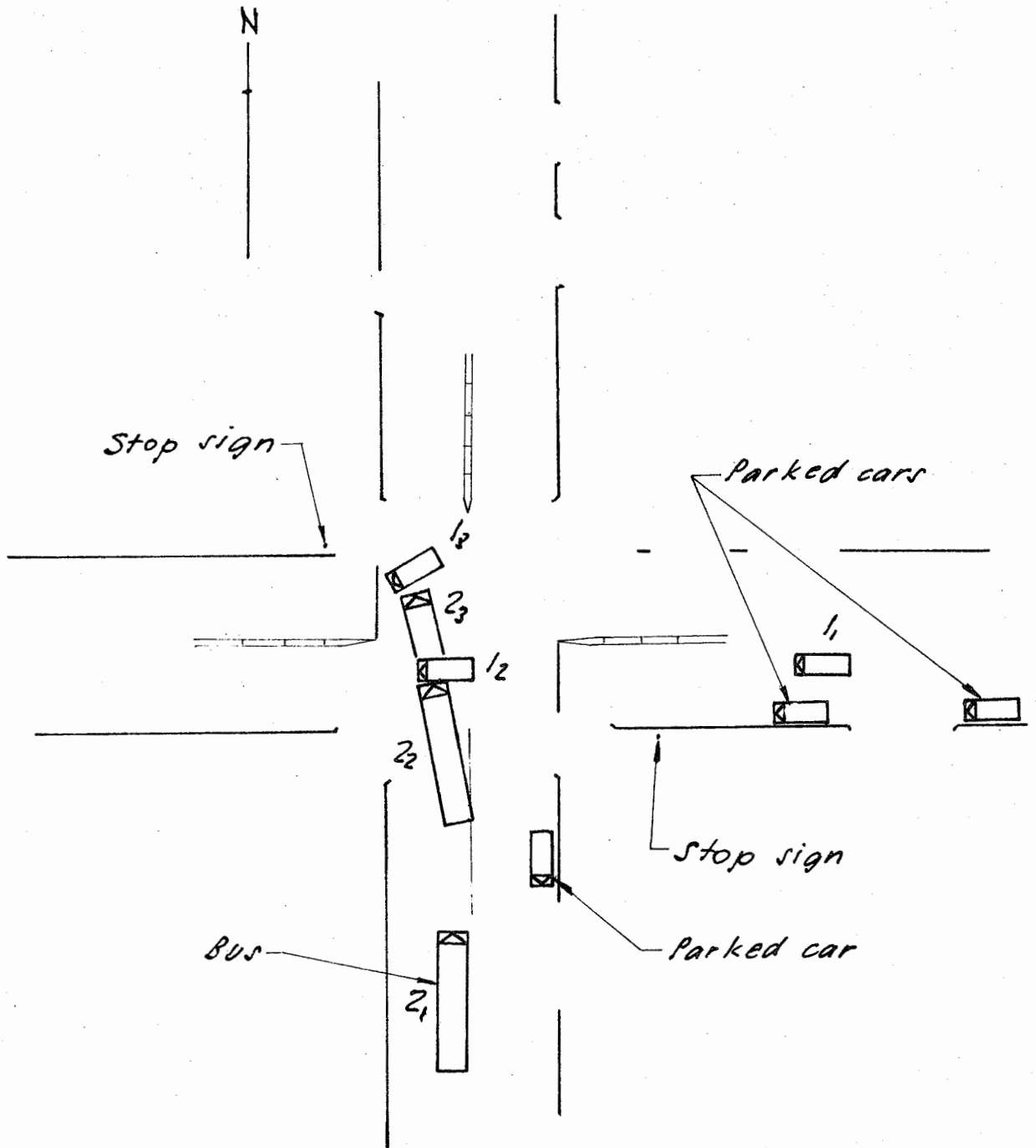
Passenger: LR; F13; no belt available. Minor injuries; ISS = 1.

Unit 2: AEC Swift-Denning omnibus, 1973. SAE-VDI: 1FREE1

Driver: M54; BAC zero; no belt available. Uninjured.

Passenger: left side, F59; no belt available. Minor injury; ISS = 1.

ACCIDENT NO. 53



Scale: 0 5 10 metres

There was a line of traffic in the northbound kerbside lane but it is not certain whether this was stationary or moving slowly forward. There was, however, a break in this line allowing Unit 1 to emerge from the side street. The driver of Unit 1 apparently failed to detect the approach of Unit 2 and drove in the path of Unit 2.

Unit 1: Ford Cortina Mk 2 L 4 door sedan, 1970.

RARU-VDI: 2FDEWØ25

Driver: M46; BAC Ø.13; belt available, not known if worn. Minor injury; ISS = 2.

Unit 2: Chrysler Galant GL 4 door sedan, 1976.

RARU-VDI: 1ØLPEKØ3Ø

Driver: M53; BAC zero; belt available, worn correctly. Uninjured.

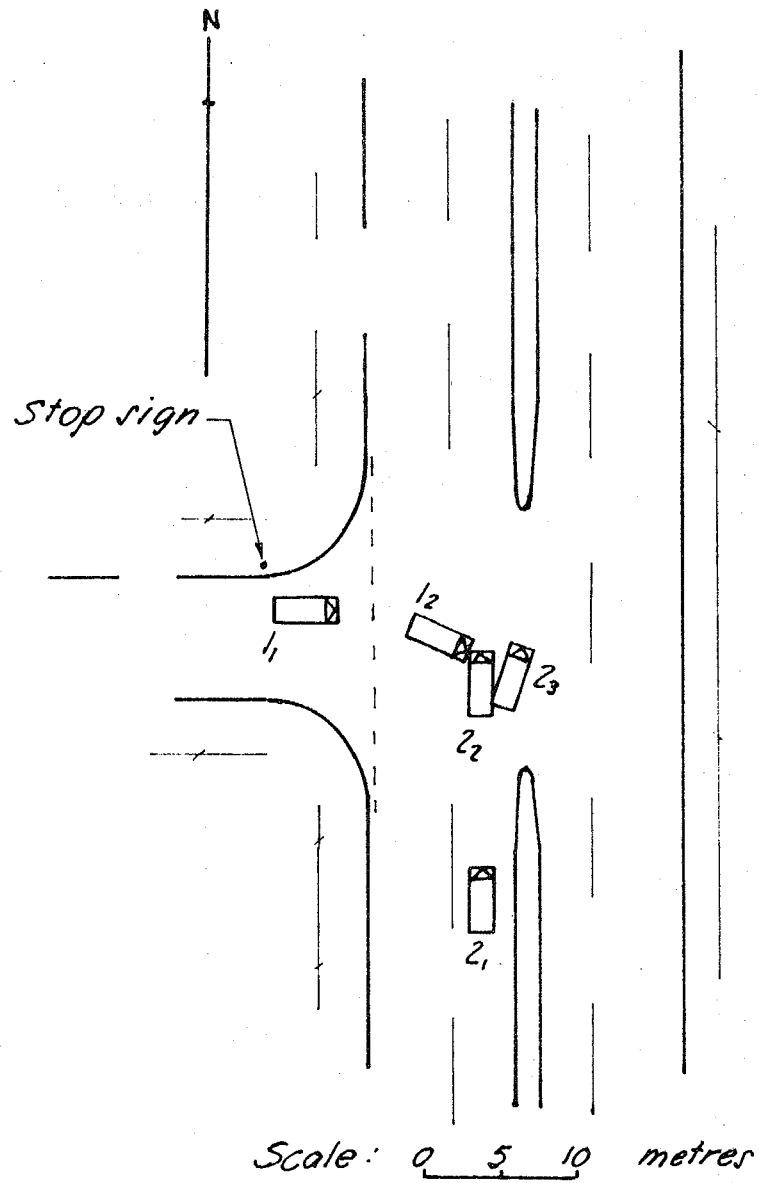
Passenger: LF; M17; belt available, worn correctly. Uninjured.

Passenger: RR; F25; belt available, worn correctly. Uninjured.

Passenger: RR; F 8 months; held by passenger. Uninjured.

Passenger: CR; F3; belt available, probably not worn. Uninjured.

Passenger: LR; F51; belt available, worn correctly. Minor injuries; ISS = 1.



ACCIDENT 055

1736 hrs, night, wet road
(raining)

Both drivers entered the intersection after the traffic lights had turned from green to amber. The driver of Unit 1, who intended to proceed straight through the intersection, had seen Unit 2 but did not think that it would turn before Unit 1 was clear. It was only when executing the turn that the driver of Unit 2 apparently saw Unit 1 approaching.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 2RFEC018

Driver: M21; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; F25; belt available, worn correctly.
Minor injury; ISS = 1.

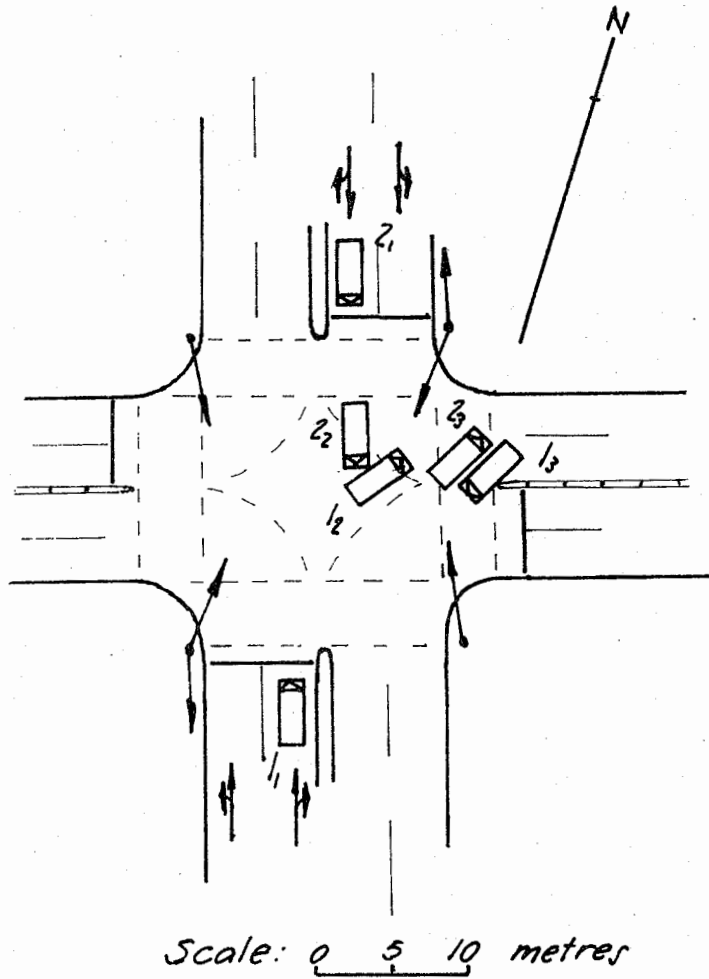
Passenger: RR; M19; no belt available. Uninjured.

Passenger: CR; F17; no belt available. Uninjured.

Unit 2: Morris Oxford, year unknown. RARU-VDI; 10LPEK030

Driver: F19; BAC zero; no belt available.
Minor injury; ISS = 1; restricted activity
7 days; no residual disability.

ACCIDENT NO. 55



Units 1 and 2 were travelling some distance apart in the right hand lane. Unit 2 slowed and stopped as the driver waited for opposing traffic to clear so that he could turn right. Meanwhile the driver of Unit 1 said he had taken his eyes off the road to wave to his brother who was reversing out of a property on the southern side of the road. On looking forward the driver of Unit 1 saw Unit 2 stationary in front of him. Unit 1 braked but was unable to avoid impact.

Unit 1: Holden HG 4 door sedan, 1970. RARU-VDI: 12FDEW031

Driver: M26; BAC zero; belt available, probably not worn. Minor injury; ISS = 1.

Passenger: LF; F23; belt available, not worn. Minor injury; ISS = 5; hospital 2 days; restricted activity 30 days; minor residual disability.

Passenger: LF (on lap); M1; held by mother. Minor injury; ISS = 1.

Passenger: RR; F6; no belt available. Minor injury; ISS = 1.

Passenger: LR; F4; no belt available. Uninjured.

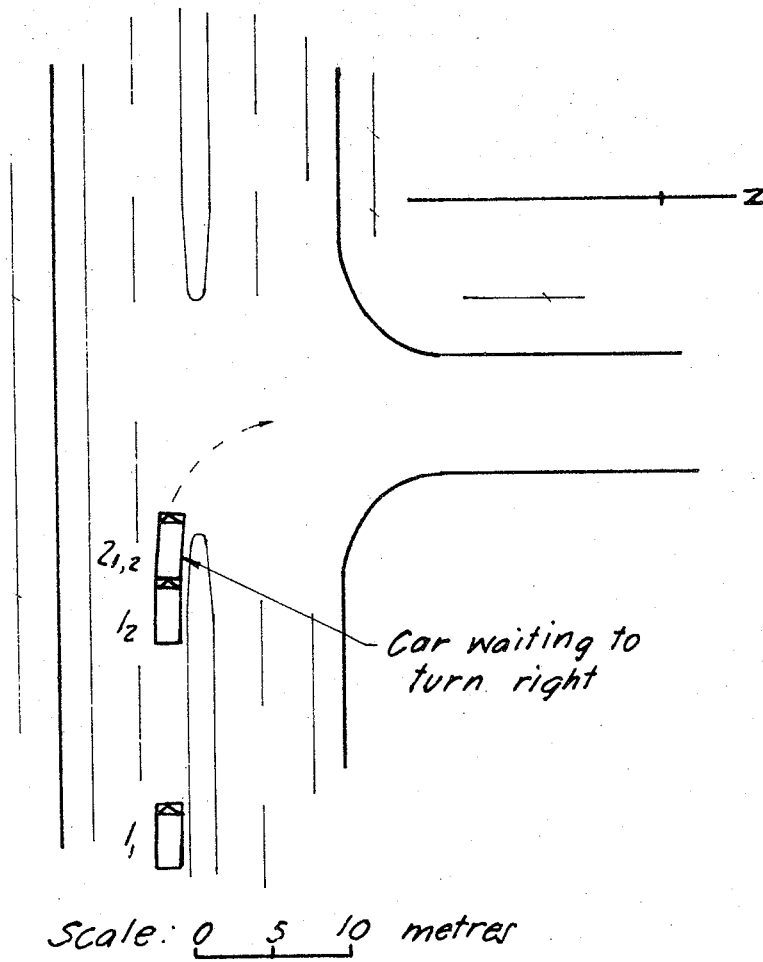
Unit 2: Holden HK 4 door sedan, 1968. RARU-VDI: 6BDEW11

Driver: F29; BAC zero; belt available, not known if worn. Moderate, non-dangerous injuries; ISS = 5; restricted activity greater than 96 days; minor permanent disability.

Passenger: RR; F8; no belt available. Uninjured.

Passenger: LR; F6; no belt available. Uninjured.

ACCIDENT NO. 56



ACCIDENT 057

2126 hrs, night, dry road.

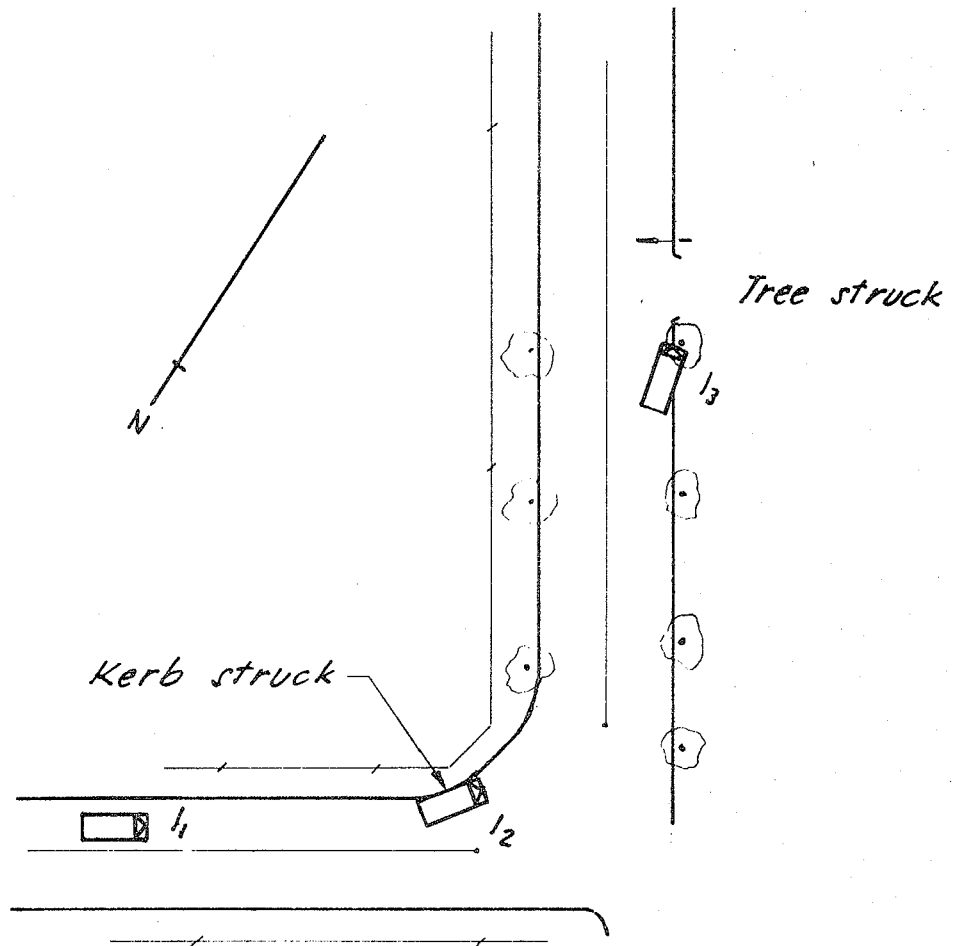
An unlicensed, 15 year old male was driving Unit 1 which he had earlier stolen. Unit 1 approached the corner at high speed, braked hard and turned but struck the inside kerb. The car slewed sideways, the driver lost control and the car struck a tree.

Unit 1: Chrysler Valiant VJ 4 door sedan, 1975.
RARU-VDI: 1FZENØ85

Driver: M15; BAC zero; belt available, worn correctly.
Moderate, non-dangerous injuries; ISS = 12;
hospital 1 day; restriction unknown;
no permanent disability.

Passenger: LF; M14; belt available, not worn.
Moderate, non-dangerous injuries;
ISS = 12; hospital 1 day; restricted
activity 7 days; no permanent disability.

ACCIDENT NO. 57



Scale: 0 5 10 metres

ACCIDENT 058

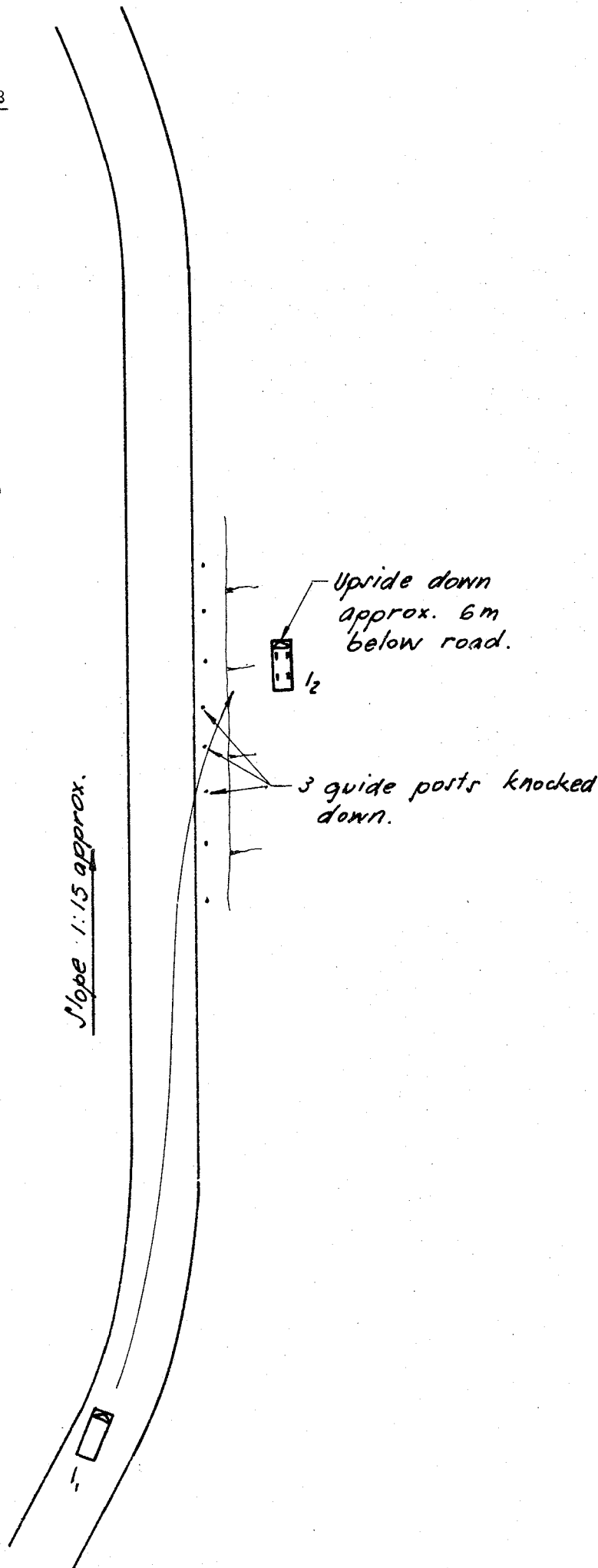
1345 hrs, day, dry road.

Driver of Unit 1 claims to have swerved to avoid a dog as he rounded the left hand bend. The car subsequently fish-tailed out of control and plummeted over the embankment. There was no evidence on the road surface of sliding or skidding prior to the vehicle leaving the road.

Unit 1: Datsun 1200 2 door coupe, 1971. RARU-VDI: 12FLLW010

Driver: M19; BAC zero; belt available, probably worn. Moderate, non-dangerous injuries; ISS = 5; hospital less than 24 hrs; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 58



117 Scale: 0 5 10 metres

The approach of Unit 1 to the intersection was over a slight crest around a blind curve. On his approach the driver saw that the traffic lights were green and assumed his way was clear. The driver of Unit 2 was intending to turn right and he said that as he neared the intersection he could see no traffic approaching from the opposite direction. The driver of Unit 2 commenced the turn and was looking along the road into which he was entering when struck on the left front fender.

Unit 1: Chrysler Valiant VF Pacer 4 door sedan, 1969.
RARU-VDI: 1FDEK046

Driver: M18; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; F19; belt available, not worn.
Minor injuries; ISS = 1; hospital less
than 24 hours; restricted activity 7 days;
no permanent disability.

Unit 2: Ford Falcon XK 4 door sedan, 1962. RARU-VDI: 11FDEW058

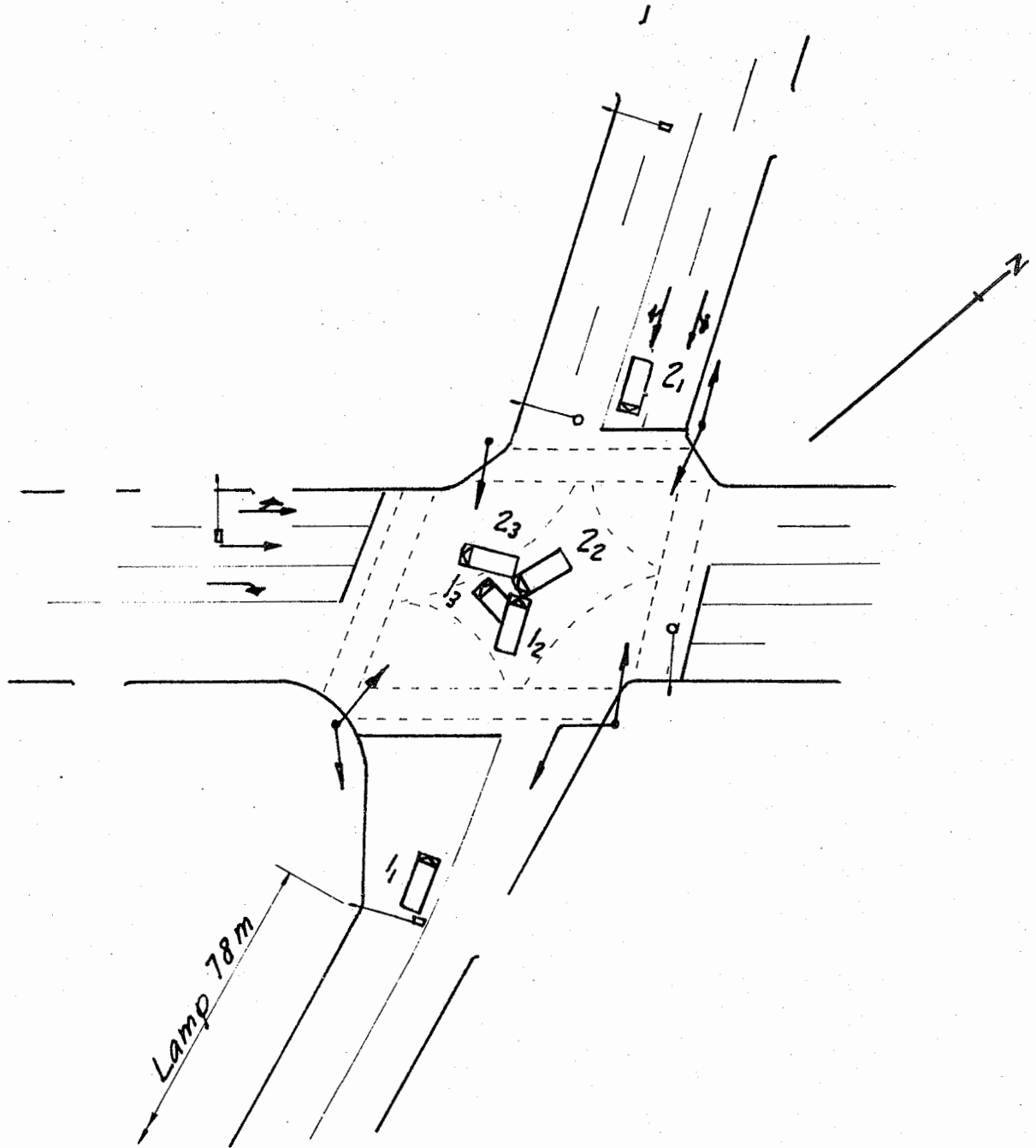
Driver: M18; BAC zero; no belt available.
Minor injury; ISS = 1.

Passenger: LF; M19; no belt available. Uninjured.

Passenger: RR; M19; no belt available. Uninjured.

Passenger: LR; F18; no belt available. Minor
injuries; ISS = 2.

ACCIDENT NO. 59



Scale: 0 5 10 metres

ACCIDENT 060

1214 hrs, day, dry road.

After leaving his place of employment, the driver of Unit 1 said he was accelerating up to the speed limit when a small child ran onto the road from behind a parked car. The impact resulted in fatal injuries to the pedestrian.

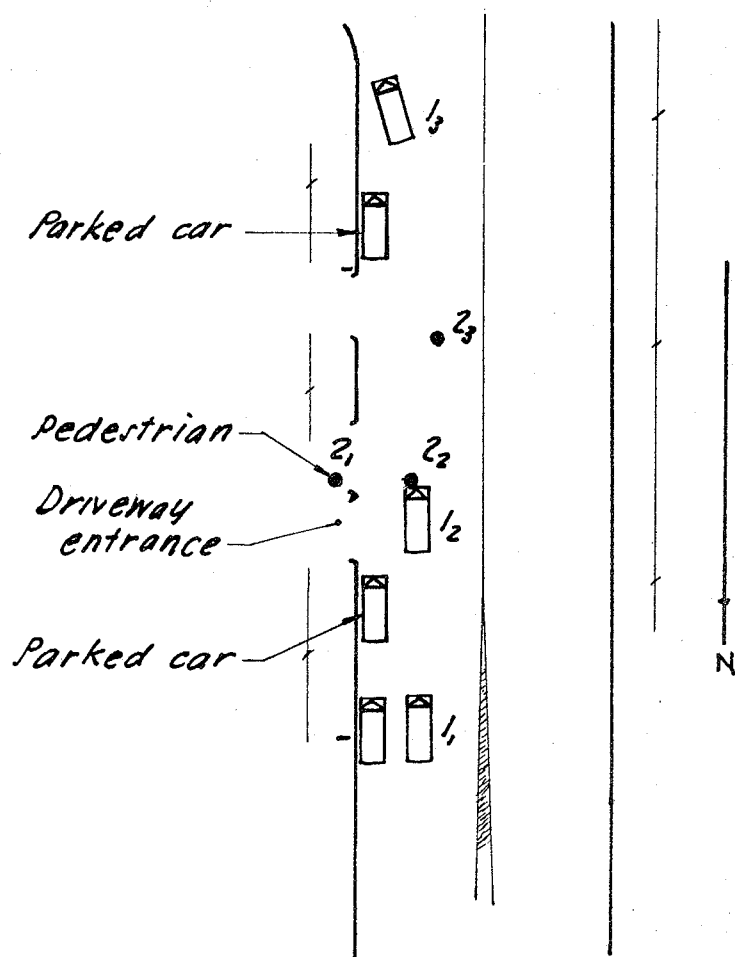
Unit 1: Toyota Corona SE 4 door sedan, 1975.

RARU-VDI: 12FLJN003

Driver: M59; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M2. Fatal lesion plus 1 severe injury;
ISS = 98.

ACCIDENT NO. 60



Scale: 0 5 10 metres

ACCIDENT 061

1819 hrs, night, dry road.

The driver of Unit 1 saw Unit 2 approaching from the opposing direction with its right turn indicator operating and considered that the driver of Unit 2 would allow Unit 1 to pass. However the driver of Unit 2 thought that he had enough time to cross the path of Unit 1 and drove into the path of Unit 1.

Unit 1: Chrysler Centura KB 4 door sedan, 1974.

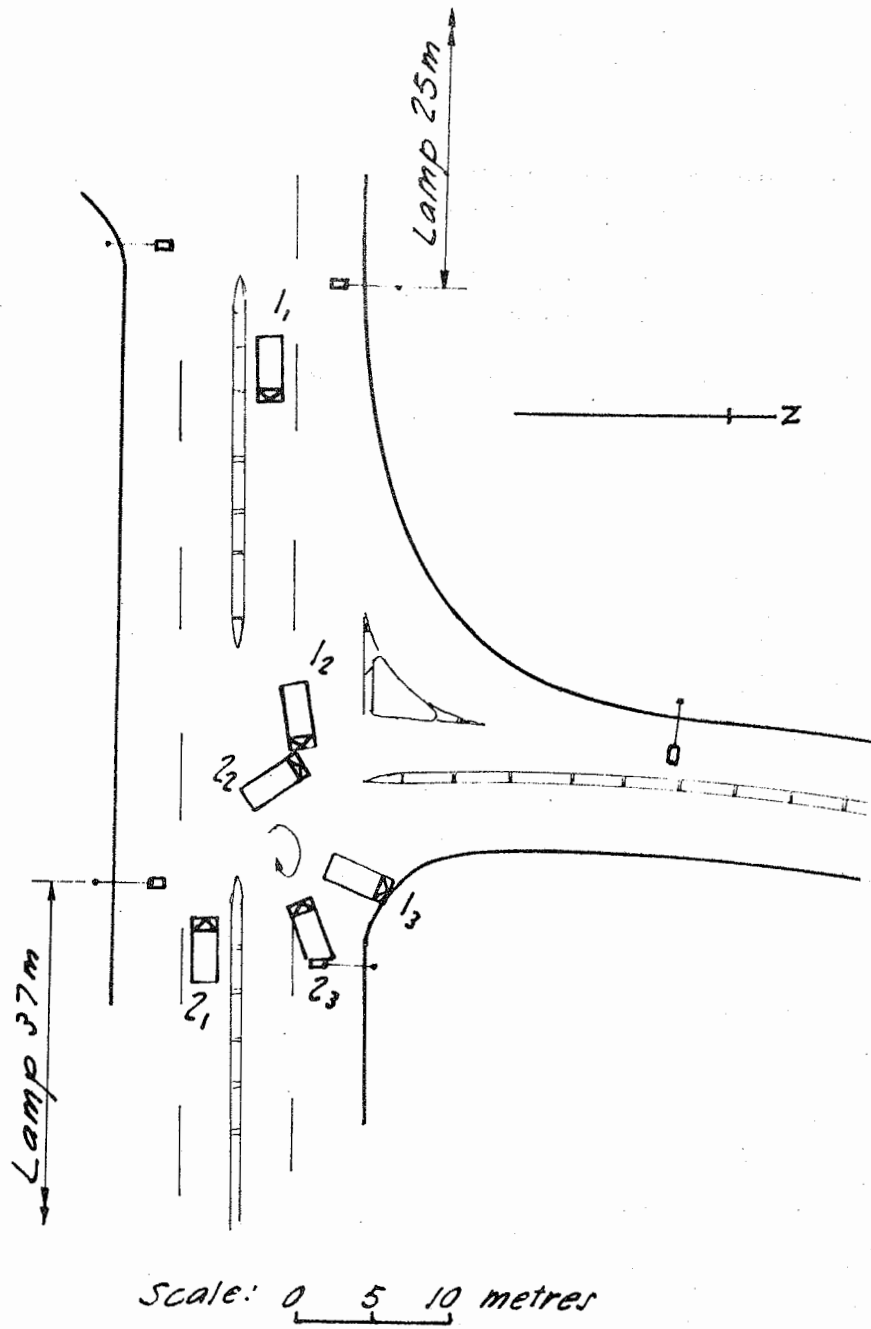
RARU-VDI: 1FZEC060

Driver: F28; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 2.

Unit 2: Mazda 1200 4 door sedan, 1969. RARU-VDI: 11FYEC060

Driver: M22; BAC zero; belt available, worn incorrectly. Serious, dangerous injuries; ISS = 10; hospital 12 days; restricted activity 90 days; no permanent disability.

ACCIDENT NO. 61



ACCIDENT 062

1030 hrs, day, damp road
(not raining)

Unit 1 was exiting a subway at a speed reportedly well in excess of the 60 kph limit. As the driver steered right the car spun across to the opposite side of the road, struck a utility pole and was deflected across the road. Unit 2 had moved to the middle of the road in order to avoid the spinning car but was struck on the rear when Unit 1 rebounded from the pole.

Unit 1: Chrysler Valiant AP6 4 door sedan, 1965.

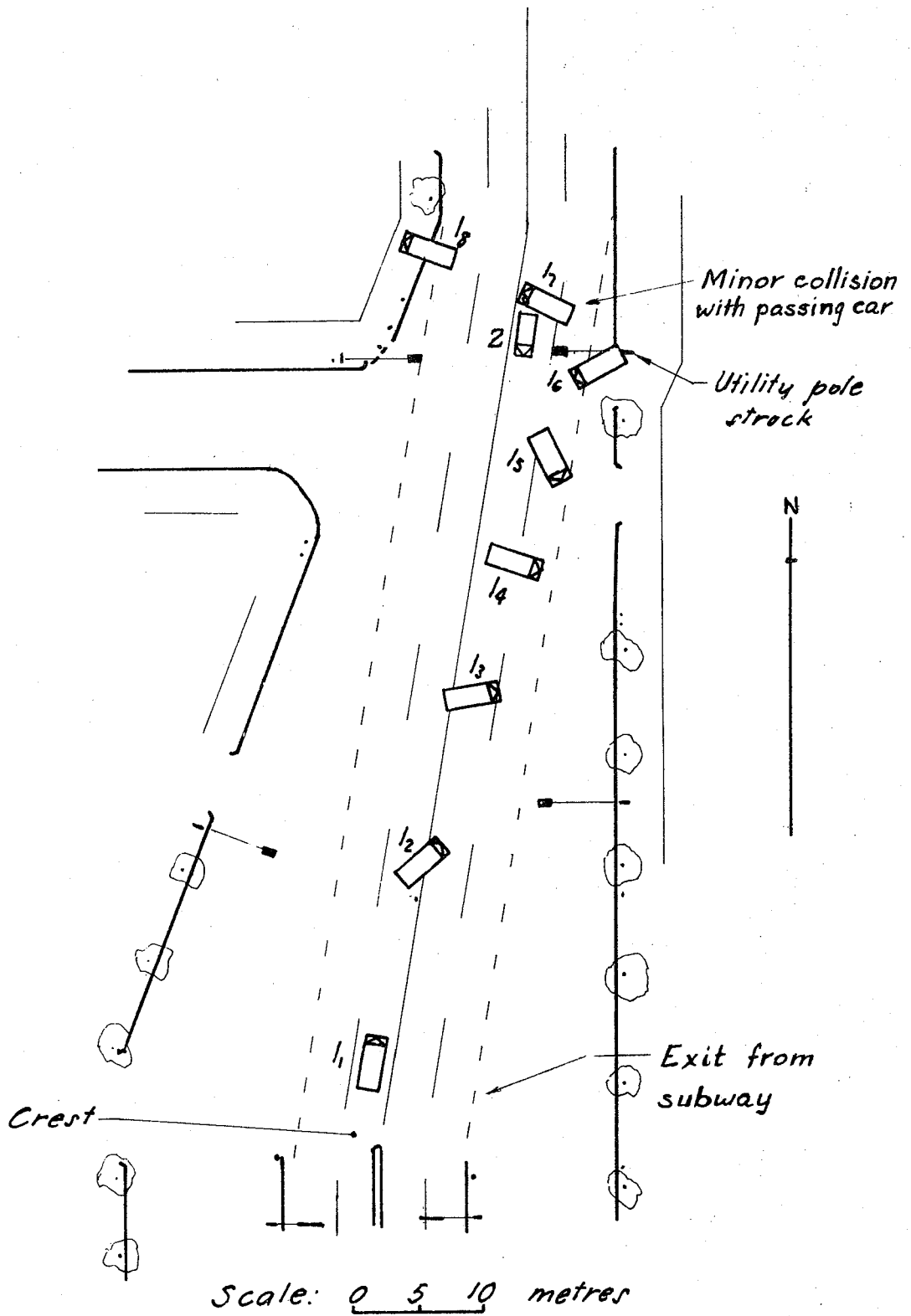
RARU-VDI: 6BCEN060
1FLEC001

Driver: M16; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

Unit 2: Austin A30 2 door sedan, 1956. RARU-VDI: 11LHEK005

Driver: M19; BAC zero; no belt available.
Uninjured.

ACCIDENT NO. 62



ACCIDENT 063

1534 hrs, day, damp road
(not raining)

Having stopped at the junction, the driver of Unit 1 failed to see Unit 2 approaching owing to the visual restriction imposed by an intervening truck. She proceeded to turn right and only detected the other vehicle shortly before impact.

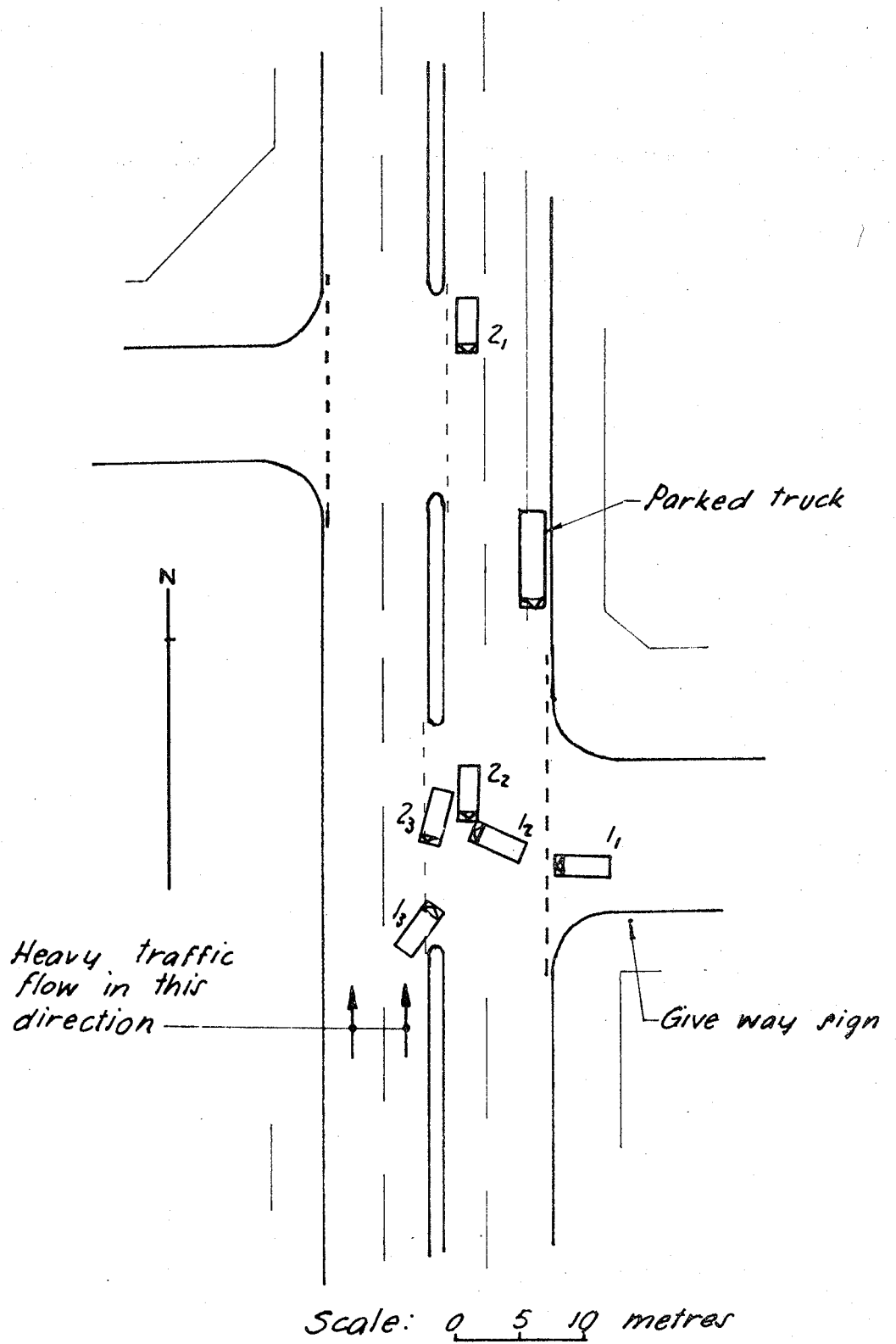
Unit 1: Ford Falcon XR 4 door sedan, 1967. RARU-VDI: 2RFEC037

Driver: F27; BAC zero; belt available, probably worn.
Minor injuries; ISS = 1.

Unit 2: GMH Torana LH SLR 4 door sedan, 1974. RARU-VDI: 10LFEC015

Driver: M29; BAC zero; belt available, probably worn.
Uninjured.

ACCIDENT NO. 63



As Unit 1 approached the intersection its driver saw Unit 3 stop to give right of way to Unit 1. The driver of Unit 1 then detected Unit 2 approaching from his right, and applied the brakes. Unit 1 struck the rear of Unit 2, whose driver was attempting to accelerate out of the way. Unit 2 spun anticlockwise and rolled over, coming to rest upside down with his boot on the bonnet of Unit 3.

Unit 1: Holden FB 4 door sedan, 1960. RARU-VDI: 12FZEW010

Driver: M21; BAC zero; no belt available.
Uninjured.

Unit 2: Ford Cortina Mk 1 2 door sedan, 1966.

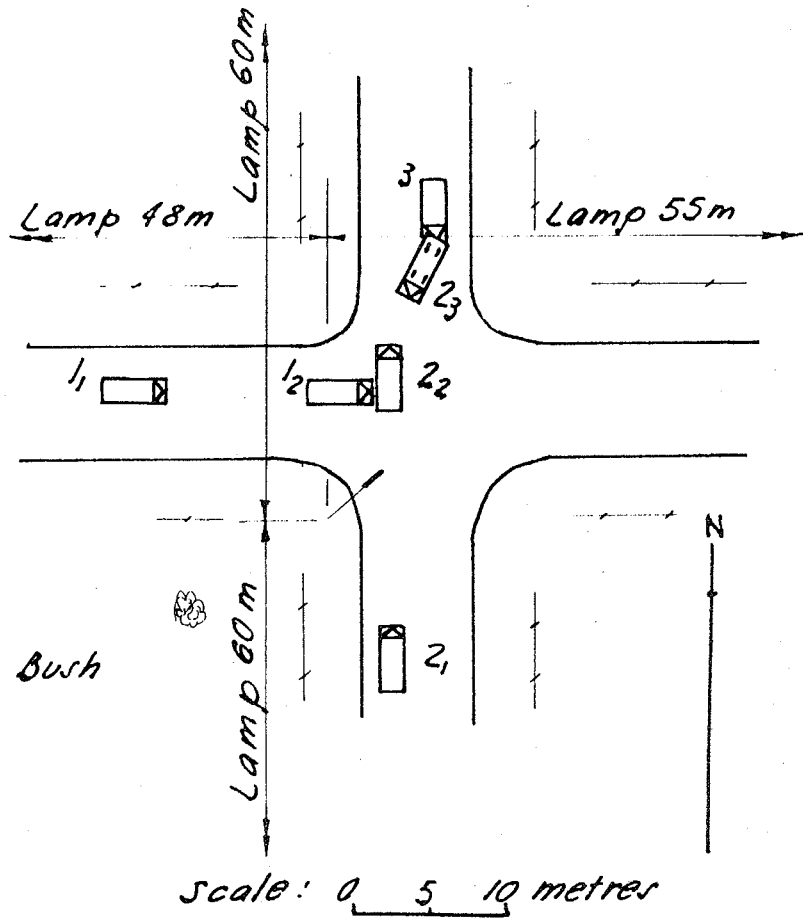
RARU-VDI: 9LHEW007 13ZZJW020

Driver: M30; BAC zero; no belt available.
Minor injuries; ISS = 1; restricted
activity 2 days.

Unit 3: GMH Gemini TX 4 door sedan, 1975. RARU-VDI: 17AAKW009

Driver: F18; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 64



ACCIDENT 065

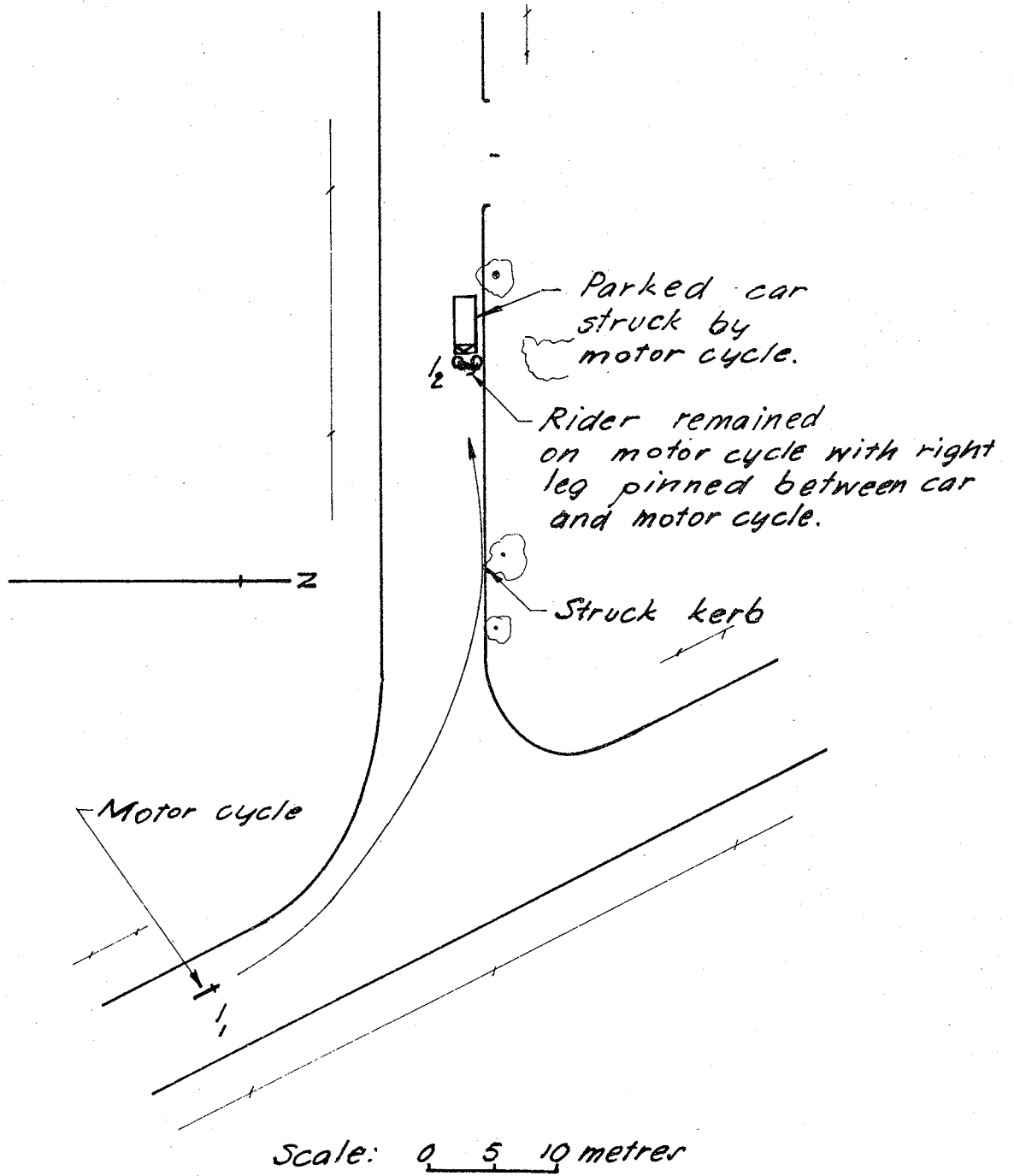
1228 hrs, day, dry road.

The inexperienced, unlicensed motorcyclist was taking his friend's motorcycle for a ride. He turned left into the side street at apparently high speed, struck the outside kerb and the motorcycle slid down, coming to a halt just as it reached the parked car.

Unit 1: Suzuki GT250 road, 1973.

Rider: M19; BAC zero; full face helmet worn, not retained. Severe, non-dangerous injuries; ISS = 6; hospital 28 days; restricted activity greater than 96 days.

ACCIDENT NO. 65



ACCIDENT 066

1758 hrs, night, damp road
(not raining)

The approach of Unit 1 was along a right hand curve and the driver was travelling adjacent to the median strip which was densely planted with tall shrubs. Unit 2 was blocked by a disabled vehicle and the driver of Unit 2 manoeuvred around this disabled vehicle and commenced to turn right since he thought his way was clear. He then detected the approach of Unit 1 and tried to accelerate out of the way but was struck by Unit 1. Unit 2 spun across the intersection and had a minor second impact with Unit 3.

Unit 1: Holden HQ panel van, 1972. RARU-VDI: 2FDEW015

Driver: M17; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 2; restricted activity
28 days; no permanent disability.

Unit 2: Chrysler Galant GC station wagon, 1975.

RARU-VDI: 10LDEW018

Driver: M31; BAC zero; belt available, probably worn.
Uninjured.

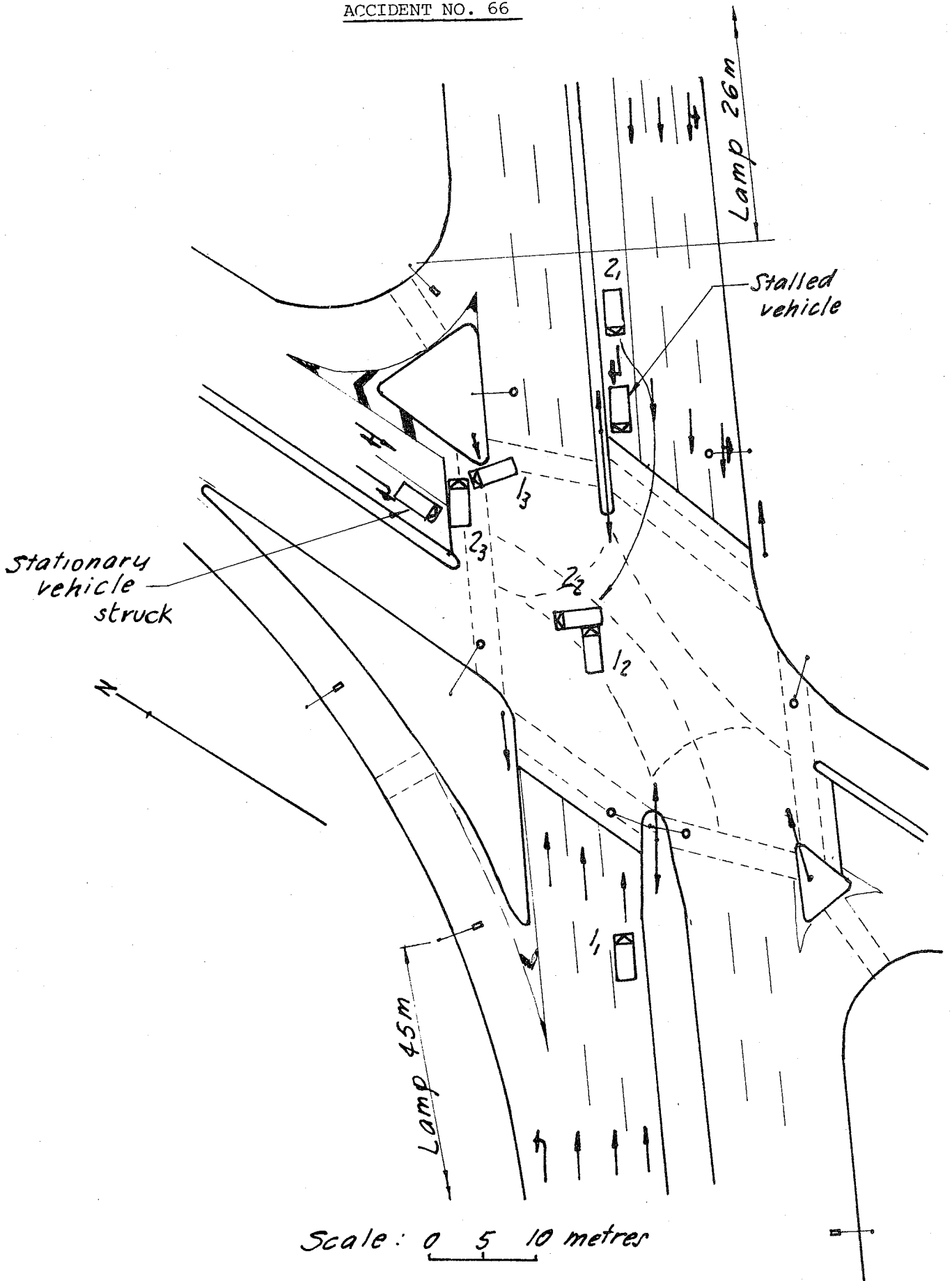
Passenger: LF; F29; belt available, worn correctly.
Minor injury; ISS = 2.

Passenger: RR; M9; belt available, not worn.
Uninjured.

Passenger: LR; F6; belt available, not worn.
Moderate, non-dangerous injury; ISS = 5;
hospital 2 days; restricted activity
7 days; no permanent disability.

Unit 3: Left scene.

ACCIDENT NO. 66



The driver of Unit 1 reported that he was driving slowly along the street when the young child sitting on his wife's lap suddenly vomited. The driver turned to look what was happening then the vehicle struck a utility pole.

Unit 1: Datsun 180B 4 door sedan, 1975. RARU-VDI: 12FLENØ49

Driver: M28; BAC 0.08; belt available, worn correctly.
Minor injuries; ISS = 2.

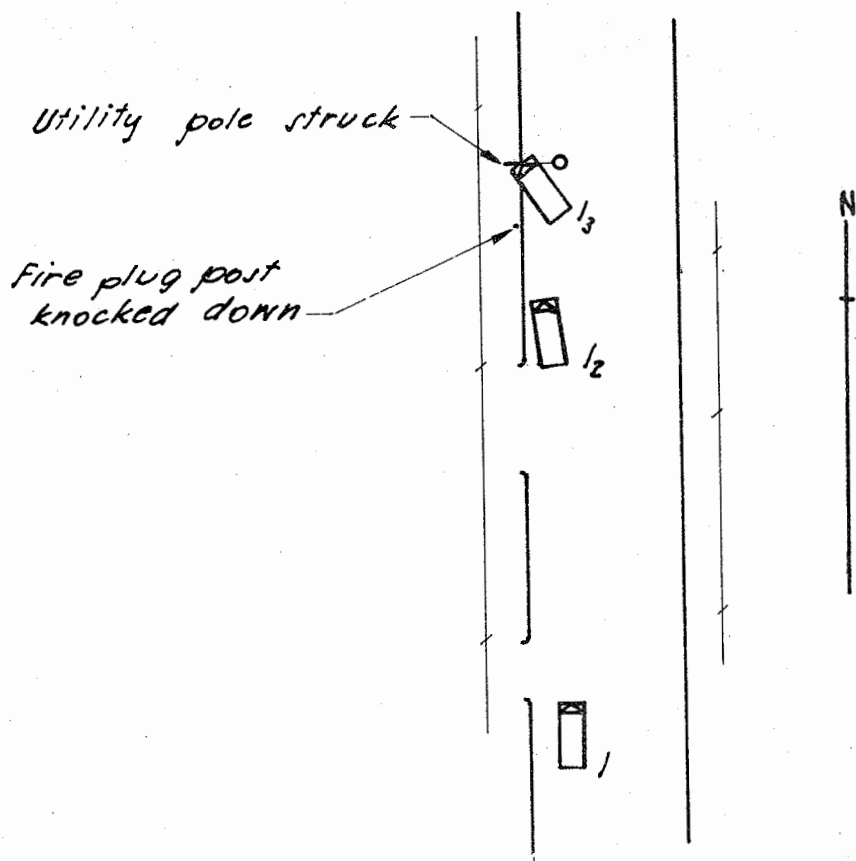
Passenger: LF; F26; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; F3; held by mother on lap.
Minor injuries; ISS = 4; restricted
activity 7 days; no permanent disability.

Passenger: CR; M28; belt not available (under seat)
Minor injuries; ISS = 1.

Passenger: LR; F23; belt not available (buckle under
seat). Severe, non-dangerous injuries;
ISS = 13; hospital 7 days; restricted
activity 42 days; no permanent disability.

ACCIDENT NO. 67



Scale: 0 5 10 metres

Unit 2 approached the intersection with considerable sight distance across the open garden to its driver's righthand side. The driver saw Unit 1 approach the intersection at a speed in excess of that which is safe for that intersection, and Unit 2 braked hard. The driver of Unit 1 was apparently checking only to her right and failed to see Unit 2 until just prior to impact.

Unit 1: Datsun 1200 2 door coupe, 1971. RARU-VDI: 12FLEC042
12FLEC999

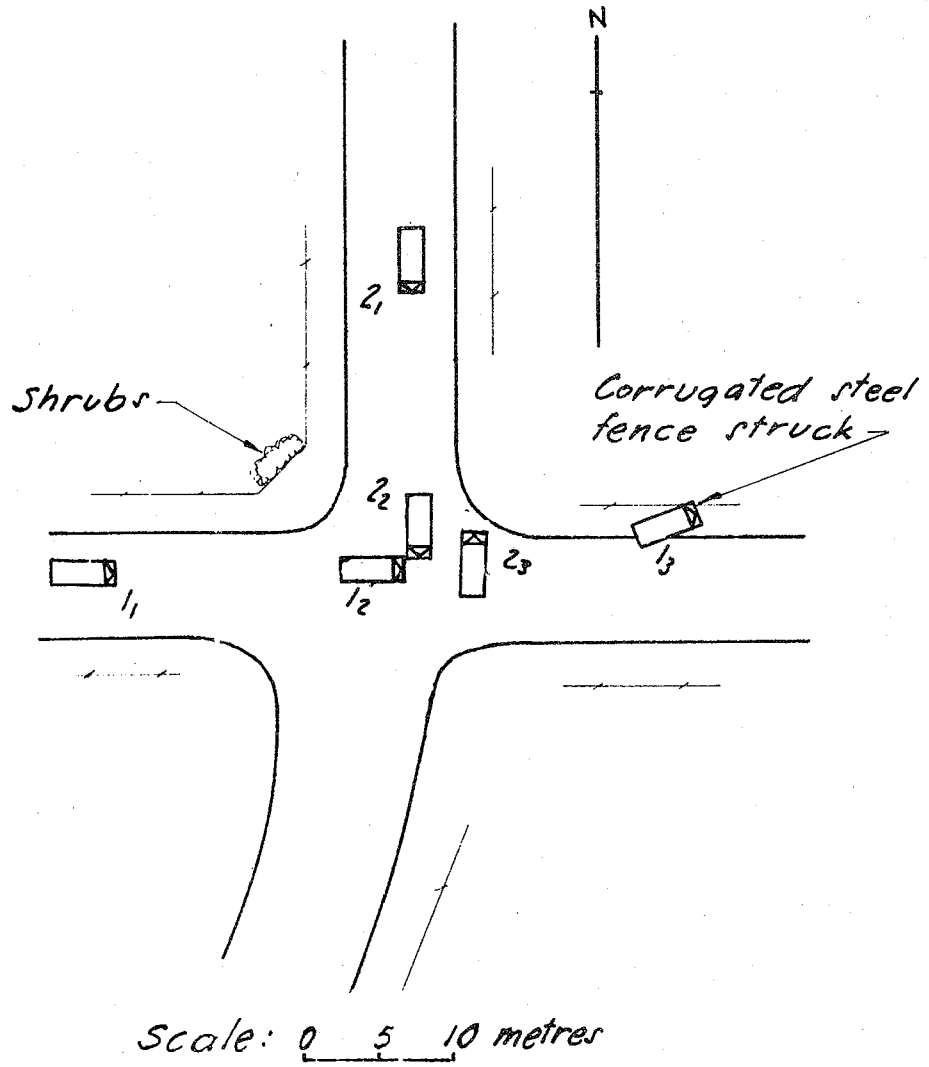
Driver: F17; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; F24; belt available, worn correctly.
Uninjured.

Unit 2: GMH Torana LC GTR 2 door sedan, 1970.
RARU-VDI: 3RFKC007

Driver: M25; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 68



ACCIDENT 069

1749 hrs, night, wet road
(raining)

In fairly heavy rain, the driver of Unit 1 failed to see the bicyclist before impact. The rider of the bicycle (Unit 2) braked when he saw Unit 1 crossing in front of him, but this action was largely ineffective since the calipers and wheel rim were wet.

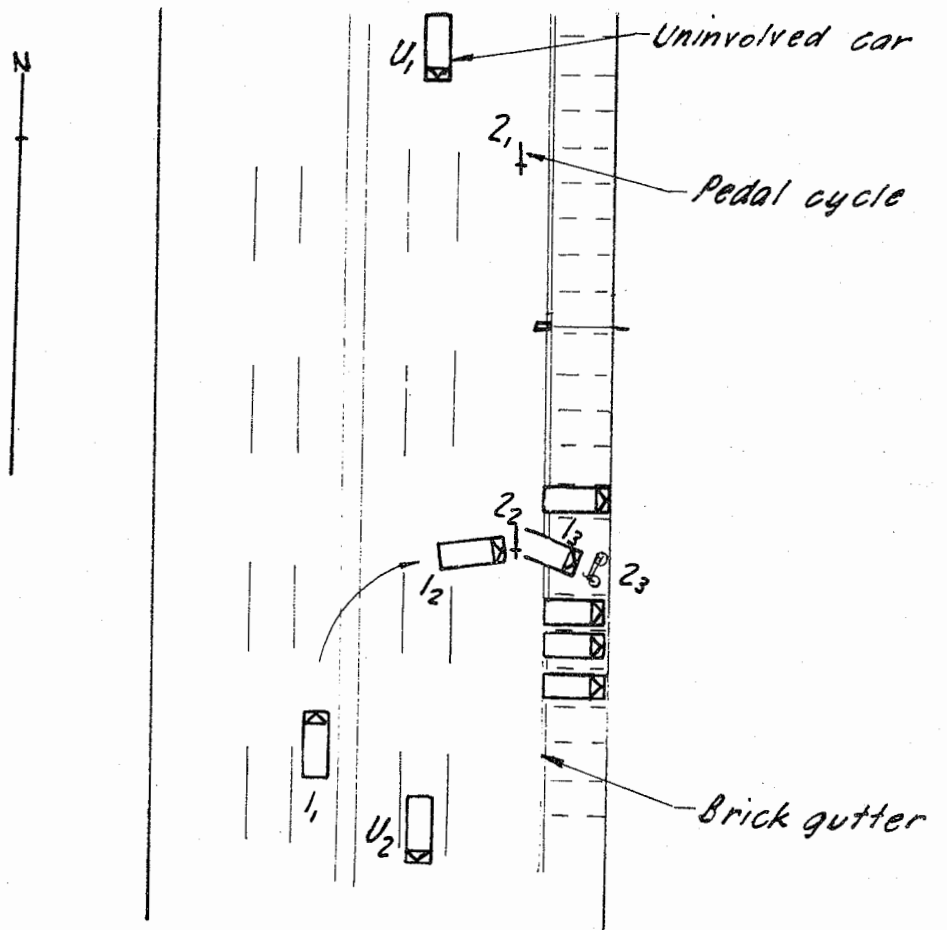
Unit 1: Triumph 2.5 PI Mk 2 4 door sedan, 1974.
No damage.

Driver: M51; BAC unknown (zero); belt available,
worn loosely. Uninjured.

Unit 2: Grannaelli 27" bicycle, racing type handlebars.

Rider: M21; BAC zero; leather bicyclist head
protector worn. Minor injuries; ISS = 2;
hospital 1 day; restricted activity 7 days;
no permanent disability.

ACCIDENT NO. 69



Scale: 0 5 10 metres

The driver of Unit 2 said that he failed to notice the stop sign as he approached the intersection. He slowed down and was apparently checking for traffic from his right as he entered the intersection. The sight distances on the south western corner were very low, and although the driver of Unit 1 saw Unit 2 approaching, Unit 1 was unable to stop before the collision occurred.

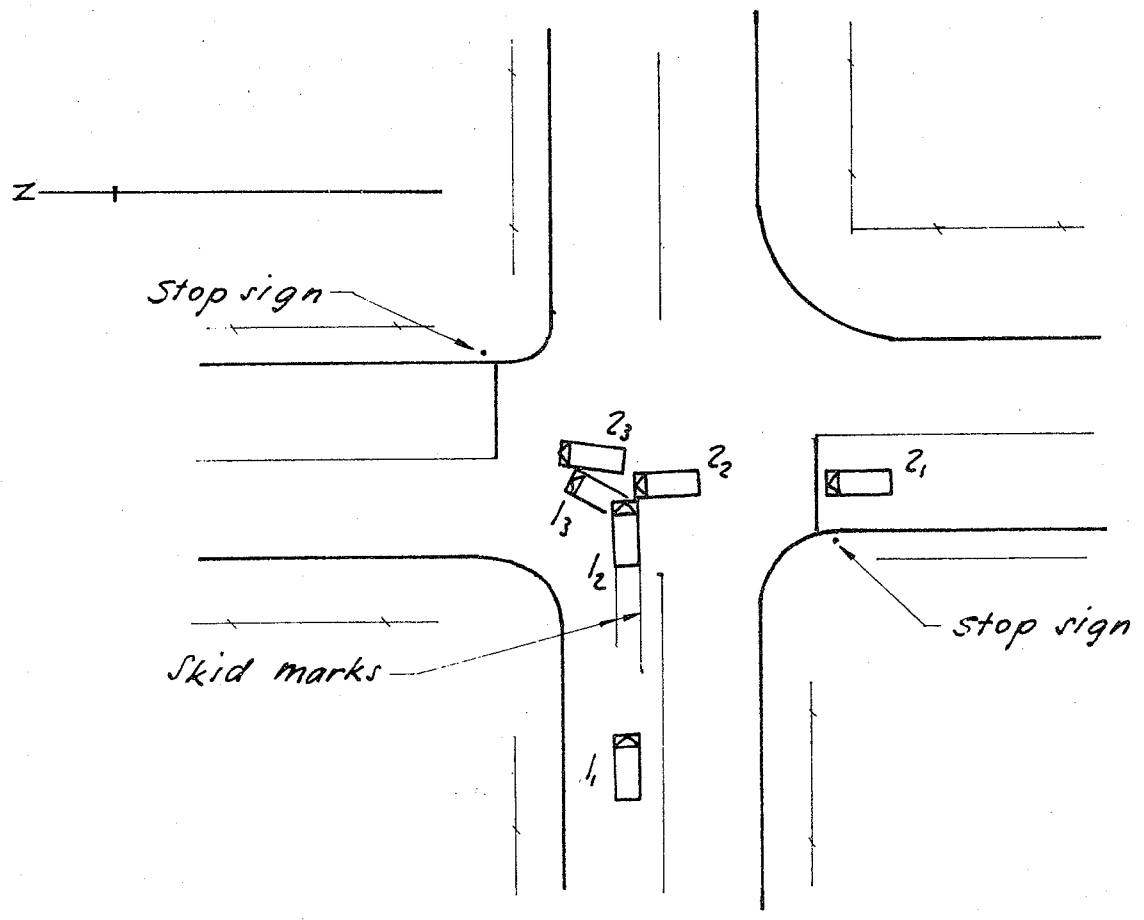
Unit 1: Holden HK station wagon, 1968. RARU-VDI: 1FZEW015

Driver: M19; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Holden HR 4 door sedan, 1966. RARU-VDI: 9LFEW020

Driver: M72; BAC zero; belt available, worn correctly.
Moderate, non-dangerous injuries; ISS = 4;
restricted activity unknown; major permanent
disability.

ACCIDENT NO. 70



Scale: 0 5 10 metres

ACCIDENT 071

2220 hrs, night, dry road.

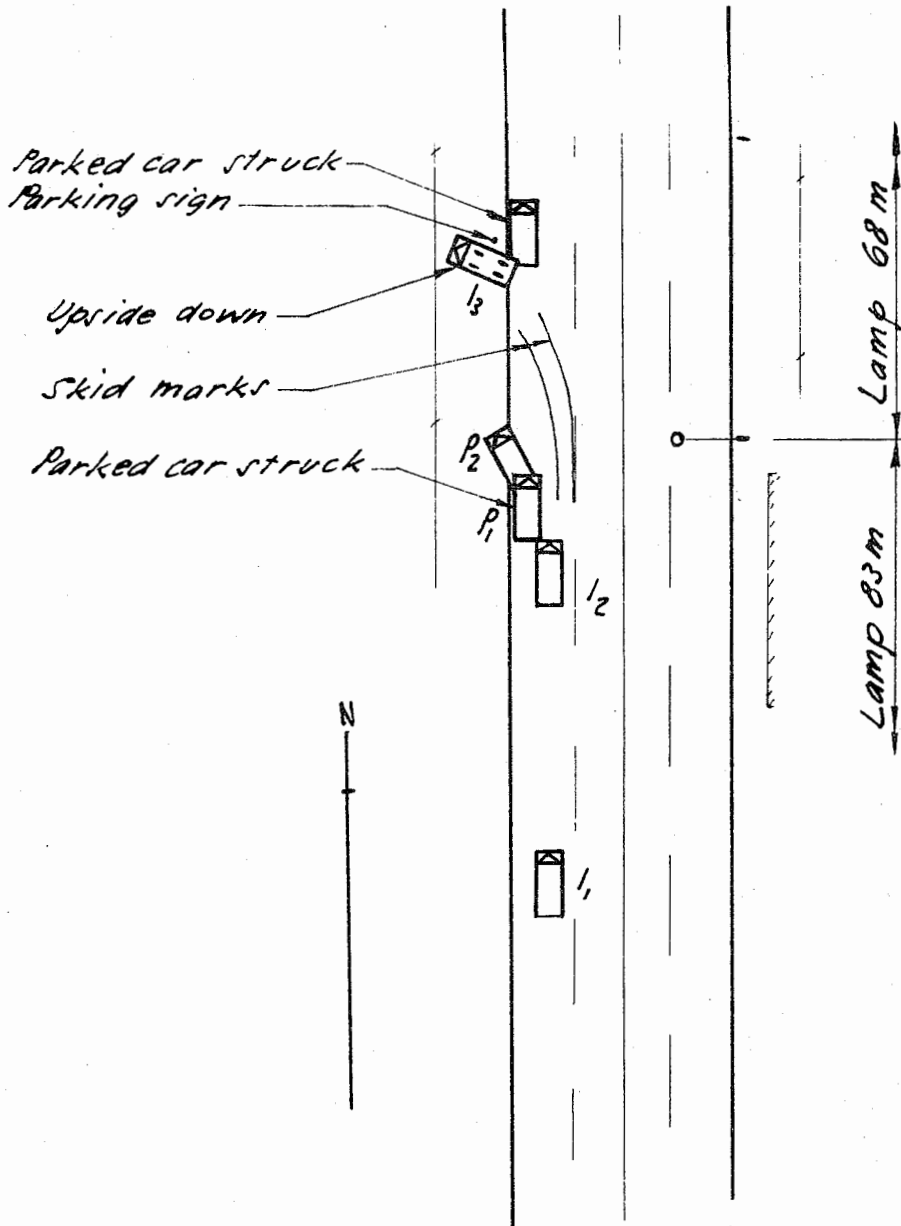
The intoxicated driver of Unit 1 was conversing with a passenger and did not see the parked cars on his left. He clipped the first which caused Unit 1 to spin around and roll over, coming to rest upside down with its boot resting on a second parked car.

Unit 1: Datsun 1600 4 door sedan, 1970. RARU-VDI: 12FLEC045
13TRGW025

Driver: M21; BAC 0.21; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; M21; belt available, worn correctly.
Minor injuries; ISS = 1.

ACCIDENT NO. 71



Scale: 0 5 10 metres

ACCIDENT 072

1542 hrs, day, dry road.

The driver of Unit 1 saw Unit 2 stationary at the stop line and assumed Unit 2 would allow Unit 1 to pass. Parked vehicles caused some visual restriction and the driver of Unit 2 did not notice Unit 1 approaching until just before impact.

Unit 1: Toyota Corolla 2 door sedan, 1972. RARU-VDI: 1RYEK020

Driver: M18; BAC zero; belt available, probably worn. Minor injuries; ISS = 1.

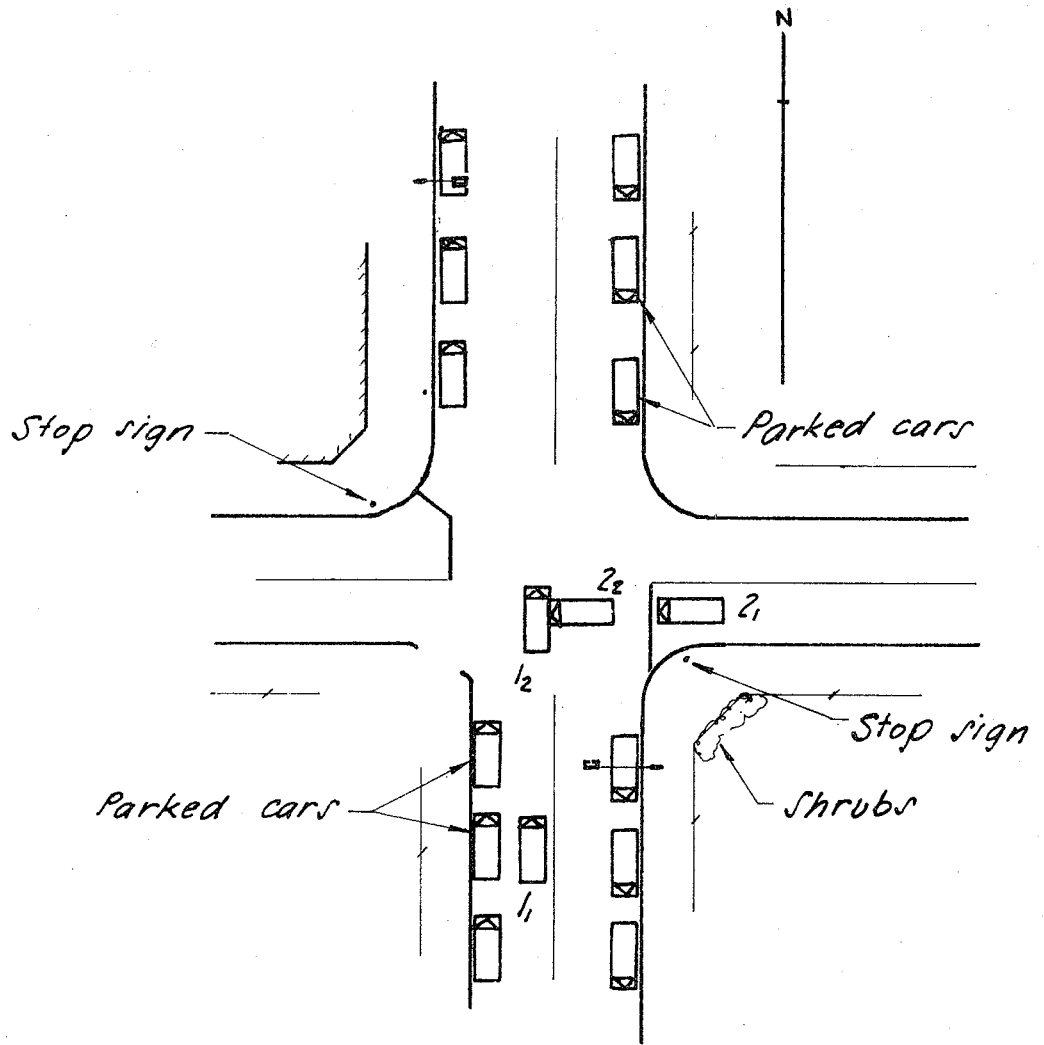
Passenger: LF; F14; belt available, probably worn. Minor injuries; ISS = 1.

Unit 2: Humber Hawk 4 door sedan, 1964. RARU-VDI: no details

Driver: F21; BAC zero; belt available, not worn. Uninjured.

Passenger: LF; M3; belt available, not worn. Uninjured.

ACCIDENT NO. 72



Scale: 0 5 10 metres

On the approach to the intersection the motorcyclist (Unit 1) said he was distracted by a car reversing from his left onto the road. When he looked back at the traffic lights they had turned to amber but he considered that he was too close to stop. Meanwhile the driver of Unit 2 had commenced to turn, thinking his manoeuvre to be protected by the phase of the lights. The rider of Unit 1 braked but collided with the rear of Unit 2 and the rider was thrown over the boot of Unit 2.

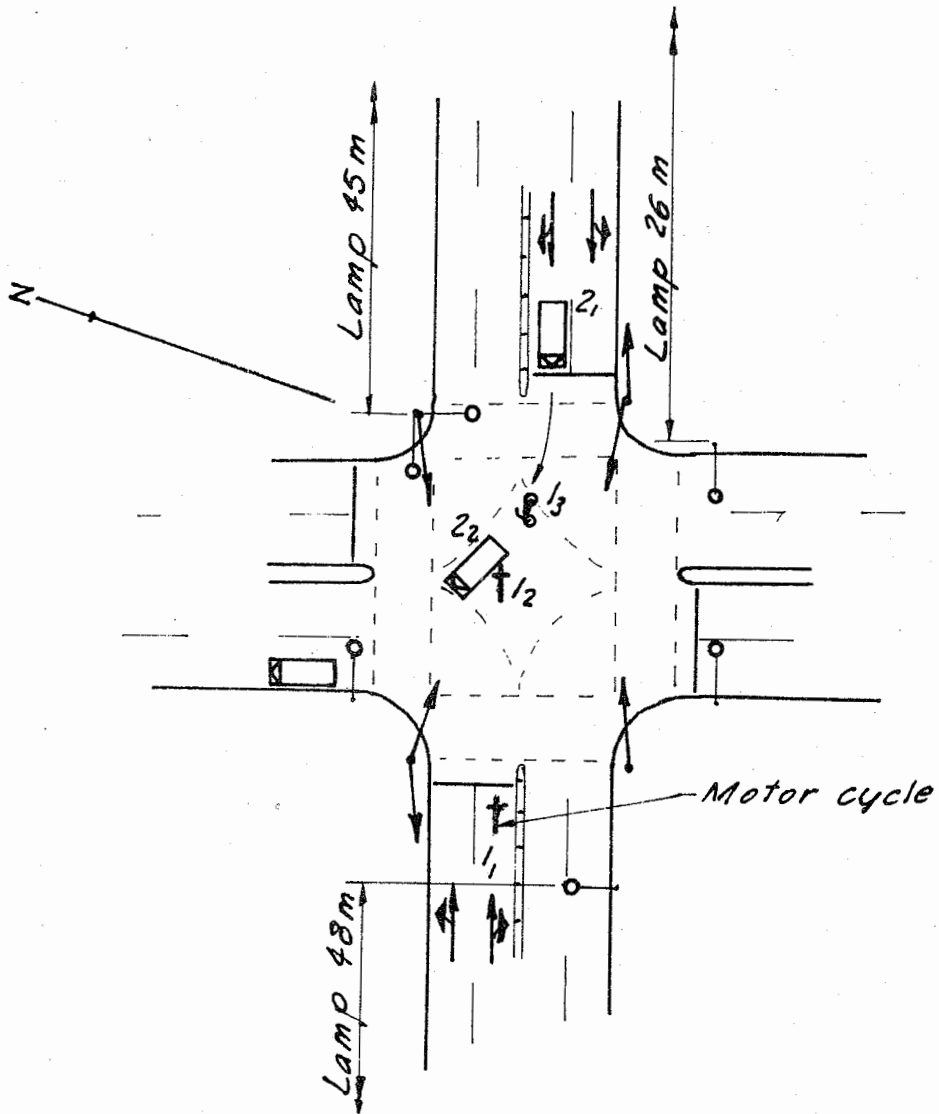
Unit 1: Kawasaki Z1 900 Super 4 road, 1972.

Rider: M18; BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 4; restricted activity 21 days; no permanent disability.

Unit 2: Holden EJ 4 door sedan, 1963. RARU-VDI: 9LHAW016

Driver: M55; BAC zero; no belt available. Uninjured.

ACCIDENT NO. 73



Scale: 0 5 10 metres

ACCIDENT 074

0252 hrs, night, dry road.

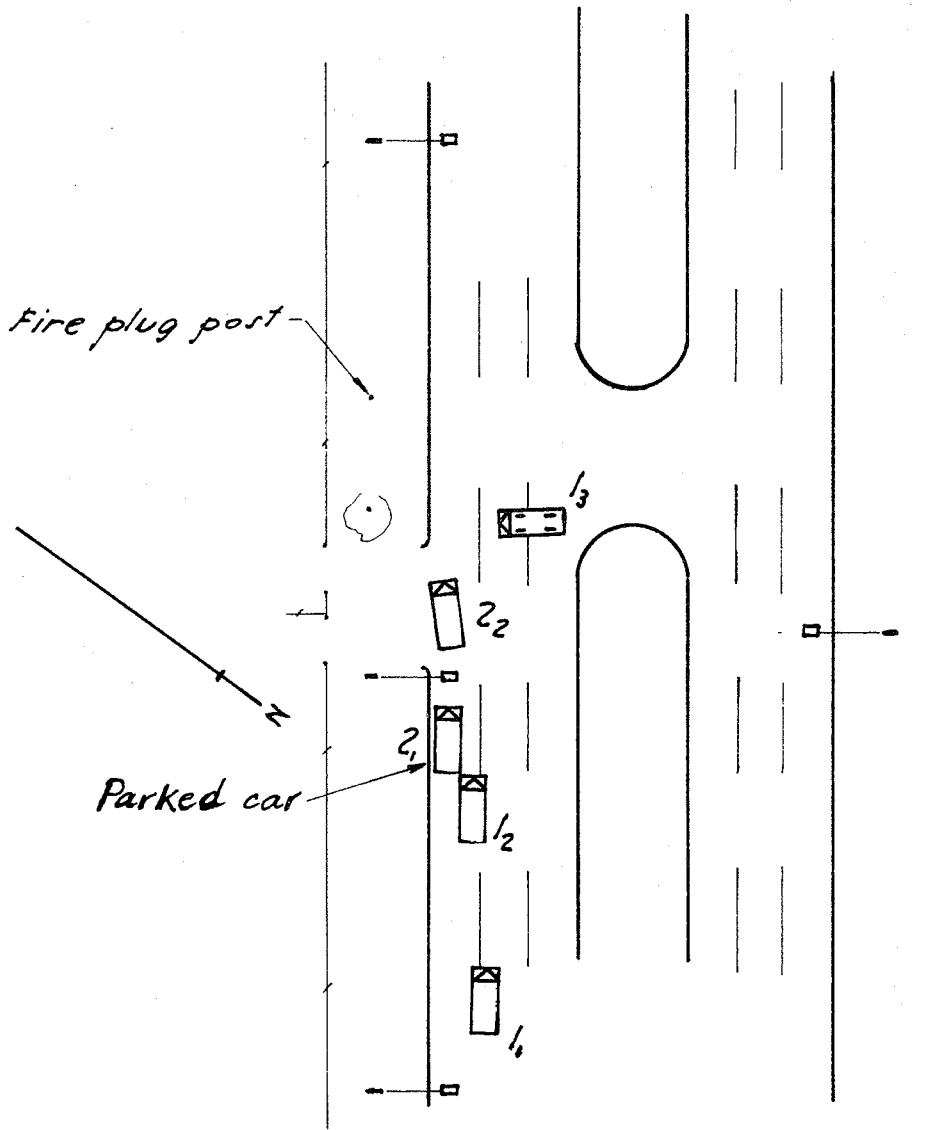
Unit 1 collided with the rear of the unoccupied, parked vehicle. No information was available to explain the reason for this. Following the initial collision the striking vehicle spun anticlockwise and rolled over onto its roof.

Unit 1: Toyota Corolla 4 door sedan, 1975. RARU-VDI: 12FLECØ7Ø
13TYGWØ1Ø

Driver: M19; BAC Ø.14; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; M26; belt available, worn correctly.
Minor injuries; ISS = 1.

ACCIDENT NO. 74



Scale: 0 5 10 metres

The driver of Unit 1 said he saw Unit 2 approaching from his right as he reached the intersection, but considered that the operator of Unit 2 would swerve to the rear of Unit 1 and avoid a collision. However, the driver of Unit 2 apparently tried to swerve around the front of Unit 1. Unit 2 was struck in the rear and spun into a utility pole.

Unit 1: Volkswagen 1300 Beetle 2 door sedan, 1969.
RARU-VDI: 1FDEW012

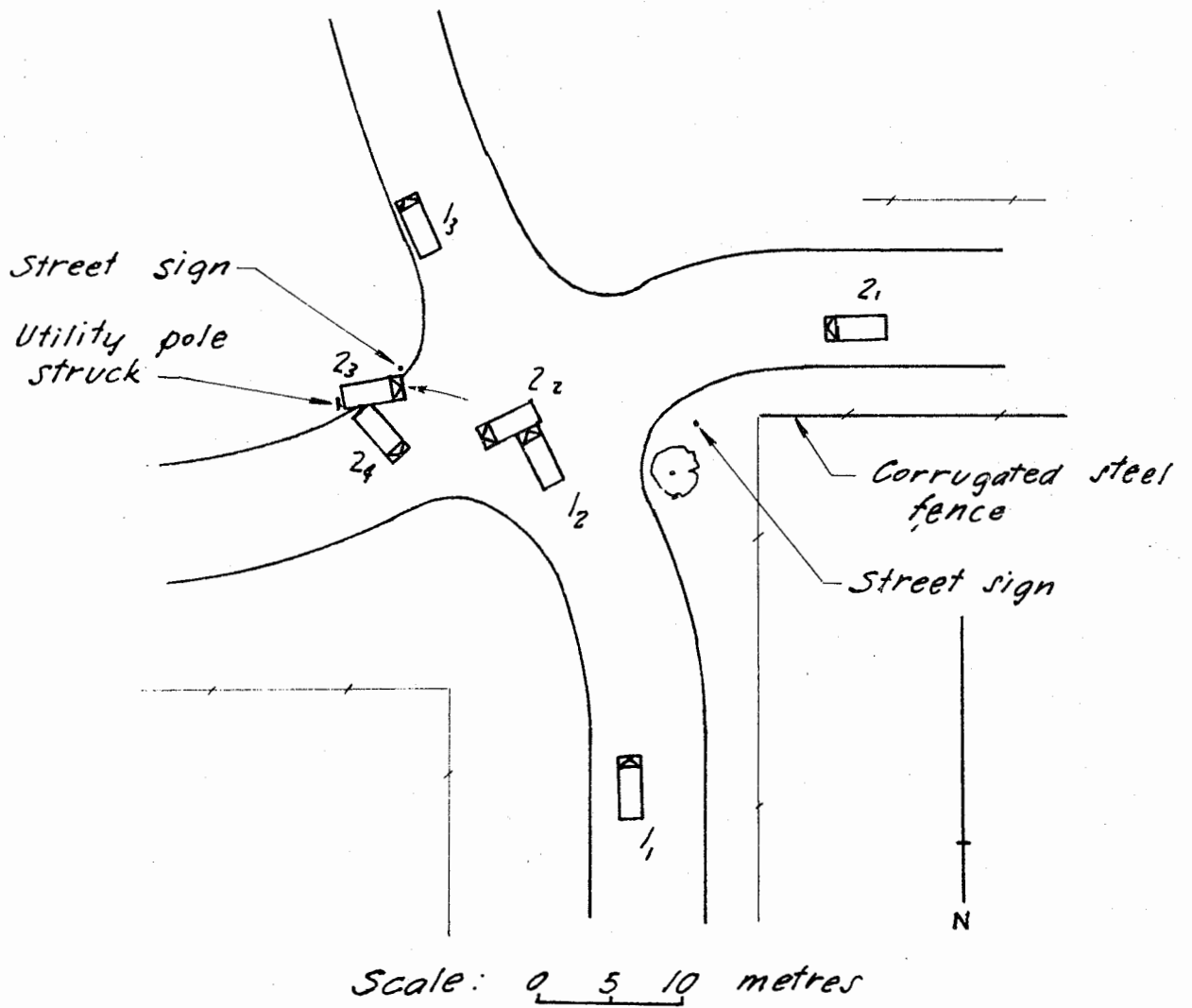
Driver: M76; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

Unit 2: Holden HR 4 door sedan, 1966. RARU-VDI: 11LHEW008
6BREN030

Driver: F23; BAC zero; belt available, unknown
if worn. Uninjured.

Passenger: LF; F22; belt available, unknown if worn.
Uninjured.

ACCIDENT NO. 75



ACCIDENT 076

1433 hrs, day, dry road.

Having been stationary for some time waiting for a gap in the oncoming traffic, the driver of Unit 2 apparently misjudged the approach speed of the truck (Unit 1) and turned across the path of Unit 1.

Unit 1: International 1930A tip truck, 1975. SAE-VDI: 11FLEE1

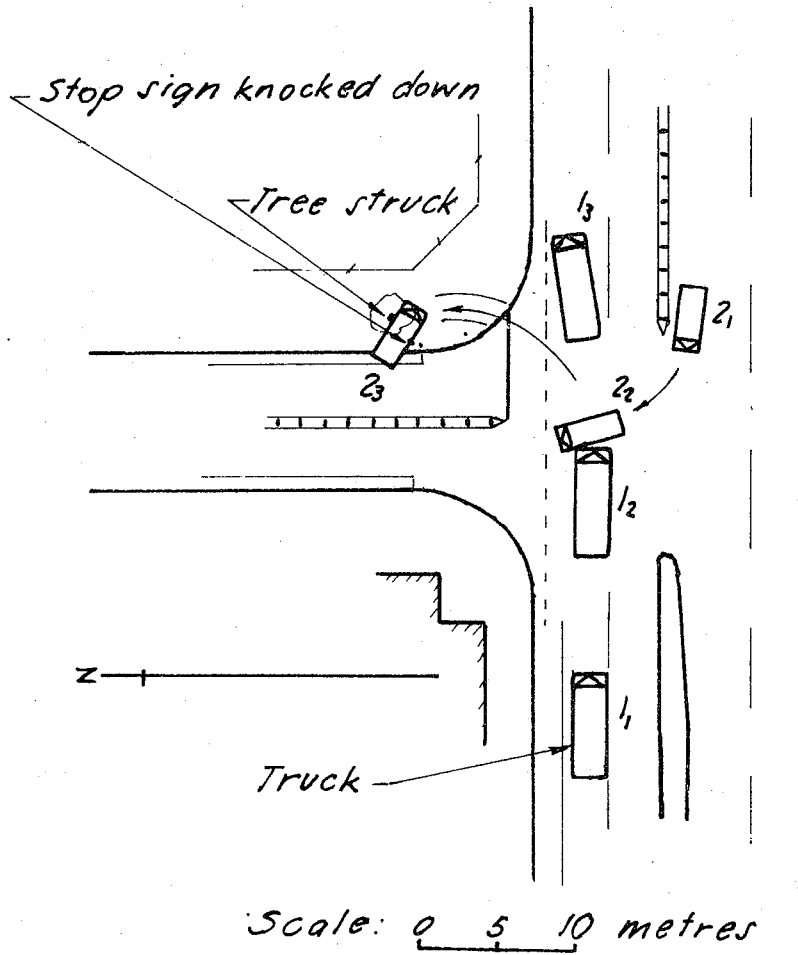
Driver: M46; BAC zero; no belt available.
Uninjured.

Unit 2: Chrysler Valiant VF 4 door sedan, 1970.

RARU-VDI: 10LDEW093

Driver: M76; BAC zero; belt available, worn very loosely. Critical injuries; ISS = 17; hospital 56 days; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 76



ACCIDENT 077

1135 hrs, day, dry road.

The vision of each driver to the other's car was restricted by a line of stationary traffic waiting to turn right during the green phase of the traffic lights. Thinking the way to be clear, the driver of Unit 1 made a right hand turn into the path of the oncoming Unit 2.

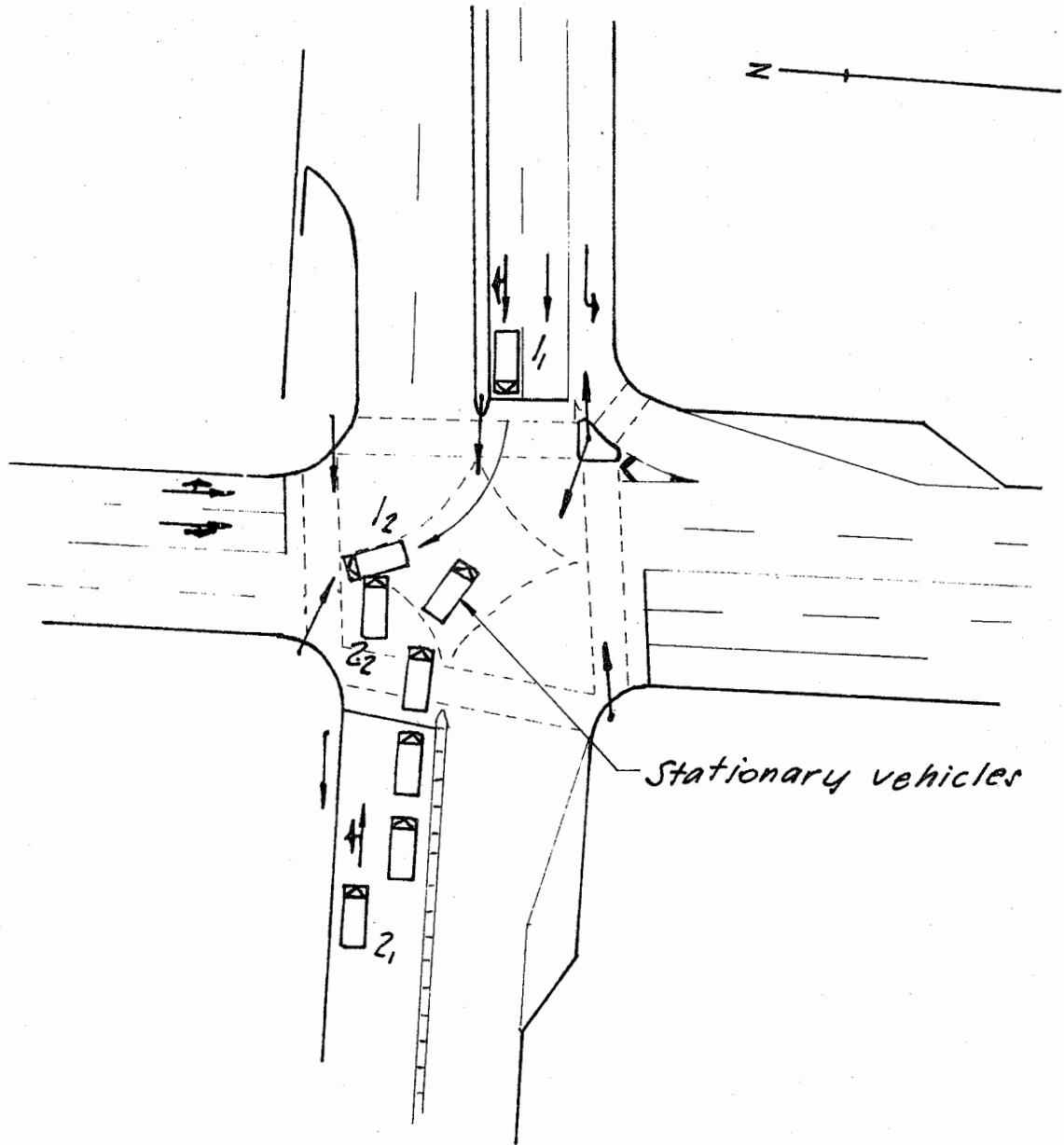
Unit 1: Toyota Celica 2 door coupe, 1975. RARU-VDI: 11LDEK020

Driver: F25; BAC zero; belt available, probably worn. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 3 days; no permanent disability.

Unit 2: Holden HK 4 door sedan, 1968. RARU-VDI: 1FLEC012

Driver: M41; BAC zero; belt available, worn loosely. Uninjured.

ACCIDENT NO. 77



Scale: 0 5 10 metres

ACCIDENT 078

1923 hrs, night, dry road.

Unit 2 was initially stationary and the driver waited for two cars to pass before commencing to turn right into a narrow driveway. He said he failed to detect the presence of the motorcyclist until impact. When the rider saw Unit 2 moving across his path he swerved left but collided with the right front corner of the car and was thrown onto the footpath.

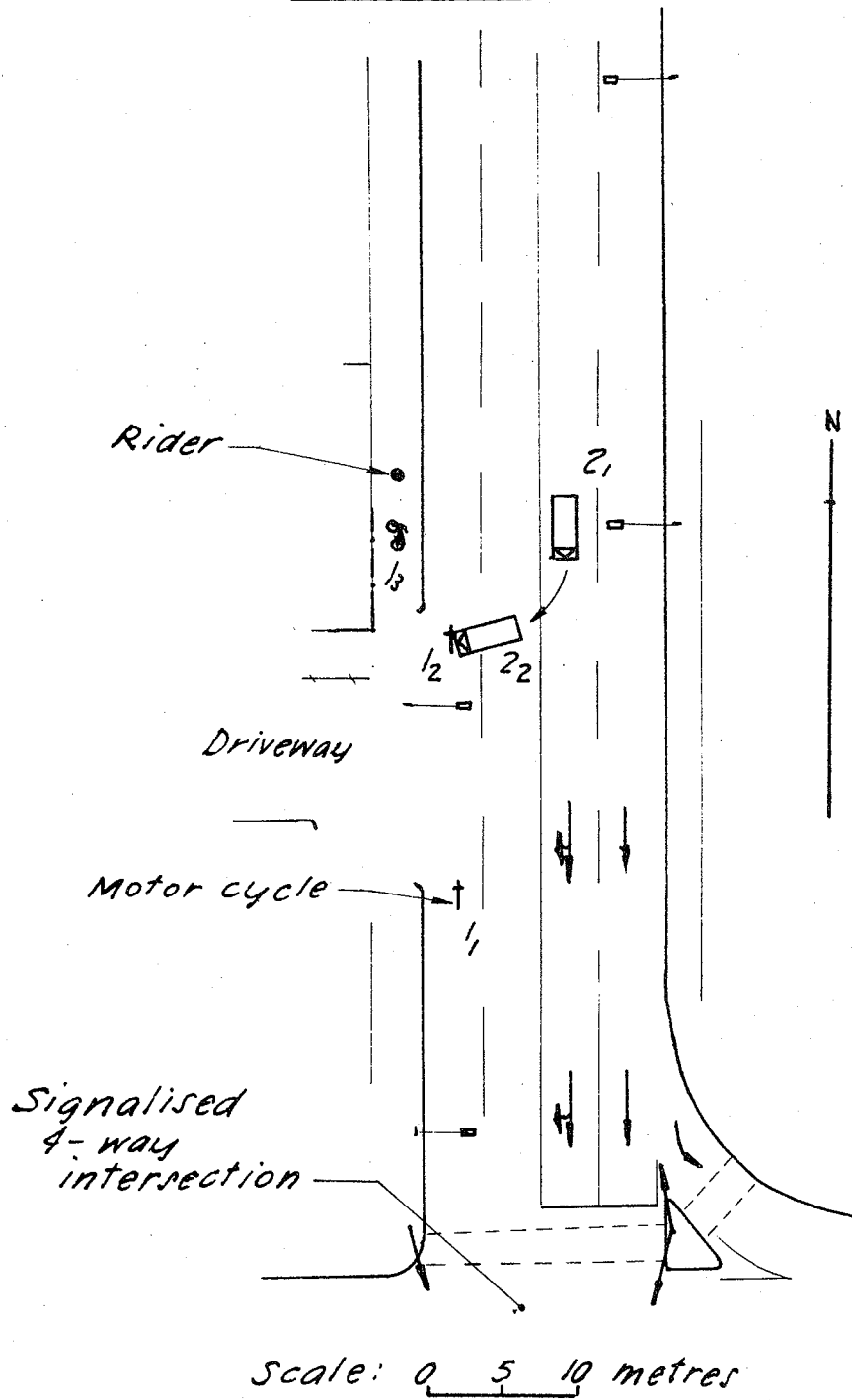
Unit 1: BMW R75/6 road, 1974.

Rider: M24; BAC zero; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 4;
restriction unknown; no residual disability.

Unit 2: Mazda 808 4 door sedan, 1974. RARU-VDI: 1ØFDEWØ17

Driver: M54; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 78



Having noticed that traffic in the kerbside lane was only moving slowly forward, the driver of Unit 1 looked in her rear view mirror to see if she could change to the right hand lane. She was prevented from changing lanes by other traffic and when she looked to the front again, Unit 2 was stationary in front of her.

Unit 1: Leyland Marina 4 door sedan, 1974. RARU-VDI: 12FLEW005

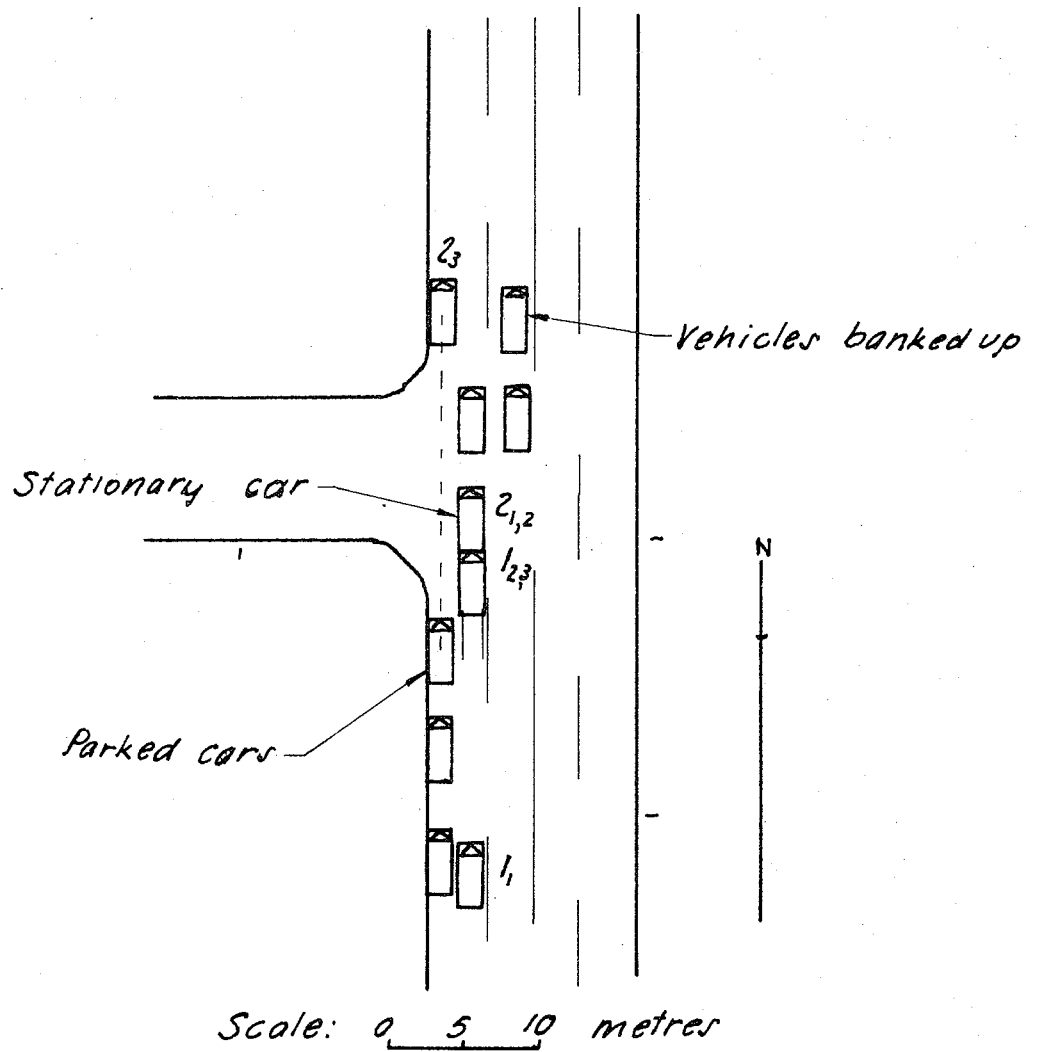
Driver: F61; BAC zero; belt available, worn loosely.
Moderate, non-dangerous injuries; ISS = 6;
restricted activity 21 days; no permanent
disability.

Passenger: LF; F92; belt available, worn very loosely.
Severe, non-dangerous injuries; ISS = 5;
hospital 30 days; restricted activity
30 days; no permanent disability.

Unit 2: Toyota Corolla 2 door sedan, 1975. RARU-VDI: 6BZEW010

Driver: F22; BAC zero; belt available, probably worn.
Moderate, non-dangerous injuries; ISS = 4;
restricted activity 14 days; no permanent
disability.

ACCIDENT NO. 79



ACCIDENT 080

1213 hrs, day, dry road.

On the approach to the accident site the driver of Unit 1 said he checked streets to his right and left for cross traffic. When he looked to the front he saw the pedestrian walking into his path. This elderly pedestrian apparently failed both to correctly judge the approach speed of the vehicle and to monitor its progress as she crossed the road.

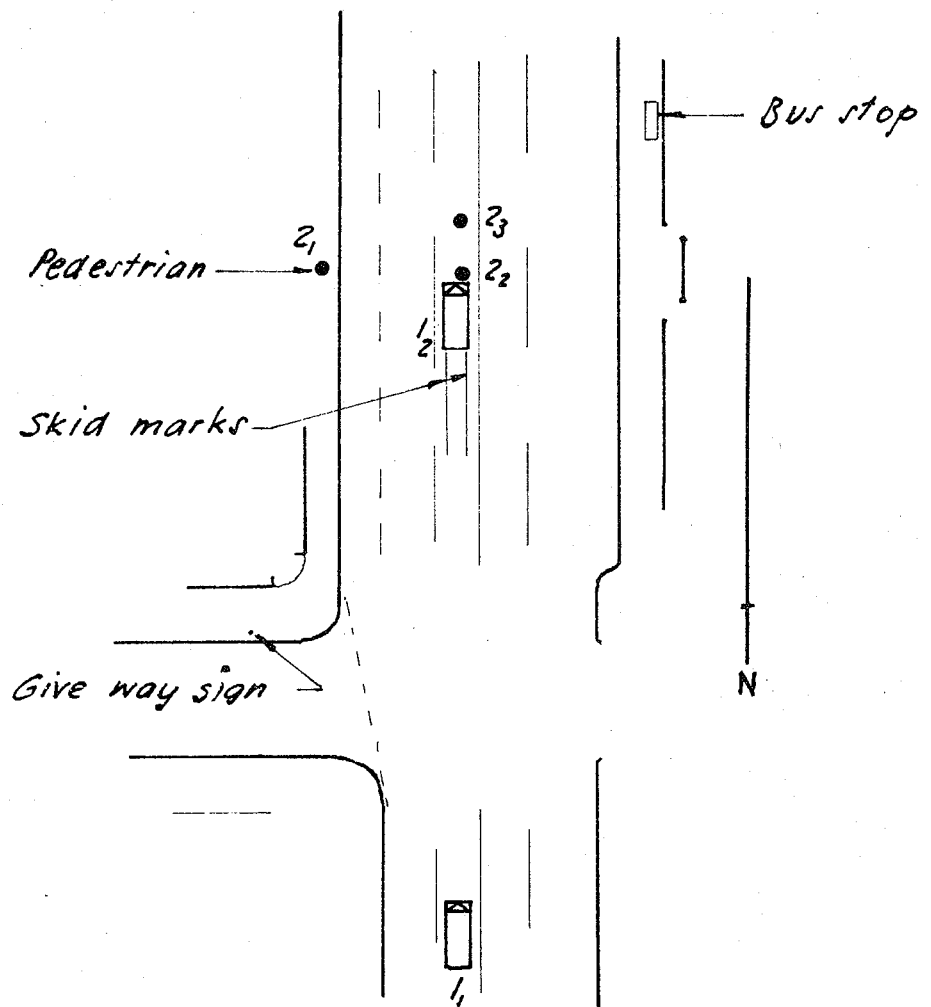
Unit 1: Ford Falcon XT 4 door sedan, 1970. RARU-VDI: 17AAKN005

Driver: M23; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian; F64; BAC zero.

Moderate, non-dangerous injuries;
ISS = 1; hospital 12 days; restricted
activity 47 days; no permanent disability.

ACCIDENT NO. 80



Scale: 0 5 10 metres

ACCIDENT 081

1054 hrs, day, dry road.

The driver of Unit 1 saw Unit 2 stationary and waiting to turn right. Unit 1 slowed and a break in the oncoming traffic allowed Unit 2 to move forward before stopping again. After checking the left lane for adjacent traffic the driver of Unit 1 veered left and braked but struck the left rear corner of Unit 2.

Unit 1: Volkswagen Kombi Mk 1 van, 1963. SAE-VDI: 1FREE3

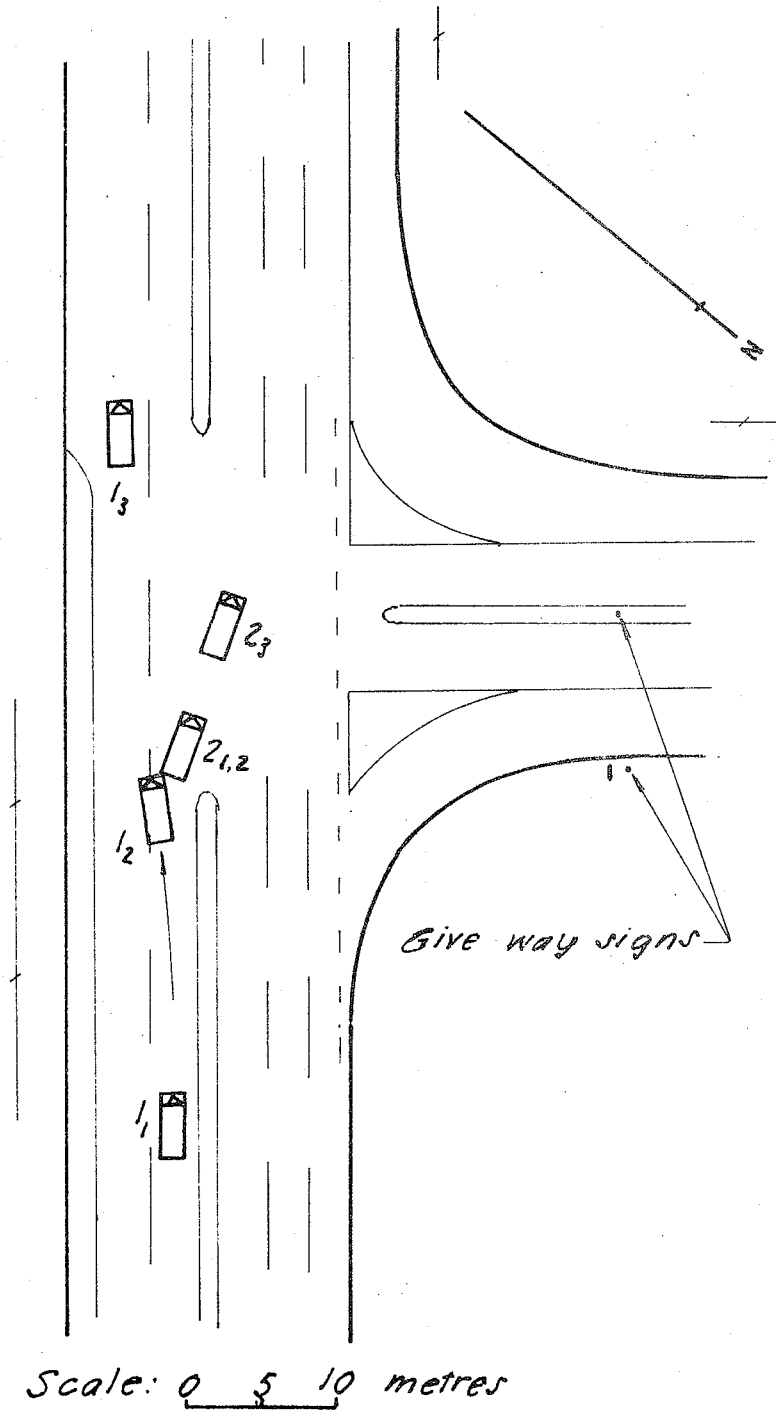
Driver: M22; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 4;
hospital 2 days; restricted activity 63 days;
no permanent disability.

Unit 2: Mazda 1300 2 door coupe, 1970. RARU-VDI: 7BDEWØ18

Driver: F32; BAC unknown; belt available, belt
worn incorrectly. Minor injuries; ISS = 1.

Passenger: CR; M4; no belt available. Minor
injuries; ISS = 1.

ACCIDENT NO. 81



ACCIDENT 082

1628 hrs, day, dry road.

Unit 1, which had been stationary, commenced to turn right when its driver was apparently encouraged to cross by another driver who left a gap in the stationary line of cars. However traffic was flowing freely in the centre lane and Unit 1 collided with Unit 2, deflecting Unit 2 into the path of the oncoming motorcycle (Unit 3).

Unit 1: Morris Minor 1000 2 door sedan, 1959. RARU-VDI: 1FLEC006

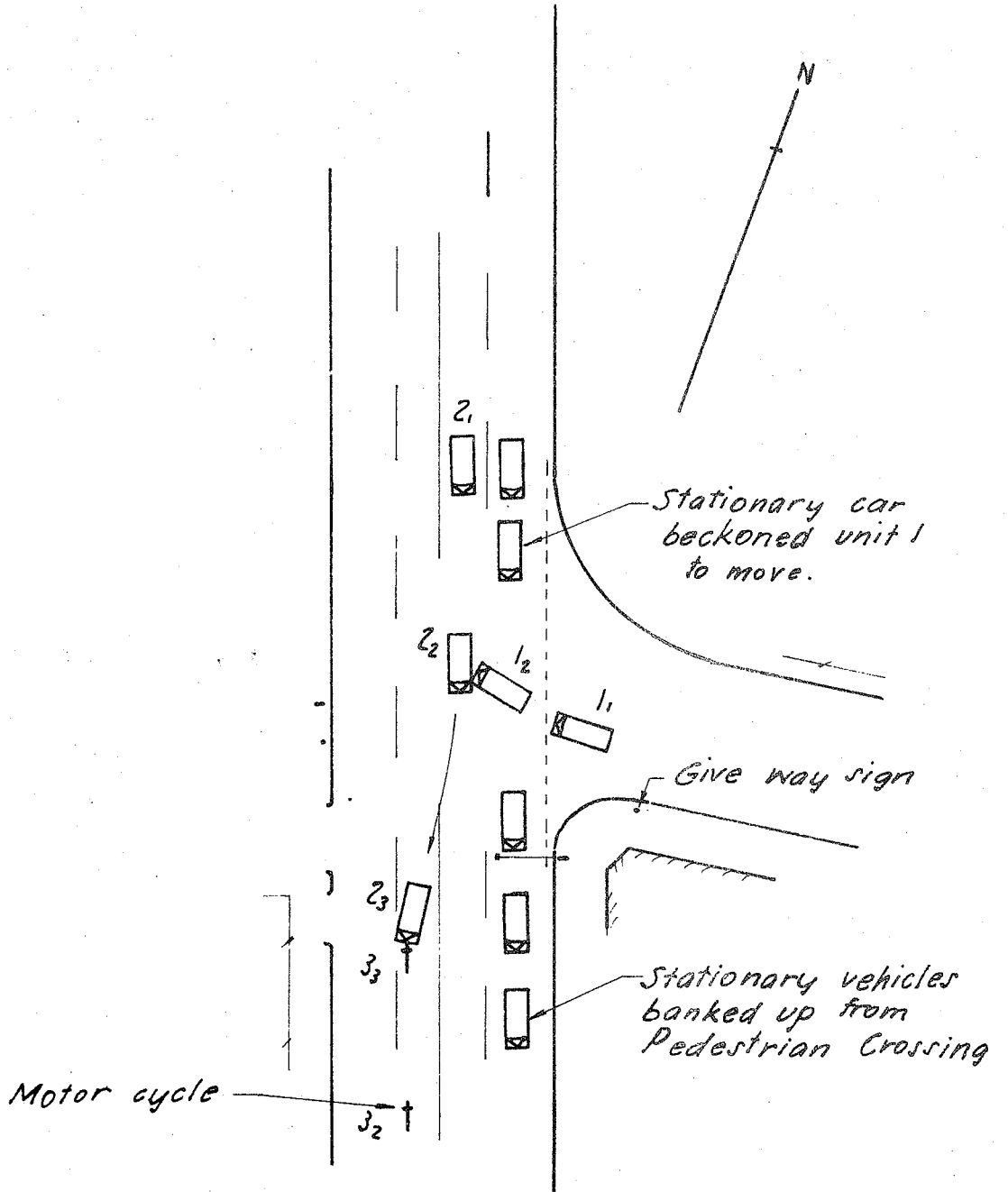
Driver: M28; BAC zero; no belt available. Uninjured.

Unit 2: Holden EH 4 door sedan, 1964. RARU-VDI: unknown.

Driver: M52; BAC zero; no belt available. Uninjured.

Unit 3: Suzuki TS185 M trail, 1975.

Rider: M34; BAC unknown (zero); helmet worn, stud fastener released. Severe, non-dangerous injuries; ISS = 14; hospital 15 days; restricted activity 74 days; minor permanent disability.



Scale: 0 5 10 metres

The south east area of the intersection was fairly clear of obstructions. The driver of Unit 2 did not remember anything of the circumstances surrounding the accident due to concussion, incurred in the accident. The driver of Unit 1 stated that there was a car to the left of Unit 2 giving way to Unit 2. When the driver of Unit 1 realised that Unit 2 was not going to stop, the driver of Unit 1 accelerated but was struck in the side.

Unit 1: Toyota Crown station wagon, 1965. RARU-VDI: 9LGEWØ14
9LBEWØØ8

Driver: M48; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; F31; belt available, worn correctly.
Uninjured.

Passenger: CR; F4; no belt available. Minor
injuries; ISS = 1; hospital 23 days;
restricted activity 42 days; no residual
disability.

Unit 2: Austin Lancer 4 door sedan, 1958. RARU-VDI: 2FDEWØ32

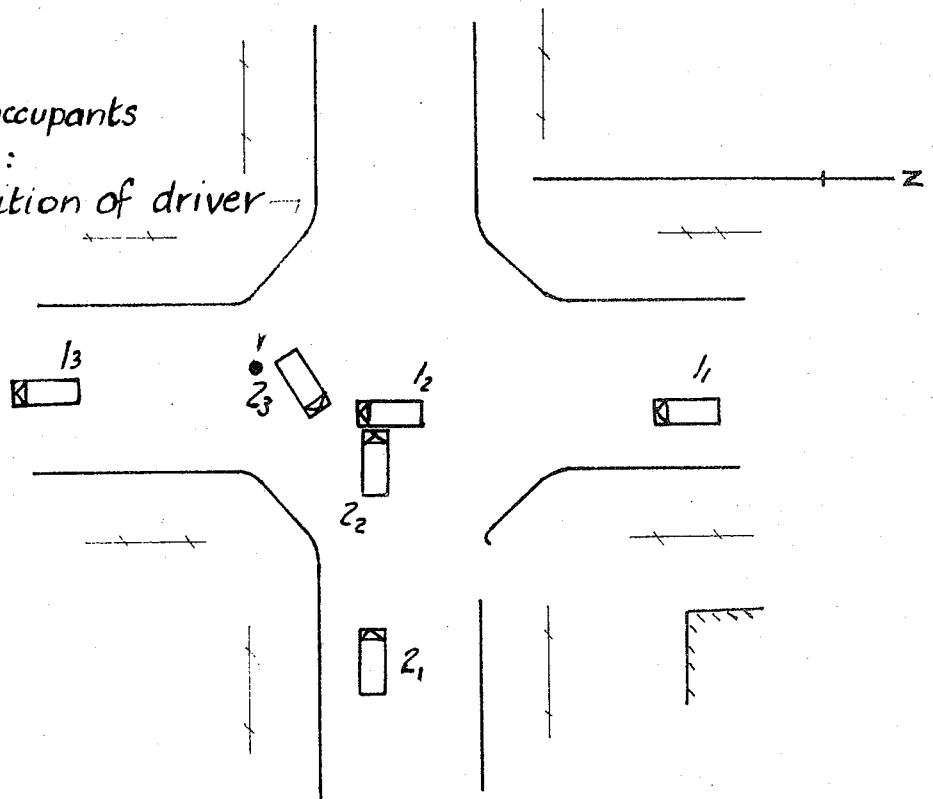
Driver: F22; BAC zero; belt available, not worn,
fully ejected from vehicle. Critical
injuries; ISS = 36; hospital 23 days;
restriction 40 days; no permanent disability.

Passenger: LF; F4; belt available, not worn, fully
ejected from vehicle. Minor injuries;
ISS = 1; hospital less than 24 hours;
no restriction or disability.

Passenger: CR; F2; belt not usable, fully ejected
from vehicle. Minor injuries; ISS = 23;
hospital less than 24 hours; no restriction
or disability.

ACCIDENT NO. 83

Unit 2 occupants
ejected:
Rest position of driver



Scale: 0 5 10 metres

When the traffic lights turned to green Unit 2 moved forward, waited for the uninvolved vehicle to pass and proceeded to turn right. The drivers of Unit 1 and 2 had their views of each other restricted by the uninvolved vehicle and the driver of Unit 2 was being careful to accelerate slowly so that his defective exhaust would not make enough noise to attract the attention of the police officer. Neither driver saw the other vehicle in time to take effective avoiding action.

Unit 1: Holden FC 4 door sedan, 1958. RARU-VDI: 1FDEW031

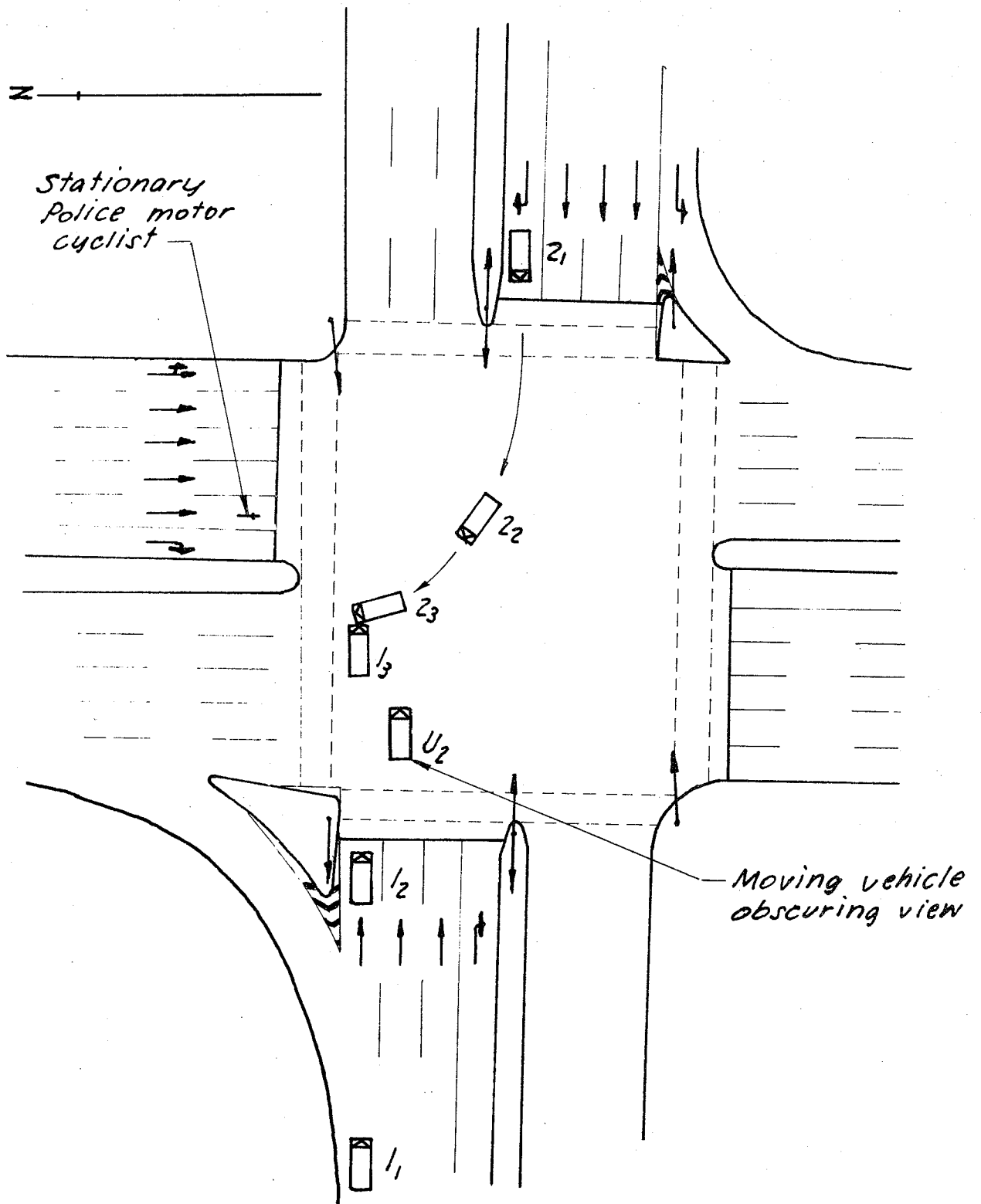
Driver: M27; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 6;
hospital 1 day; restricted activity 10 days;
minor permanent disability.

Passenger: LF; M22; no belt available.
Severe, non-dangerous injuries; ISS = 8;
hospital 3 days; restricted activity
51 days; no permanent disability.

Unit 2: Chrysler Valiant APS 4 door saloon, 1964.
RARU-VDI: 11LFEW023

Driver: M22; BAC zero; belt available, worn loosely.
Uninjured.

ACCIDENT NO. 84



Scale: 0 5 10 metres

ACCIDENT 085

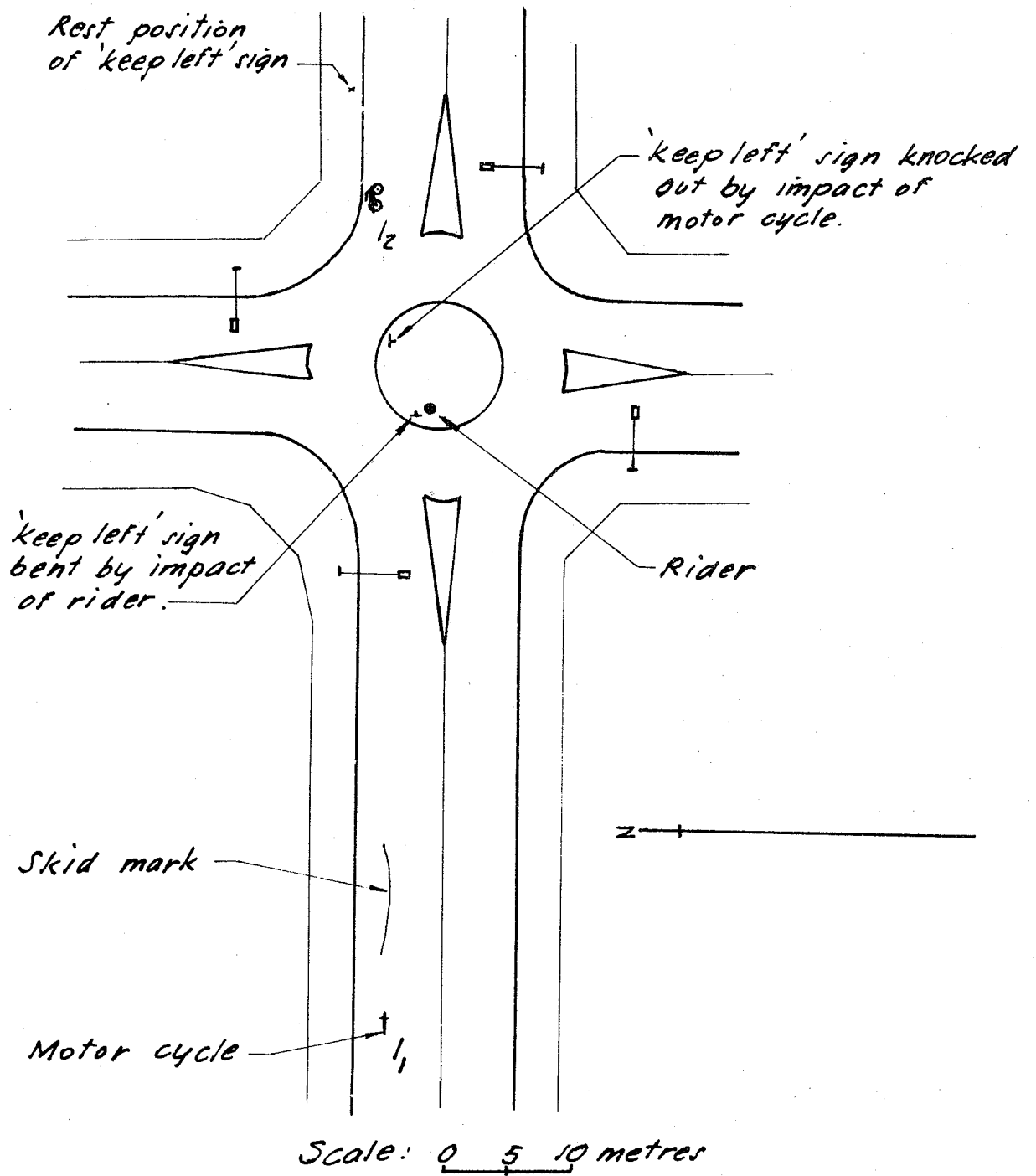
2133 hrs, night, damp
(not raining)

Due apparently to a combination of braking and changing to a lower gear, the rear wheel of the motorcycle locked and slid towards the left. The rider was unable to regain control and fell from the machine.

Unit 1: Yamaha XS-650 B road, 1975.

Rider: M24; BAC 0.17; full face helmet worn, strap buckled. Serious, dangerous injuries; ISS = 10; hospital 10 days; restricted activity greater than 96 days; major permanent disability.

ACCIDENT NO. 85



As Unit 1 approached the intersection the traffic lights changed from green to amber but the driver of Unit 1 considered that he had time to cross the intersection. However, the driver of Unit 2 did not expect any more traffic to emerge from the lane in which Unit 1 was travelling and proceeded to turn right. Unit 2 was struck by Unit 1 and Unit 2 had a second collision with the stationary Unit 3.

Unit 1: Ford Falcon XA 2 door coupe, 1972. RARU-VDI: 2 FLECO30

Driver: M23; BAC zero; belt available, worn very loosely. Uninjured.

Passenger: LF; M age unknown; belt available, not known if worn. Uninjured.

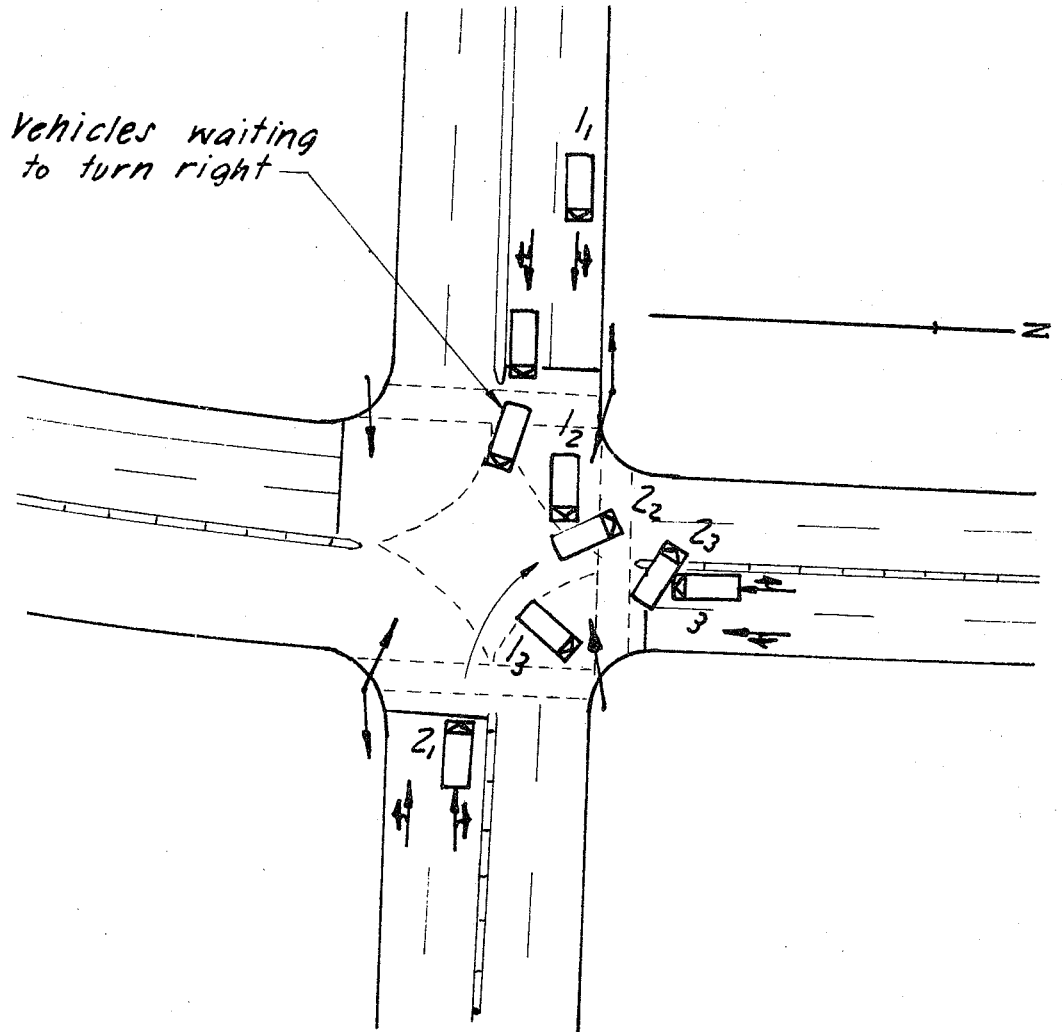
Unit 2: Holden HD 4 door sedan, 1965. RARU-VDI: 10LHEK018
3RHEW017

Driver: M27; BAC zero; belt available, worn incorrectly. Uninjured.

Unit 3: Chrysler Valiant VH Charger 2 door coupe, 1972.
RARU-VDI: 12FZEW008

Driver: M21; BAC zero; belt available, worn correctly. Minor injuries; ISS = 1; restricted activity 3 days; no permanent disability.

ACCIDENT NO. 86



Scale: 0 5 10 metres

ACCIDENT 087

1603 hrs, day, damp road
(not raining)

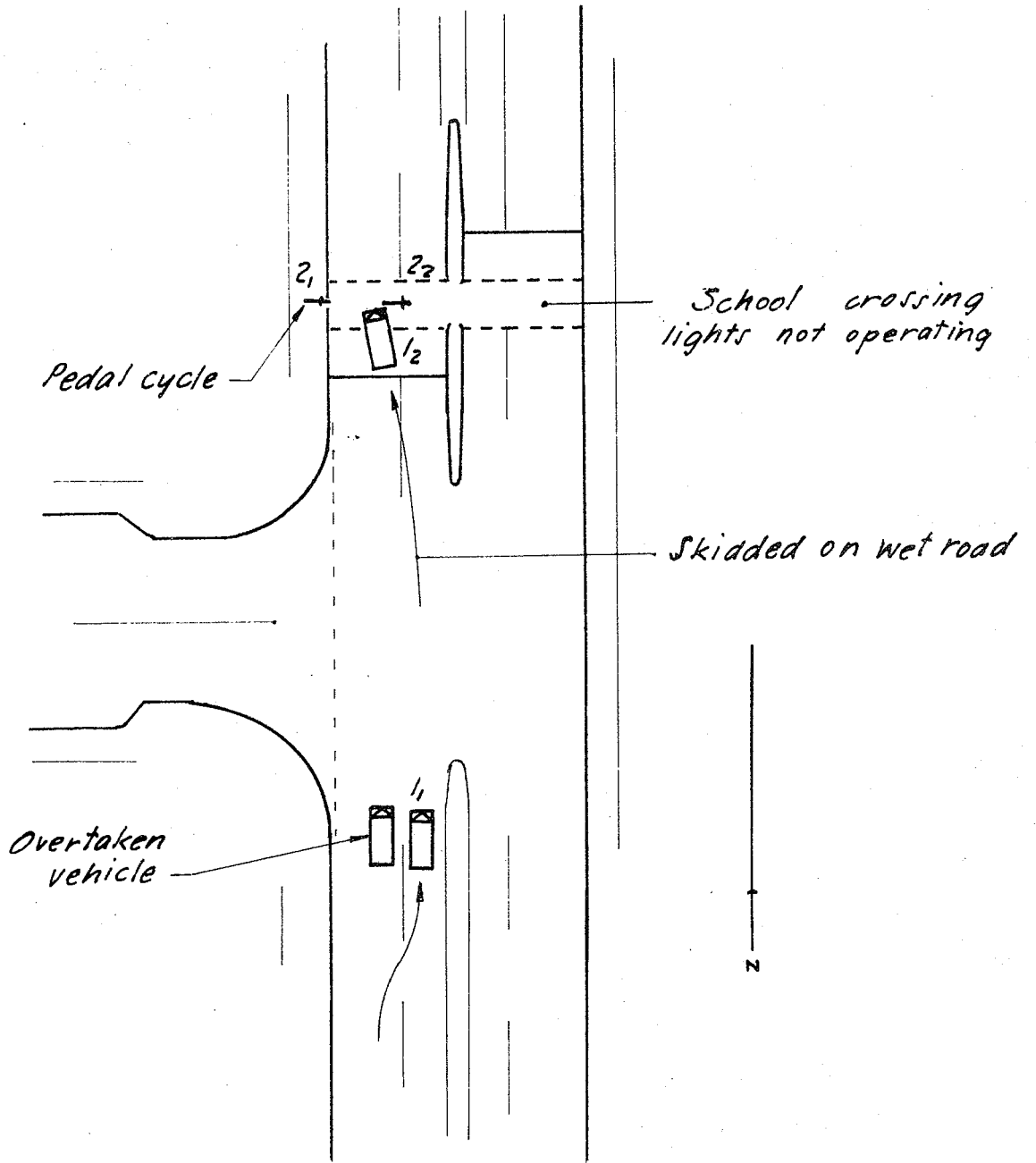
After overtaking another vehicle, the driver of Unit 1 said he saw the pedalcyclist (Unit 2) on the crossing in front of him. The driver of Unit 1 swerved his vehicle to the left and braked but it struck the rear wheel of the bicycle.

Unit 1: Ford Capri 2 door coupe, 1970. RARU-VDI: 12FDEW001

Driver: M17; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedalcyclist; F33; BAC zero; no helmet worn.
Moderate, non-dangerous injury; ISS = 9;
hospital 5 days; restricted activity
greater than 96 days; minor permanent
disability.

ACCIDENT NO. 87



Scale: 0 5 10 metres

ACCIDENT 088

1105 hrs, day, dry road.

The north-eastern corner of the intersection was bounded by a high fence which produced a very short sight distance between the colliding cars. Both drivers appeared to be preoccupied with the presence of Unit 3, which was stationary while waiting to execute a right hand turn.

Unit 1: Toyota Corona 4 door sedan, 1973. RARU-VDI: 10FLEC045

Driver: M77; BAC zero; belt available, not worn.
Minor injury; ISS = 1; restricted activity
7 days; no permanent disability.

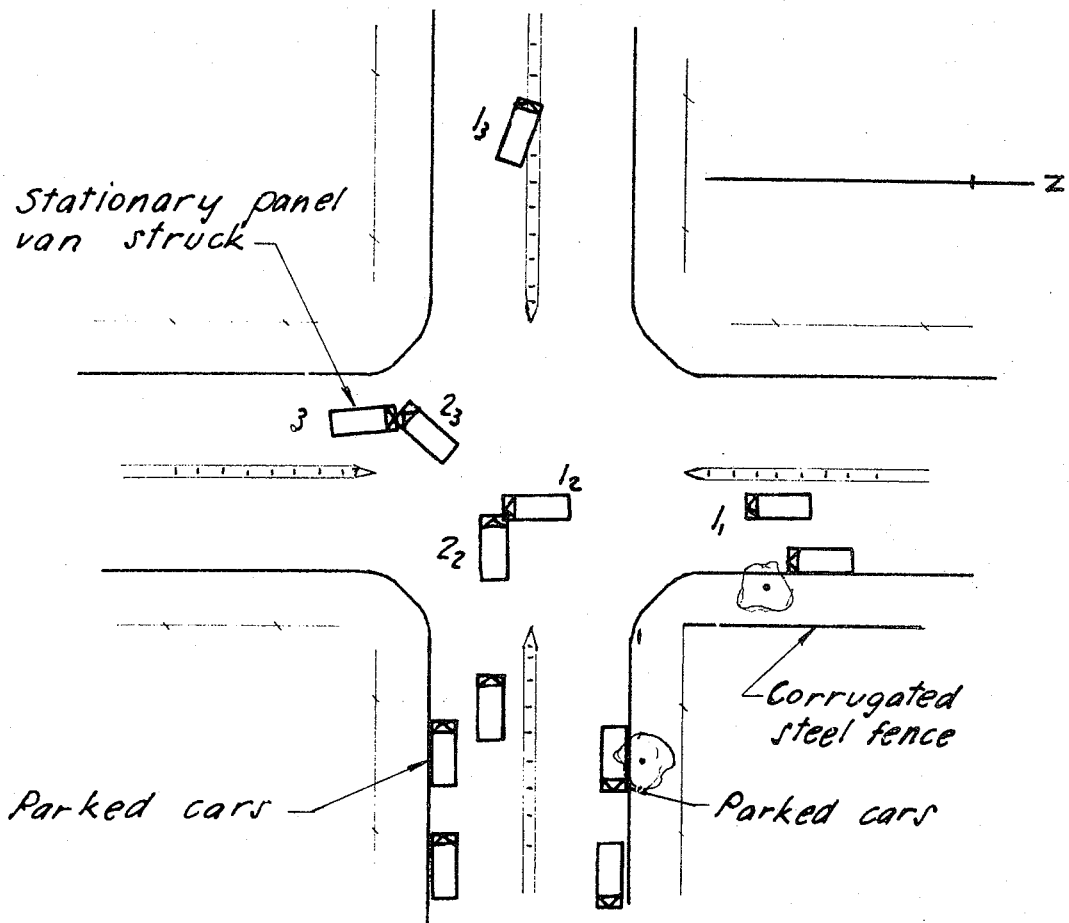
Unit 2: Mazda 1500 4 door sedan, 1968. RARU-VDI: 2RFEK026
12FLMC004

Driver: M30; BAC zero; belt available, worn correctly.
Minor injury; ISS = 2; restricted activity
2 days; no permanent disability.

Unit 3: Holden HQ panel van, 1972. RARU-VDI: 1FZMK012

Driver: M22; BAC zero; belt available, unknown if worn.
Uninjured.

ACCIDENT NO. 88



Scale: 0 5 10 metres

Although Unit 2 stopped at the intersection, its driver failed to see the motorcyclist approaching, partly owing to a bus seat, posts and a rubbish bin on the footpath to the right of Unit 2. The rider of Unit 1 saw Unit 2 and slowed but assumed that he would be allowed to pass. When Unit 2 crossed into the path of the motorcycle it was too late for the rider to take effective avoiding action.

Unit 1: Kawasaki Z-900-A4 road, 1976.

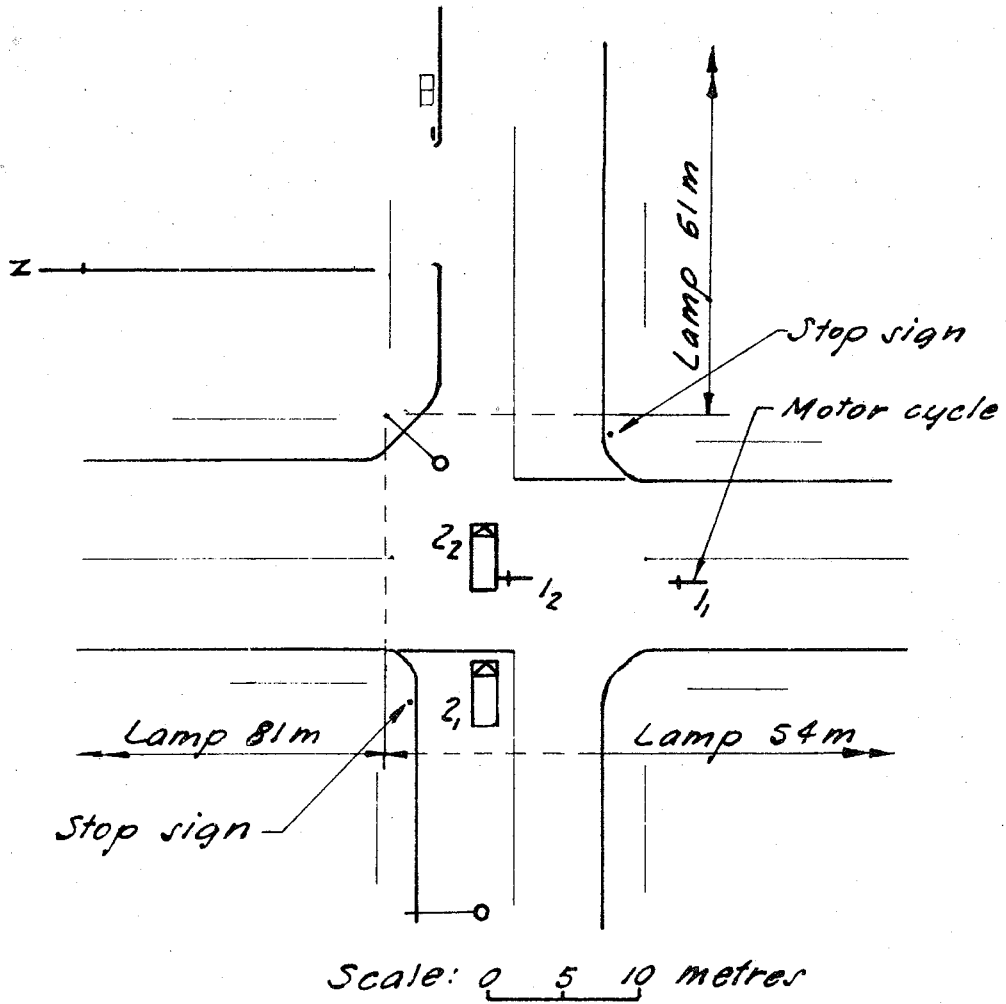
Rider: M18; BAC zero; helmet worn, unknown if strap buckled. Moderate, non-dangerous injuries; other details unknown.

Unit 2: Holden EH 4 door sedan, 1964. RARU-VDI: 2RBMN005

Driver: M34; BAC 0.01; belt available, probably worn. Uninjured.

Passenger: LF; M6; belt available, probably worn. Uninjured.

ACCIDENT NO. 89



ACCIDENT 090

0846 hrs, day, dry road.

The driver of Unit 1 had slowed for the intersection, braked when she saw Unit 2 approaching and was coming to a halt at impact. However, Unit 2 had not decreased speed prior to impact and continued, striking a fence and a utility pole.

Unit 1: Holden FC 4 door sedan, 1958. RARU-VDI: 2RFEWØ15

Driver: F34; BAC zero; no belt available.
Minor injuries; ISS = 1.

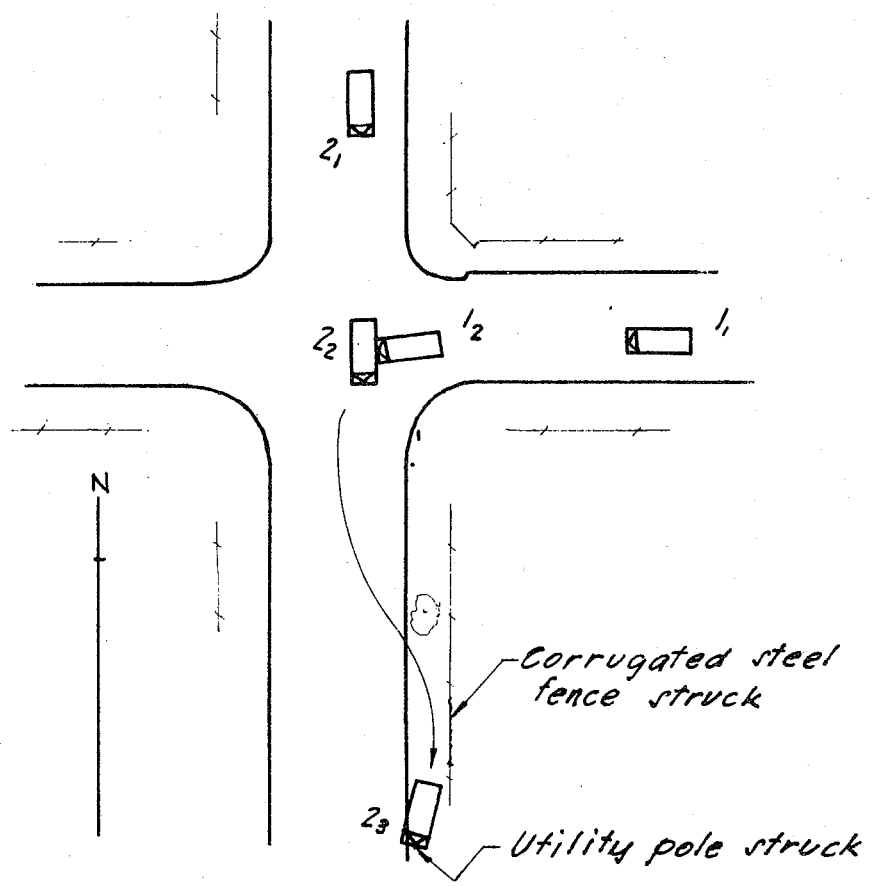
Passenger: rear seat; F child; no belt available.
Uninjured.

Passenger: rear seat; F child; no belt available.
Uninjured.

Unit 2: Holden HQ 4 door sedan, 1973. RARU-VDI: 9LHEWØ15
11FDENØ41

Driver: F34; BAC zero; belt available, worn incorrectly.
Minor injuries; ISS = 2; hospital less than
24 hrs; restricted activity 3 days; no
permanent disability.

ACCIDENT NO. 90



Scale: 0 5 10 metres

ACCIDENT 091

1429 hrs, day, dry road.

The driver of Unit 2 attempted to negotiate the fairly narrow space between Unit 1 (a tow truck) and an uninvolved vehicle. The tow truck apparently began to pull out from the kerb and was struck on the right front corner by Unit 2.

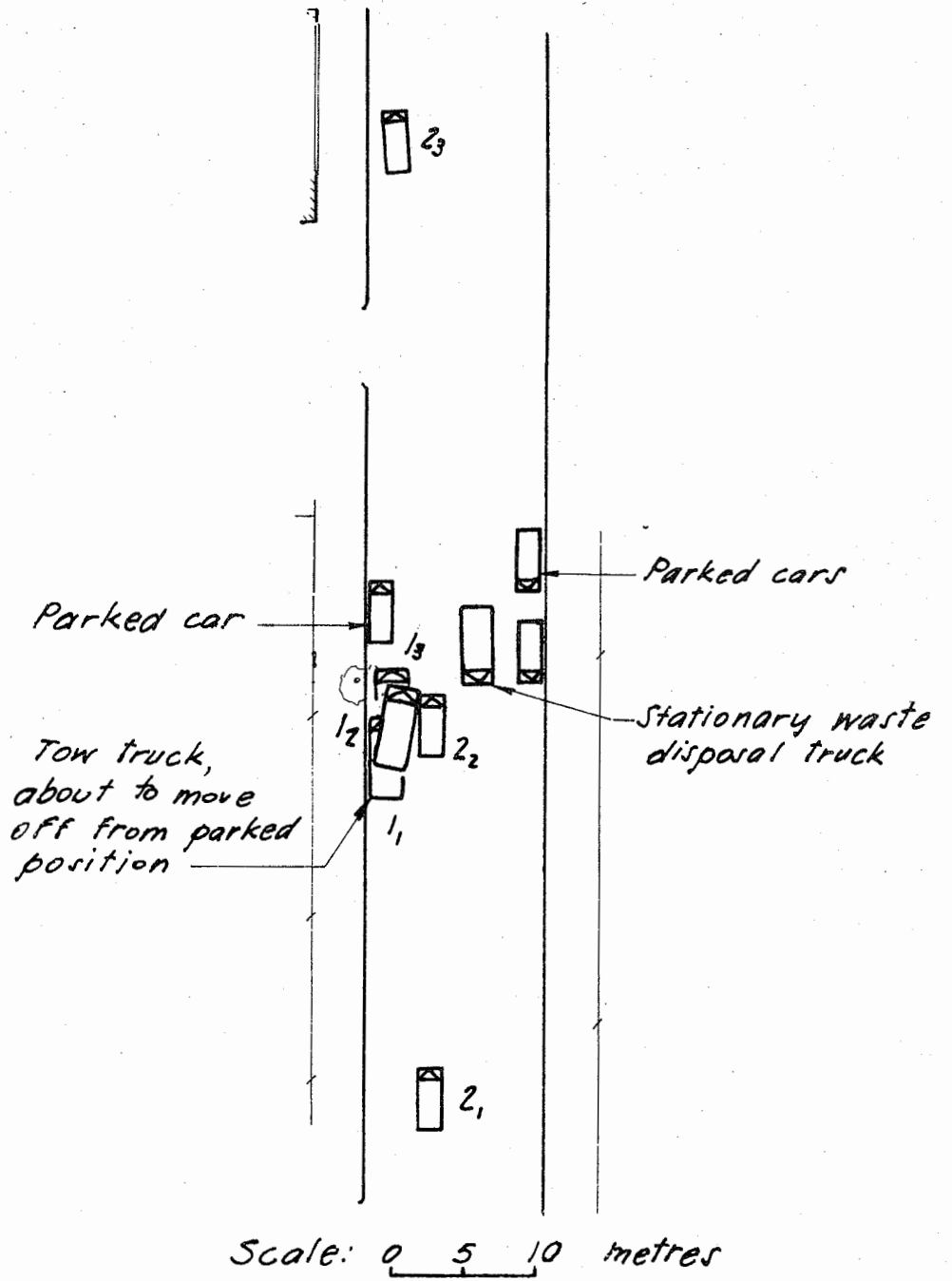
Unit 1: Ford F350 tow truck, 1975. SAE-VDI: 5RFES1

Driver: M24; BAC zero; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 3 days; no permanent disability.

Unit 2: Holden Caprice 4 door sedan, 1975. RARU-VDI: 12LFEC020

Driver: M62; BAC unknown; belt available, worn correctly. Uninjured.

ACCIDENT NO. 91



ACCIDENT 092

1029 hrs, day, wet road
(raining)

The driver of the uninvolved vehicle was forced to brake to a halt as Unit 1 turned in front of him. However the motorcyclist, who had been travelling to the rear of this uninvolved vehicle but in the adjacent lane, said he failed to see Unit 2 until just after its driver attempted to accelerate out of the way. The motorcycle caught fire as it slid to rest after impact.

Unit 1: Holden HD 4 door sedan, 1965. RARU-VDI: 1RBEN003

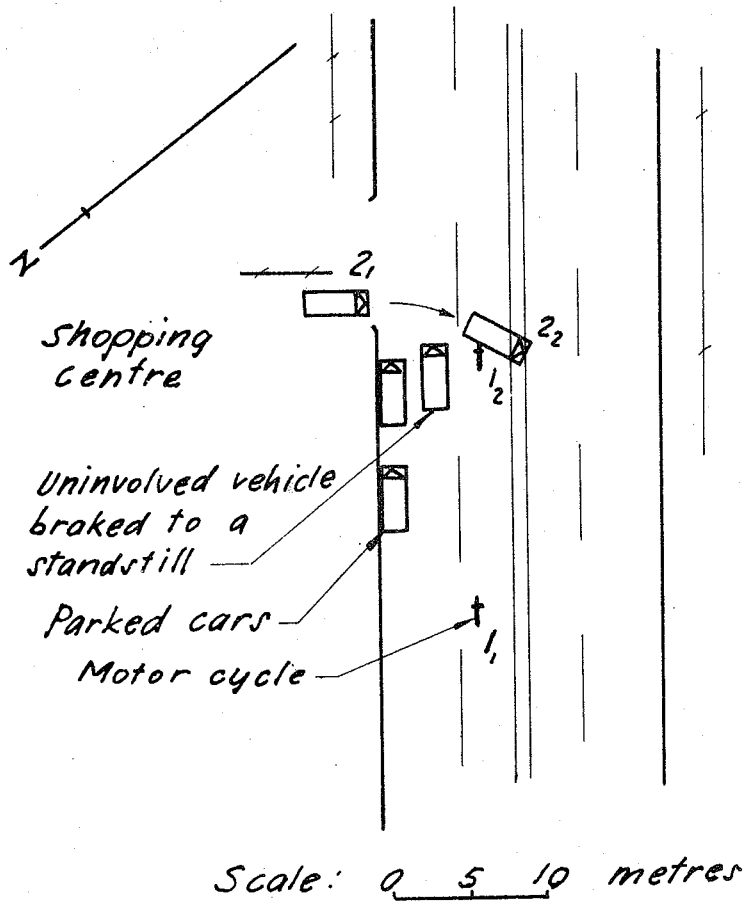
Driver: M54; BAC zero; belt available, not worn.
Uninjured.

Passenger: LF; F49; belt available, not worn.
Uninjured.

Unit 2: Yamaha R5 350 road, 1972.

Rider: M19; BAC zero; jet helmet worn, strap buckled. Serious, dangerous injury; ISS = 9; hospital 97 days; restricted activity greater than 96 days; major permanent disability.

ACCIDENT NO. 92



ACCIDENT 093

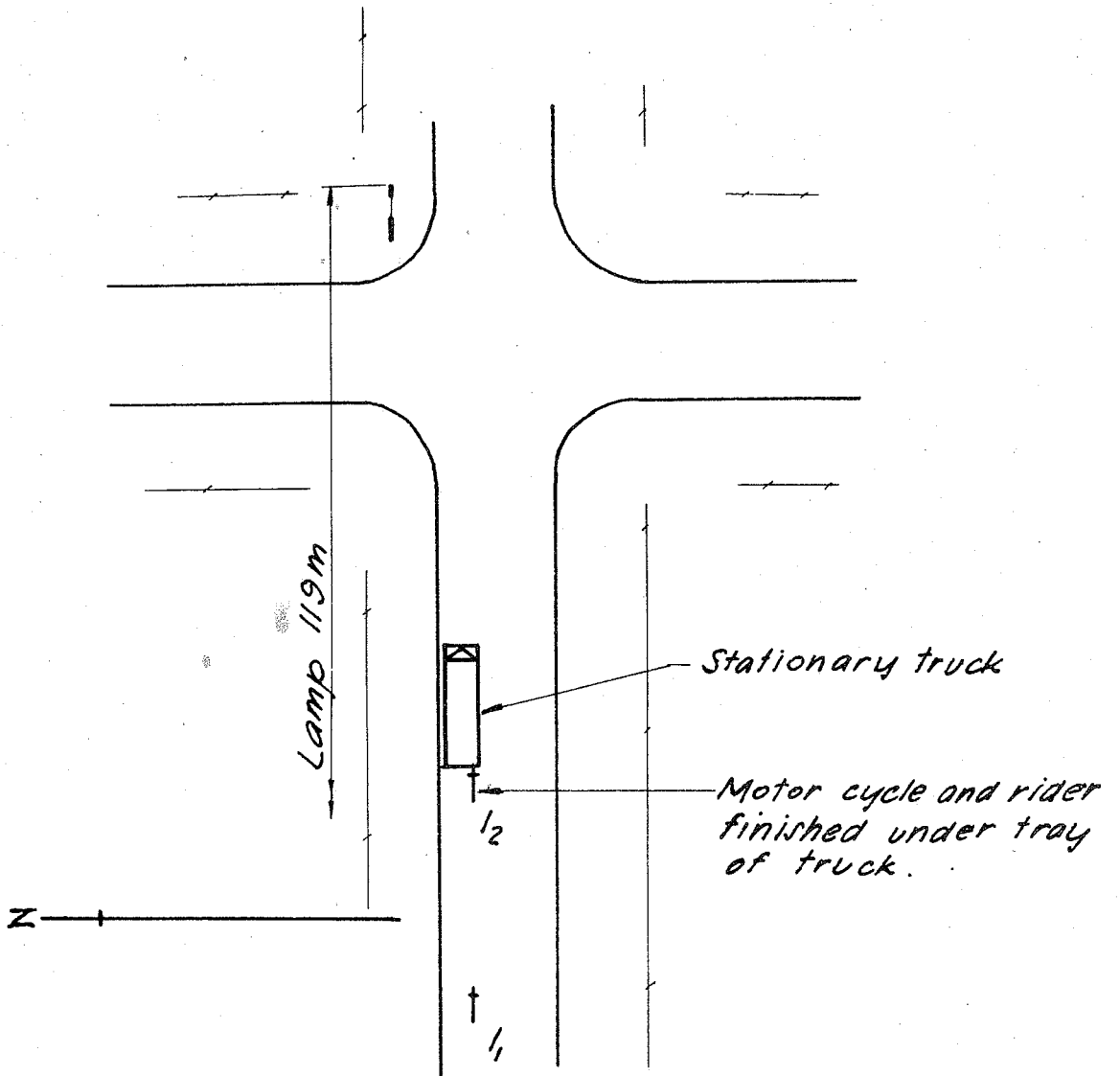
1941 hrs, night, dry road.

The parked truck was not identified by the use of parking lights or portable reflector stands as required by law. The street lighting was very dim in the vicinity of the accident and the headlight of the motorcycle was rather weak. The rider failed to see the obstructing truck until just before his helmet struck the tray.

Unit 1: Honda SL125 road, 1971.

Rider: M16; BAC zero; full face helmet worn,
strap buckled. Minor injuries; ISS = 2.

ACCIDENT NO. 93



Scale: 0 5 10 metres

ACCIDENT 094

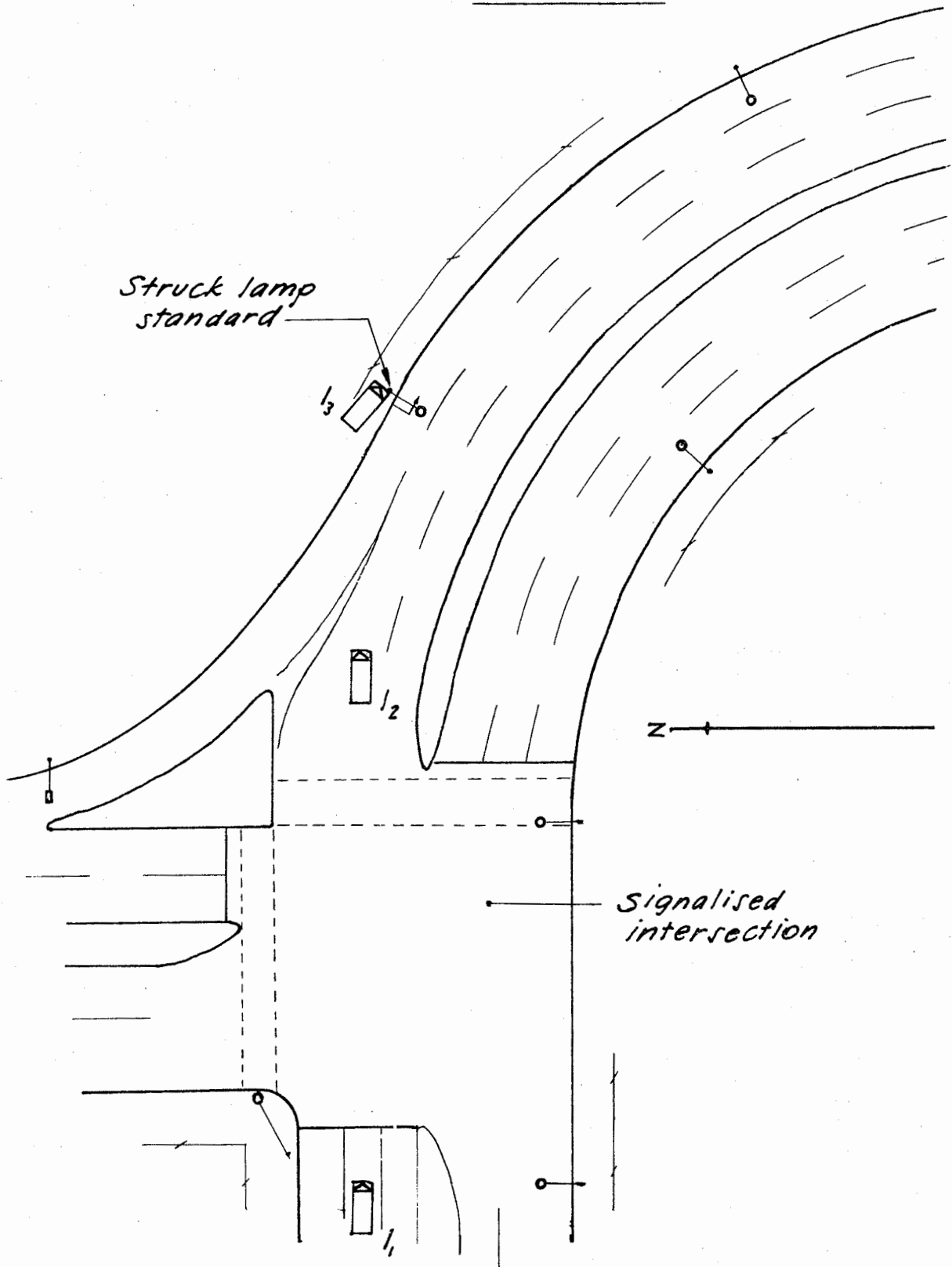
0030 hrs, night, dry road.

The intoxicated driver of Unit 1 drove through the T-junction and continued virtually straight ahead into a utility pole. Neither the driver nor the passenger said they could remember any reason for this.

Unit 1: Rambler American 4 door sedan, 1968. RARU-VDI: 12FDEN041

Driver: M23; BAC 0.25; belt available, worn loosely.
Moderate, non-dangerous injuries; ISS = 12;
hospital 2 days; restricted activity 31 days;
no permanent disability.

Passenger: LF; M23; belt available, worn loosely.
Moderate, non-dangerous injuries; ISS = 1;
no restriction or disability.



Scale: 0 5 10 metres

ACCIDENT 095

1437 hrs, day, dry road.

The motorcyclist moved to the left hand lane when the car in front of him slowed as if to stop (traffic lights were green). The motorcyclist said he was monitoring the activity of other traffic when struck by Unit 1 whose driver had failed to detect the motorcyclist's approach, apparently due to the visual restriction imposed by the intervening cars.

Unit 1: Chrysler Valiant VJ station wagon, 1974.
RARU-VDI: 11FYEW007

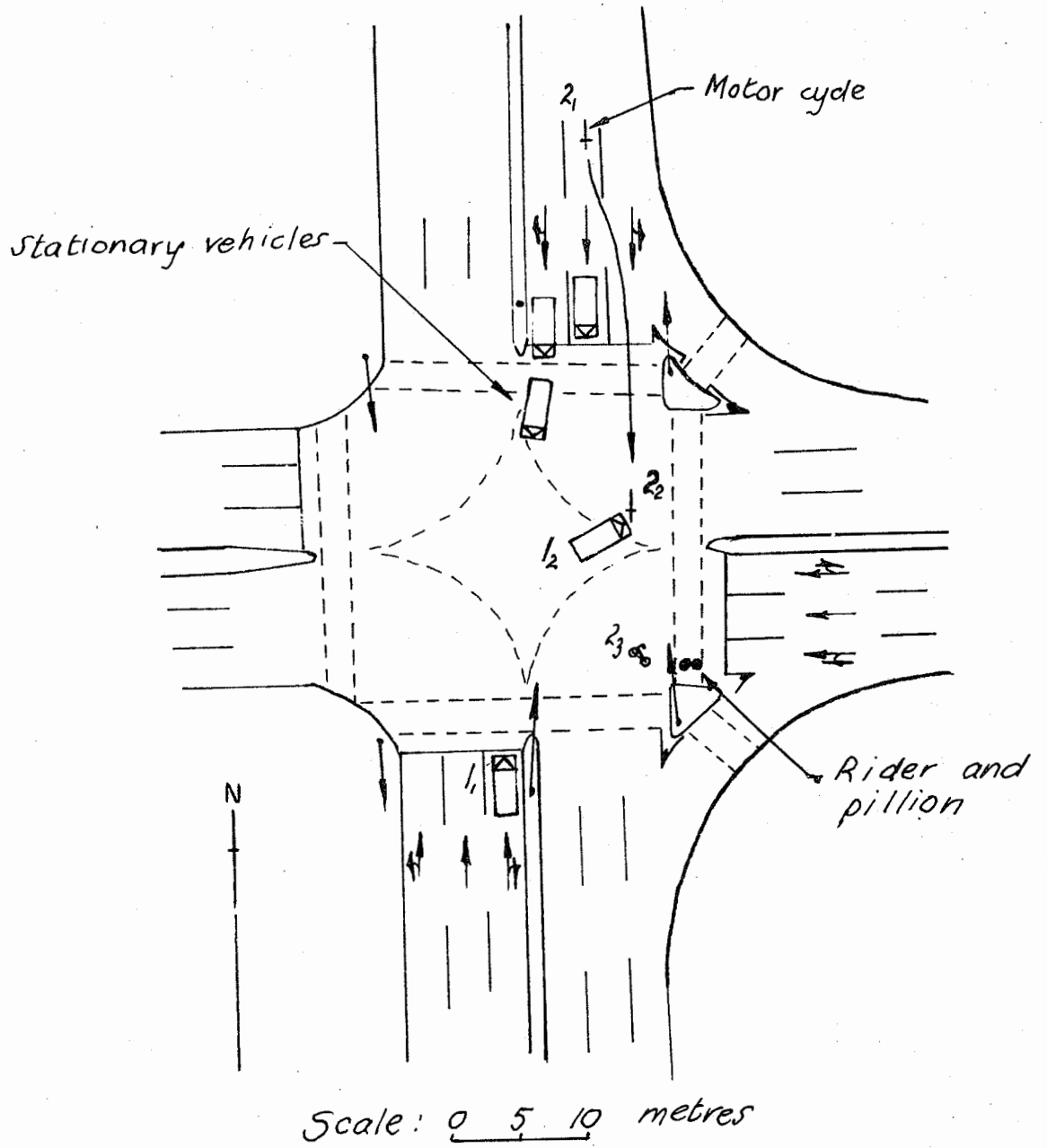
Driver: M55; BAC unknown; belt available, not known if worn. Uninjured.

Unit 2: Yamaha RD350 road, 1973.

Rider: M17; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 21 days; no permanent disability.

Pillion: M13; jet helmet worn, strap buckled. Severe, non-dangerous injuries; ISS = 4; hospital 42 days; restricted activity 56 days; minor permanent disability.

ACCIDENT NO. 95



ACCIDENT 096

0150 hrs, night, damp road
(not raining)

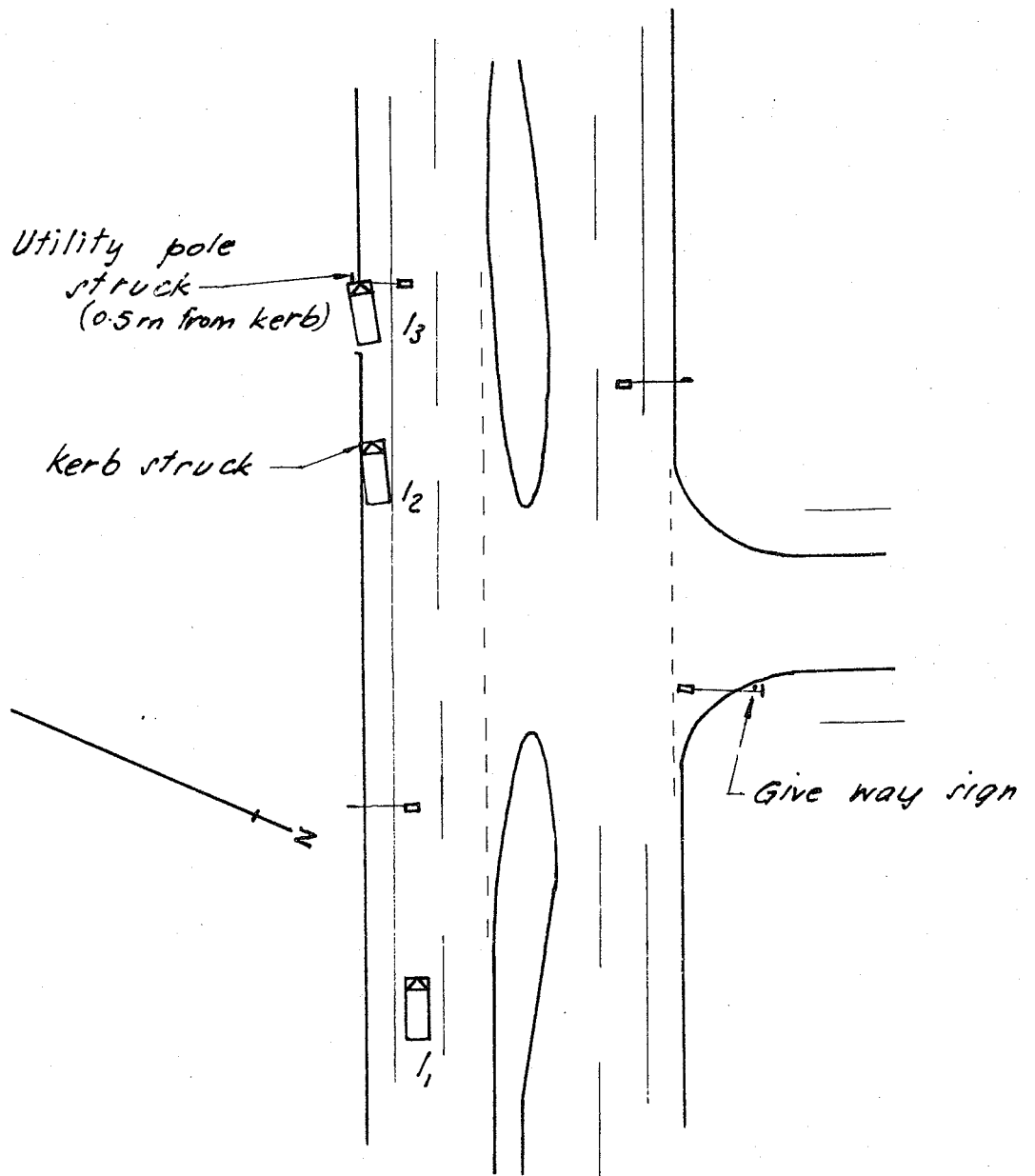
Unit 1 was proceeding along a broad, well lit road when it mounted the kerb and struck a utility pole. Neither occupant could give any reason for this.

Unit 1: Holden HT station wagon, 1969. RARU-VDI: 12FCEN067

Driver: M22; BAC 0.14; belt available, worn correctly.
Serious, dangerous injuries; ISS = 13;
hospital 3 days; restricted activity 18 days;
no residual disability.

Passenger: LF; M21; belt available, worn very loosely.
Critical injuries; ISS = 27; hospital
14 days; restricted activity 80 days;
major permanent disability.

ACCIDENT NO. 96



Scale: 0 5 10 metres

ACCIDENT 097

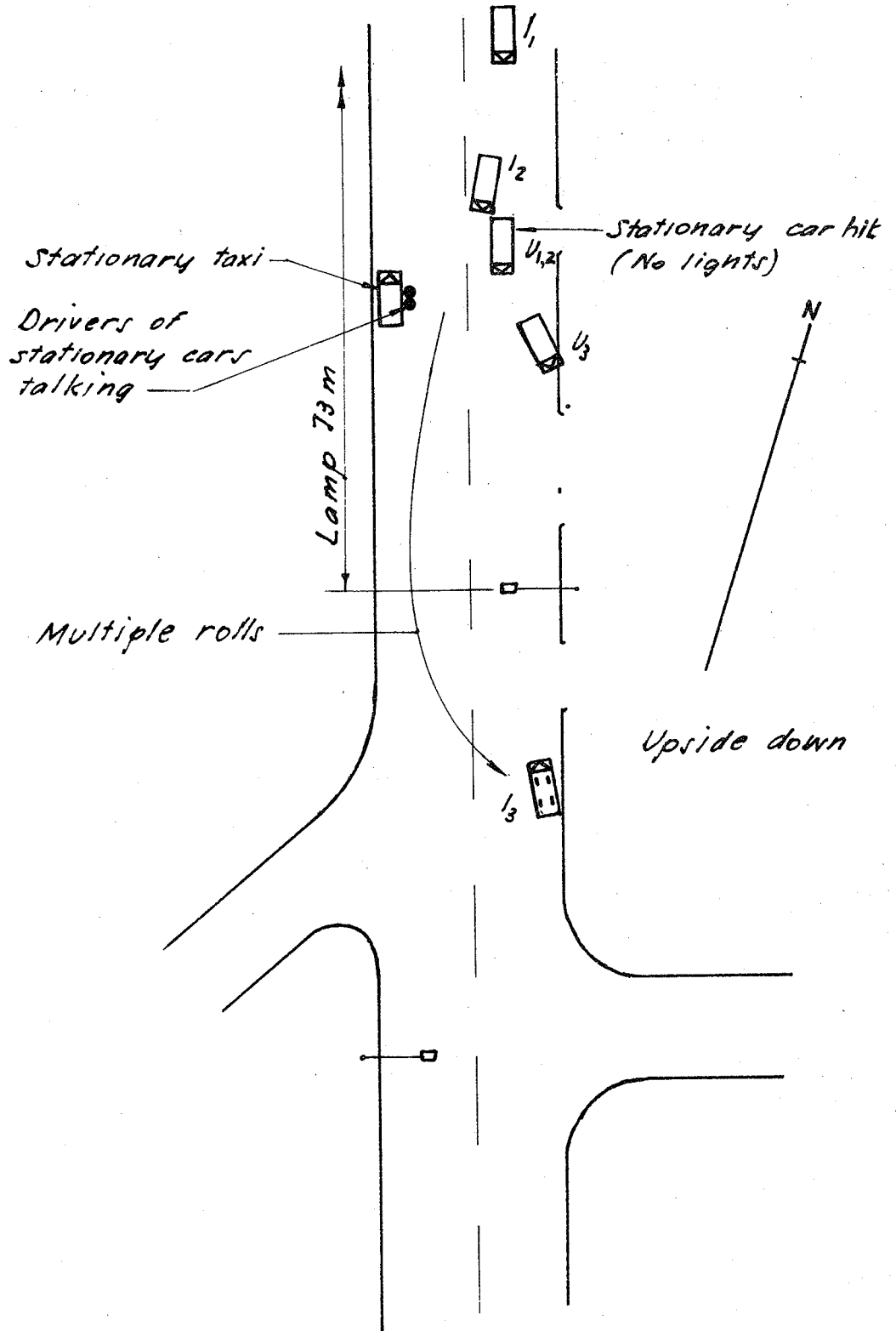
0136 hrs, night, dry road.

The stationary car had been subject to a total electrical failure just prior to the accident. The occupants abandoned pushing it off the dimly lit road to hail a passing taxi. When they saw Unit 1 approaching they waved at its driver to warn him, but only succeeded in distracting his attention. He looked ahead in time to see the obstacle and swerve to the right, but clipped its rear and spun anticlockwise before rolling over several times.

Unit 1: Valiant AP5 4 door sedan, 1964. RARU-VDI: 12LGEC042
13TWX010

Driver: M19; BAC 0.05; belt available, not worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 97



ACCIDENT 098

1714 hrs, day, dry road.

Unit 2 was initially stationary and its driver was waiting for oncoming traffic to clear. The traffic in the two lanes closest to him came to a halt owing to a build up from the intersection further down the road and two drivers left a space for Unit 2 to cross. The driver of Unit 2 said he assumed the kerbside lane was clear but as he crossed he drove into the path of an oncoming motorcycle. Both rider and pillion passenger were thrown over the bonnet of the car.

Unit 1: Yamaha DT-1 350 trail, 1970.

Rider: M23; BAC zero; jet helmet worn, strap buckled. Minor injury; ISS = 2; hospital 7 days; restricted activity 14 days; minor permanent disability.

Pillion: F23; basin helmet worn, strap buckled. Minor injury; ISS = 1; hospital less than 24 hours; restricted activity less than 24 hours; no permanent disability.

Unit 2: Chrysler Valiant VH 4 door sedan, 1971.

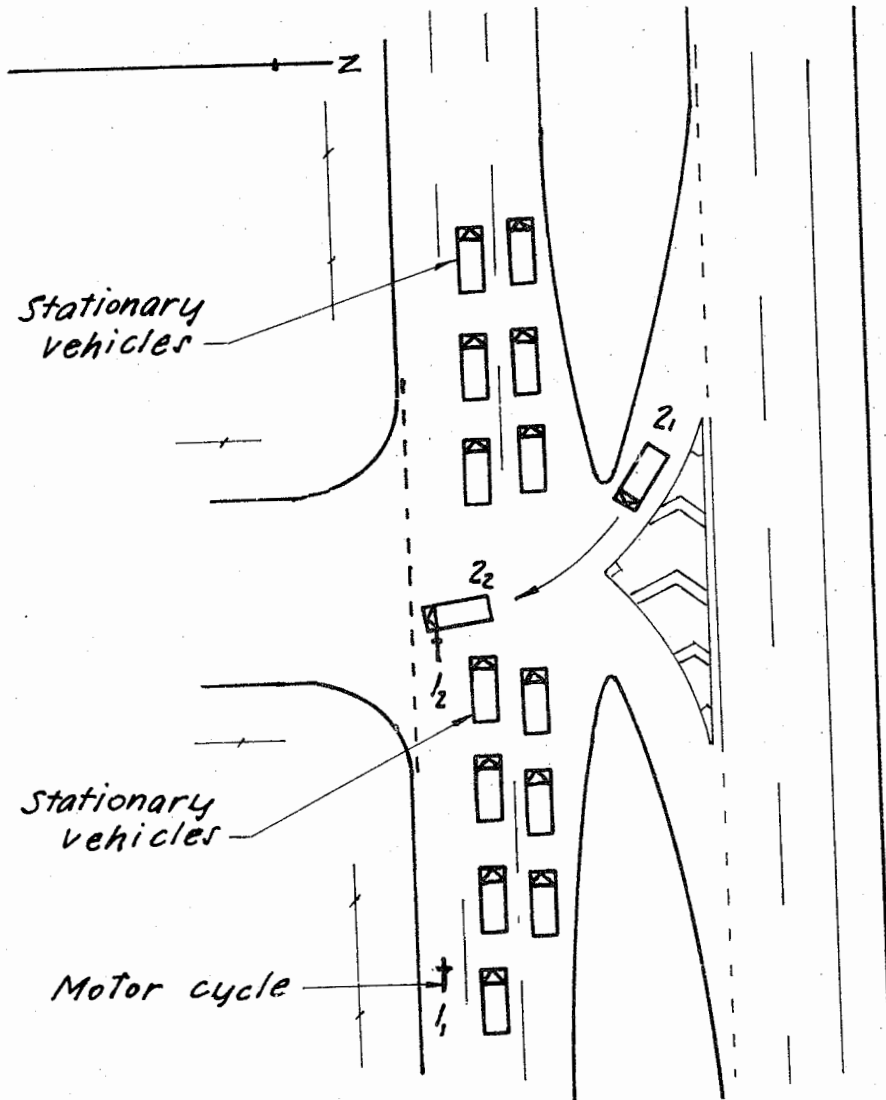
RARU-VDI: 9LGENØ2Ø

Driver: M52; BAC zero; belt available, not known if worn. Uninjured.

Passenger: LF; F52; belt available, not known if worn. Uninjured.

Passenger: CR; M6; belt available, not known if worn. Uninjured.

ACCIDENT NO. 98



Scale: 0 5 10 metres

ACCIDENT 099

0740 hrs, day, dry road.

Unit 2 was stationary at the intersection waiting for the traffic lights to change to green, but after some time the driver considered that for some reason his car had failed to trigger the change of phase. He checked for approaching traffic from both directions and then proceeded through on the red phase. However he had failed to see Unit 1 coming from his right and despite sustained braking the driver of Unit 1 was unable to avoid the collision.

Unit 1: Peugeot 504 4 door sedan, 1972. RARU-VDI: 11FDEW024

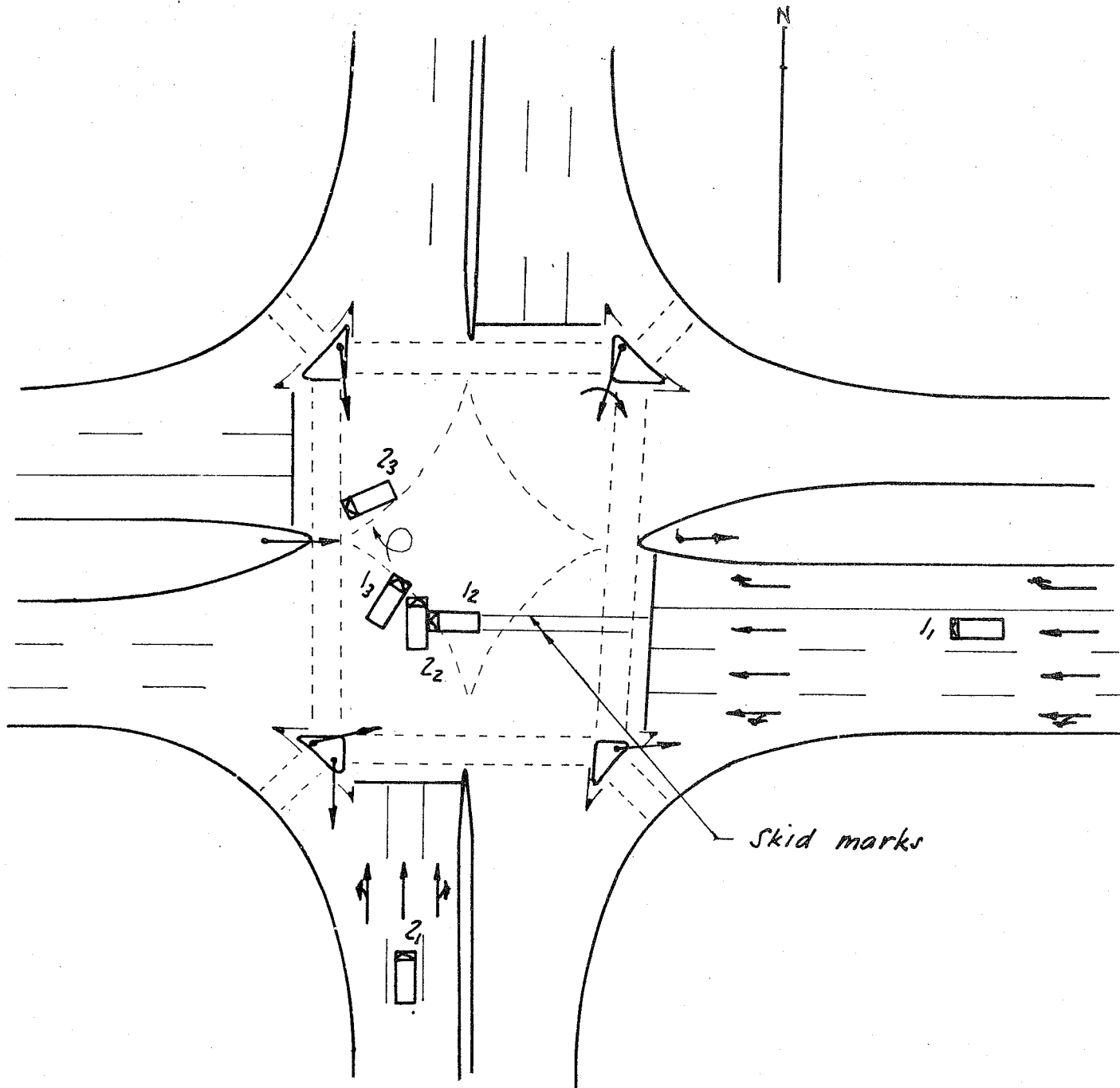
Driver: M39; BAC unknown; belt fitted, worn correctly.
Minor injury; ISS = 1.

Unit 2: Rambler Hornet 4 door sedan, 1970. RARU-VDI; 3RZEW021

Driver: M74; BAC zero; belt fitted, worn loosely.
Uninjured.

Passenger: LF; F elderly; belt available, worn very
loosely. Minor injury; ISS = 2.

ACCIDENT NO. 99



Scale: 0 5 10 metres

ACCIDENT 100

1549 hrs, day, dry road.

Unit 1 was apparently travelling at about 90 kph in the 60 kph speed limit zone. A bus entered the lane in which Unit 1 was travelling and the intoxicated driver of Unit 1 moved left to the kerbside lane to overtake. However, he found himself confronted with a line of parked cars and applied the brakes and swerved left, colliding with a utility pole.

Unit 1: Holden HT 4 door sedan, 1970. RARU-VDI: 12FYEN026

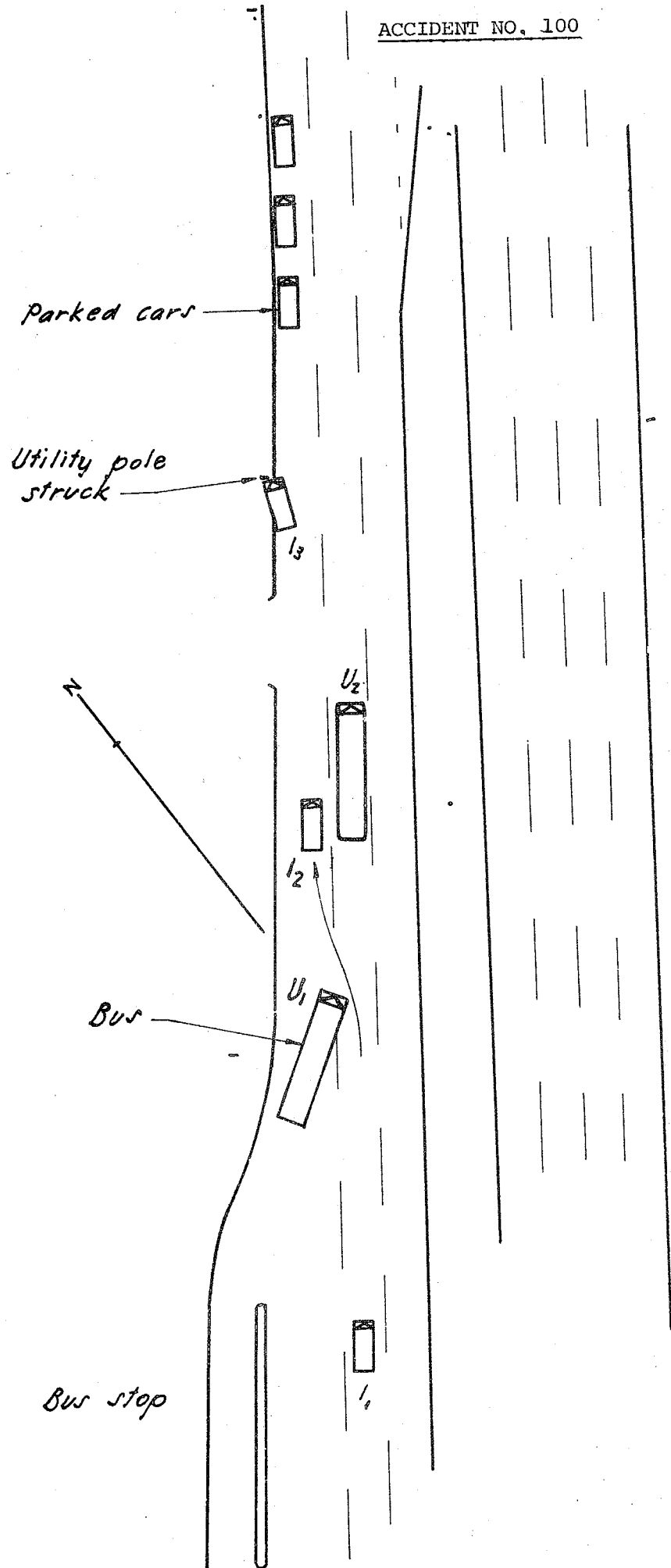
Driver: M22; BAC 0.20; belt available, not worn.
Uninjured.

Passenger: CF; M19; no belt available. Minor injuries; ISS = 1.

Passenger: LF; M19; belt available, not worn. Minor injuries; ISS = 1.

Passenger: RR; M19; no belt available. Moderate, non-dangerous injuries; ISS = 5; hospital 3 days; restriction and disability unknown.

Passenger: LR; M21; no belt available. Minor injuries; ISS = 1.



Scale: 0 5 10 metres

ACCIDENT 101

0839 hrs, day, dry road.

The bus and adjacent cars left a space for Unit 1 to make a right hand turn since the cars in front of them were stationary waiting for the traffic lights to change. However, the motorcyclist was travelling between the bus and the kerb and struck the left front corner of Unit 1.

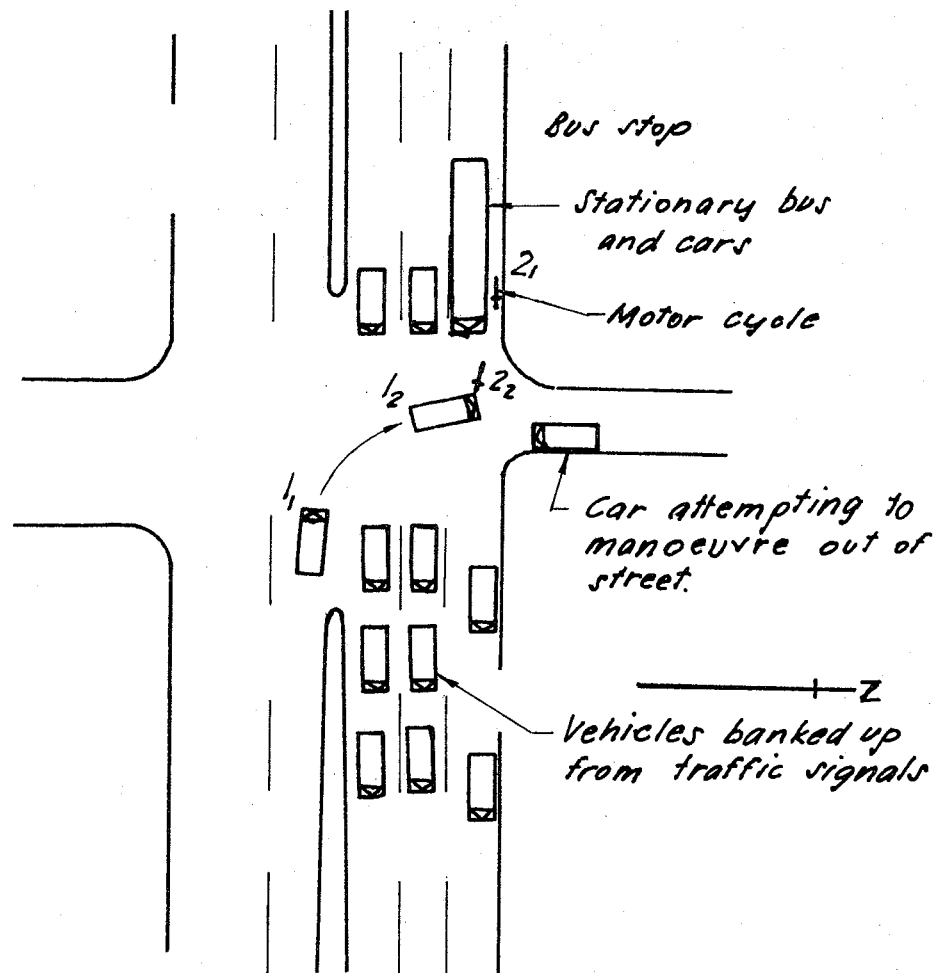
Unit 1: Chrysler Valiant AP6 4 door sedan, 1966.
RARU-VDI: no details.

Driver: M23; BAC unknown; belt available,
probably worn. Uninjured.

Unit 2: Suzuki A100 road, 1970.

Rider: M30; BAC zero; basin helmet worn, strap
buckled. Minor injuries; ISS = 1;
restriction unknown.

ACCIDENT NO. 101



ACCIDENT 102

1815 hrs, night, dry road.

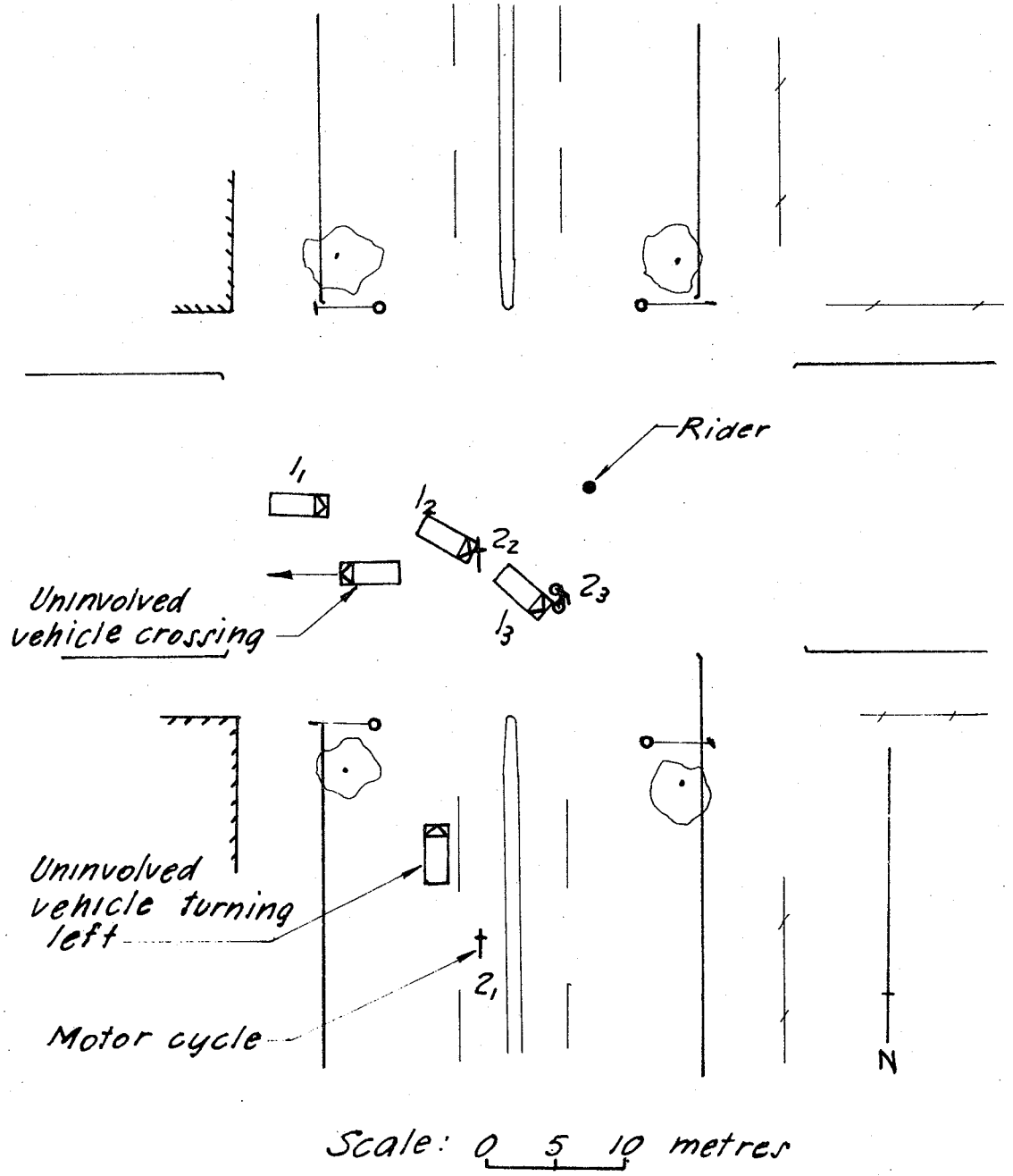
Unit 1 was initially stationary with its driver waiting to turn right. After allowing a vehicle to proceed through from the other side of the intersection the driver of Unit 1 looked to his right and saw Unit 2 approaching with the driver indicating his intention to turn left. This left turning car was between Unit 1 and the motorcyclist who was also approaching from the right of Unit 1. The motorcyclist saw Unit 1 emerge but the driver of Unit 1 apparently failed to detect the motorcyclist's approach.

Unit 1: Ford Falcon XT 4 door sedan, 1968. RARU-VDI: 2FZENØ1Ø
Driver: M52; BAC Ø.12; belt available, not worn.
Uninjured.

Unit 2: Yamaha DT250A trail, 1974.

Rider: M23; BAC zero; full face helmet worn,
strap buckled. Serious, dangerous injuries;
ISS = 8; hospital 28 days; restricted activity
90 days; no residual disability.

ACCIDENT NO. 102



ACCIDENT 103

1521 hrs, day, dry road.

The elderly pedestrian wanted to catch the bus which was about to leave from the other side of the road. She claims she checked for traffic but may have been more intent on attracting the attention of the bus driver when she ran in front of the utility and trailer.

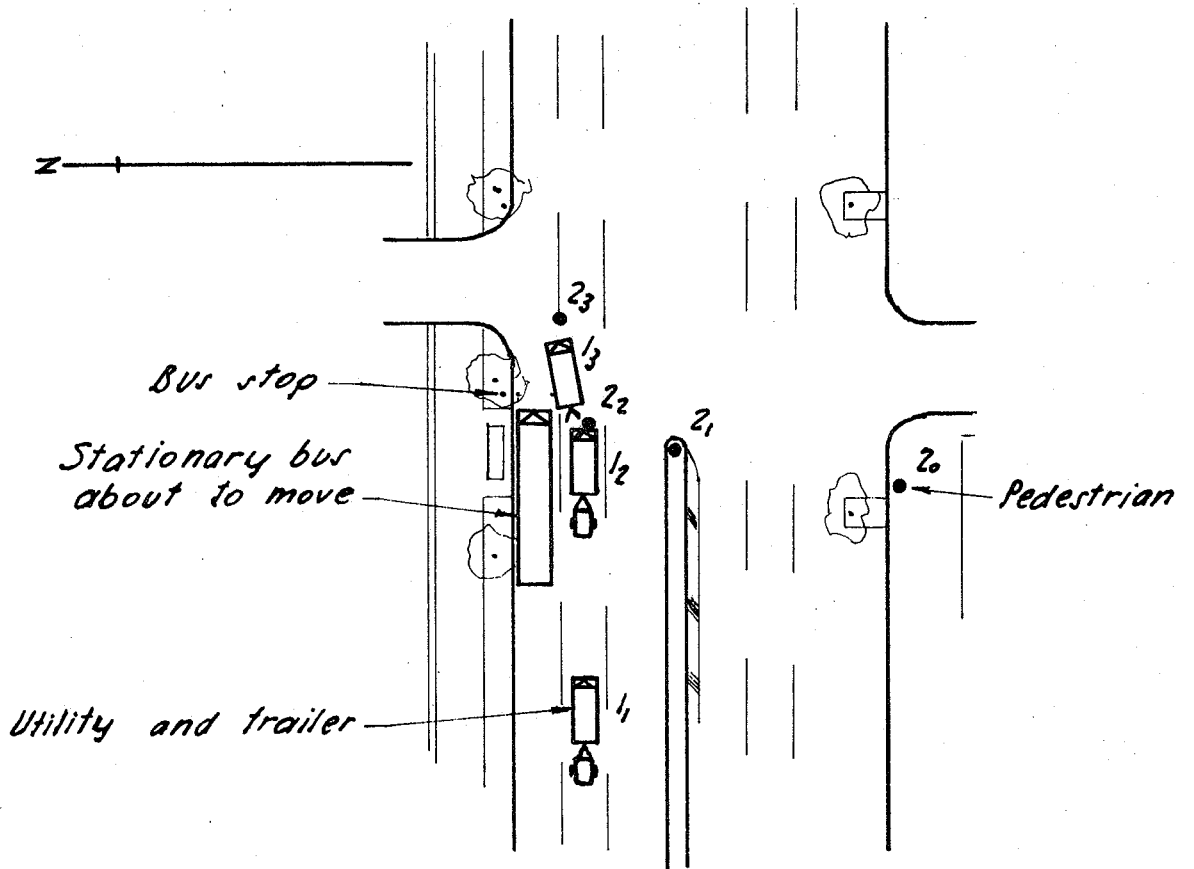
Unit 1: Holden HQ utility, 1973. RARU-VDI: 12FCMNØ1Ø

Driver: M34; BAC zero; belt available, probably worn. Uninjured.

Passenger: LF; M age unknown; belt available, probably worn. Uninjured.

Unit 2: Pedestrian: F64; BAC zero. Severe, non-dangerous injuries; ISS = 8; hospital 34 days; restricted activity 56 days; minor permanent disability.

ACCIDENT NO. 103



Scale: 0 5 10 metres

ACCIDENT 104

1836 hrs, night, dry road.

Both vehicles were travelling well in excess of the speed at which this unlit, uncontrolled intersection could be safely negotiated. It is apparent that neither driver had time to take any effective avoiding action. Both vehicles were spun anticlockwise by the impact and Unit 1 rolled onto its side.

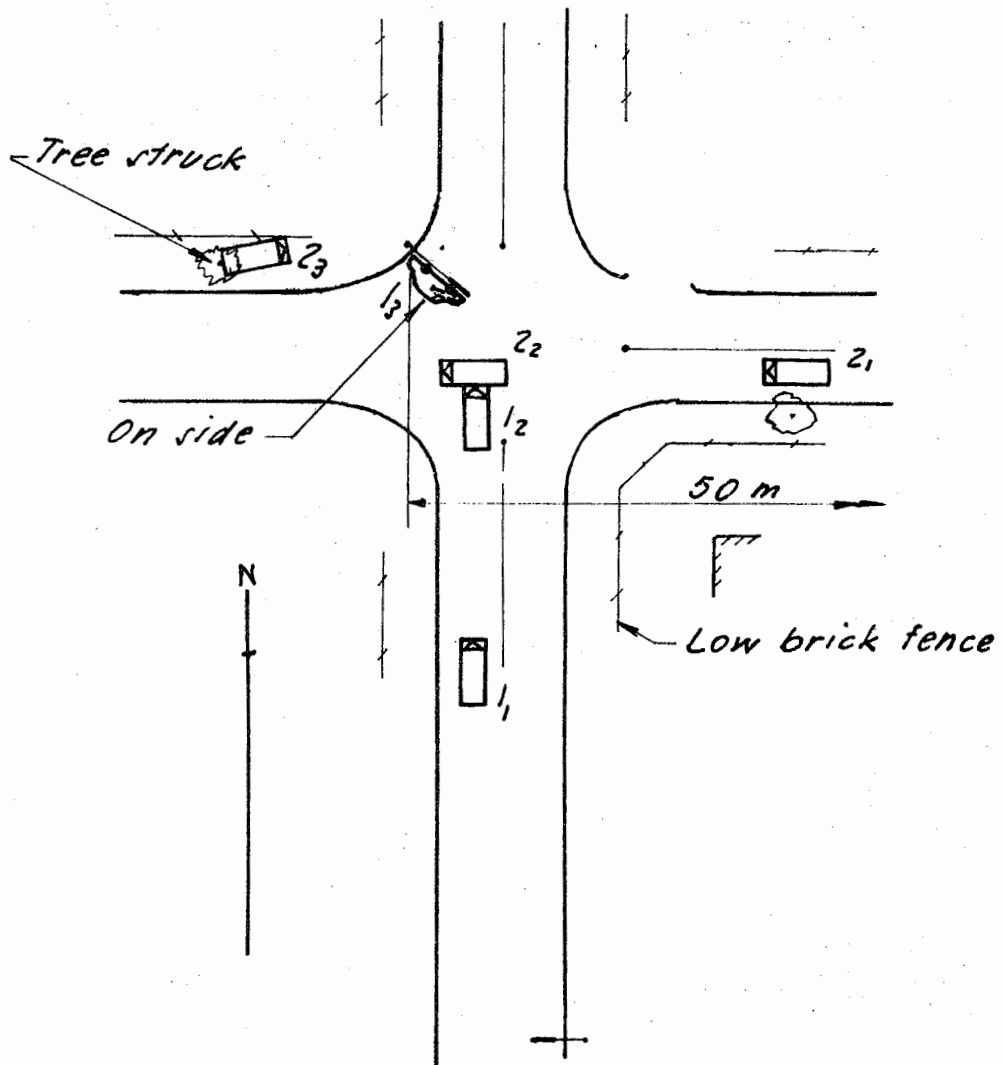
Unit 1: Toyota Corolla 4 door sedan, 1975. RARU-VDI: 2FDEW039
13RBHW005

Driver: M49; BAC zero; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 5; restricted activity 7 days; no permanent disability.

Unit 2: Ford Falcon XA station wagon, 1973. RARU-VDI: 9LPAW019

Driver: M51; BAC zero; belt available, probably worn. Minor injuries; ISS = 1.

ACCIDENT NO. 104



Scale: 0 5 10 metres

ACCIDENT 105

2353 hrs, night, dry road.

Unit 1 was apparently travelling at a speed in excess of the 60 kph limit and was about to overtake Unit 2 when Unit 2 made a right turn in front of Unit 1. The conflicting accounts of the accident do not make clear the position at which the driver of Unit 2 began signalling her intended manoeuvre.

Unit 1: Holden HR station wagon, 1966. RARU-VDI: 1ØFDEWØ1Ø

Driver: M18; BAC Ø.Ø9; belt available, probably worn.
Uninjured.

Passenger: LF; M17; belt available, probably worn.
Uninjured.

Four passengers, all 16 year old males, were in the back of the station wagon which had the rear seat folded down. None were injured.

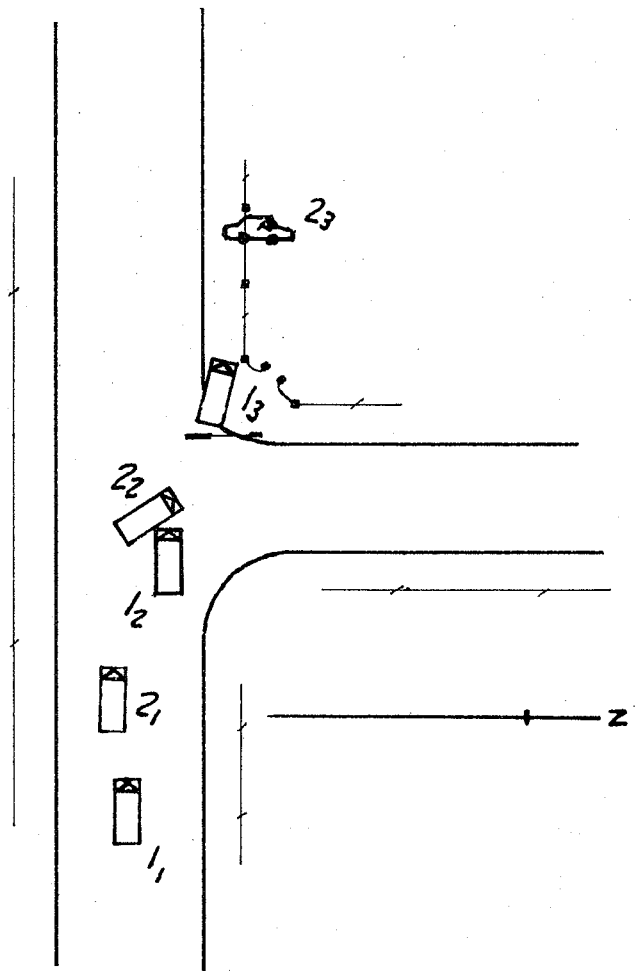
Unit 2: Renault R10 4 door sedan, 1969. RARU-VDI: 2RPEWØ5Ø

Driver: F19; BAC zero; belt available, worn correctly.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 10 days;
no permanent disability.

Passenger: LF; F26; belt available, probably worn.
Minor injuries; ISS = 2; restricted activity
1 day; no permanent disability.

Passenger: LR; F19; no belt available. Minor
injuries; ISS = 1.

ACCIDENT NO. 105



Scale: 0 5 10 metres

ACCIDENT 106

1200 hrs, day, dry road.

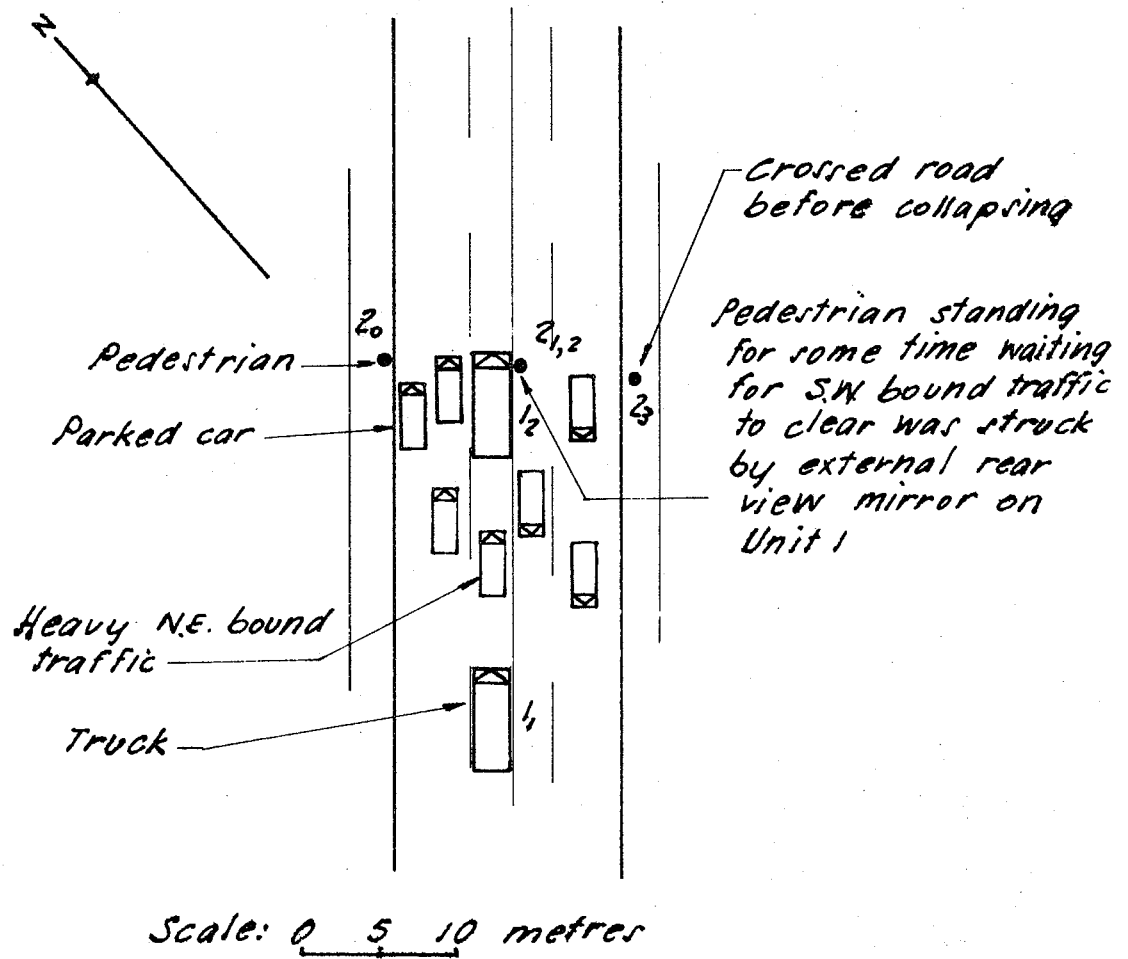
As Unit 1 approached the accident site its driver saw the pedestrian standing on the centre line. He moved as close as he could to the car travelling on his left which had moved out to clear a parked car. While the driver of Unit 1 was concentrating on this task, his rear view mirror struck the pedestrian on the head.

Unit 1: Dodge D3N 329 tray top. SAE-VDI: no damage.

Driver: M23; BAC zero; belt available, not worn.
Uninjured.

Unit 2: Pedestrian: F22; BAC zero. Moderate, non-dangerous injuries; ISS = 5; restricted activity 7 days; minor permanent disability.

ACCIDENT NO. 106



ACCIDENT 107

1510 hrs, day, dry road.

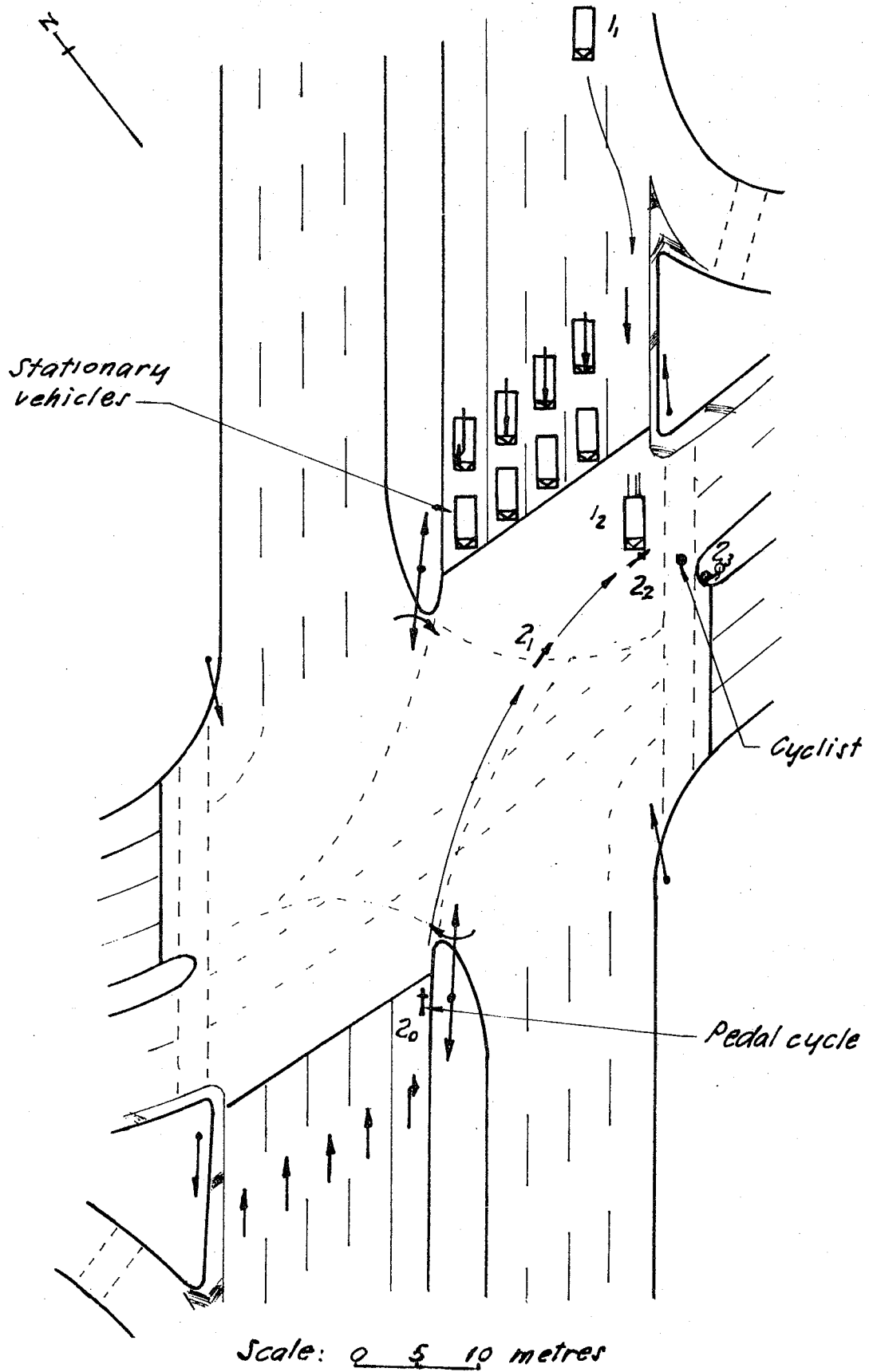
The driver of Unit 1 changed to the only clear lane as he slowed to stop for the red traffic light. As he reached the intersection, however, the lights turned to green so he continued forward, colliding with a pedal cyclist. Apparently the turn right phase for the pedal cyclist had changed to amber at about the time the cyclist entered the intersection, but the cyclist was unable to complete her manoeuvre before the change of phase which allowed Unit 1 to proceed.

Unit 1: Leyland P76 4 door sedan, 1973. No damage.

Driver: M21; BAC zero; belt fitted, probably worn.
Uninjured.

Unit 2: Pedal cyclist; F26; BAC zero. Moderate,
non-dangerous injury; ISS = 8;
hospital 10 days; restricted activity
greater than 96 days; no permanent
disability.

ACCIDENT NO. 107



ACCIDENT 108

1722 hrs, dusk, dry road.

The driver of Unit 1 was following a car which contained some friends of the driver of Unit 1. The latter car crossed to the wrong side of the road and turned right and Unit 1 attempted to do the same. However it was travelling at excessive speed and glanced off the kerb into a utility pole.

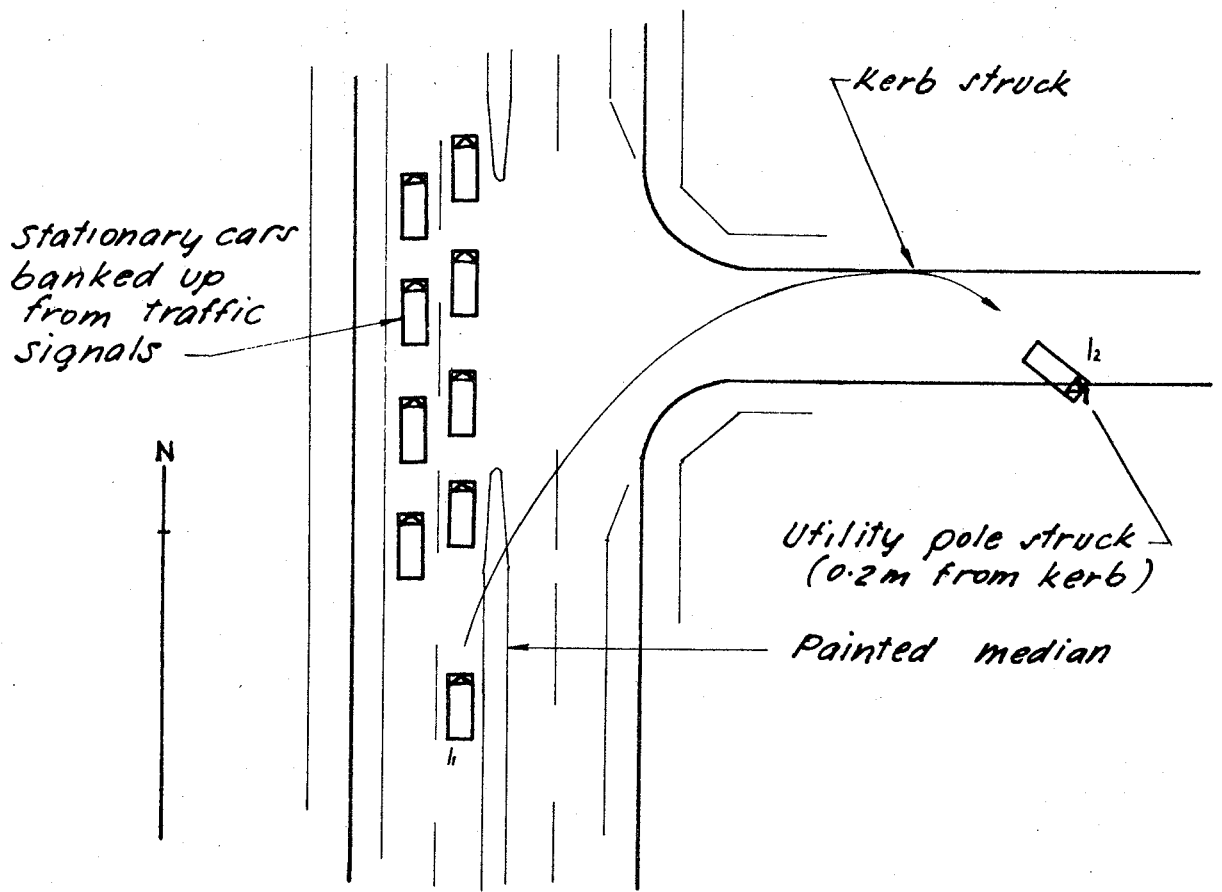
Unit 1: Ford Falcon XA 4 door sedan, 1973. RARU-VDI: 12FLENØ12

Driver: M20; BAC 0.03; belt available, unknown if worn. Minor injuries; ISS = 1.

Passenger: LF; M21; belt available, unknown if worn. Minor injuries; ISS = 1.

Passenger: LR; M20; belt available, unknown if worn. Uninjured.

ACCIDENT NO. 108



Scale: 0 5 10 metres

ACCIDENT 109

0919 hrs, day, dry road.

As the driver of Unit 1 approached the intersection she saw a friend travelling in the opposite direction and waved. She apparently looked forward just as she was about to strike Unit 2 whose driver had seen Unit 1 and was braking.

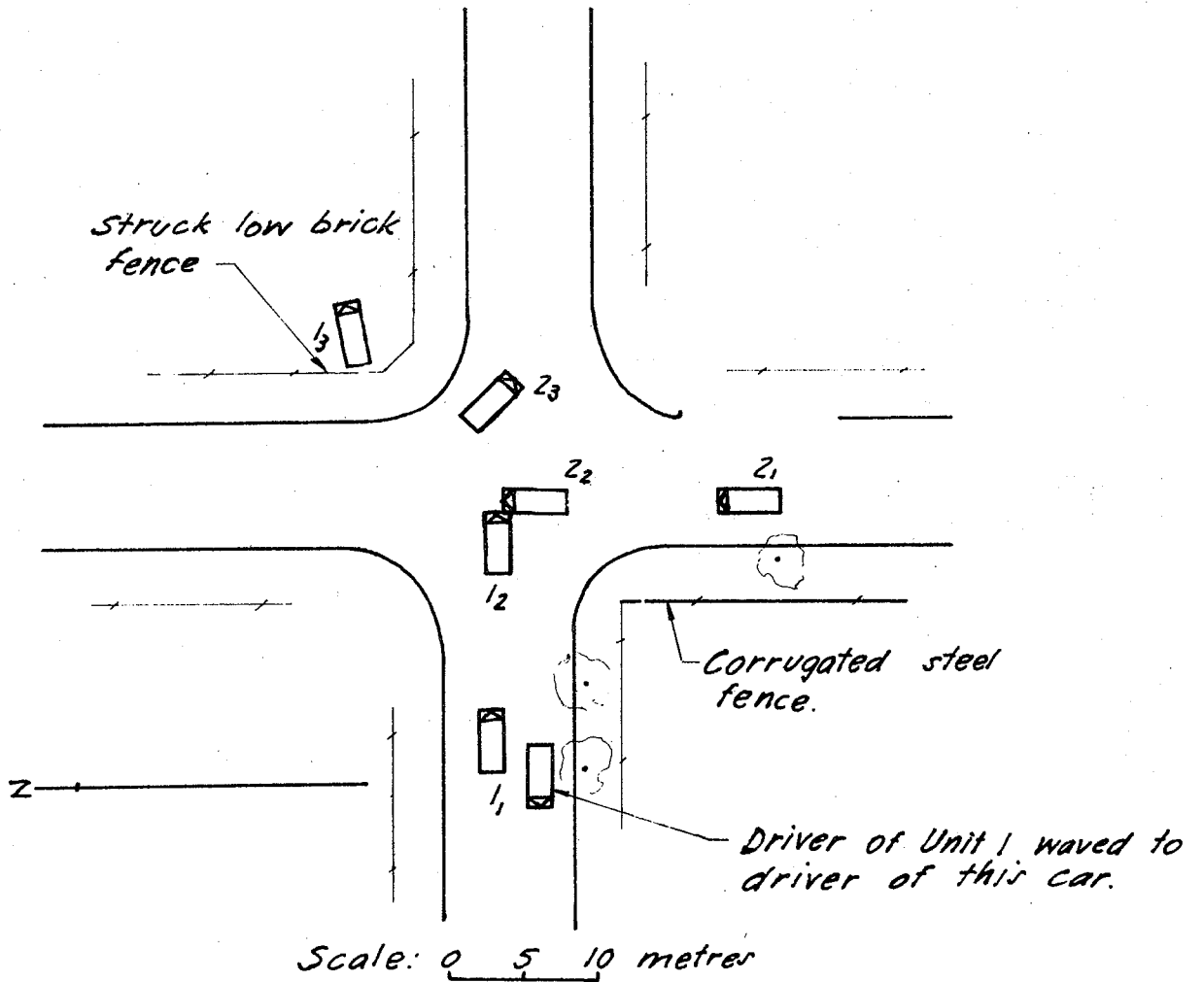
Unit 1: Volkswagen 1200 Beetle 2 door sedan, 1962.
RARU-VDI: 2RDEWØ15 4RRECØ15

Driver: F53; BAC zero; belt fitted, not usable.
Minor injury; ISS = 1.

Unit 2: Ford Capri 2 door coupe, 1971. RARU-VDI: 1ØLFECØ54

Driver: M35; BAC zero; belt available, worn correctly.
Minor injury; ISS = 1.

ACCIDENT NO. 109



ACCIDENT 110

0022 hrs, night, dry road.

As Unit 1 approached the intersection the traffic lights turned to green and the driver proceeded to cross. The driver of Unit 2 had noticed the lights turn to amber but was preoccupied with talking to his passenger and entered the intersection when the lights were red. After the initial collision Unit 1 spun and rolled onto its roof.

Unit 1: Wolseley 24/80 4 door sedan, 1965. RARU-VDI: 2RFECØ3Ø
13TWGWØ12

Driver: M23; BAC Ø.12; belt available, not worn.
Minor injury; ISS = 1.

Passenger: LF; M22; belt fitted, not usable.
Uninjured.

Passenger: LR; M24; belt fitted, not usable.
Uninjured.

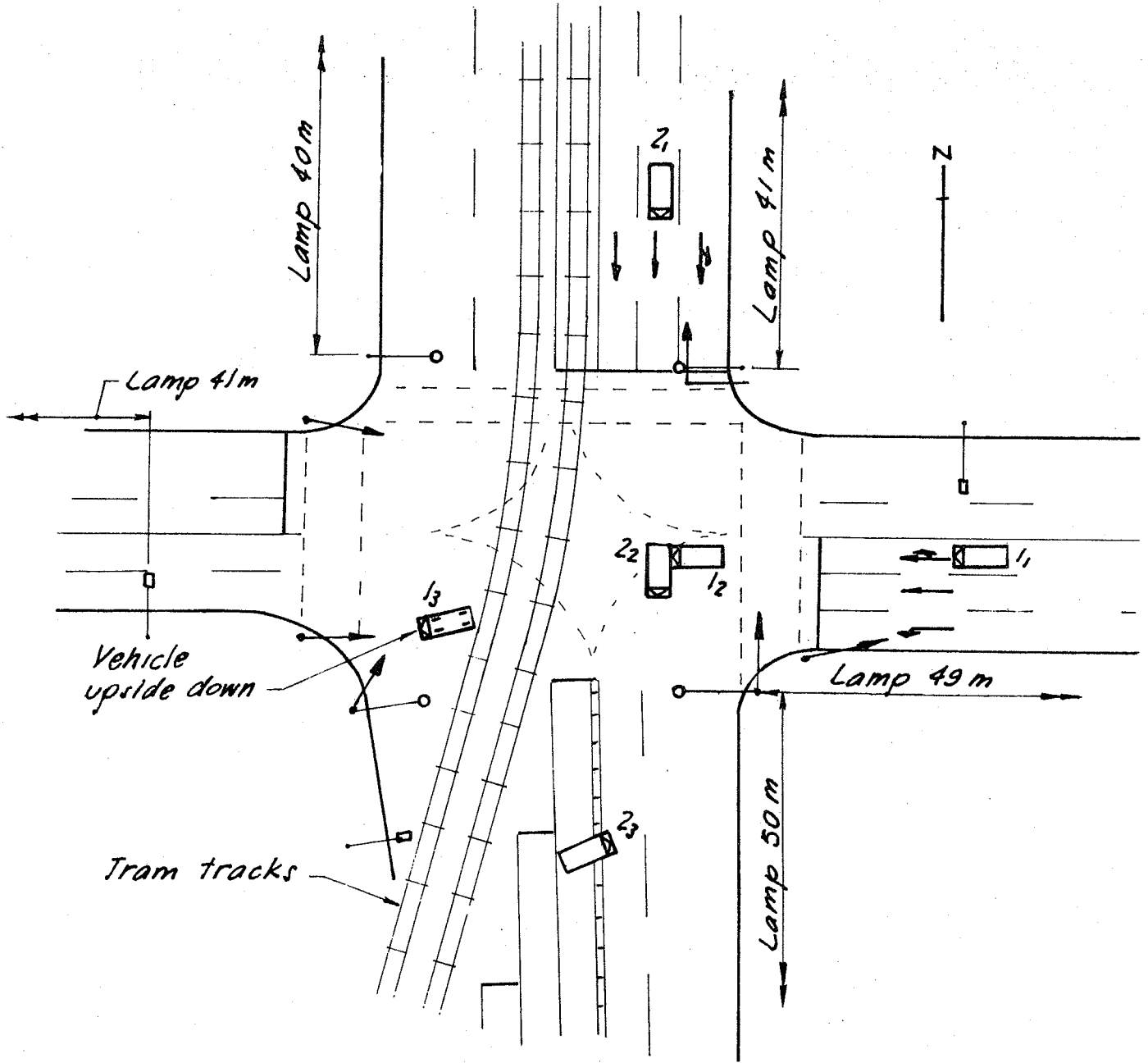
Unit 2: Chrysler Valiant VC 4 door sedan, 1967.
RARU-VDI: 1ØLBKØ23

Driver: M19; BAC unknown (alcotest-ve); belt
available, not worn. Uninjured.

Passenger: CF; F24; no belt available. Minor injury;
ISS = 1; hospital less than 24 hours;
restriction unknown; no permanent disability.

Passenger: LF; M20; belt fitted, not usable.
Uninjured.

ACCIDENT NO. 110



Scale: 0 5 10 metres

ACCIDENT 111

1330 hrs, day, dry road.

Unit 2 was initially stationary with the driver waiting for the traffic from his right to pass. When he considered this approach clear he looked to the left and saw a gap in the north bound traffic. As he looked to the right again he moved forward. The truck driver had been watching Unit 2 and when it started to turn he braked. The truck stopped before a collision occurred but some insecurely tied lengths of timber planking speared off the tray and one of these struck the driver of Unit 2 in the jaw.

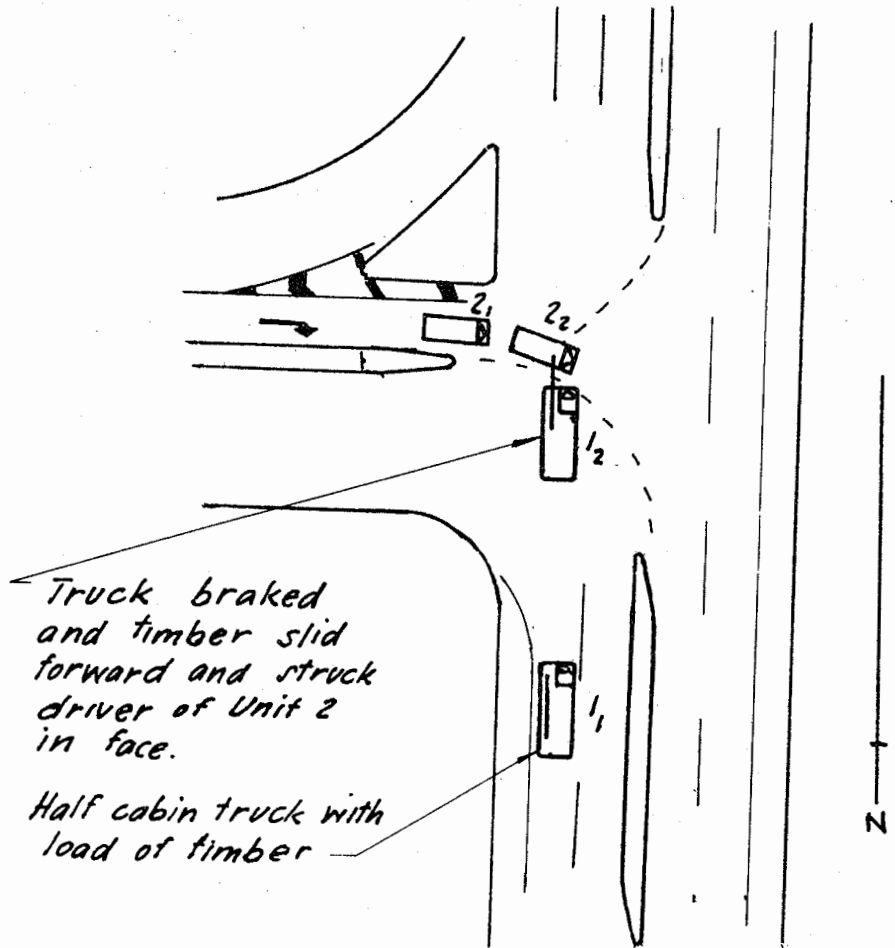
Unit 1: Bedford half-cab tray top, 1975. SAE-VDI: no damage.

Driver: M32; BAC zero; belt availability unknown.
Uninjured.

Unit 2: Morris Mini van, 1975. RARU-VDI: 2RJGH999

Driver: M47; BAC zero; belt available, probably worn.
Serious, dangerous injuries; ISS = 13;
hospital 17 days; restricted activity 60 days;
minor permanent disability.

ACCIDENT NO. 111



Truck braked
and timber slid
forward and struck
driver of Unit 2
in face.

Half cabin truck with
load of timber

Scale: 0 5 10 metres

ACCIDENT 112

1757 hrs, night, dry road.

After waiting for a gap in the traffic large enough to pass through, the driver of Unit 2 proceeded to turn. However his engine apparently misfired as he turned. The oncoming motorcyclist, who initially thought that he would pass behind Unit 2, braked and slid into the side of Unit 2.

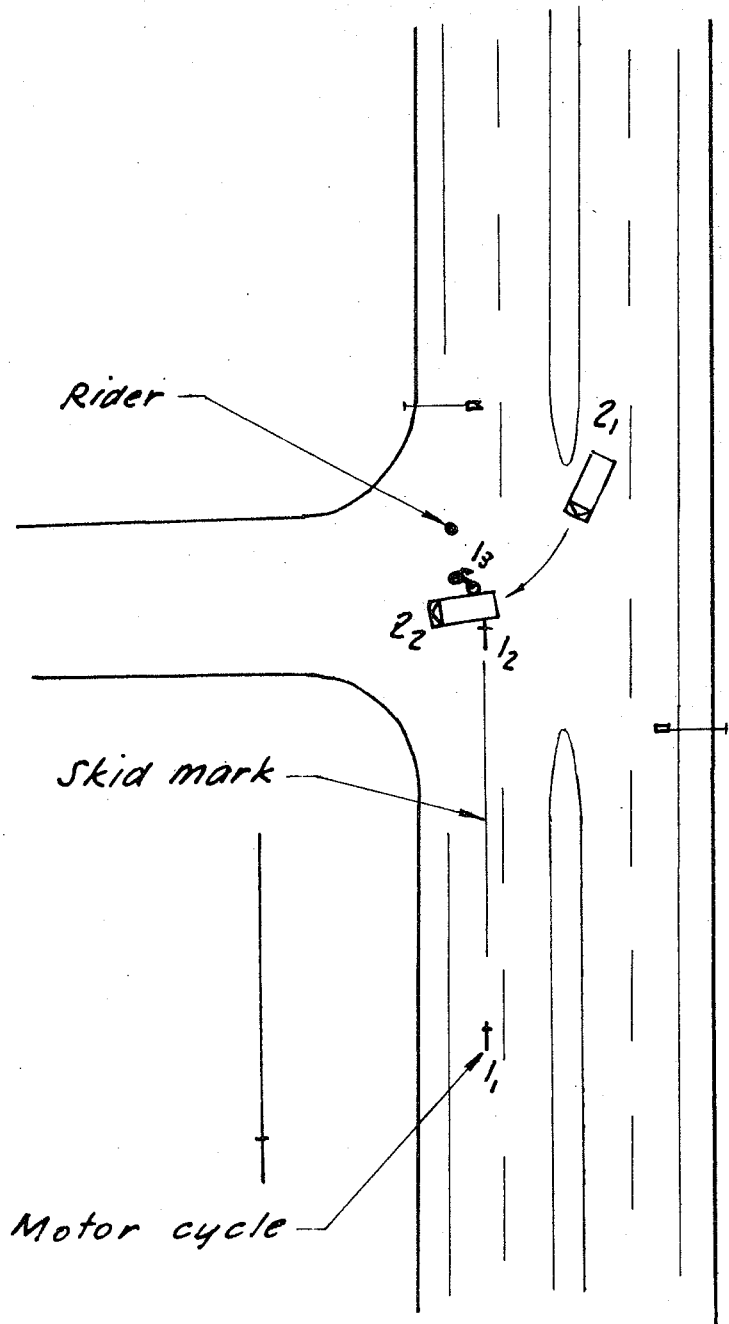
Unit 1: Honda CB175 road, 1970.

Rider: M30; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 7 days; minor permanent disability.

Unit 2: Holden HR 4 door sedan, 1967. RARU-VDI: 1ØLHENØØ9

Driver: M29; BAC zero; belt available, worn incorrectly. Uninjured.

ACCIDENT NO. 112



ACCIDENT 113

0106 hrs, night, dry road.

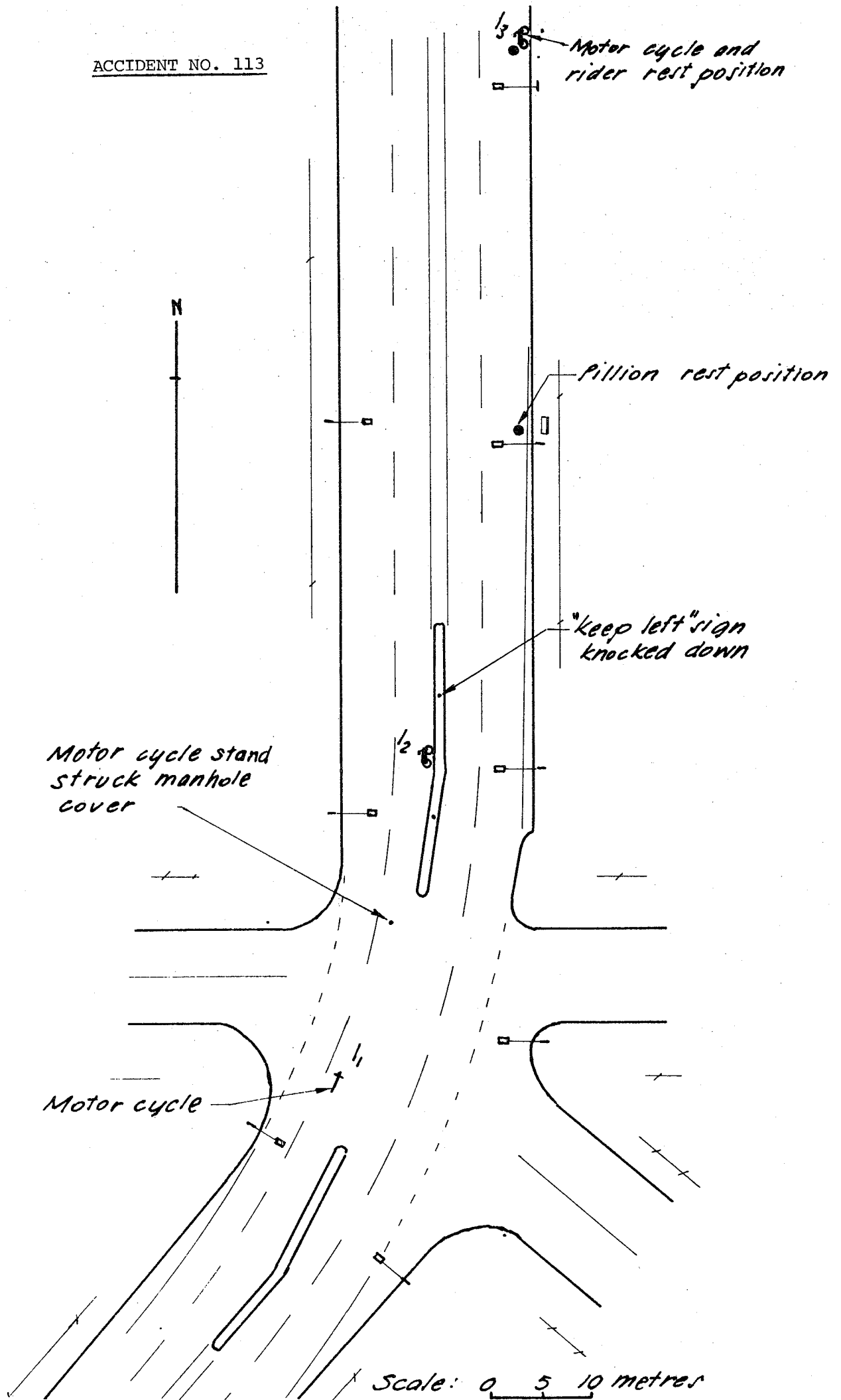
The motorcyclist was having a race with a friend and apparently entered the corner at about 120 kph. At the apex of the turn the motorcycle was banked over enough to cause the centre stand to scrape on the bitumen. However, this stand apparently caught on the rough paving surrounding a manhole cover and this caused the bike to skip sideways and roll over.

Unit 1: Honda CB750F road, 1975.

Rider: M19; BAC Ø.1Ø; full face helmet worn, strap buckled. Uninjured.

Pillion: M15; jet helmet worn, strap buckled. Minor injuries; ISS = 1.

ACCIDENT NO. 113



ACCIDENT 114

0855 hrs, day, dry road.

Both drivers slowed down for the intersection but Unit 1 was still travelling too fast to be able to stop after sighting the other vehicle. The driver of Unit 2 was looking to his right until just prior to the collision.

Unit 1: Vauxhall Victor 4 door sedan, 1964. RARU-VDI: 2FDEW040

Driver: F25; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 5;
restricted activity 3 days; no permanent
disability.

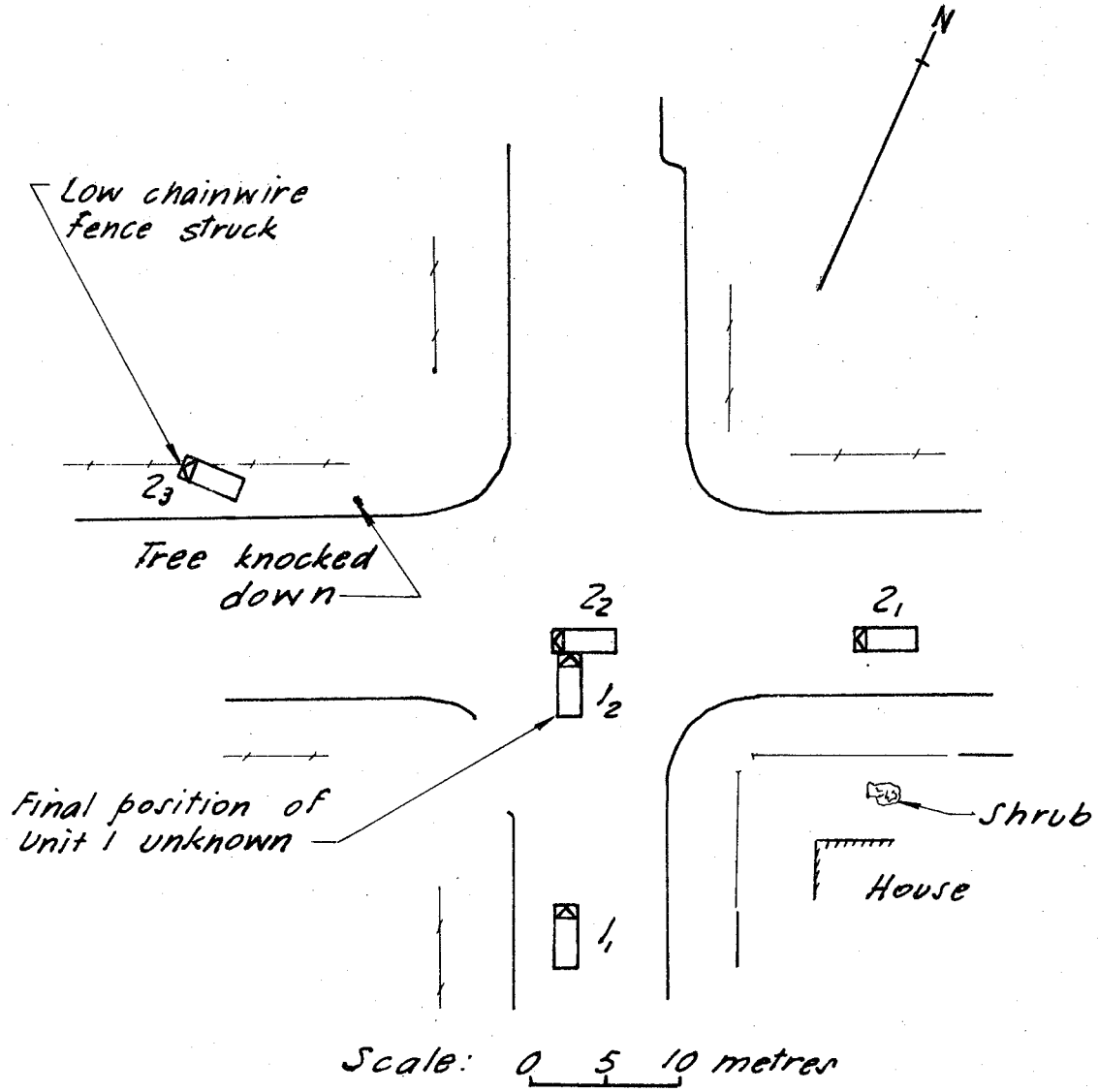
Passenger: LF; F7; no belt available. Minor injuries;
ISS = 1.

Passenger: CR; F5; no belt available. Uninjured.

Unit 2: Holden HK 4 door sedan, 1969. RARU-VDI: 9LGEW012
12FDEN005

Driver: M74; BAC zero; belt available, worn
incorrectly. Uninjured.

ACCIDENT NO. 114



ACCIDENT 115

1824 hrs, night, dry road.

The intoxicated driver of Unit 1 ran into the rear of a line of stationary vehicles at intersection traffic lights. These stationary vehicles were faced by a red light at the time of the accident.

Unit 1: Leyland Marina 4 door sedan, 1972. RARU-VDI: 12FDEWØ15

Driver: M20; BAC Ø.23; belt available, probably not worn. Uninjured.

Passenger: LF; M24; belt available, not worn. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restriction unknown; no permanent disability.

Unit 2: Ford Falcon XW 4 door sedan, 1969. RARU-VDI: 6BDEWØØ5
12FDLWØØØ

Driver: F64; BAC zero; belt available, unknown if worn. Minor injury; ISS = 2.

Passenger: LF; F36; belt available, unknown if worn. Uninjured.

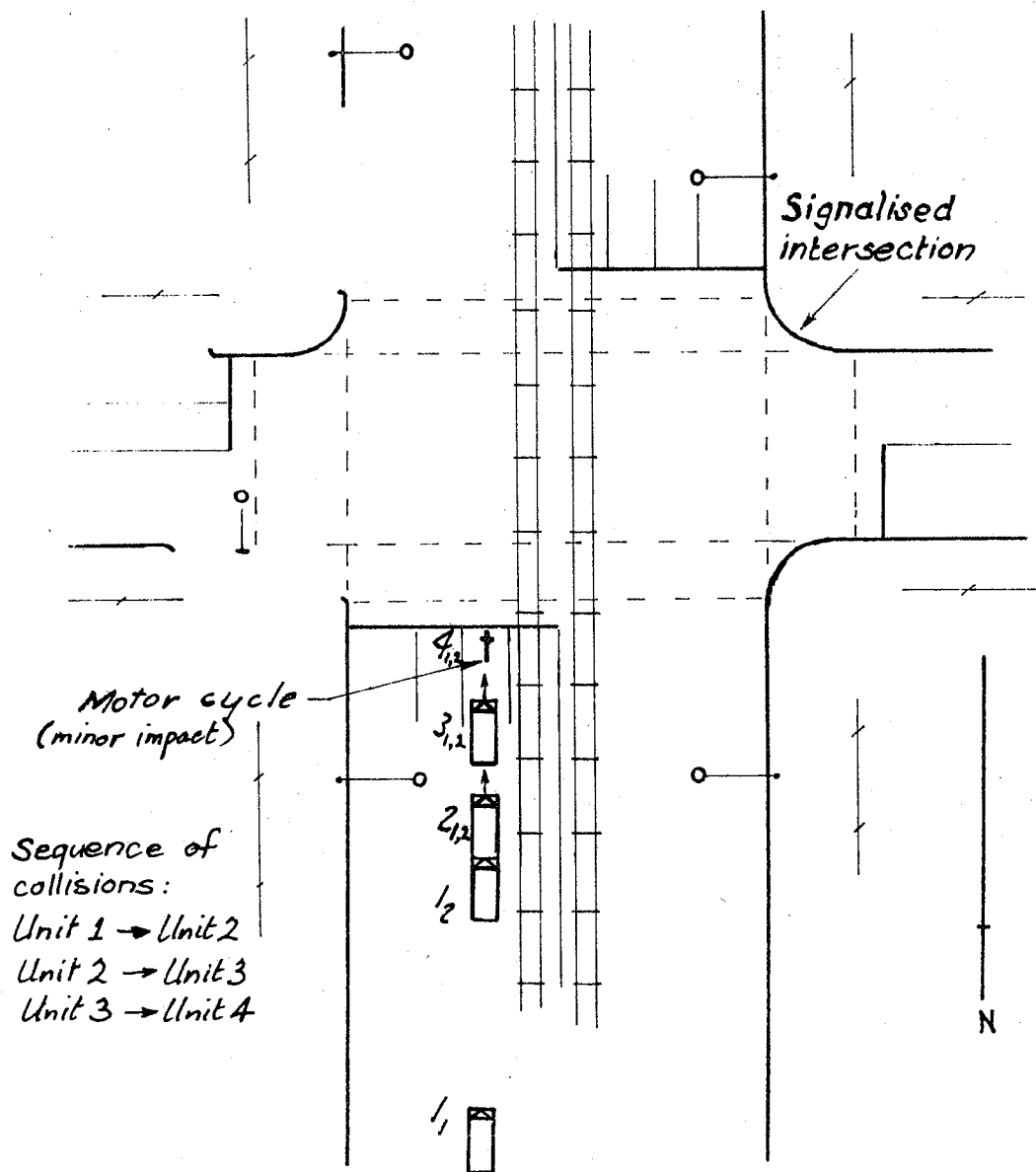
Unit 3: Volkswagen 1200 Beetle 2 door sedan, 1963.
RARU-VDI: 6BDMWØØ4

Driver: M18; BAC unknown; belt available, not worn. Uninjured.

Unit 4: Yamaha 250 trail.

Rider: M18; Uninjured.

ACCIDENT NO. 115



Scale: 0 5 10 metres

ACCIDENT 116

1417 hrs, day, dry road.

Although both Units slowed down on their approach to the intersection, neither driver detected the presence of the other vehicle until both had entered the intersection. The collision speed was quite low.

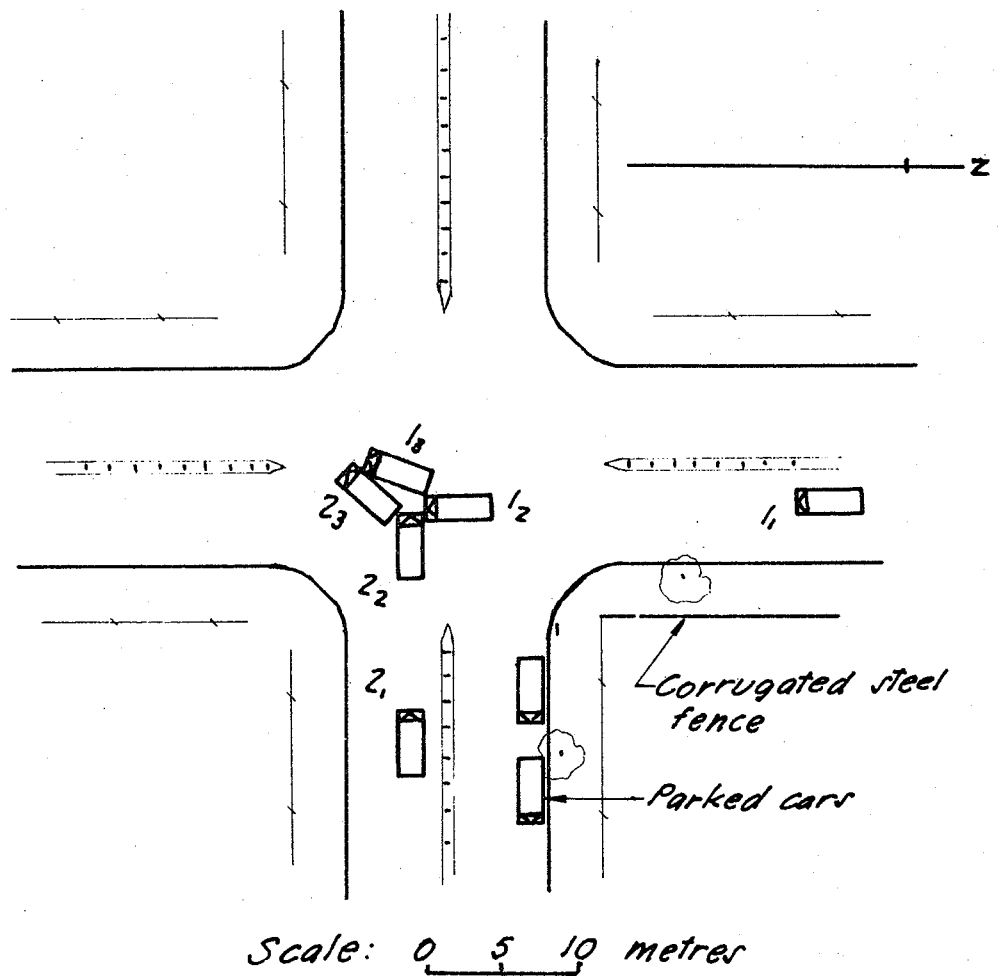
Unit 1: Holden HD 4 door sedan, 1965. RARU-VDI: 2RFEKØ13

Driver: F64; BAC zero; no belt available.
Minor injuries; ISS = 2; restricted activity
21 days; no residual disability.

Unit 2: Holden HD station wagon, 1965. RARU-VDI: 1ØLFECØ13

Driver: M53; BAC Ø.Ø1; belt available, worn very
loosely. Uninjured.

ACCIDENT NO. 116



ACCIDENT 117

0839 hrs, day, dry road.

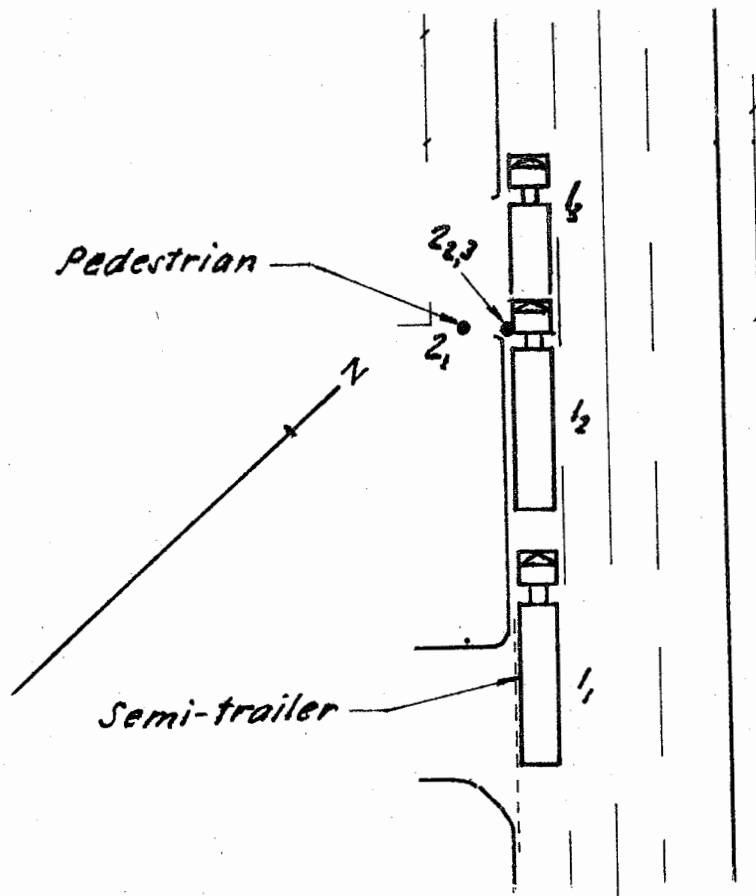
The pedestrian, who was reportedly suffering from depression associated with a chronic, incurable disease, apparently tried to commit suicide by running in front of the semi-trailer.

Unit 1: International 3070A prime mover with trailer, 1975.
SAE-VDI: no damage.

Driver: M26; BAC zero; no belt fitted. Uninjured.

Unit 2: Pedestrian: M55; BAC zero. Moderate, non-dangerous injuries; ISS = 4; hospital 21 days; restriction unknown; no permanent disability.

ACCIDENT NO. 117



Scale: 0 5 10 metres

ACCIDENT 118

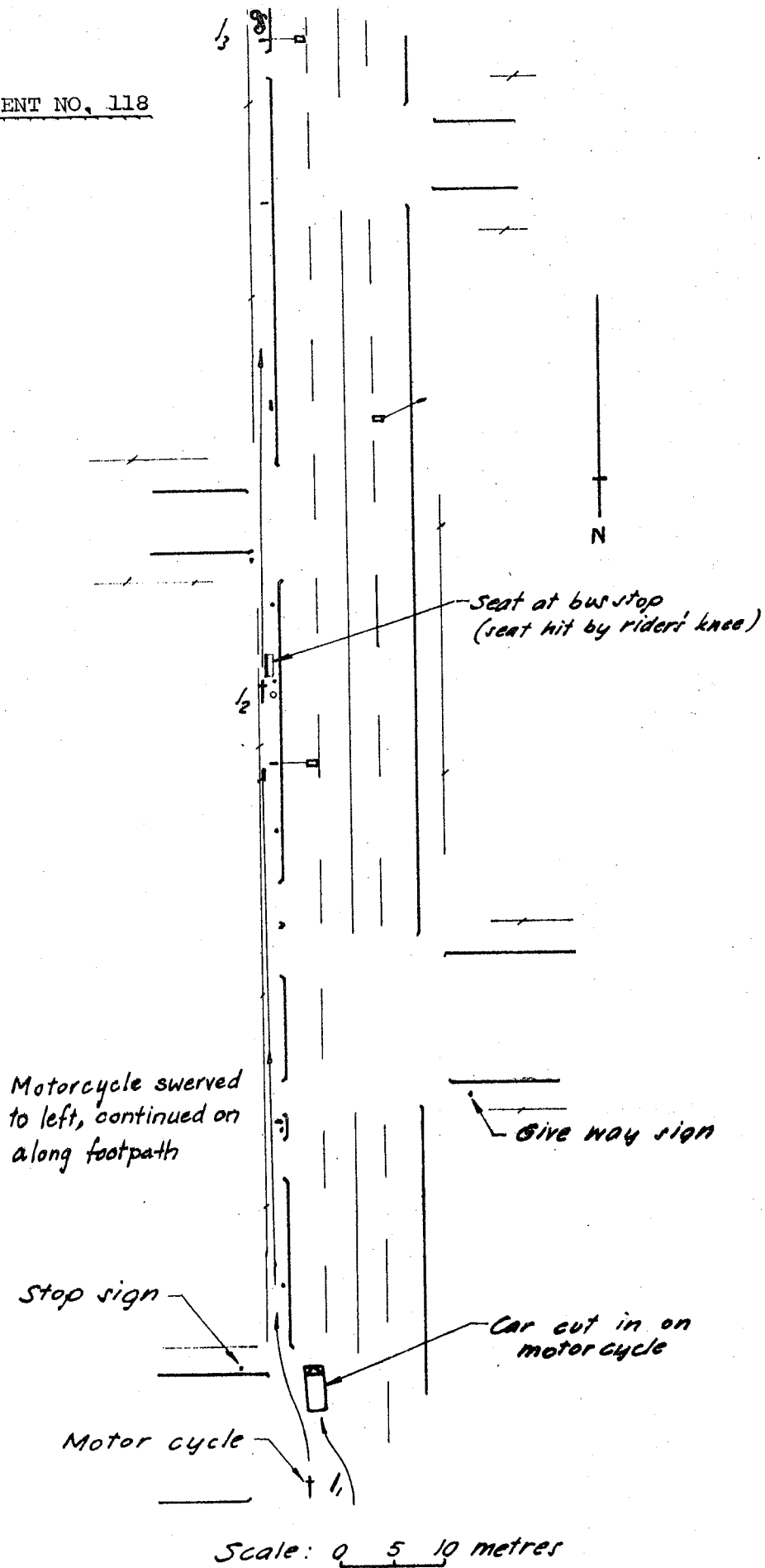
2107 hrs, night, dry road.

The motorcyclist claims to have been forced off the road by a car cutting in from the right hand side. After mounting the footpath, he continued along the footpath and tried to steer between a bus seat and the fence but struck his leg on the thread of a bolt protruding from the back of the seat. He slowed to a halt but was unable to balance owing to his injury and the bike and rider fell over.

Unit 1: Honda CB750 road, 1971.

Rider: M21; BAC 0.16; jet helmet worn, strap buckled.
Minor injury; ISS = 1; hospital 7 days;
restricted activity 14 days; no permanent
disability.

ACCIDENT NO. 118



ACCIDENT 119

0041 hrs, night, dry road.

The driver of Unit 1 was apparently chasing another car and attempted to negotiate the corner at excessive speed. He lost control of the vehicle which mounted the kerb and was unable to get the car back on the road before it collided with two fences and a home.

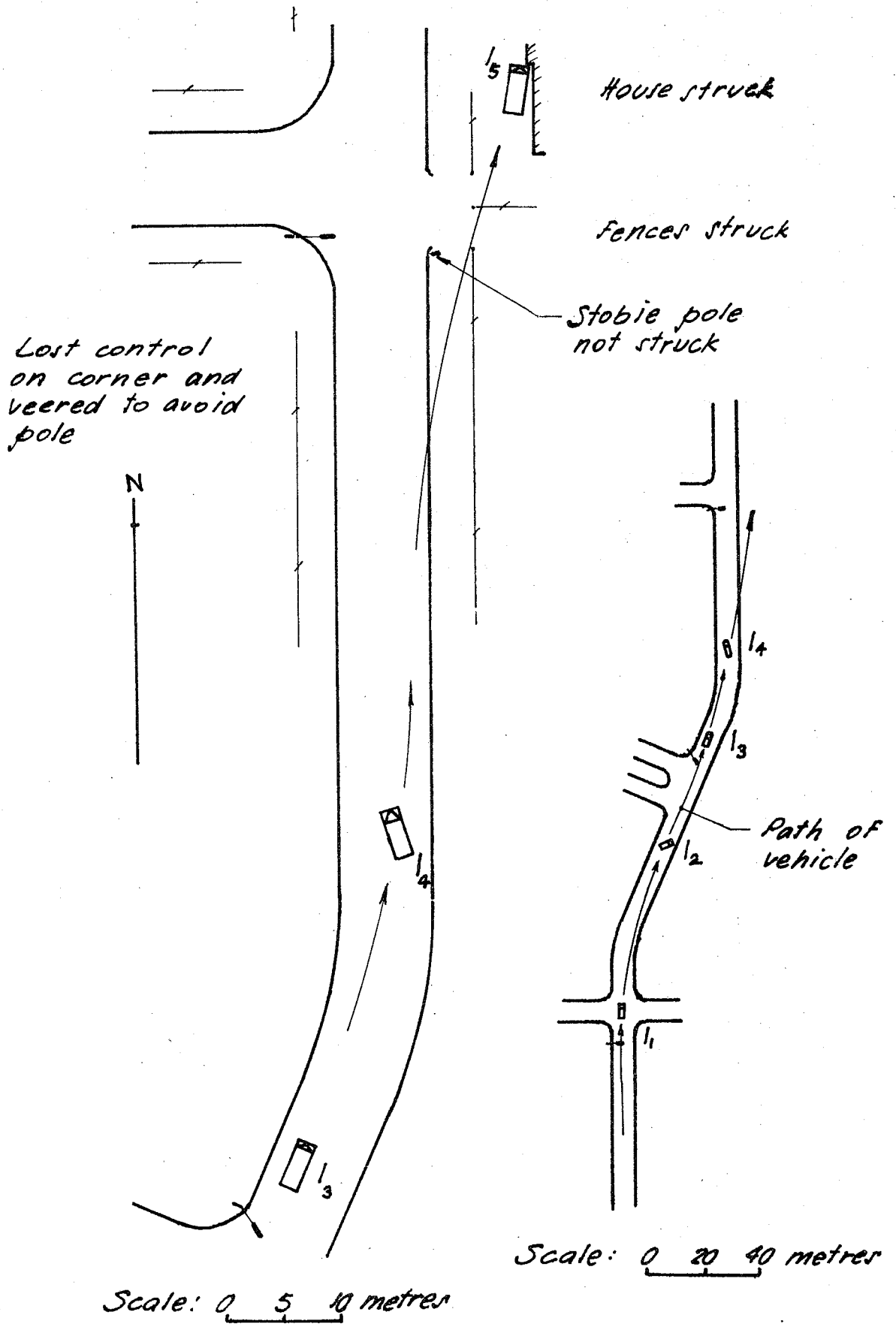
Unit 1: Ford Falcon XR station wagon, 1968. RARU-VDI: 12FCEN999
11FDEW071

Driver: M29; BAC 0.11; belt available, worn correctly.
Minor injuries; ISS = 1; hospital less than
24 hours; restricted activity 1 day; no
permanent disability.

Passenger: LF; M32; belt available, worn correctly.
Minor injuries; ISS = 1; hospital less
than 24 hours; restricted activity 2 days;
no permanent disability.

Passenger: LR; M17; no belt available. Moderate,
non-dangerous injuries; details unknown.

ACCIDENT NO. 119



The drivers' view of each others vehicle was restricted by a car facing south in the right turn lane. The driver of Unit 1 saw Unit 2 waiting to turn but the driver of Unit 2 was apparently not aware of any traffic approaching. When the lights changed from green to amber Unit 2 commenced to turn.

Unit 1: Holden HT 4 door sedan, 1969. RARU-VDI: 1FZEW040

Driver: M19; BAC zero; belt available, worn correctly. Uninjured.

Passenger: CF; F17; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 5; hospital less than 24 hours; restricted activity 1 day; no permanent disability.

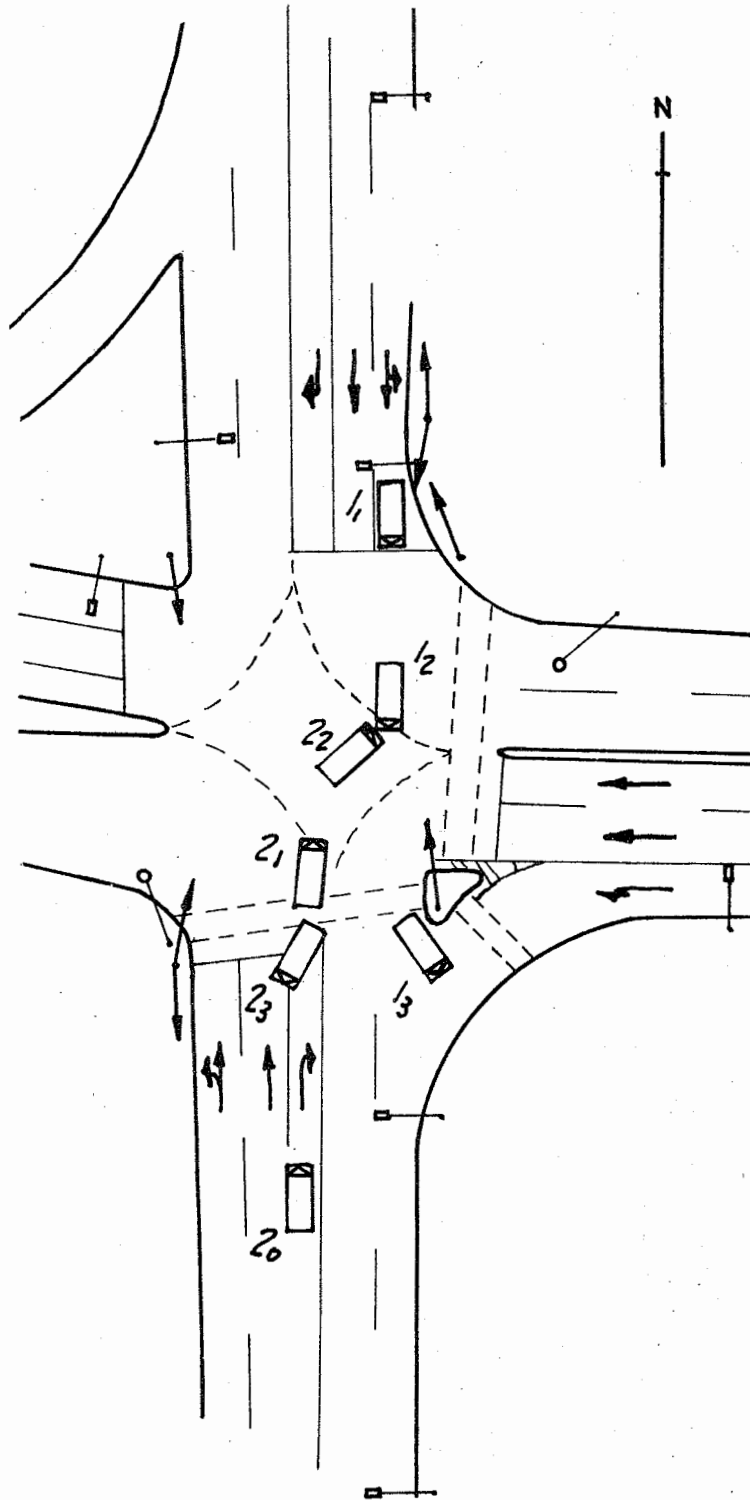
Passenger: LF; F16; belt available, worn correctly. Minor injuries; ISS = 1; restricted activity 1 day; no permanent disability.

Unit 2: Mazda Capella RE 4 door sedan, 1973.

RARU-VDI: 11FDEW050

Driver: M18; BAC unknown believed >.08; belt available, worn correctly. Moderate, non-dangerous injuries; ISS = 5; restricted activity 3 days; no permanent disability.

ACCIDENT NO. 120



Scale: 0 5 10 metres

ACCIDENT 121

1754 hrs, dusk, dry road.

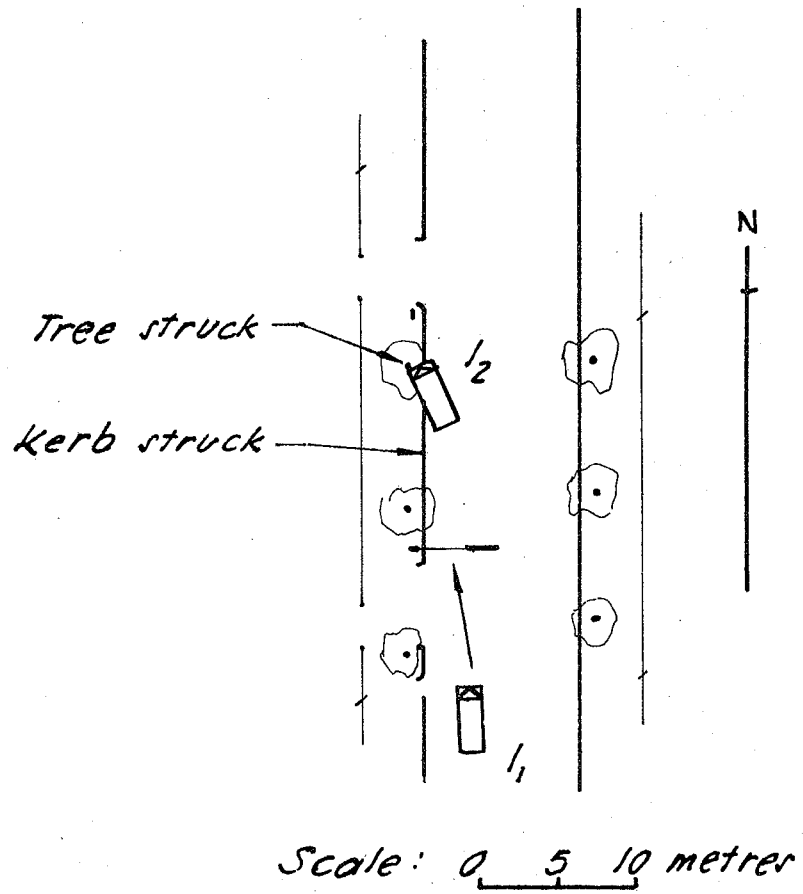
The intoxicated driver was having a conversation with his passenger. He turned to look at the passenger as he spoke and this apparently caused him to veer to the left where the vehicle mounted the kerb and struck a tree.

Unit 1: Holden EJ 4 door sedan, 1963. RARU-VDI: 12FLENØ32

Driver: M33; BAC Ø.23; no belt available.
Minor injuries; ISS = 2; hospital less than 24 hours; restricted activity 1 day; no residual disability.

Passenger: LF; M36; BAC Ø.25; no belt available.
Severe; non-dangerous injuries; ISS = 10; hospital 5 days; restricted activity 51 days; no permanent disability.

ACCIDENT NO. 121



ACCIDENT 122

0040 hrs, night, dry road.

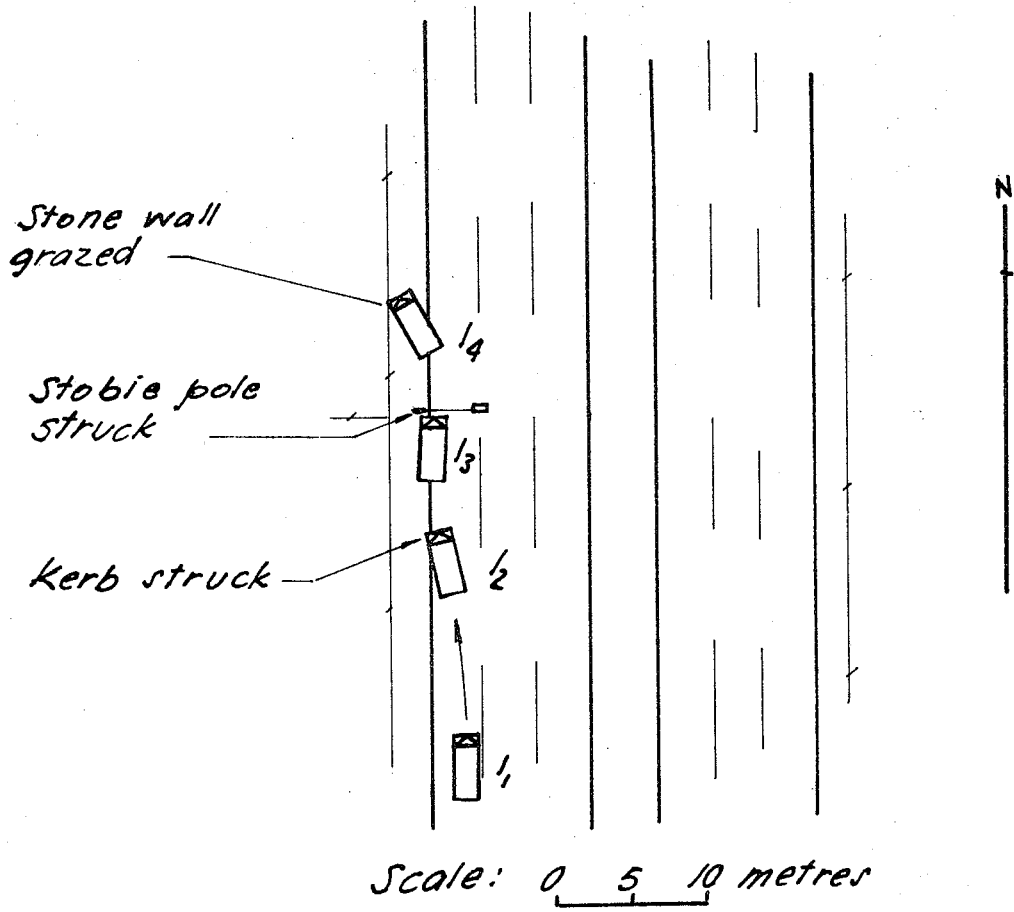
The female driver was having an argument with her boyfriend. He tried to physically control her and apparently pulled her head down below the level of the dashboard. When she managed to get to an upright position she found the car was travelling with the left wheels on the footpath and heading towards a utility pole. She swerved to the right and braked but the vehicle clipped the pole, continued out of control and hit a wall.

Unit 1: Renault R16TL 4 door sedan, 1972. RARU-VDI: 12FLENØ26
11FYEWØ25

Driver: F32; BAC Ø.Ø5; belt available, worn correctly.
Uninjured.

Passenger: LF; M30; belt fitted, not usable.
Minor injuries; ISS = 1.

ACCIDENT NO. 122



ACCIDENT 123

1729 hrs, day, dry road.

Both drivers were apparently aware of the presence of the other vehicle well before impact. However when the traffic lights changed from green to amber the semi-trailer (Unit 1) driver did not consider that he would be able to stop his fully laden vehicle before the intersection and continued through. The car (Unit 2) driver assumed the semi-trailer would stop and commenced to turn right. After impact Unit 2 had a minor secondary impact with Unit 3.

Unit 1: Atkinson Gardener 240 prime mover with trailer, 1972.
SAE-VDI: 11FLLE1

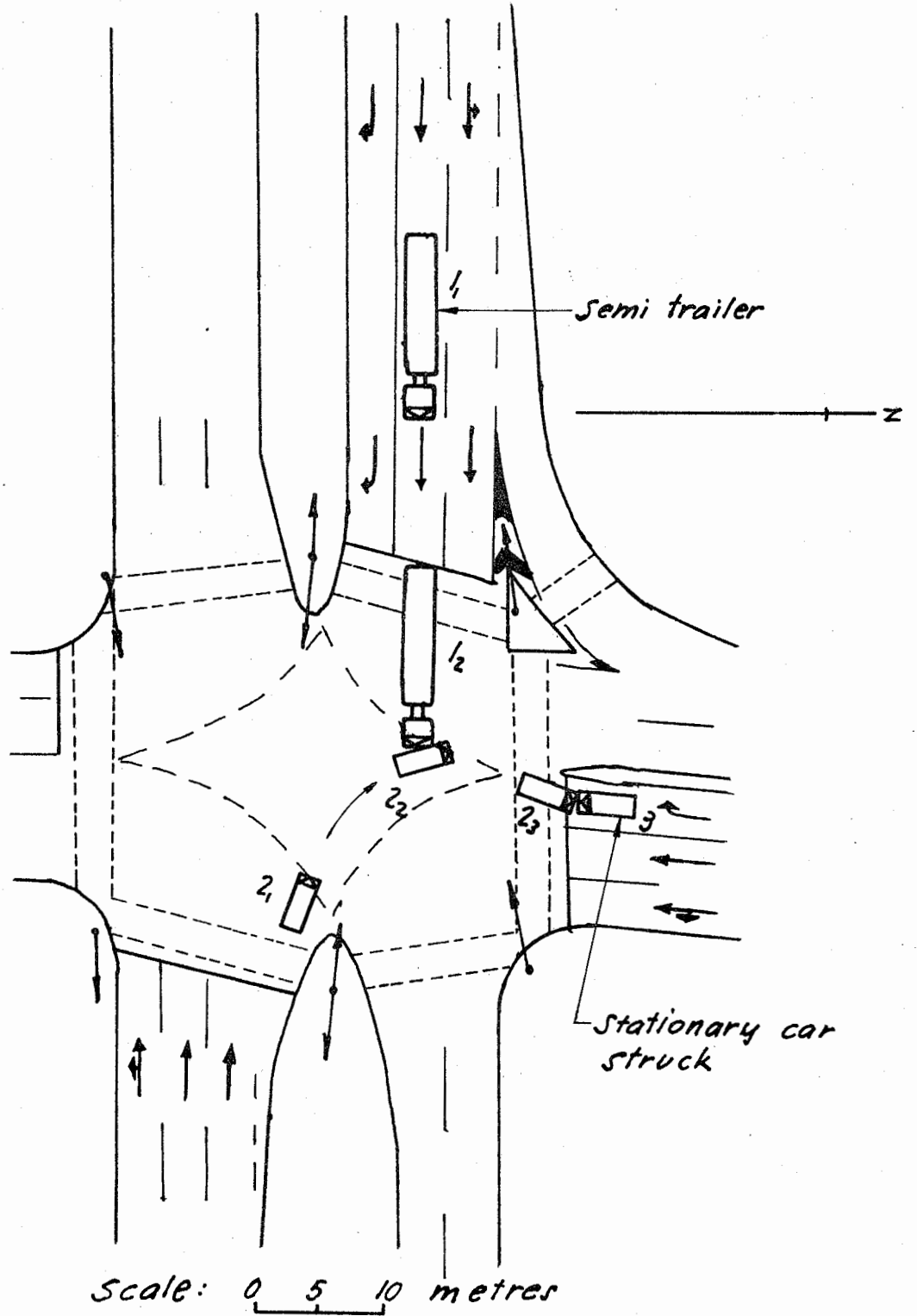
Driver: M20; BAC zero; no belt available. Uninjured.

Unit 2: Morris 1500 4 door sedan, 1970. RARU-VDI: 9LPEKØ12

Driver: F19; BAC unknown; belt available, worn very loosely. Uninjured.

Unit 3: Torana GTR, left scene.

ACCIDENT NO. 123



ACCIDENT 124

1821 hrs, night, damp road
(not raining)

Unit 1 was crossing the signalised intersection during the green light phase. The driver of Unit 2 either thought that the green right turn arrow was activated or failed to detect the approach of Unit 1; he claims to not remember the exact reason for his action which was to turn into the path of Unit 1.

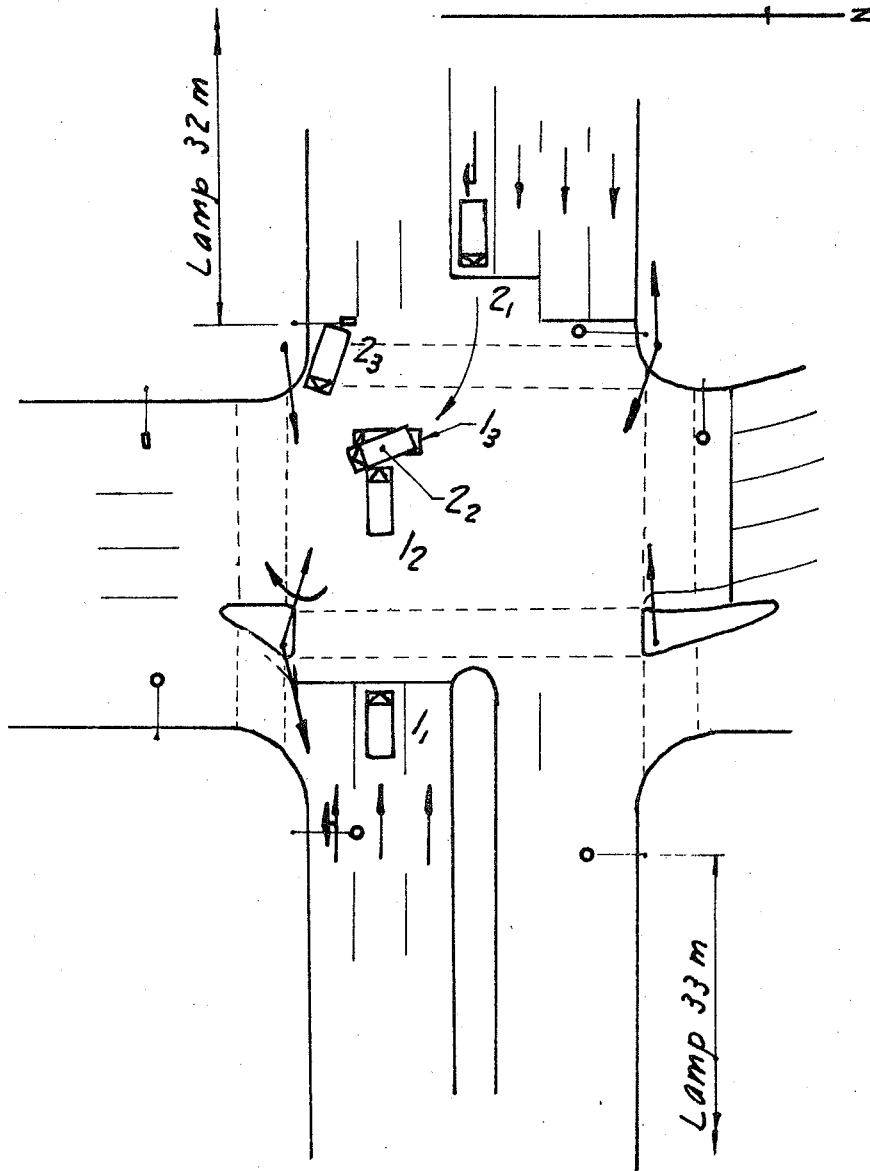
Unit 1: BMW 3.0 SI 4 door sedan, 1972. RARU-VDI: 11FDEW042

Driver: F28; BAC zero; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 4;
hospital less than 24 hours; restricted
activity 4 days; no residual disability.

Unit 2: Mazda 929 2 door coupe, 1974. RARU-VDI: 10LYAW039

Driver: M68; BAC zero; belt available, not worn.
Critical injuries; ISS = 20; hospital
33 days; restriction greater than 96 days;
major permanent disability.

ACCIDENT NO. 124



Scale: 0 5 10 metres

ACCIDENT 125

1310 hrs, day, dry road.

Unit 2 was travelling in the left lane when a small child ran out from the front of a parked car. The driver swerved to the right but the side of the car struck the child.

Unit 1: Pedestrian: M3. Minor injuries; ISS = 1; restricted activity 3 days; no permanent disability.

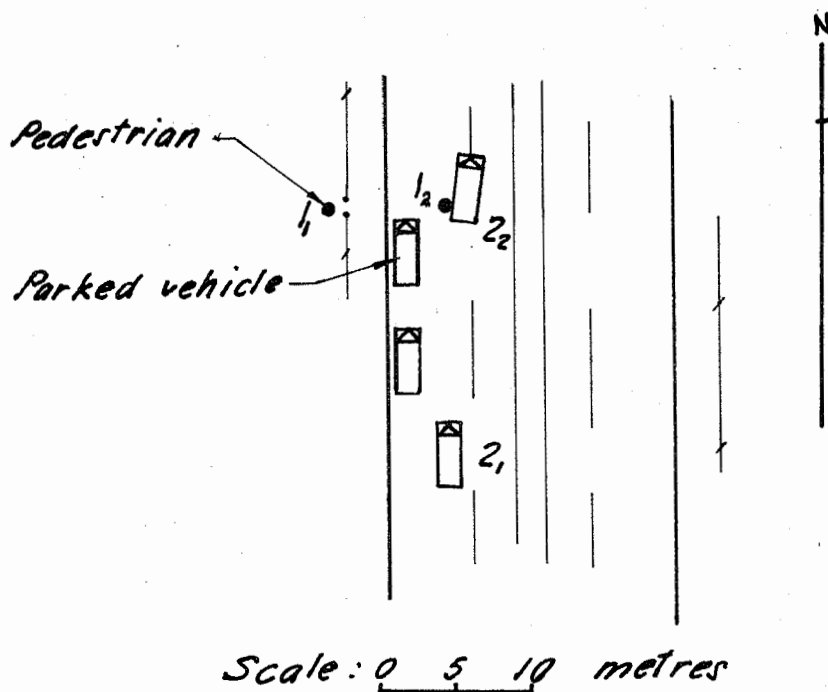
Unit 2: Chrysler Valiant VJ 4 door sedan, 1975.
RARU-VDI: 9LPEN001

Driver: M35; BAC zero; belt fitted, unknown if worn.
Uninjured.

Passenger: LF; M56; belt fitted, unknown if worn.
Uninjured.

Passenger: RR; M age unknown; belt fitted, unknown if worn. Uninjured.

ACCIDENT NO. 125



ACCIDENT 126

2024 hrs, night, dry road.

Partly owing to the visual restriction imposed by roadside objects, the driver of Unit 1 said he did not see Unit 2 approaching until shortly before they entered the intersection. The driver of the Unit 2 was looking for a particular address and did not realise that he was crossing an intersection.

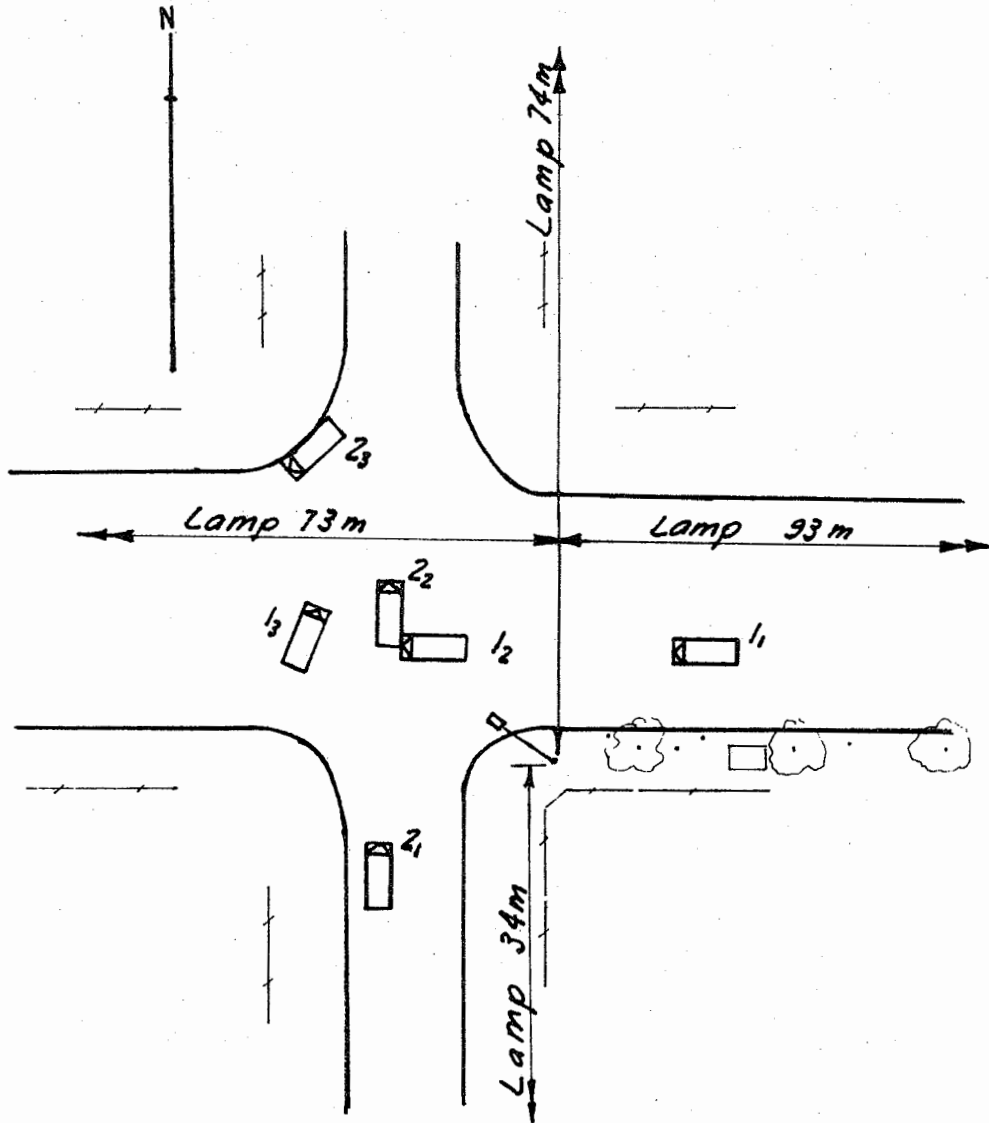
Unit 1: Holden HD 4 door sedan, 1965. RARU-VDI: 11FDEW010

Driver: F22; BAC zero; belt available, probably not worn. Minor injuries; ISS = 1; restricted activity 4 days; no permanent disability.

Unit 2: Volkswagen 1300 2 door sedan, 1971. RARU-VDI: 1RBEW016

Driver: M27; BAC zero; no belt available. Severe, non-dangerous injuries; ISS = 22; hospital 4 days; restriction and disability unknown.

ACCIDENT NO. 126



Scale: 0 5 10 metres

ACCIDENT 127

0944 hrs, day, dry road.

As a semi-trailer (Unit 1) approached the intersection the traffic lights changed to amber. The driver either failed to stop or was unable to stop and continued across the intersection. Meanwhile the green phase began for cross traffic and the motorcyclist turned left into the path of the semi-trailer.

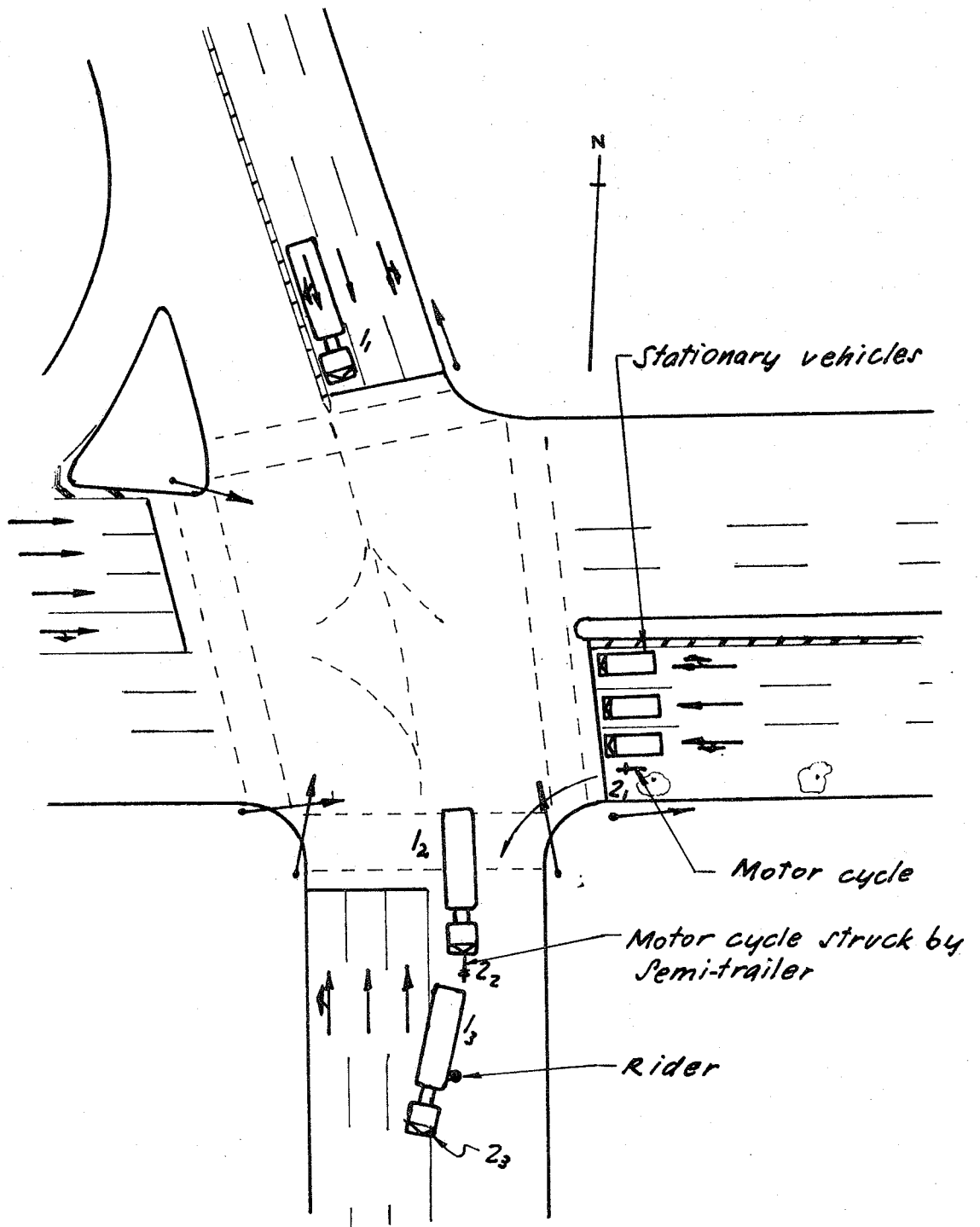
Unit 1: Dodge forward control prime mover with trailer, 1971.
No damage.

Driver: M44; BAC zero; no belt available. Uninjured.

Unit 2: Yamaha DT250C trail, 1976.

Rider: M20; BAC zero; jet helmet worn, strap buckled.
Serious, dangerous injuries; ISS = 9;
hospital 44 days; restricted activity greater
than 96 days; major permanent disability.

ACCIDENT NO. 127



Scale: 0 5 10 metres

ACCIDENT 128

1715 hrs, day, dry road.

As the motorcyclist approached the intersection he saw Unit 2 on his right and slowed down. Unit 2 also slowed down and its driver was looking to her right. She did not see the approaching motorcyclist as she entered the intersection. The motorcyclist, however, had assumed that Unit 2 would allow him to proceed and accelerated.

Unit 1: Yamaha RD350 road, 1973.

Rider: M17; BAC zero; jet helmet worn, buckle strapped. Minor injuries; ISS = 2; restricted activity 7 days; no permanent disability.

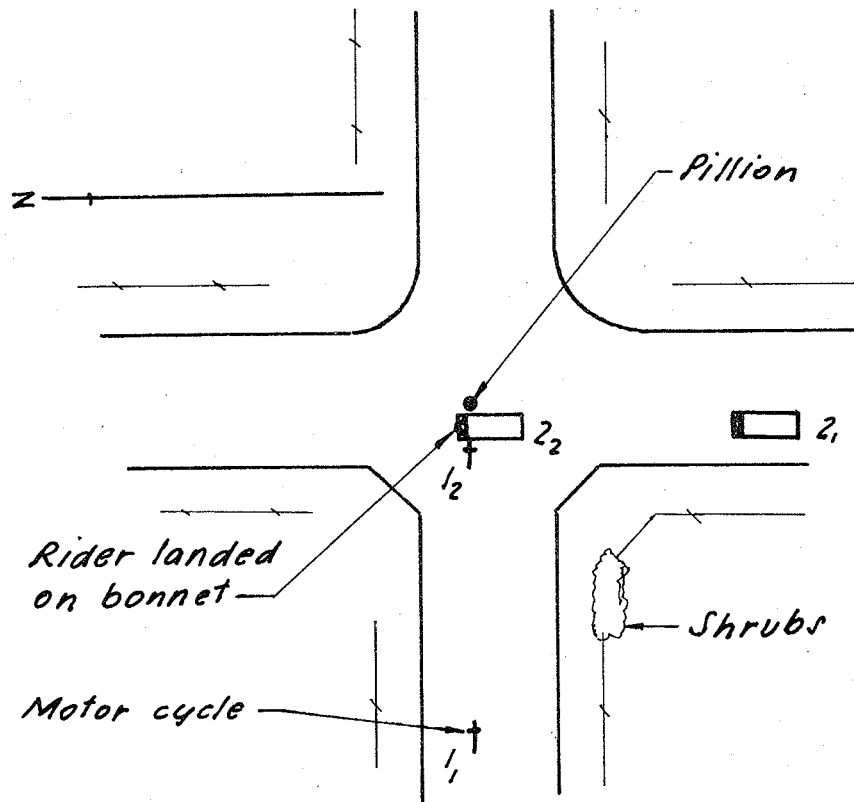
Pillion: M20; jet helmet worn, buckle strapped. Minor injuries; ISS = 1; hospital less than 24 hours; no restriction or disability.

Unit 2: Holden HJ 4 door sedan, 1975. RARU-VDI: 9LFENØ18

Driver: F54; BAC zero; belt available, probably worn. Uninjured.

Passenger: LF; F16; belt available, probably worn. Uninjured.

ACCIDENT NO. 128



Scale: 0 5 10 metres

ACCIDENT 129

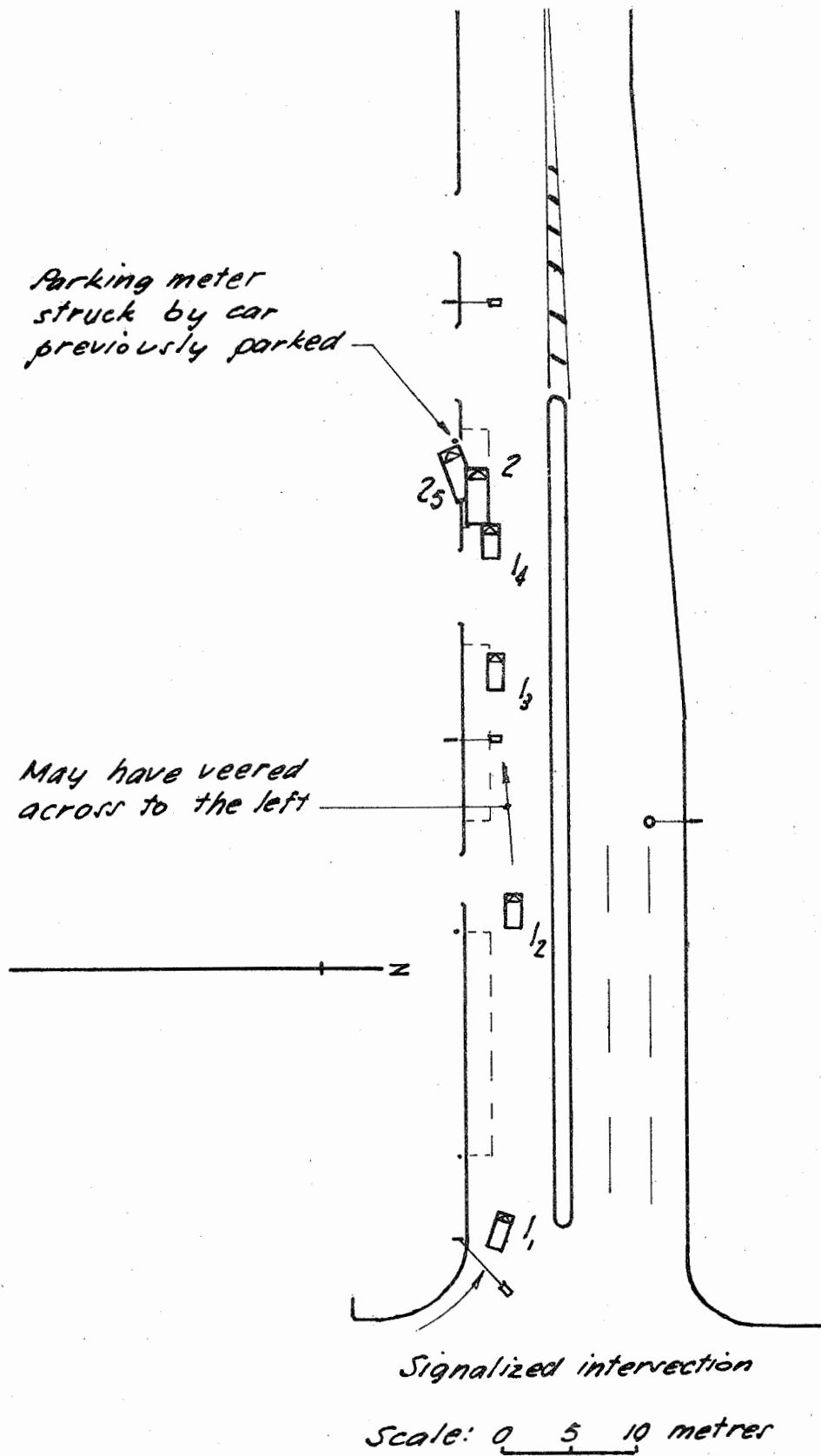
2249 hrs, night, wet road
(raining)

After turning left, Unit 1 continued for about 60 metres before striking a parked car. The driver said she remembered seeing the other vehicle but cannot recall why she did not avoid it.

Unit 1: Leyland Mini Moke, 1973. SAE-VDI: 11FLEN3

Driver: F20; BAC zero; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 7 days;
no permanent disability.

ACCIDENT NO. 129



ACCIDENT 130

2000 hrs, night, dry road.

Both drivers decelerated as they approached the intersection but neither slowed enough to allow for the low sight distance available. The driver of Unit 1 braked prior to the collision, but the driver of Unit 2 said he was looking for traffic from his right and consequently took no avoiding action.

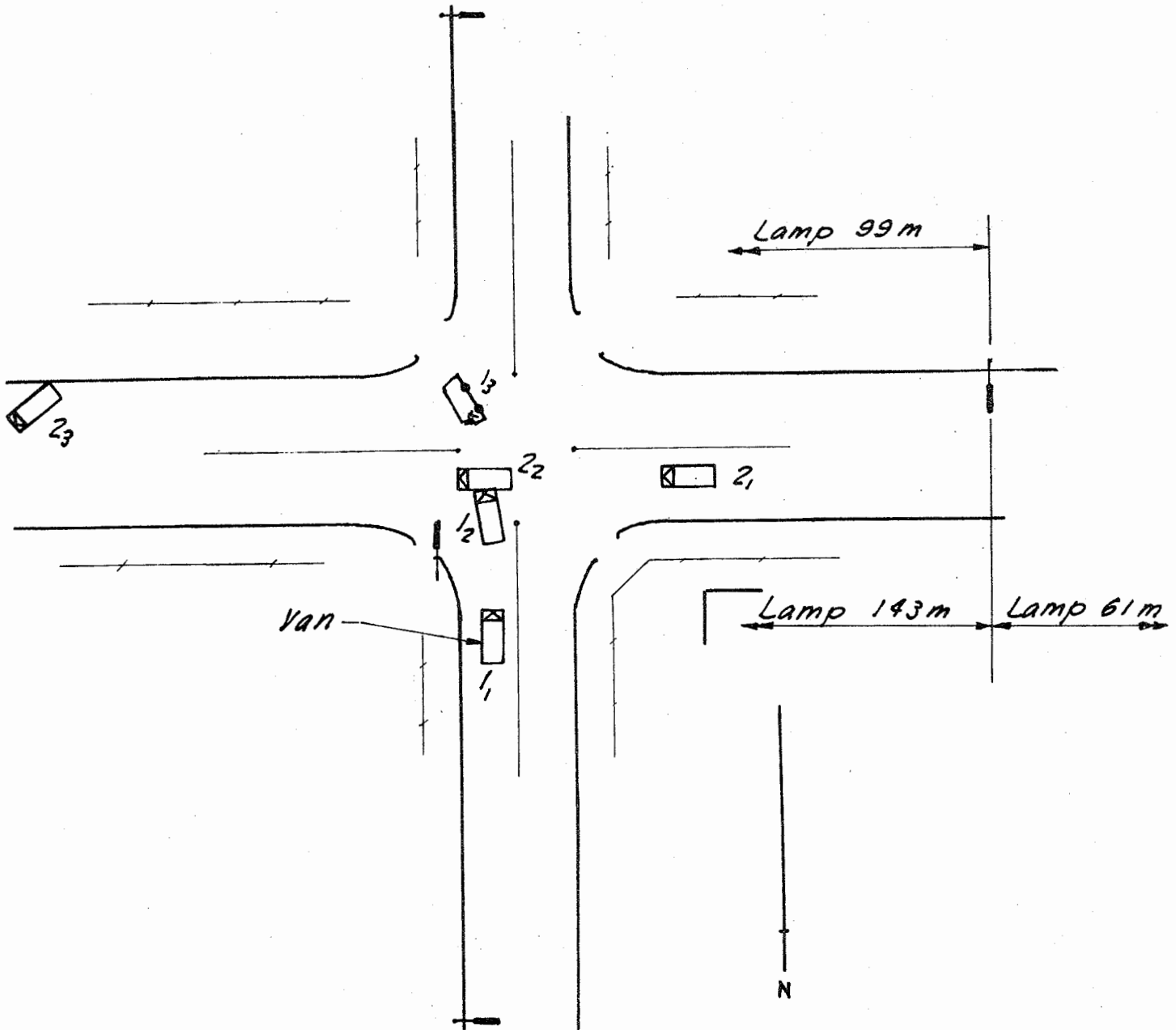
Unit 1: Volkswagen Microbus Mk 1, 1967. SAE-VDI: 1FZEW5
3RDA01

Driver: M21; BAC 0.04; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 5;
restricted activity 4 days; no permanent
disability.

Unit 2: Volkswagen 1200 Beetle 2 door sedan, 1958.
RARU-VDI: 9LZHW016

Driver: M49; BAC zero; no belt available.
Minor injuries; ISS = 1; restricted activity
2 days; no permanent disability.

ACCIDENT NO. 130



Scale: 0 5 10 metres

ACCIDENT 131

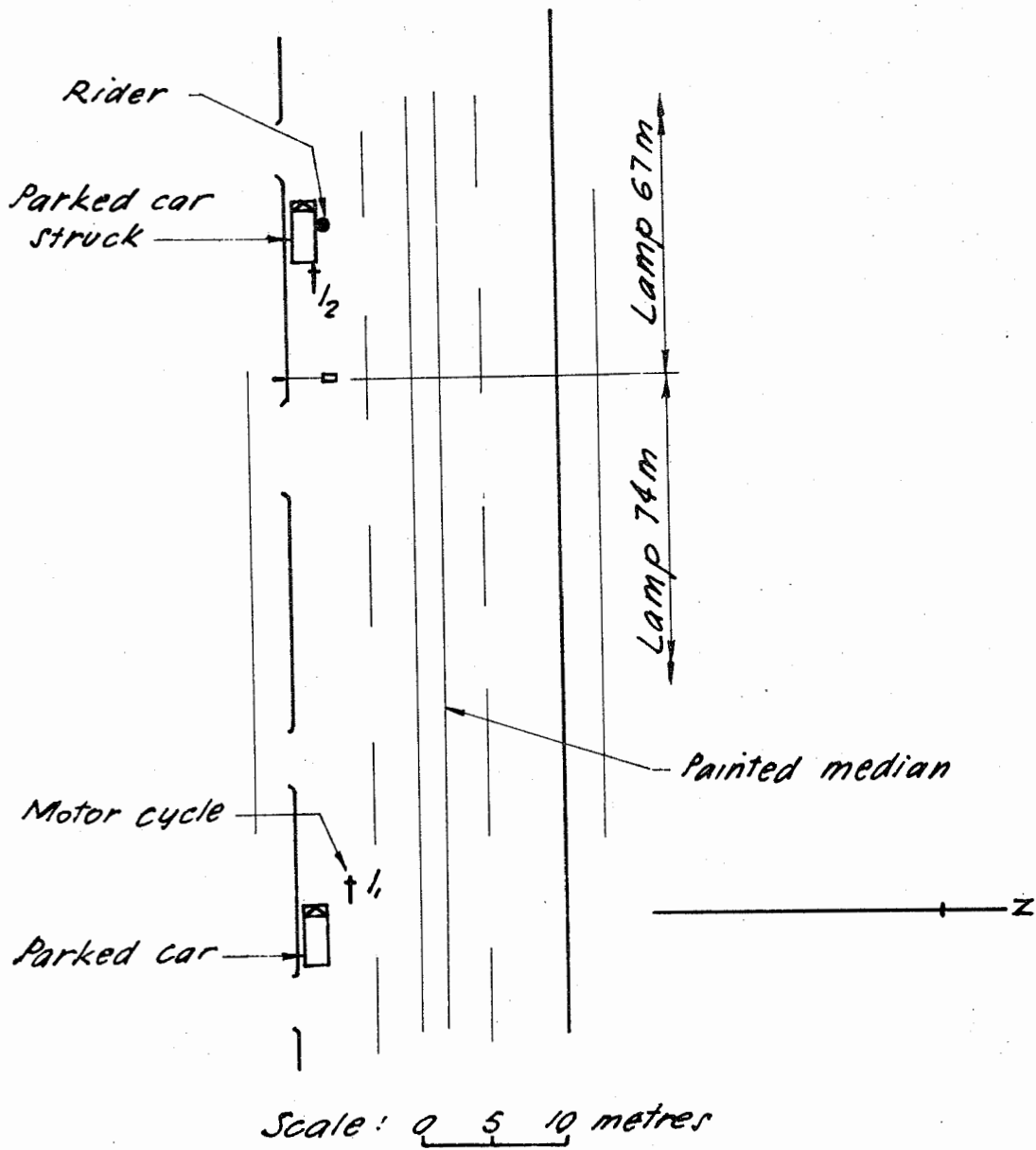
2010 hrs, night, dry road.

The learner rider heard a rattle on his motorcycle and leaned over and looked down to try to identify its source. He looked up just as he was about to collide with the parked car. His helmet was fitted with a dark tinted visor which is likely to have impaired his ability to detect the presence of the parked vehicle earlier.

Unit 1: Honda CB750 road, 1971.

Rider: M19; BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 2; restriction and disability unknown.

ACCIDENT NO. 131



ACCIDENT 132

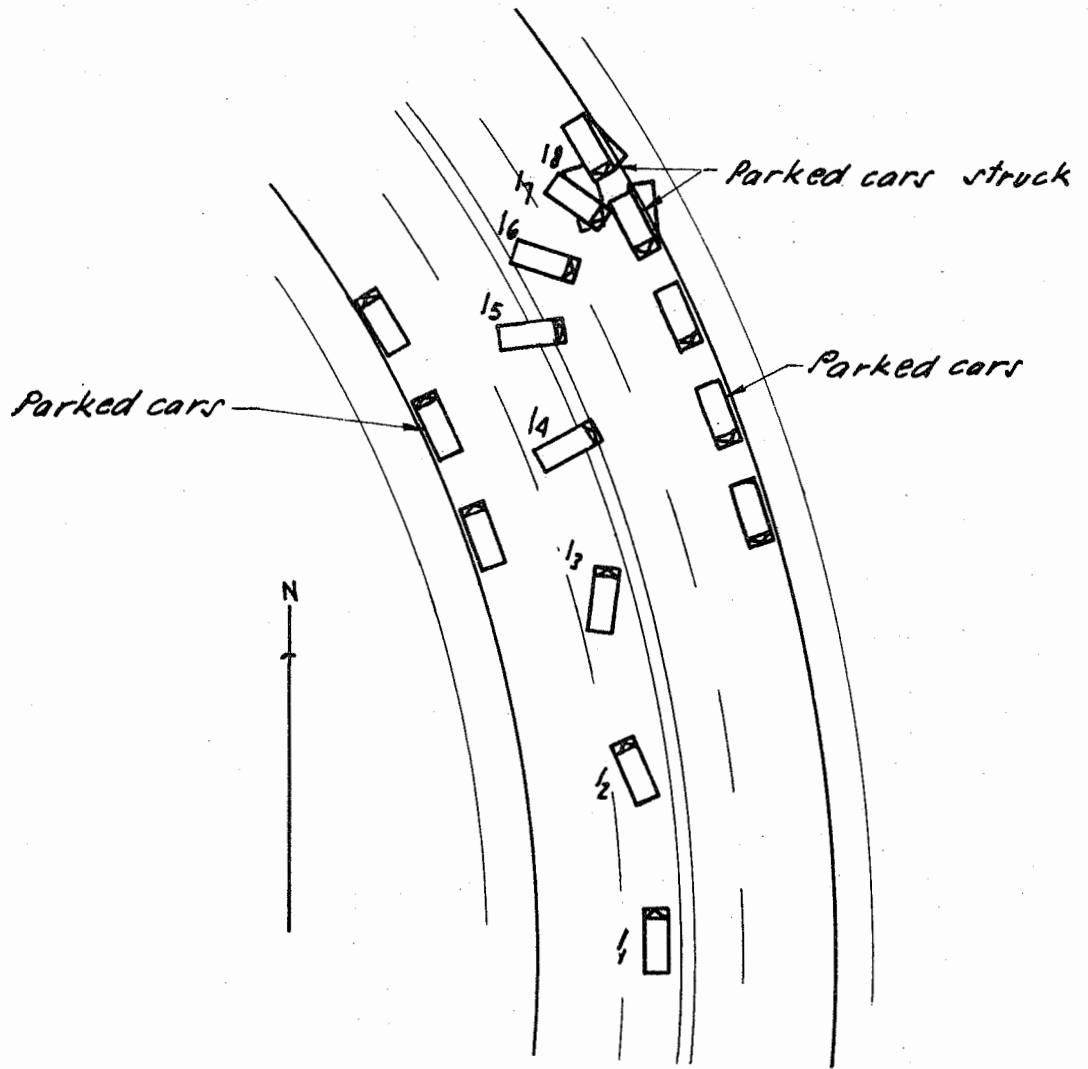
0813 hrs, day, damp road
(not raining)

As the driver accelerated around the left hand curve the car started to spin anticlockwise. He took his foot off of the throttle and attempted to apply corrective steering but began to spin in the other direction. He applied the brakes as he crossed the road before striking parked cars.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 9LFEC005
9LHEW013

Driver: M17; BAC zero; belt available, probably worn.
Uninjured.

ACCIDENT NO. 132



Scale: 0 5 10 metres

ACCIDENT 133

2129 hrs, night, dry road.

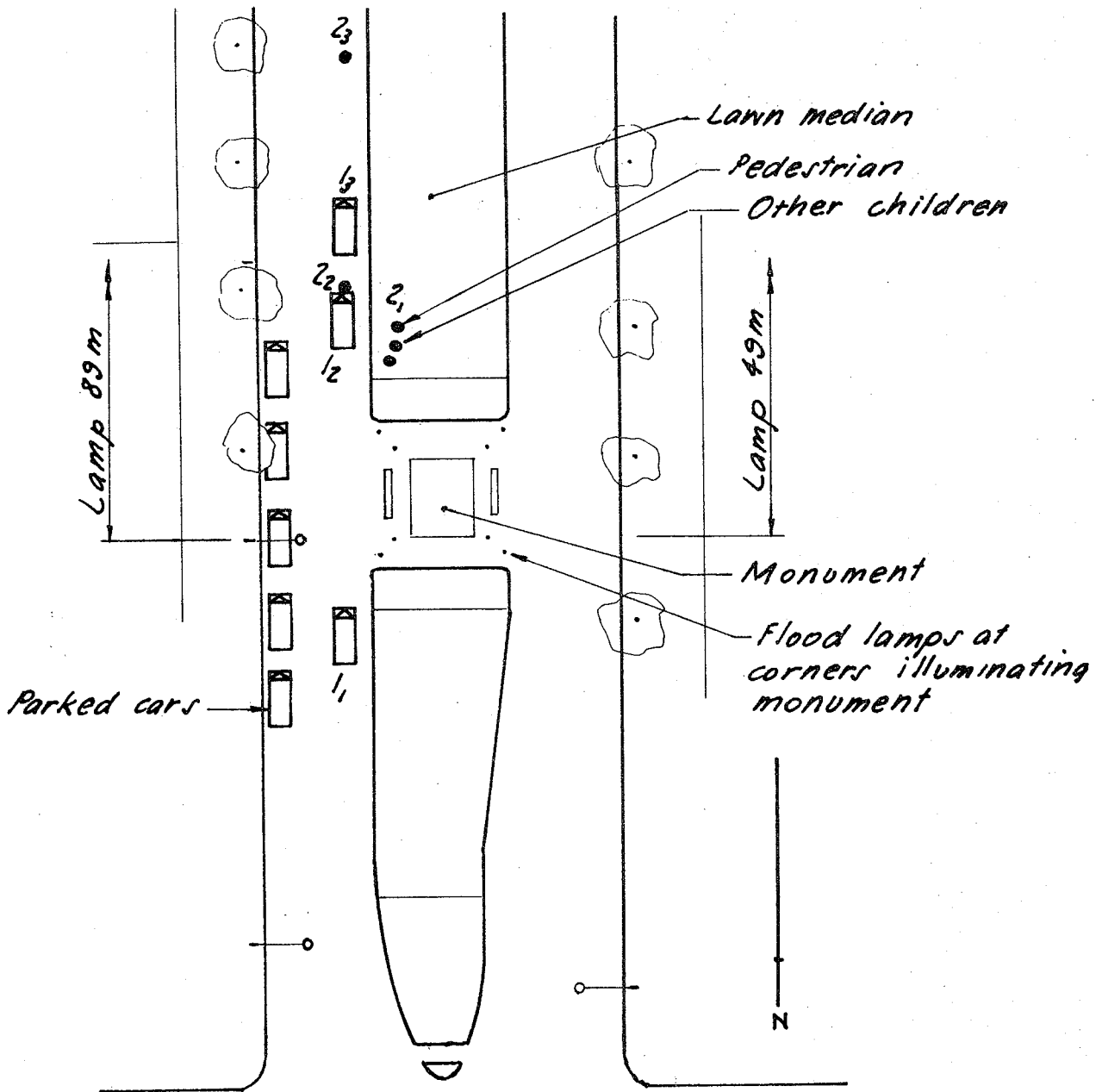
As the driver approached the accident site he claims he saw some children playing on the median strip. Three children ran to the edge of the road and when two stopped to wait for his vehicle to pass the driver assumed the third would also stop. However this child ran onto the road.

Unit 1: Renault R10 4 door sedan, 1968. RARU-VDI: 12FCKN004

Driver: M36; BAC unknown; belt available, unknown if worn. Uninjured.

Unit 2: Pedestrian: M6. Severe, non-dangerous injuries; ISS = 8; hospital 3 days; restricted activity 7 days; no residual disability.

ACCIDENT NO. 133



Signalised intersection

Scale: 0 5 10 metres

ACCIDENT 134

1637 hrs, day, dry road.

Unit 2 was initially stationary at the kerb waiting to execute a 'U' turn. After allowing an oncoming car to pass the driver did not check adequately to her rear and turned directly into the path of the motorcyclist.

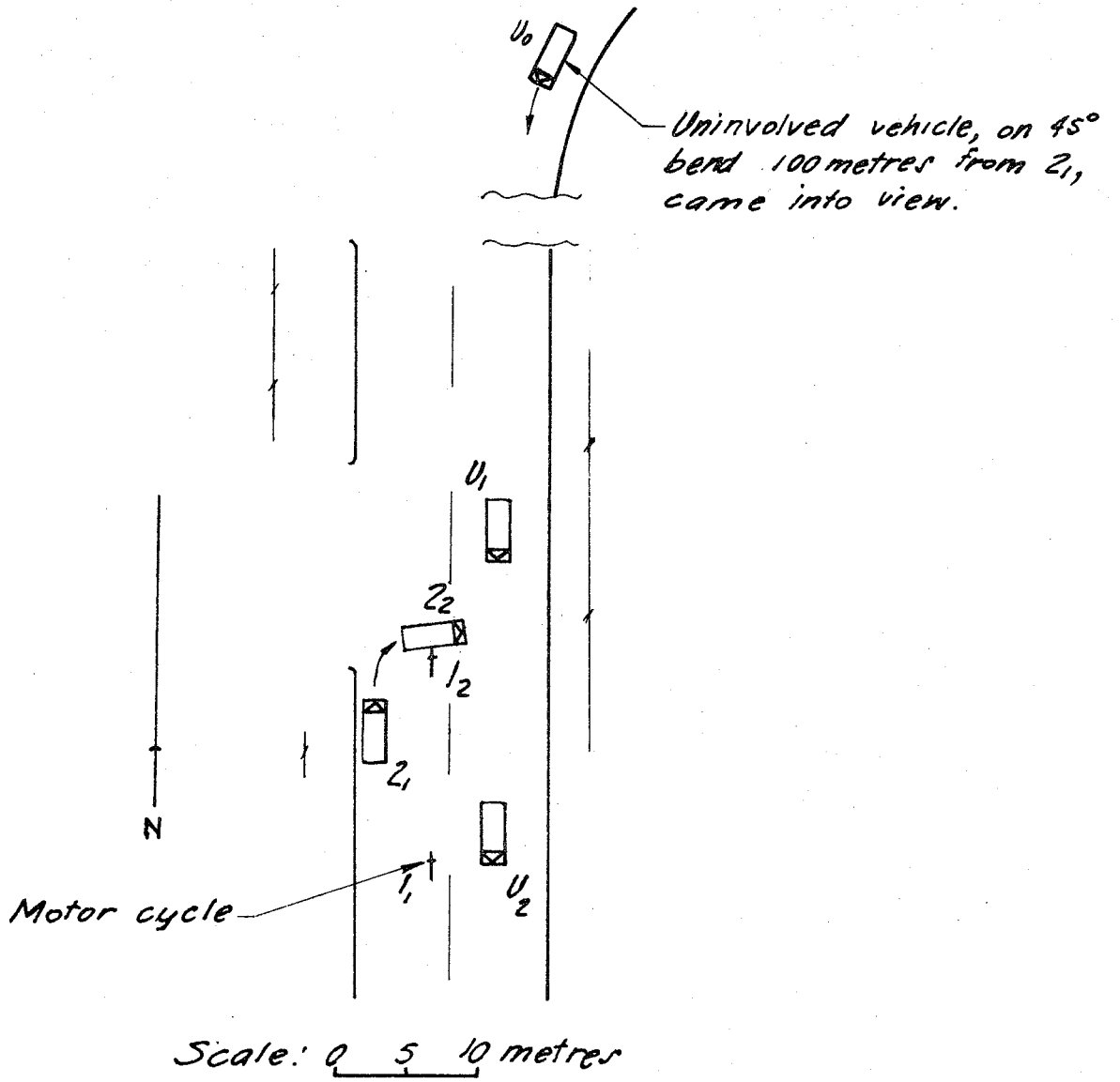
Unit 1: Honda XL 350 trail, 1975.

Rider: M24; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 1; restricted activity
7 days; no permanent disability.

Unit 2: Holden EJ 4 door sedan, 1962. RARU-VDI: 9RZEW005

Driver: F52; BAC zero; no belt available. Uninjured.

ACCIDENT NO. 134



ACCIDENT 135

1900 hrs, night, dry road.

When the driver of Unit 1 became aware of the pedestrian crossing in front of him he braked, locking the wheels, but was unable to swerve owing to the vehicles in the lanes adjacent to him. The highly intoxicated pedestrian claimed to have seen the cars approaching but thought that he had time to cross.

Unit 1: Holden HQ 4 door sedan, 1973. RARU-VDI: 17AAJW999

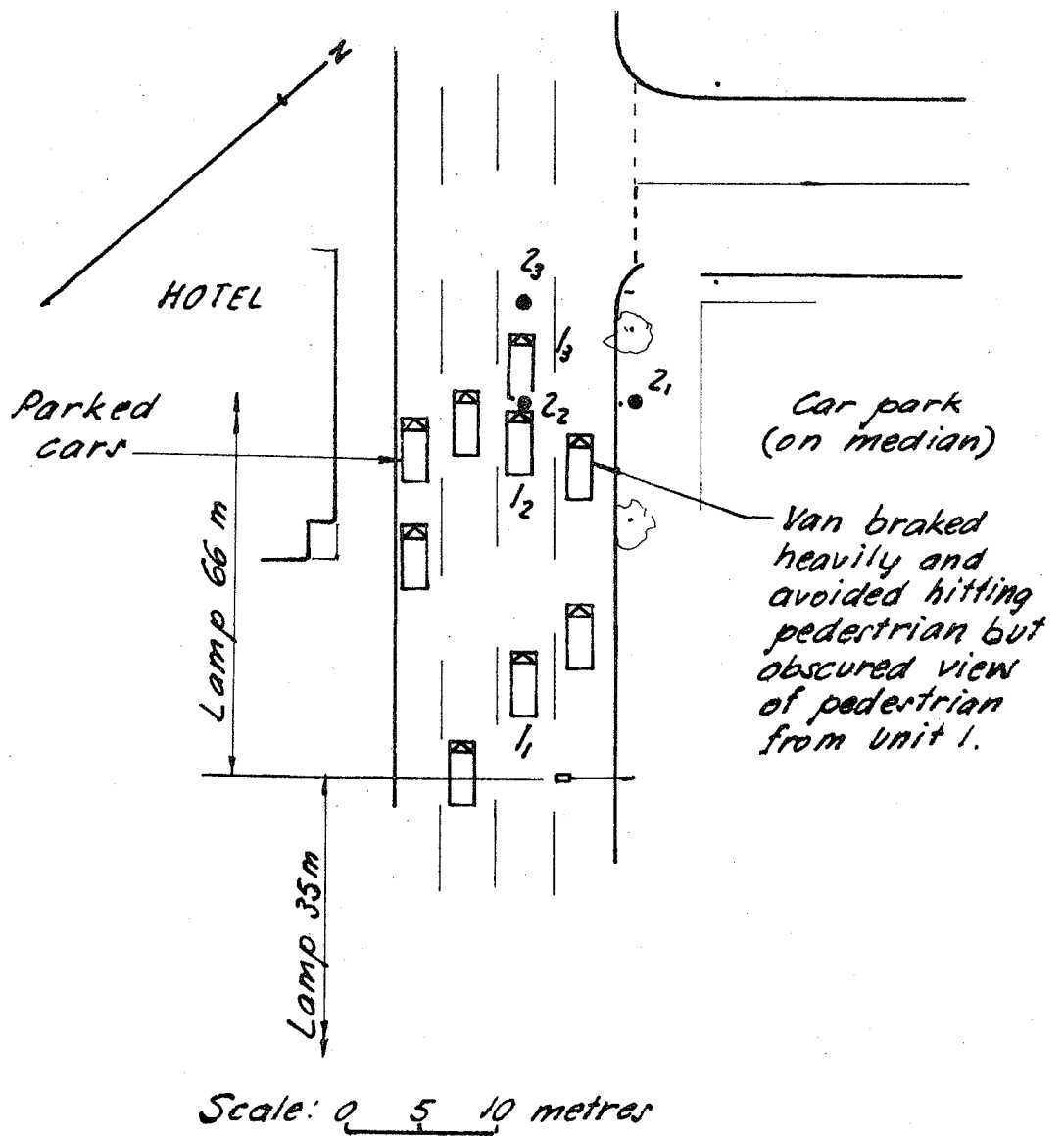
Driver: M18; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: LF; M60; belt available, unknown if worn. Uninjured.

Passenger: LR; F47; belt available, unknown if worn. Uninjured.

Unit 2: Pedestrian: M61; BAC 0.32. Serious, dangerous injuries; ISS = 14; hospital stay, restriction and disability unknown.

ACCIDENT NO. 135



ACCIDENT 136

1742 hrs, dusk, dry road.

Unit 2 was stationary at the stop line and the driver of Unit 1 assumed that Unit 1 would be given right of way. Having apparently misjudged the approach speed of Unit 1, however, the driver of Unit 2 proceeded to cross the intersection. He then realised a collision was imminent and so braked and turned to the left.

Unit 1: Ford Fairlane ZG 4 door sedan, 1975. RARU-VDI: 9LFEW023

Driver: M37; BAC unknown; belt available, probably worn. Uninjured.

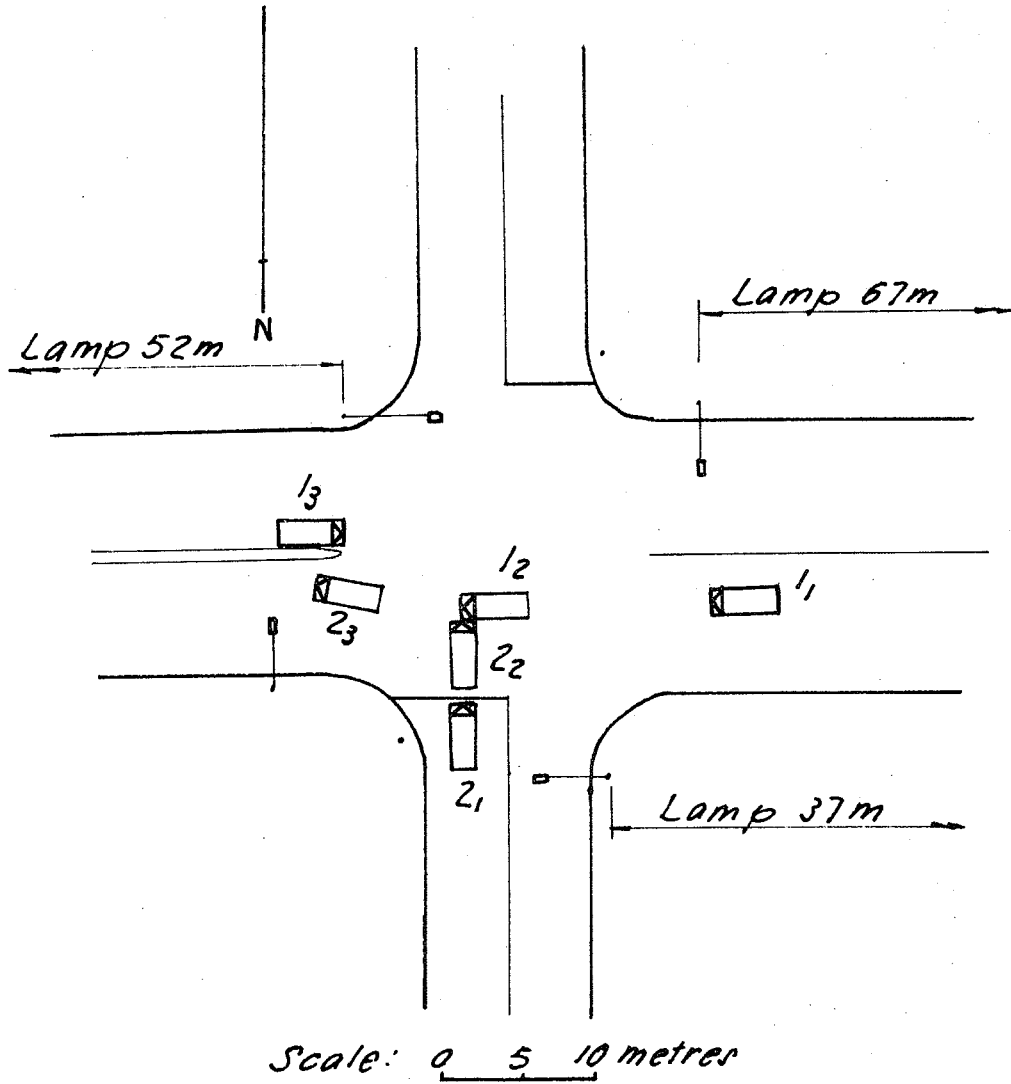
Unit 2: Holden HG Brougham 4 door sedan, 1971.

RARU-VDI: 12FDEW007

Driver: M79; BAC zero; belt available, worn correctly. Minor injuries; ISS = 1; restricted activity 7 days; no permanent disability.

Passenger: LF; F80; belt available, worn loosely. Minor injuries; ISS = 1; restricted activity 45 days; no permanent disability.

ACCIDENT NO. 136



ACCIDENT 137

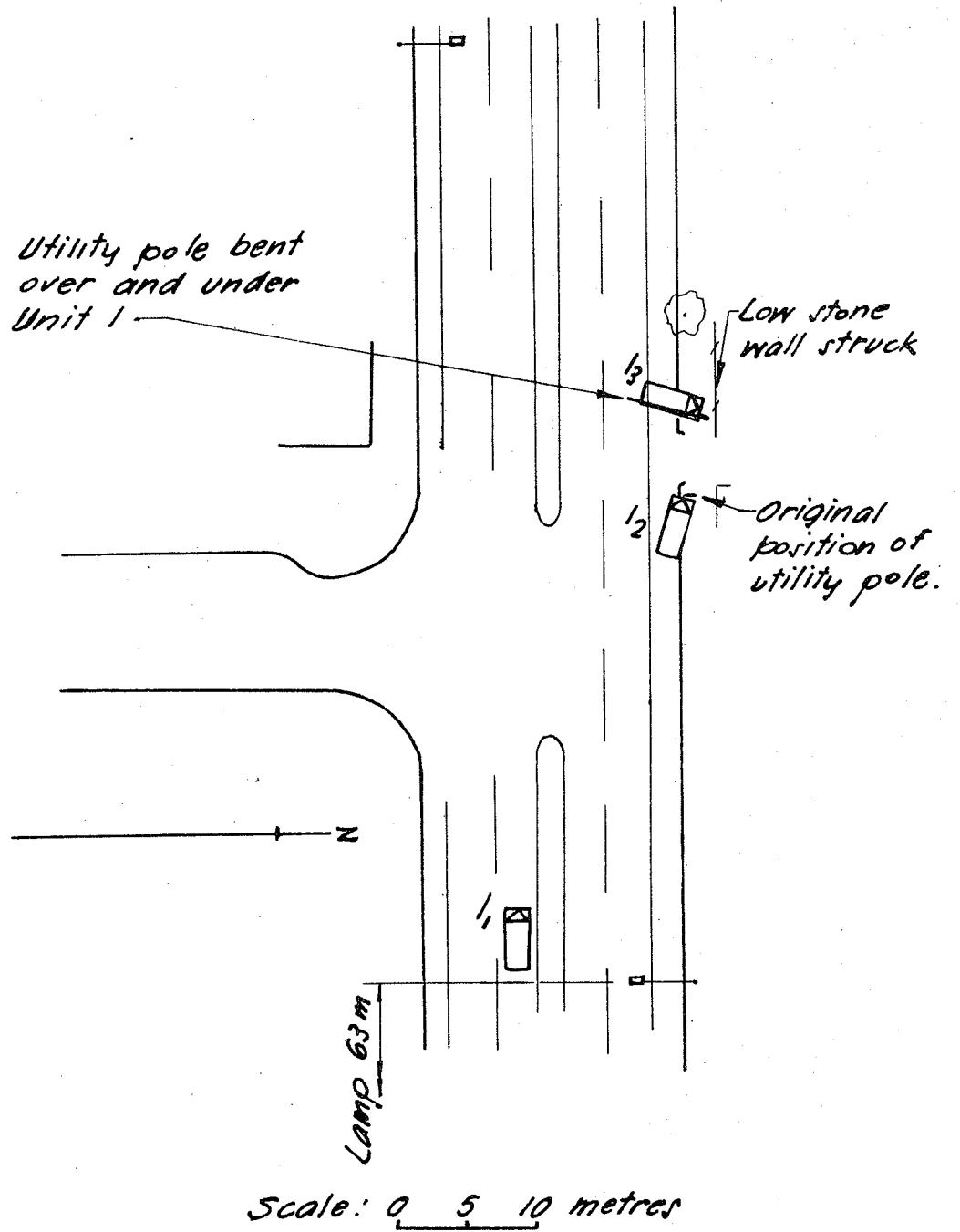
1913 hrs, night, dry road.

The intoxicated driver was considered to have psychiatric problems and refused to give any account of the circumstances surrounding his accident.

Unit 1: Ford Cortina TC 4 door sedan, 1972. RARU-VDI: 12FZEN023

Driver: M23; BAC 0.20; belt available, worn loosely.
Minor injuries; ISS = 2; restriction unknown;
no permanent disability.

ACCIDENT NO. 137



ACCIDENT 138

2229 hrs, night, dry road.

The intoxicated driver of Unit 1 was talking to his passengers shortly before the accident. He suspects he either dozed off momentarily or his attention wandered and claims to have first noticed the stationary vehicle momentarily before impact. The driver of Unit 2 was reading at the time and did not notice Unit 1 approaching.

Unit 1: Ford Falcon XM 4 door sedan, 1963. RARU-VDI: 12FYEW080

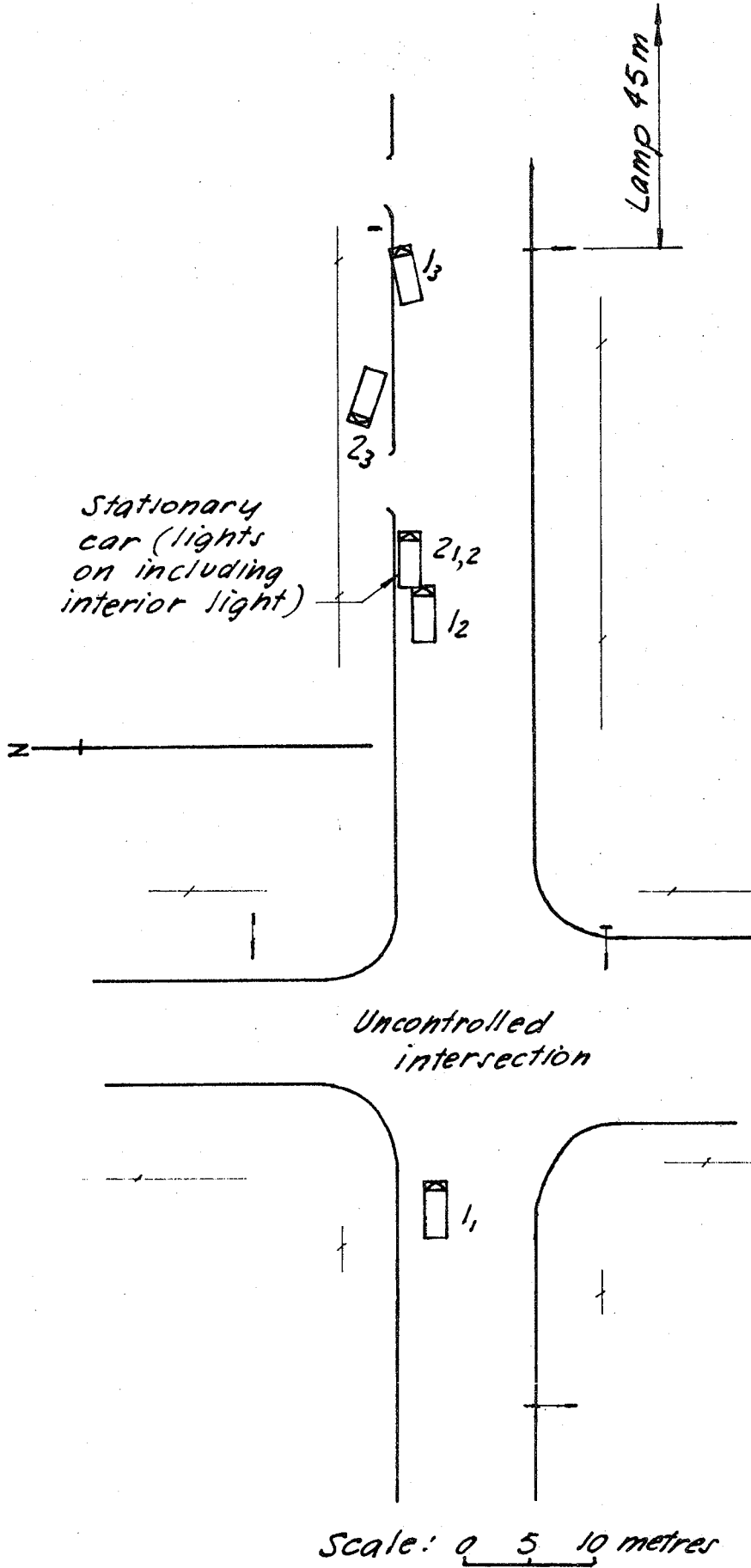
Driver: M18; BAC 0.26; belt available, not worn.
Minor injuries; ISS = 1; restriction unknown;
no permanent disability.

Passenger: LF; F14; belt available, not worn.
Minor injuries; ISS = 2; restriction
unknown; no permanent disability.

Passenger: RR; F23; no belt available. Uninjured.

Passenger: LR; M18; no belt available. Minor
injuries; ISS = 1; restriction unknown;
no permanent disability.

Unit 2: No details.



ACCIDENT 139

1645 hrs, day, dry road.

The traffic flow was very heavy and the driver of Unit 1 waited for some time before attempting to turn right. She was well into the intersection before she saw the motorcycle (Unit 2) approaching. The motorcyclist had seen Unit 1 some distance before and had slowed but decided that Unit 1 would give right of way. When the motorcyclist saw Unit 1 proceed, he braked, causing his machine to slide sideways before the collision.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 2FCLN002

Driver: F28; BAC zero; belt available, probably not worn. Uninjured.

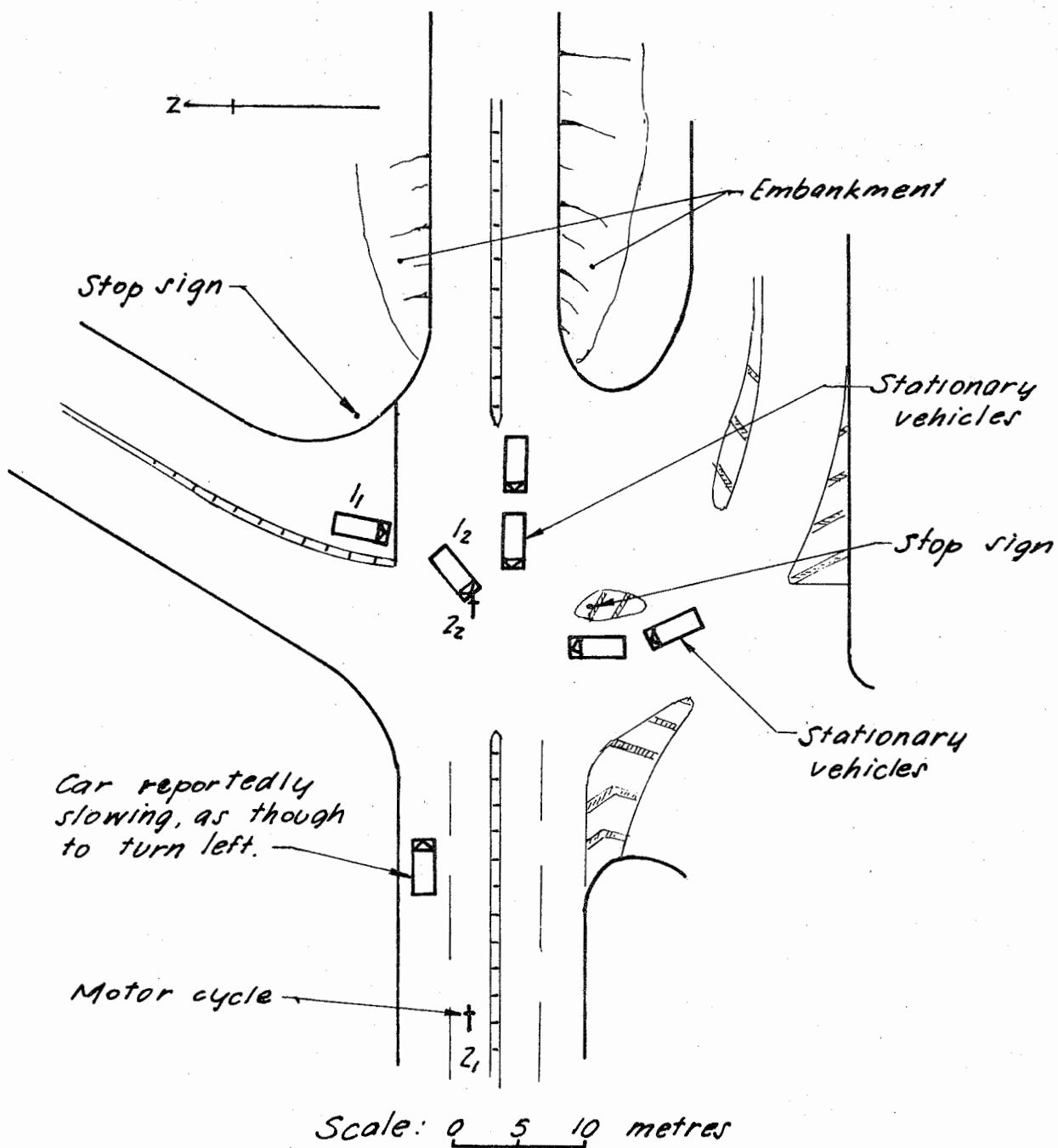
Passenger: LF; F56; belt available, probably not worn. Uninjured.

Passenger: CR: F20 months; no restraint available. Uninjured.

Unit 2: Suzuki TS185 trail, 1976.

Rider: M16; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 9; hospital 14 days; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 139



ACCIDENT 140

0855 hrs, day, dry road.

Unit 1 was slowing for the red traffic lights which were at an intersection about 100 metres south of the accident site. As the car passed the stationary buses the pedestrian stepped out into the path of Unit 1. The driver braked but was unable to avoid a collision.

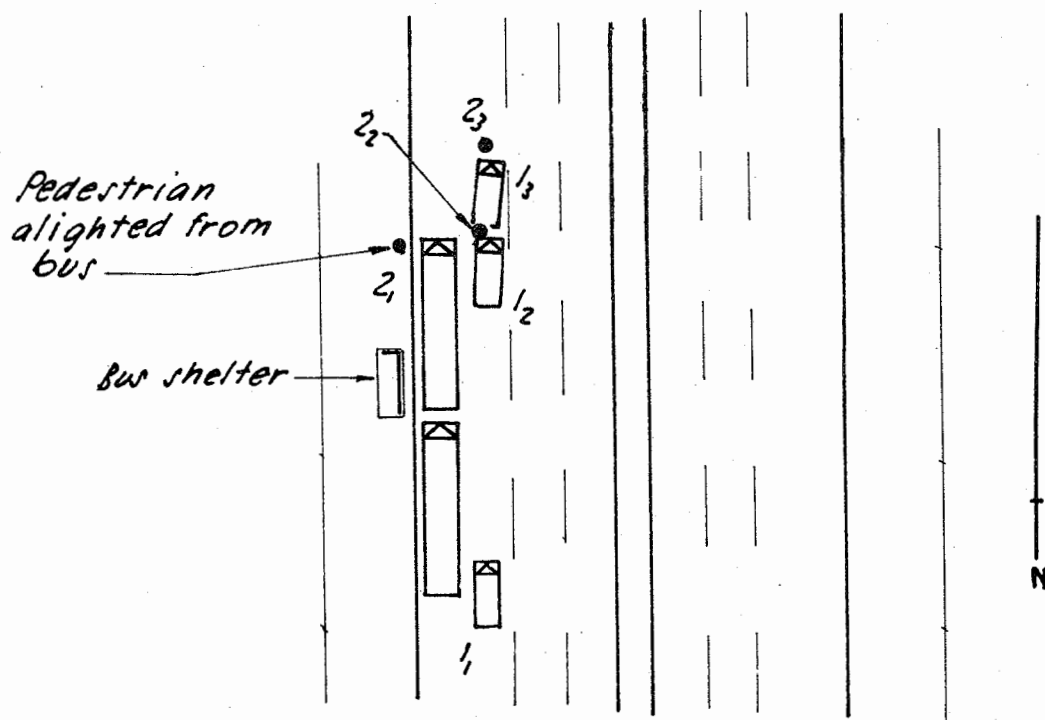
Unit 1: Mazda 1500 station wagon, 1969. RARU-VDI: 17FLKC007

Driver: F20; BAC zero; belt available, worn loosely.
Uninjured.

Passenger: LF; F20; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M78; BAC zero. Serious, dangerous injuries;
ISS = 22; hospital greater than 96 days;
restricted activity greater than 96 days;
minor permanent disability.

ACCIDENT NO. 140



Scale: 0 5 10 metres

ACCIDENT 142

1930 hrs, night, dry road.

Unit 2 followed another vehicle in executing a right hand turn but was unable to get clear of the south bound traffic lanes. The motorcycle (Unit 1) apparently did not anticipate that Unit 2 would be in the way and tried to pass in front of Unit 2.

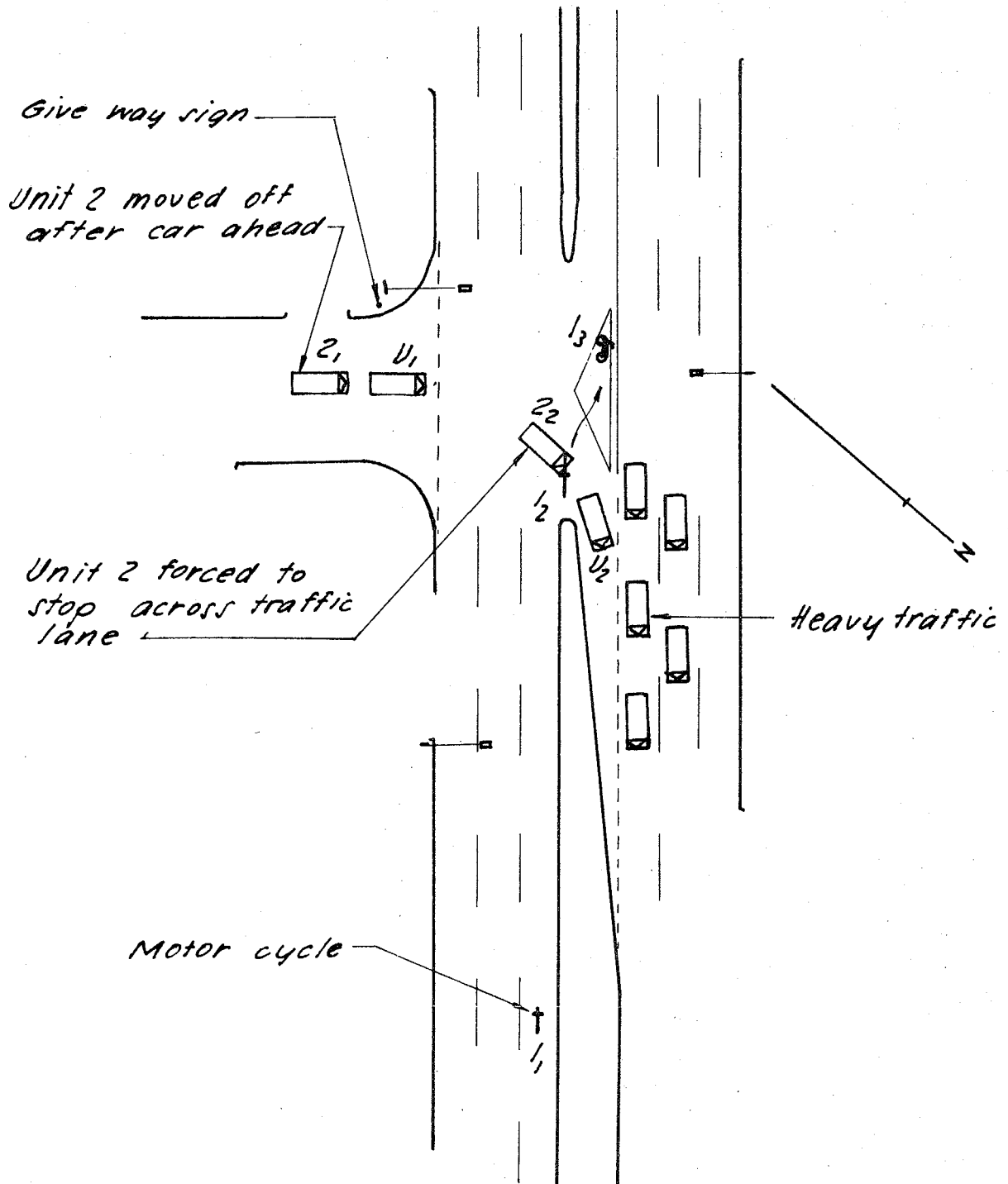
Unit 1: Suzuki TS185M trail, 1975.

Rider: M16; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 9; restricted activity 75 days; no permanent disability.

Unit 2: Holden HK 4 door sedan, 1968. No damage.

Driver: M18, BAC zero; belt available, unknown if worn. Uninjured.

ACCIDENT NO. 142



Scale: 0 5 10 metres

ACCIDENT 143

1212 hrs, day, dry road.

Unit 2 was initially stationary at the intersection with the driver waiting to turn right. When the traffic lights changed from green to amber she saw the car opposite her slow to stop but she failed to see the motorcyclist in the kerbside lane. The motorcyclist (Unit 1) did not consider that he was able to stop when the light changed and said he assumed that the car driver had seen his motorcycle. When Unit 2 commenced to turn, Unit 1 swerved left and braked.

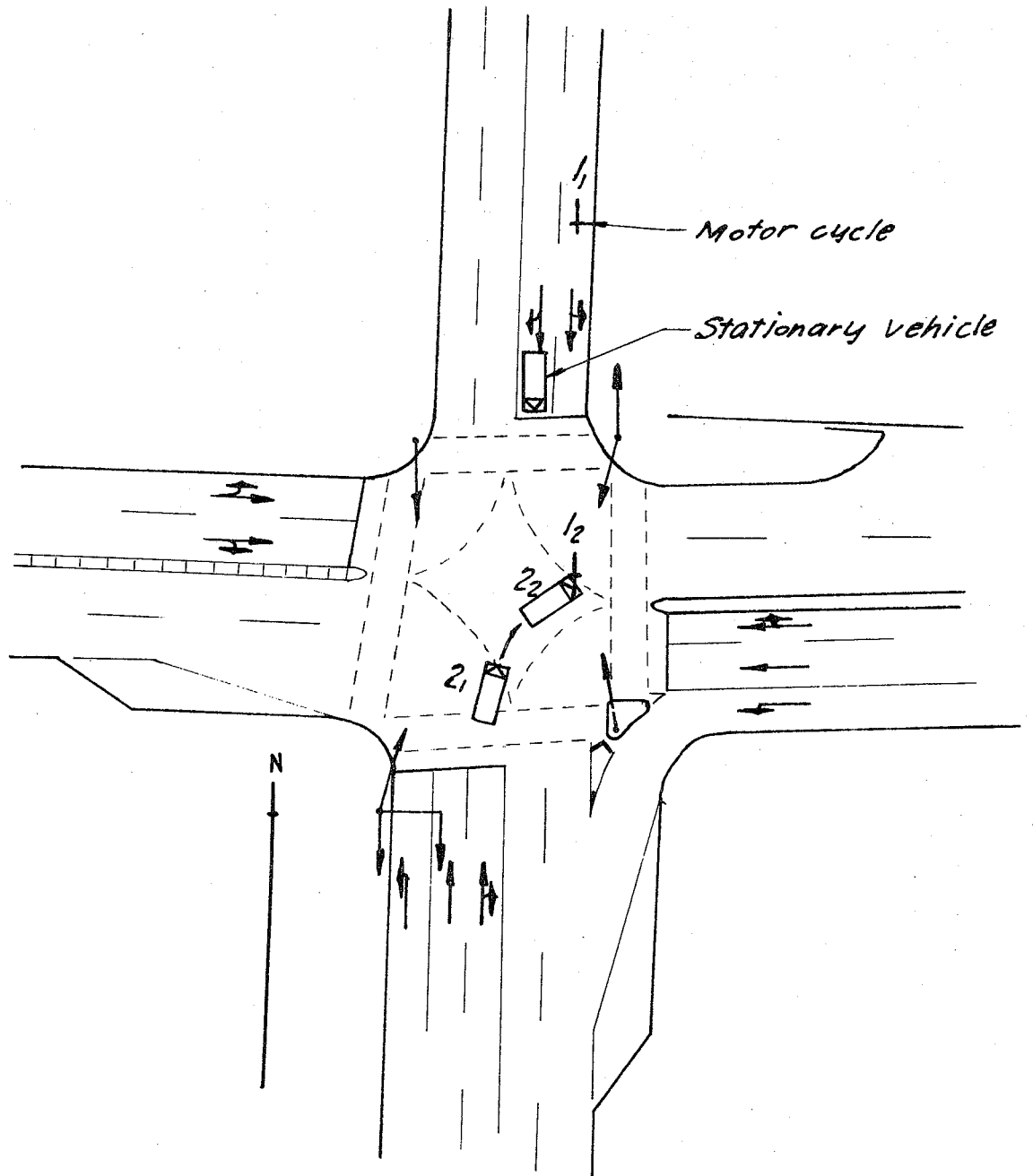
Unit 1: Suzuki GT125L road, 1974.

Rider: M16; BAC zero; helmet worn, strap buckled.
Severe, non-dangerous injuries; ISS = 13;
hospital 2 days; restricted activity 42 days;
no permanent disability.

Unit 2: Holden HD 4 door sedan, 1965. RARU-VDI: 11FRECO15

Driver: F47; BAC zero; no belt available. Uninjured.

ACCIDENT NO. 143



Scale: 0 5 10 metres

ACCIDENT 144

1922 hrs, night, wet road
(raining)

There was some reflection of the street lights off the wet road. The driver of Unit 1 claimed he could not see the lane markings because of the reflection and did not realise that after he crossed the intersection he had entered the turn right lane for vehicles travelling in the opposite direction. Further down the road, a darkly dressed pedestrian was waiting on the centre line and the driver of Unit 1 did not see the reflection until shortly before impact.

Unit 1: Datsun 1200 2 door coupe, 1973. RARU-VDI: 17AAK007

Driver: M32; BAC 0.02; belt available, worn loosely.
Uninjured.

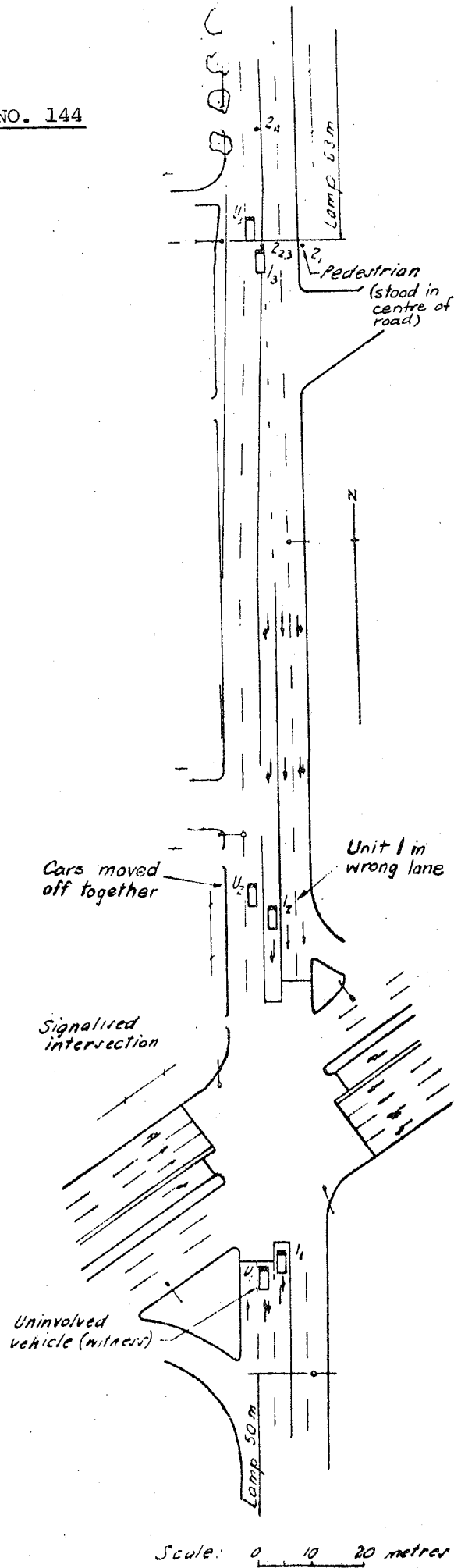
Passenger: LF; M age unknown; belt available, worn
loosely. Uninjured.

Passenger: RR; F age unknown; belt available, not worn.
Uninjured.

Passenger: LR; F age unknown; belt available, not worn.
Uninjured.

Unit 2: Pedestrian: M44; BAC 0.16. Serious, dangerous
injuries; ISS = 17; hospital 19 days;
restricted activity greater than 96 days;
minor permanent disability.

ACCIDENT NO. 144



ACCIDENT 145

1615 hrs, day, dry road.

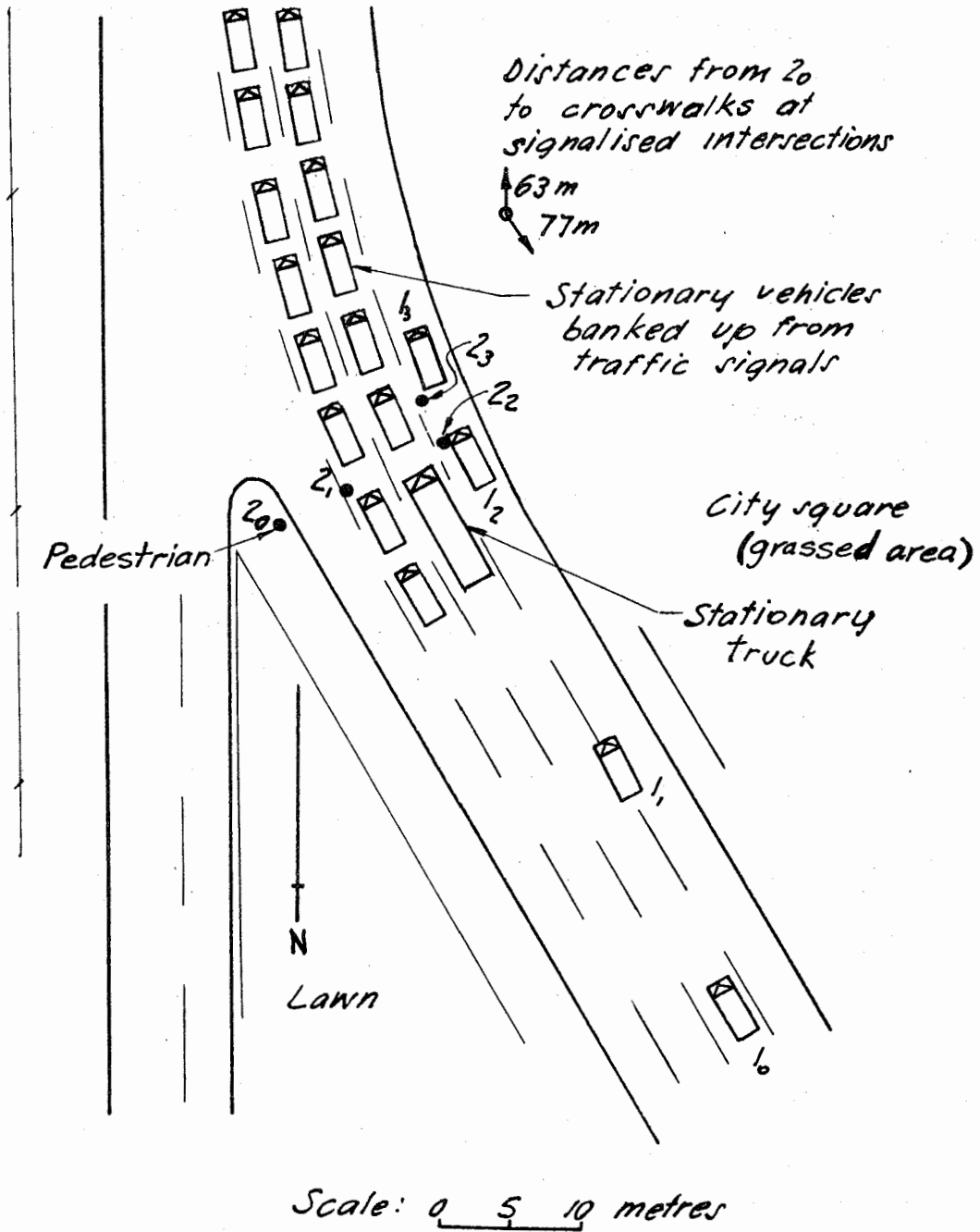
The pedestrian said he was in a hurry to catch a bus which had stopped about 80 metres away. He walked through the stationary traffic in the left hand lanes and apparently failed to be adequately cautious when emerging from the front of a truck, stepping into the side of a slowly moving car.

Unit 1: Datsun 180B 4 door sedan, 1973. RARU-VDI: 1ØLFMCØØ3

Driver: F21; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M24; BAC zero. Minor injuries; ISS = 3.

ACCIDENT NO. 145



ACCIDENT 146

1118 hrs, day, dry road.

As Unit 2 approached the intersection the driver checked for oncoming traffic and seeing none, started to turn right. Unit 1 pulled out from a stationary position at the kerb and its driver failed to notice Unit 2 until it made a right hand turn across the path of Unit 1.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 1FRE041

Driver: F29; BAC zero; belt available, probably not worn. Uninjured.

Passenger: LF; F65; belt available, probably not worn. Extent of injury unknown.

Passenger: RR; M6; no belt available. Minor injuries; ISS = 1.

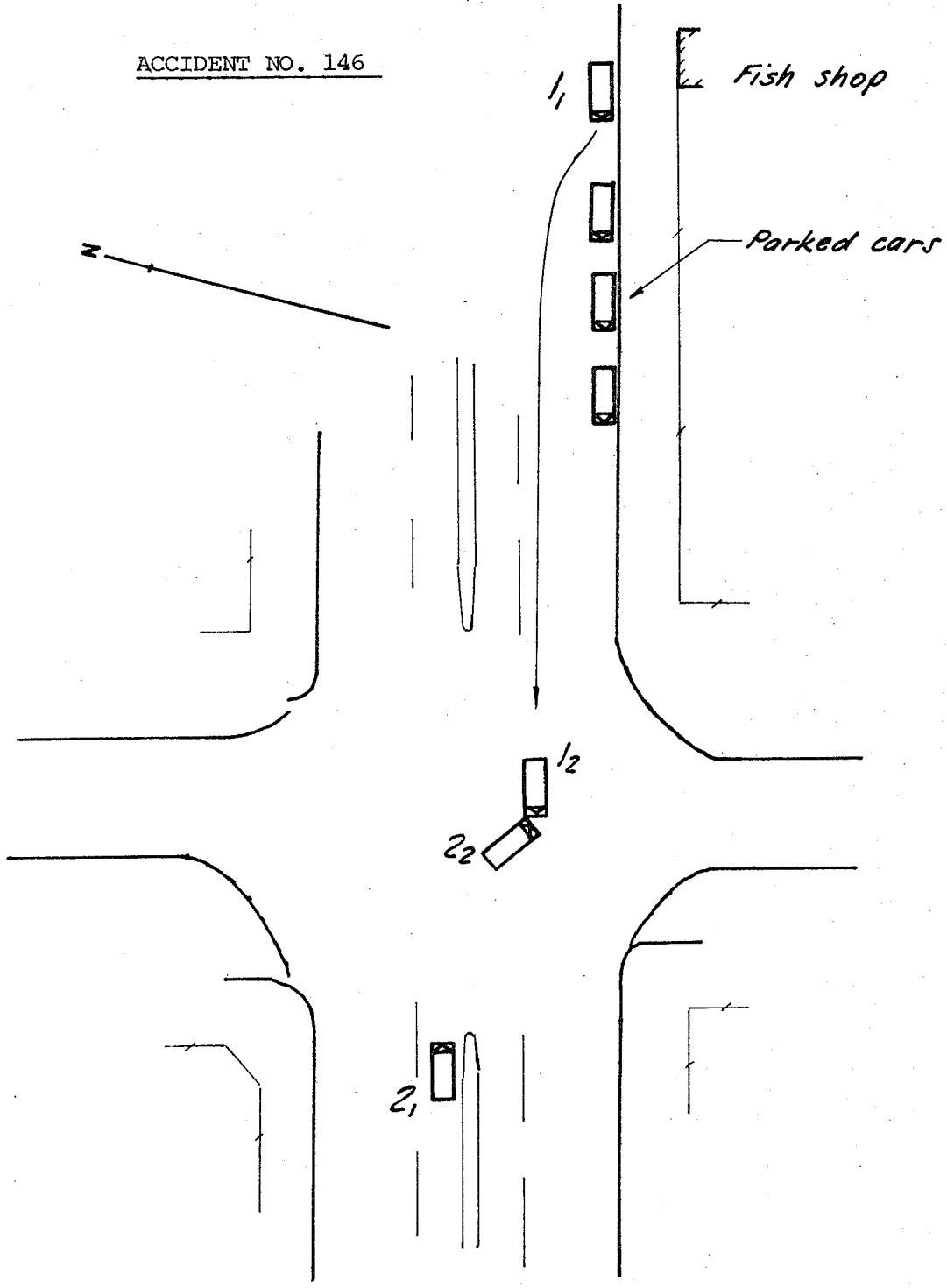
Passenger: CR; F6; no belt available. Uninjured.

Passenger: LR; M10; no belt available. Minor injuries; ISS = 1.

Unit 2: Toyota Crown 4 door sedan, 1969. RARU-VDI: 11FLEC018

Driver: M70; BAC zero; belt available, worn loosely. Minor injuries; ISS = 5; restricted activity 14 days; no permanent disability.

ACCIDENT NO. 146



Scale: 0 5 10 metres

ACCIDENT 147

1633 hrs, day, dry road.

The driver of Unit 2 claims to have stopped at this intersection on previous occasions. On this occasion, he slowed without stopping and failed to detect the approach of Unit 1. When the driver of Unit 1 saw the front of Unit 2 protruding into the intersection he claims to have assumed that Unit 2 had stopped or was stopping. When the driver of Unit 1 realised that Unit 2 was proceeding across the intersection, he braked hard.

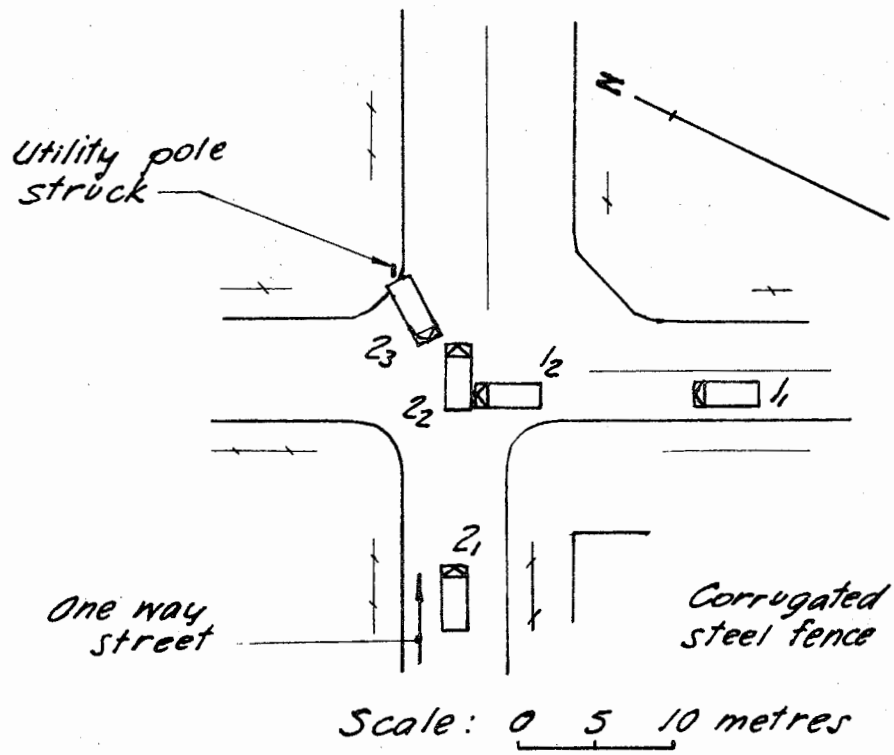
Unit 1: Valiant AP6 4 door sedan, 1965. RARU-VDI: 11FYEWØ1Ø
Driver: M17; BAC zero; no belt available. Uninjured.

Unit 2: Datsun Bluebird 4 door sedan, 1967.
RARU-VDI: 1RHEWØ13

Driver: M40; BAC zero; belt available, not known if worn. Moderate, non-dangerous injuries; ISS = 5; restriction unknown; no residual disability.

Passenger: LF; F36; no belt available. Minor injuries; ISS = 1.

ACCIDENT NO. 147



ACCIDENT 148

2304 hrs, night, dry road.

Unit 1 was travelling at about 65 kph with no other southbound traffic in the vicinity. The driver of Unit 2 looked to her right and claims to have seen the headlights of Unit 1 some distance away. After allowing two northbound vehicles to pass the junction, the driver of Unit 2 started to turn without looking to the right again.

Unit 1: Holden HR 4 door sedan, 1966. RARU-VDI: 1ØFLECØ2Ø

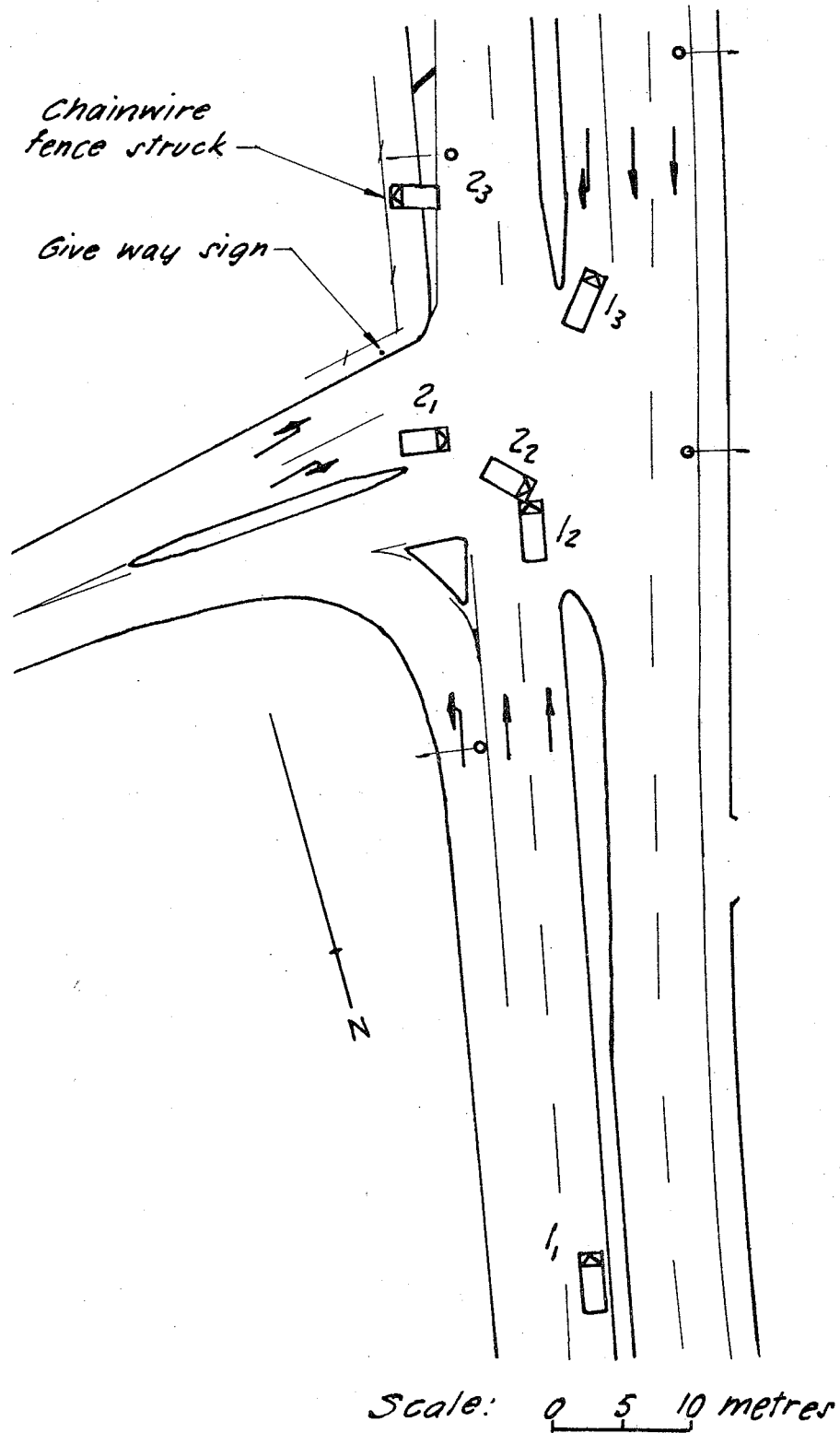
Driver: F18; BAC zero; belt available, worn very loosely. Minor injuries; ISS = 2; restricted activity 5 days; no residual disability.

Unit 2: Morris 1100 4 door sedan, 1965. RARU-VDI: 2RFECØ4Ø
12FYEW999

Driver: F58; BAC Ø.Ø7; belt available, worn loosely. Moderate, non-dangerous injuries; ISS = 3; restricted activity 42 days; minor residual disability.

Passenger: LF; F59; belt available, worn very loosely. Uninjured.

ACCIDENT NO. 148



ACCIDENT 149

1441 hrs, day, dry road.

The driver of Unit 1 stopped at the intersection to allow a car through from her right, and then began to cross as an uninvolved vehicle crossed from her left. However Unit 2 had been following the uninvolved vehicle and had moved to the left lane in order to overtake. The overtaking action temporarily obscured the view that the driver of Units 1 and 2 had of each other. The uninvolved vehicle cleared the intersection and Units 1 and 2 collided.

Unit 1: Holden HT station wagon, 1969. RARU-VDI: 1ØFDECØ15.

Driver: F36; BAC zero; belt available, worn loosely.
Uninjured.

Passenger: LF; M11; belt available, worn correctly.
Minor injuries; ISS = 1.

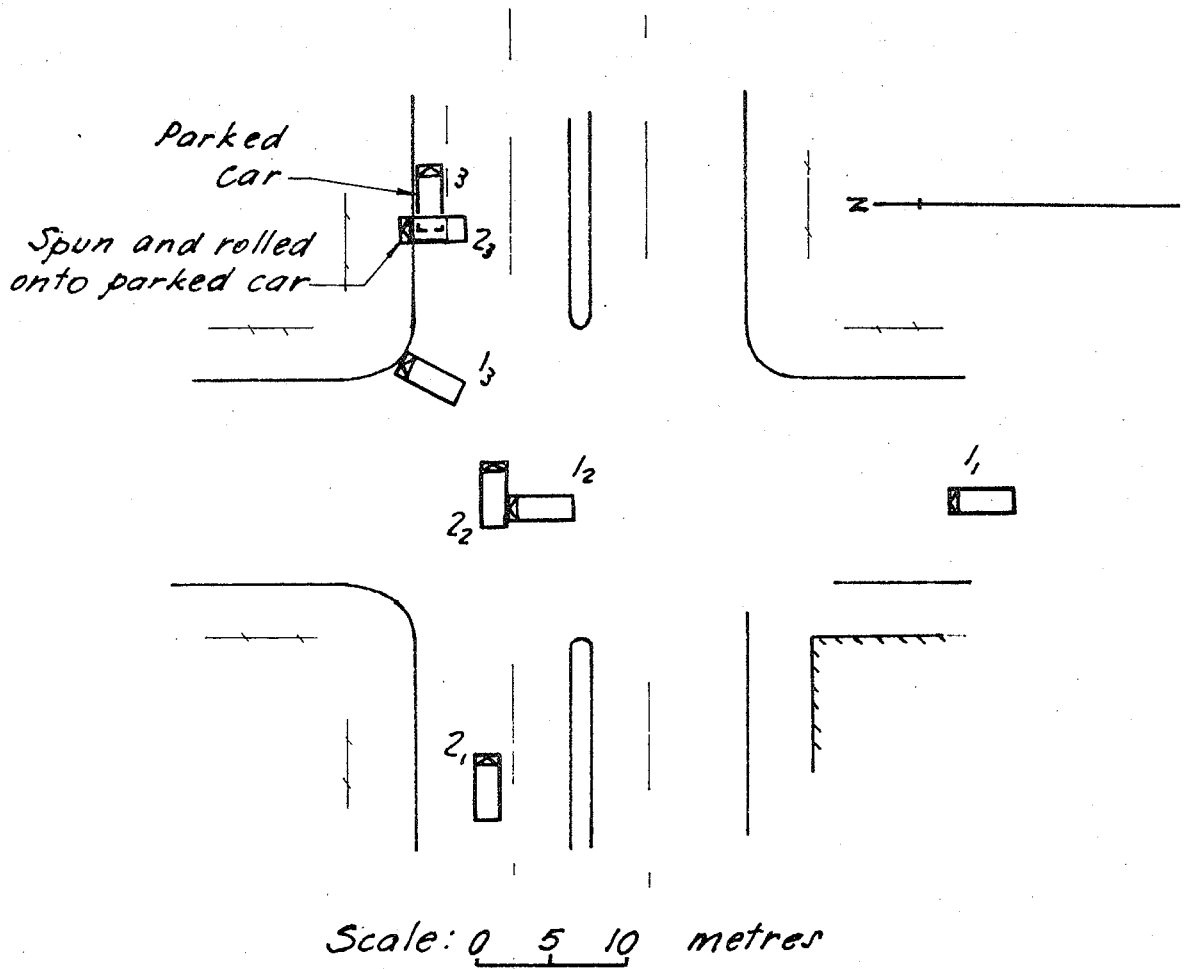
Passenger: CR; M8; no belt available. Uninjured.

Unit 2: Ford Cortina Mk 1 2 door sedan, 1965. RARU-VDI: 2RZEKØ32
14TLGW999

Driver: M20; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 5; restricted activity
1 day; no permanent disability.

Passenger: LF; F22; belt available, worn loosely.
Uninjured.

ACCIDENT NO. 149



ACCIDENT 150

1704 hrs, day, dry road.

When the lights turned green Unit 1 moved forward in preparation for a right hand turn. The car directly opposite was indicating for a right hand turn, the car in the opposing middle lane did not seem to be moving and the opposing kerbside lane appeared to be clear of traffic so Unit 1 proceeded to turn. Unit 2 was approaching the intersection in the kerbside lane from the opposite direction to Unit 1, slowed down, then accelerated when the lights changed to green.

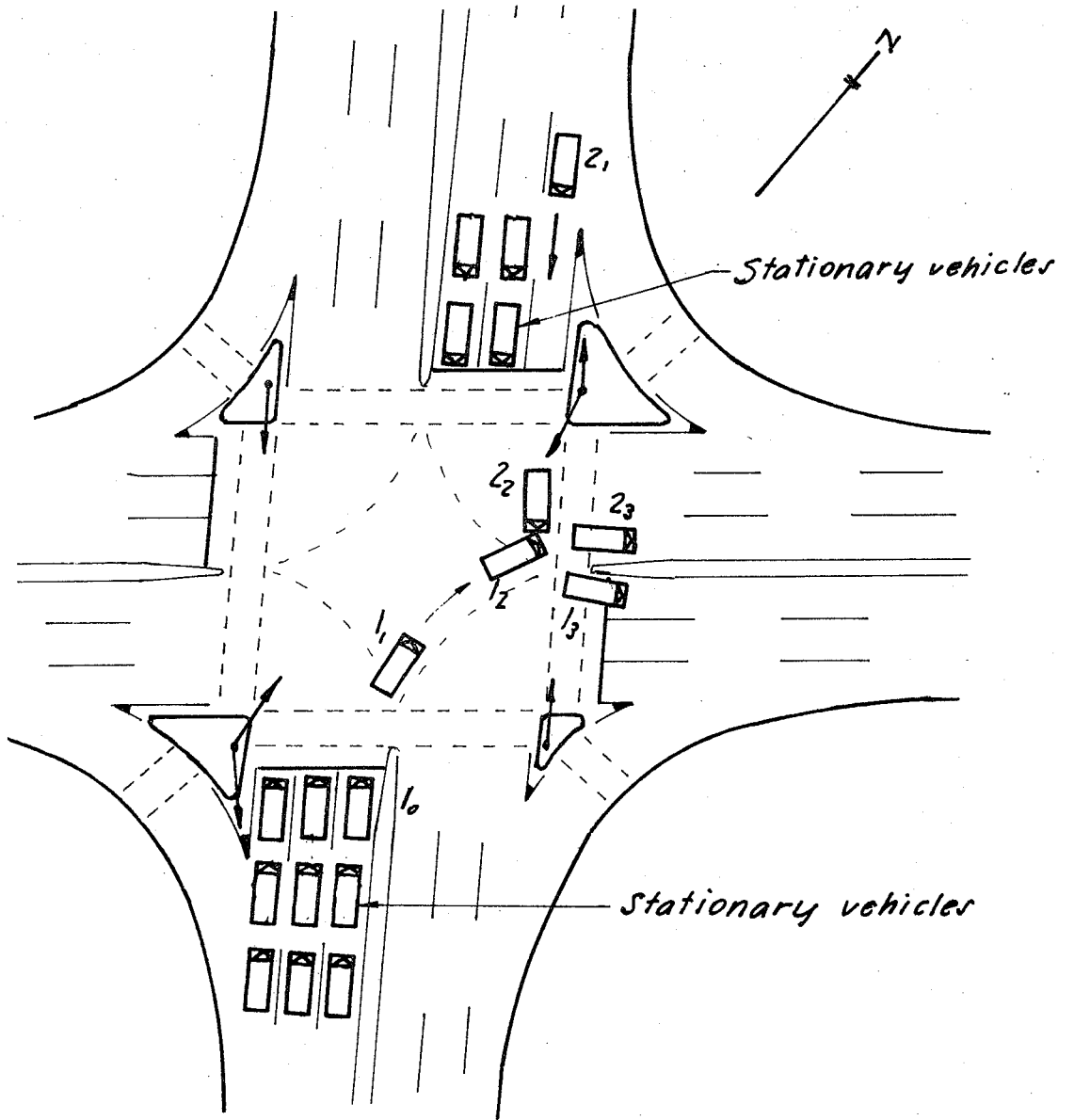
Unit 1: Holden HQ station wagon, 1973. RARU-VDI: 1ØLGEWØ3Ø

Driver: M45; BAC zero; belt available, worn incorrectly. Uninjured.

Unit 2: Datsun 1200 2 door coupe, 1972. RARU-VDI: 12FDEKØ48

Driver: F28; BAC zero; belt available, worn correctly. Minor injuries; ISS = 3; restricted activity 4 days; no permanent disability.

ACCIDENT NO. 150



Scale: 0 5 10 metres

ACCIDENT 151

1941 hrs, night, dry road.

Both drivers were travelling too fast to safely negotiate this uncontrolled intersection. Neither had time to take evasive action.

Unit 1: Ford Escort panel van, 1975. RARU-VDI: 2FDEWØ52

Driver: M19; BAC zero; belt available, worn correctly.
Uninjured.

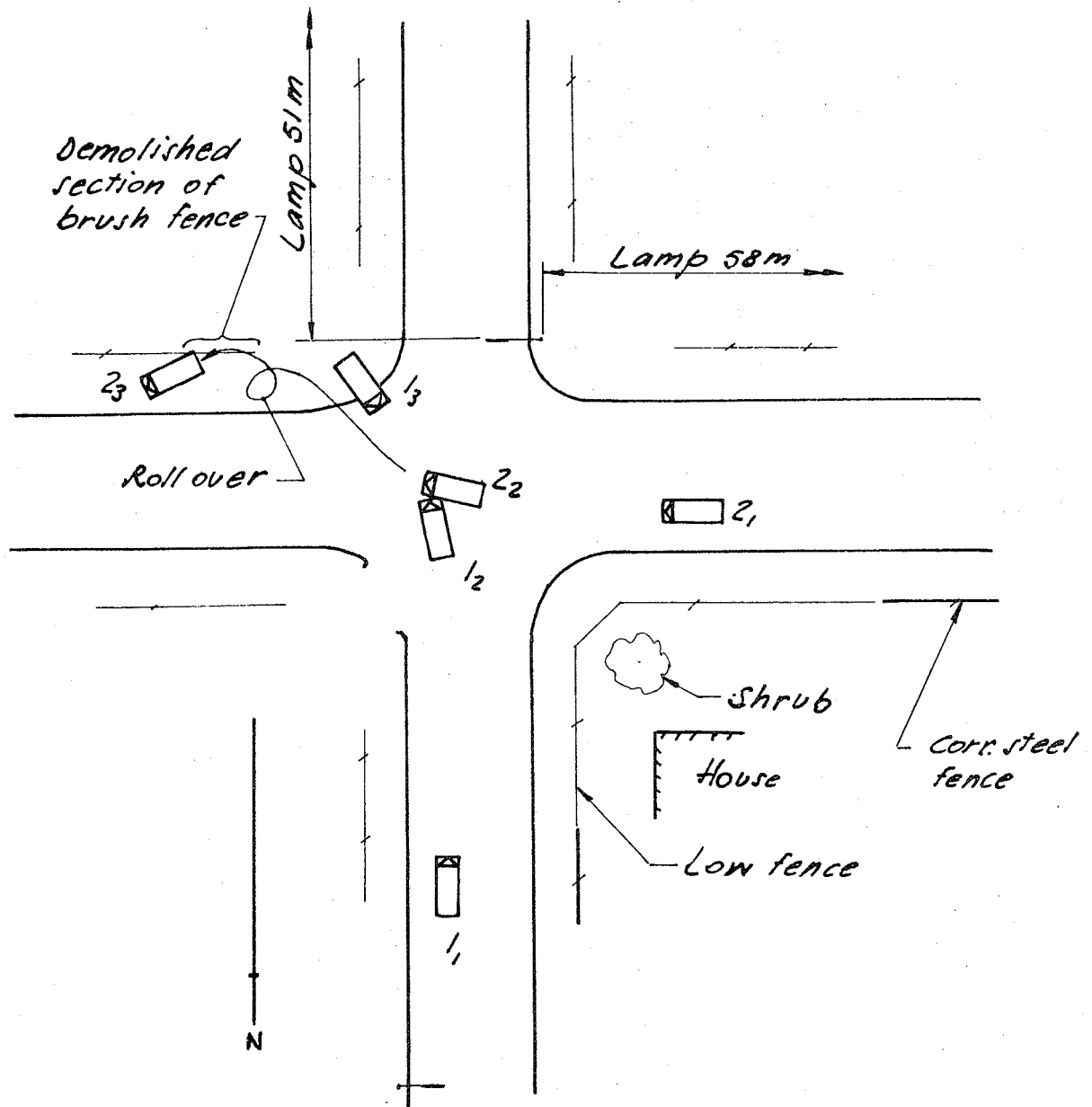
Passenger: LF; F16; belt available, worn correctly.
Minor injuries; ISS = 1.

Unit 2: Holden HD 4 door sedan, 1965. RARU-VDI: 9LPAWØ15
13TFXWØØ7

Driver: M21; BAC zero; belt available, worn loosely.
Uninjured.

Passenger: LF; F19; belt available, worn correctly.
Minor injuries; ISS = 1.

ACCIDENT NO. 151



Scale: 0 5 10 metres

ACCIDENT 152

1954 hrs, night, dry road.

The driver of Unit 1 attempted to cross on a late amber or red light. The other driver considered that any through traffic would halt at this stage of the phasing and so proceeded to turn from a stationary position.

Unit 1: Valiant VJ Charger 2 door coupe, 1974.

RARU-VDI: 11FYEW034

Driver: M22; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; Fl7; belt available, worn correctly.
Minor injuries; ISS = 1

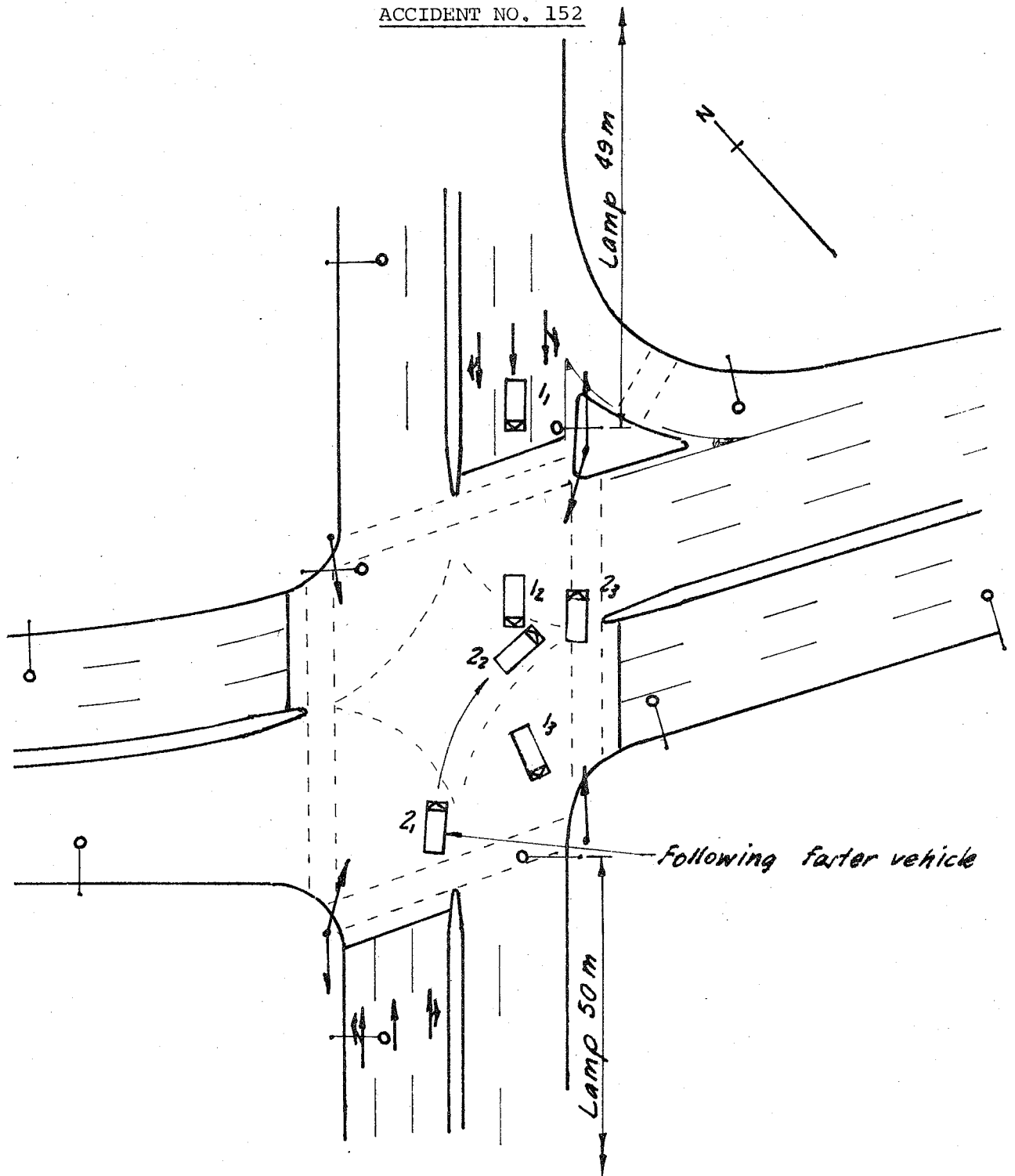
Passenger: RR; Fl8; belt available, not worn.
Uninjured.

Passenger: LR; Fl4; belt available, not worn.
Minor injuries; ISS = 1.

Unit 2: Holden HR utility, 1966. RARU-VDI: 9LZHK018

Driver: M58; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 2.

ACCIDENT NO. 152



Scale: 0 5 10 metres

ACCIDENT 153

1310 hrs, day, dry road.

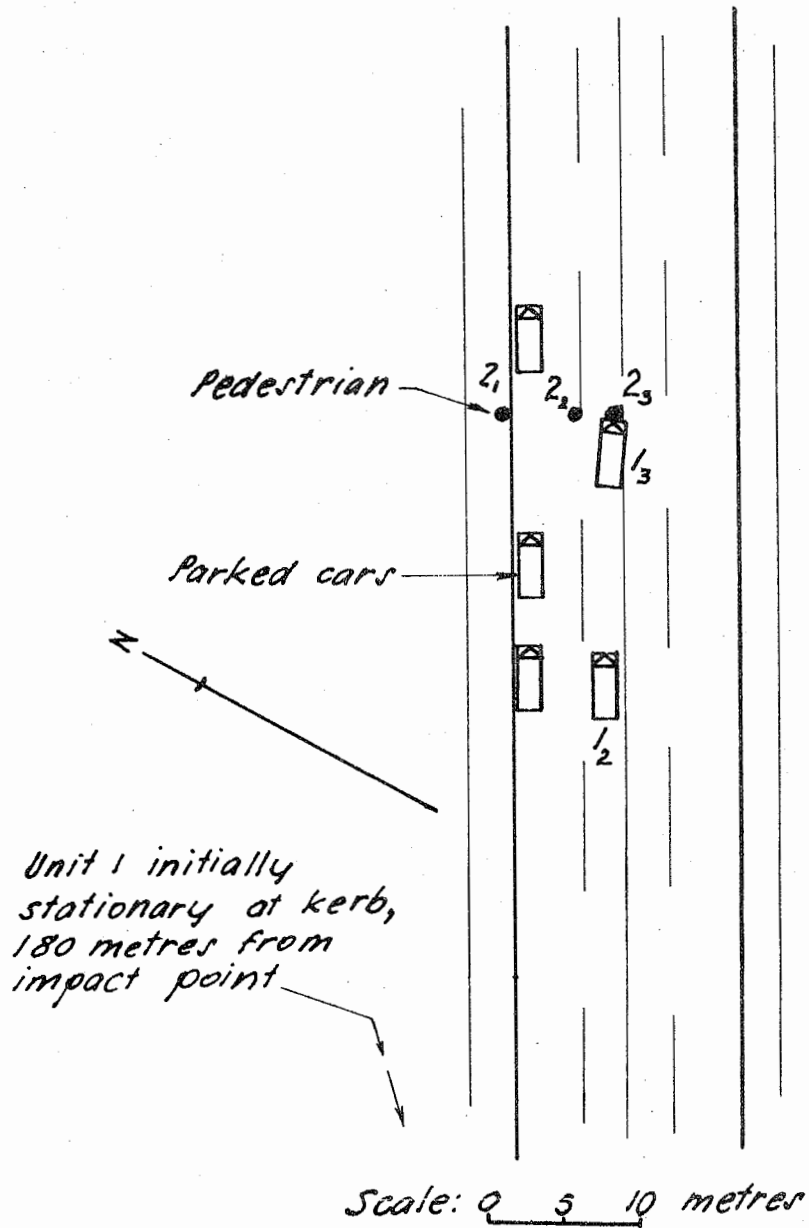
The pedestrian initially looked to the right and saw that there was no traffic approaching. However Unit 1 subsequently pulled out from a parked position at the kerb and accelerated down the road. While checking to the left for traffic from the opposite direction, the pedestrian walked across into the path of Unit 1. The driver swerved right and braked but slid into the pedestrian.

Unit 1: Datsun 120Y 4 door sedan, 1974. RARU-VDI: 12FCEN999

Driver: M16; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M14; BAC zero. Minor injuries;
ISS =2; restricted activity less
than 1 day; no residual disability.

ACCIDENT NO. 153



ACCIDENT 154

1621 hrs, day, damp road
(not raining)

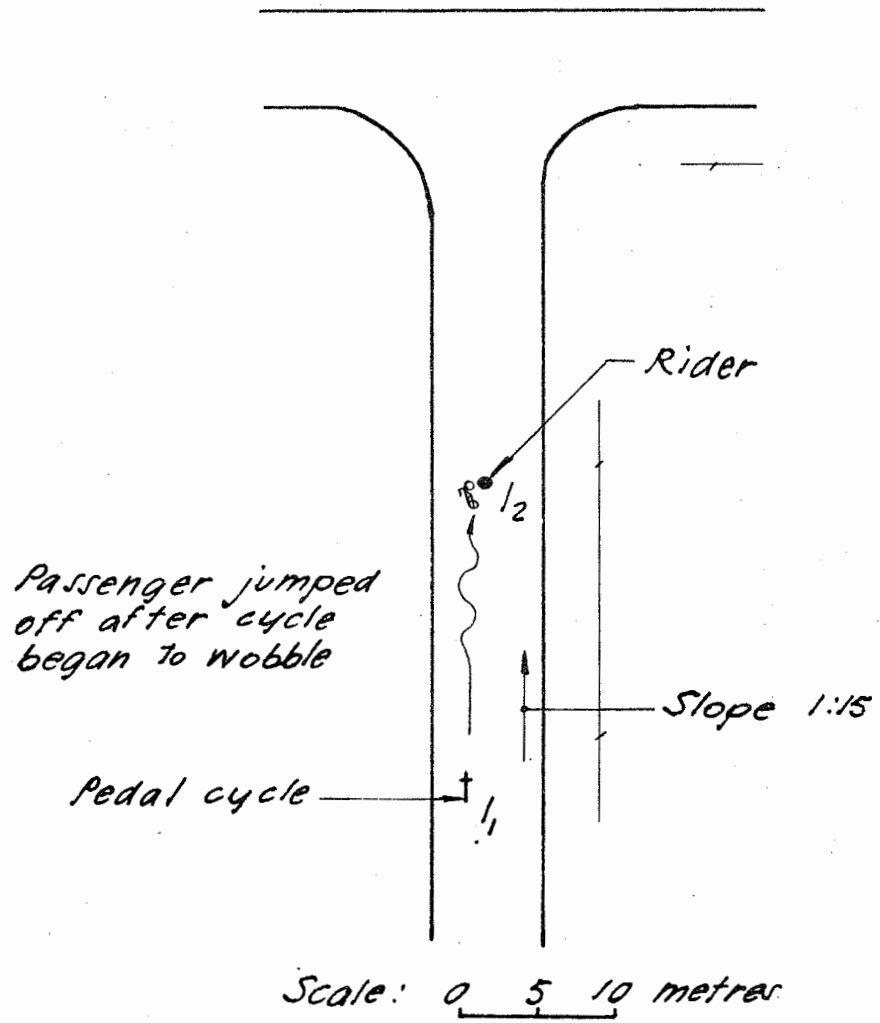
A 16 year old girl was riding a small, hi-riser type pedal cycle with her 15 year old girlfriend sitting on the rear of the rather short seat. As they descended the hill the cycle rapidly gained speed and started to wobble. It appears that the pillion passenger jumped off at this stage and that this precipitated the final loss of balance by the rider.

Unit 1: Hubray hi-riser type 16" pedal cycle.

Rider: F16; BAC zero; no head protection worn.
Severe, non-dangerous injuries; ISS = 14;
hospital 2 days; restricted activity 28 days;
no residual disability.

Passenger: Pillion F15; no head protection worn.
Uninjured.

ACCIDENT NO. 154



ACCIDENT 155

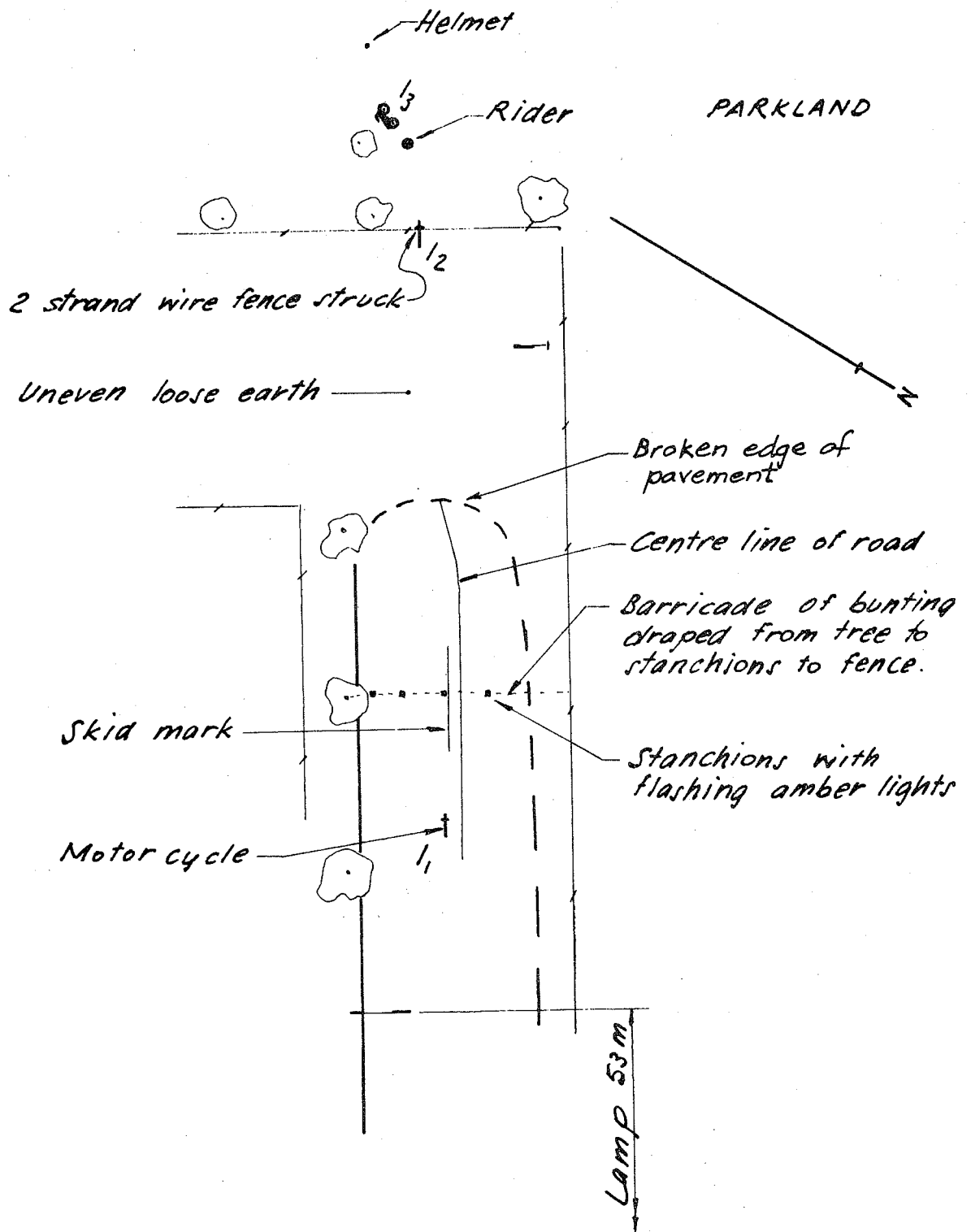
2232 hrs, night, dry road.

The street had been blocked off by a barricade as the surface was under repair. While the intoxicated rider appears to have braked just before and during his passage through this barrier, a witness stated that the motorcyclist then continued on at unabated speed along the remaining bitumen, across some broken ground and into the fence, the impact of which threw both bike and rider to the ground.

Unit 1: Yamaha DT250C trail, 1976.

Rider: M23; BAC 0.22; jet helmet worn,
not retained. Fatal lesion plus
1 region with severe injury.

ACCIDENT NO. 155



Scale: 0 5 10 metres

ACCIDENT 156

1639 hrs, day, dry road.

Traffic was built up from a controlled intersection to the south-west. Consequently the two cars in the centre and right lanes approaching the median gap stopped and one of the drivers signalled to the driver of Unit 2 to cross. The driver of Unit 1 had seen these cars stop and was just touching the brakes when Unit 2 appeared in front of him.

Unit 1: GMH Torana LJ 2 door sedan, 1973. RARU-VDI: 1FDEW011

Driver: M36; BAC zero; belt available, not known if worn. Uninjured.

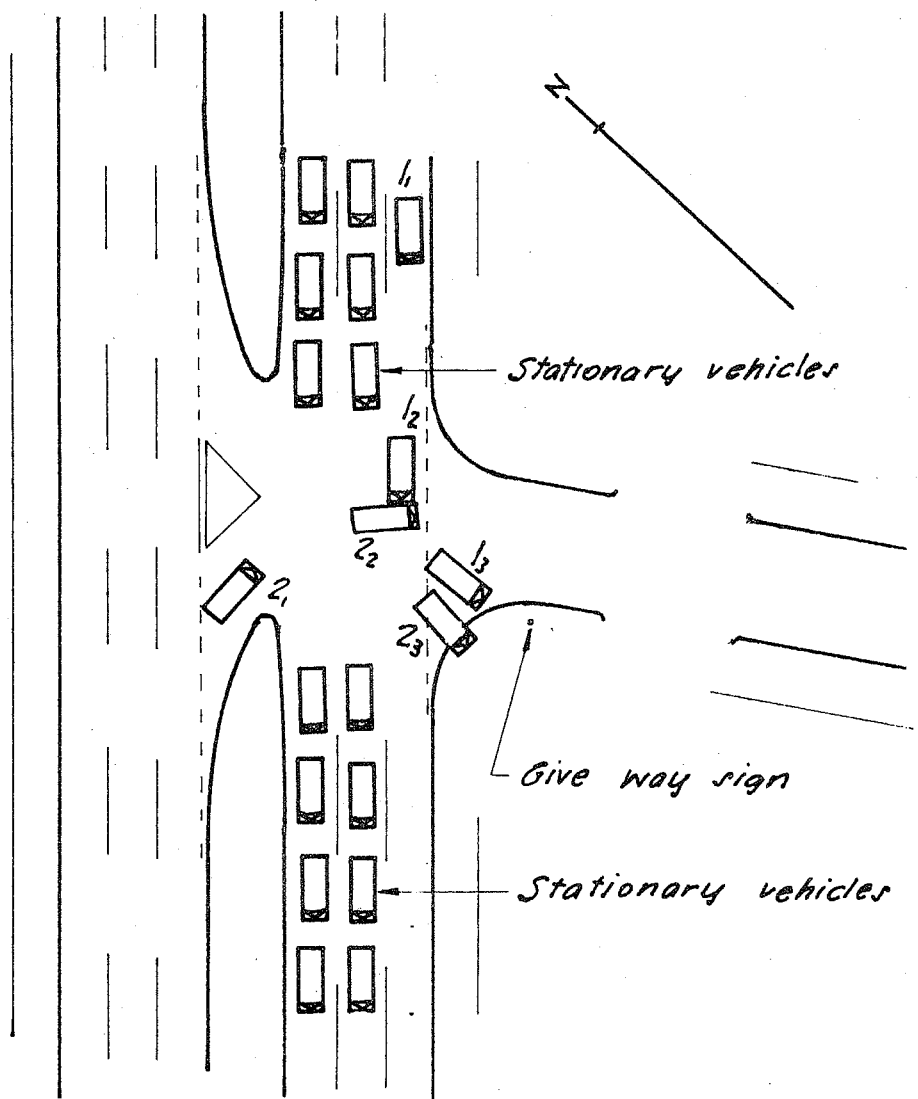
Passenger: LF; F36; belt available, not worn. Minor injuries; ISS = 1.

Unit 2: Toyota Corolla panel van, 1974. RARU-VDI: 11LGEW024

Driver: M21; BAC zero; belt available, probably worn. Uninjured.

Passenger: LF; F19; belt available, worn correctly. Minor injuries; ISS = 1.

ACCIDENT NO. 156



Scale: 0 5 10 metres

ACCIDENT 157

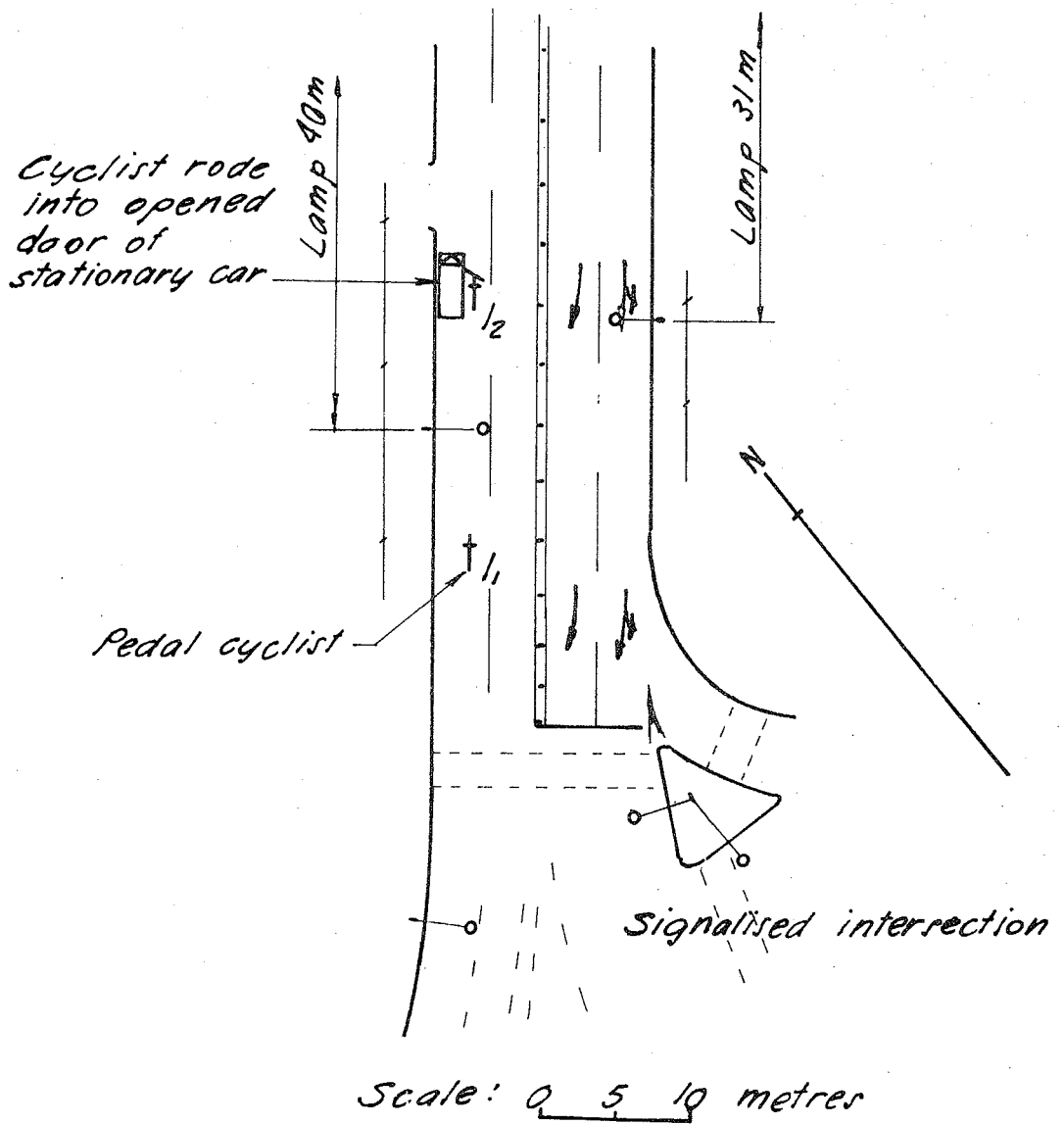
2304 hrs, night, damp road
(not raining)

As the pedalcyclist approached the parked vehicle he assumed that it was vacant. However the driver, who had been having a conversation with his passenger, opened his door to alight from the vehicle just as the cyclist was passing. The pedalcycle was not fitted with any lights.

Unit 1: Crannafoord 27" pedal cycle. Racing type handlebars.

Rider: M18; BAC zero; no head protection worn.
Minor injuries; ISS = 1; restriction unknown;
no permanent disability.

ACCIDENT NO. 157



ACCIDENT 158

1955 hrs, night, dry road.

As Unit 1 approached the accident site the driver saw the pedestrian who appeared to be waiting for Unit 1 to pass. When Unit 1 drew near, however, the pedestrian began to run across in front of the vehicle. The driver applied the brakes and veered left to avoid him but he continued to move into the path of the vehicle.

Unit 1: Fiat 125 4 door sedan 1971. No damage.

Driver: F30; BAC unknown; belt available,
not known if worn. Uninjured.

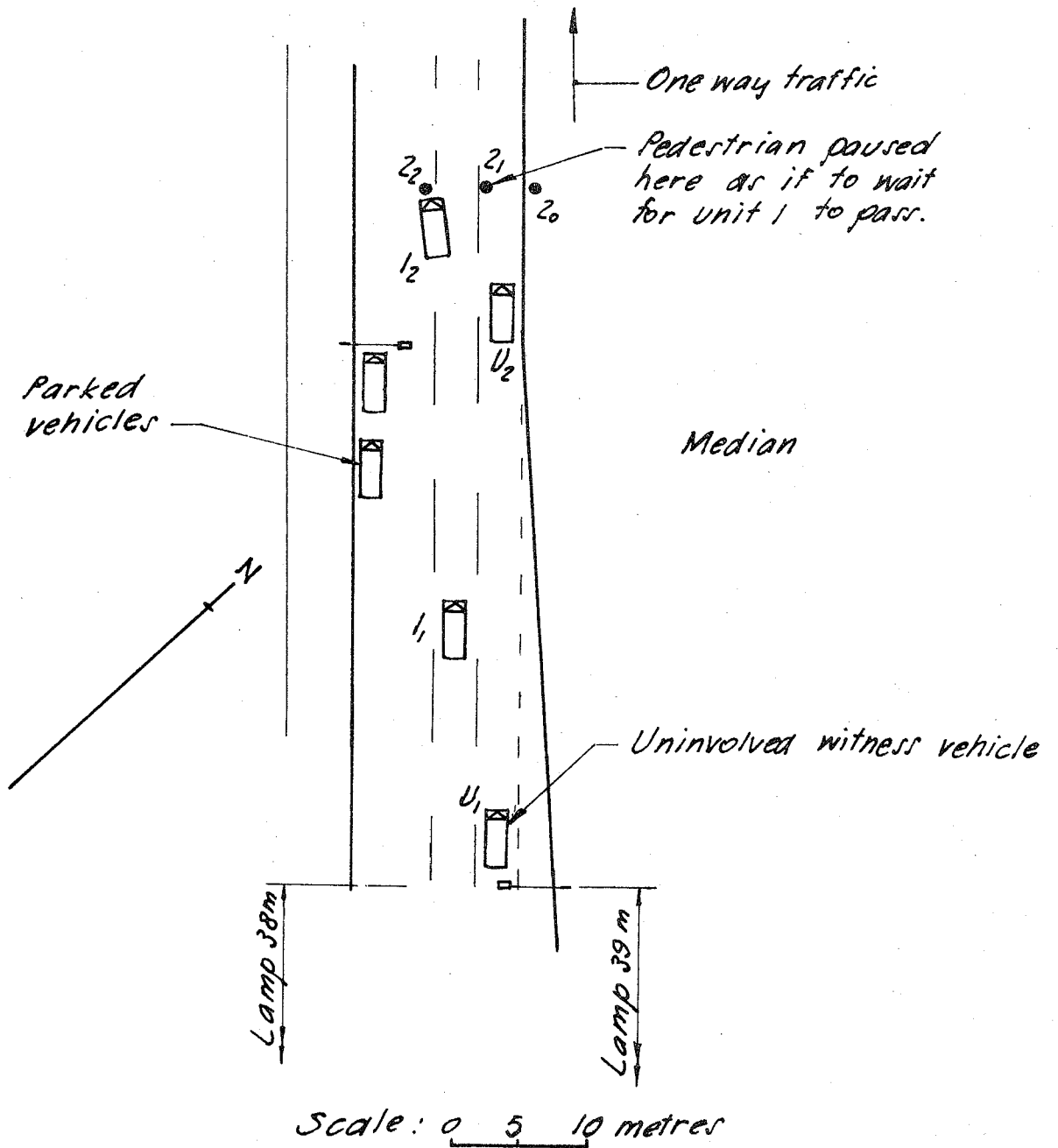
Passenger: LF; F30; belt available, not known
if worn. Uninjured.

Passenger: LR; F age unknown; no belt available.
Uninjured.

Unit 2: Pedestrian: M54; BAC 0.23.

Severe, non-dangerous injuries; ISS = 14;
hospital 46 days; restricted activity greater
than 96 days; minor residual disability.

ACCIDENT NO. 158



ACCIDENT 159

1800 hrs, dusk, dry road.

The motorcyclist was following the uninvolved vehicle which was forced to brake heavily to avoid striking Unit 2, which was stationary and waiting to make a right turn. It was only when the rider veered around the uninvolved vehicle that he realised his path was obstructed by the rear of Unit 2 and he was unable to avoid a collision.

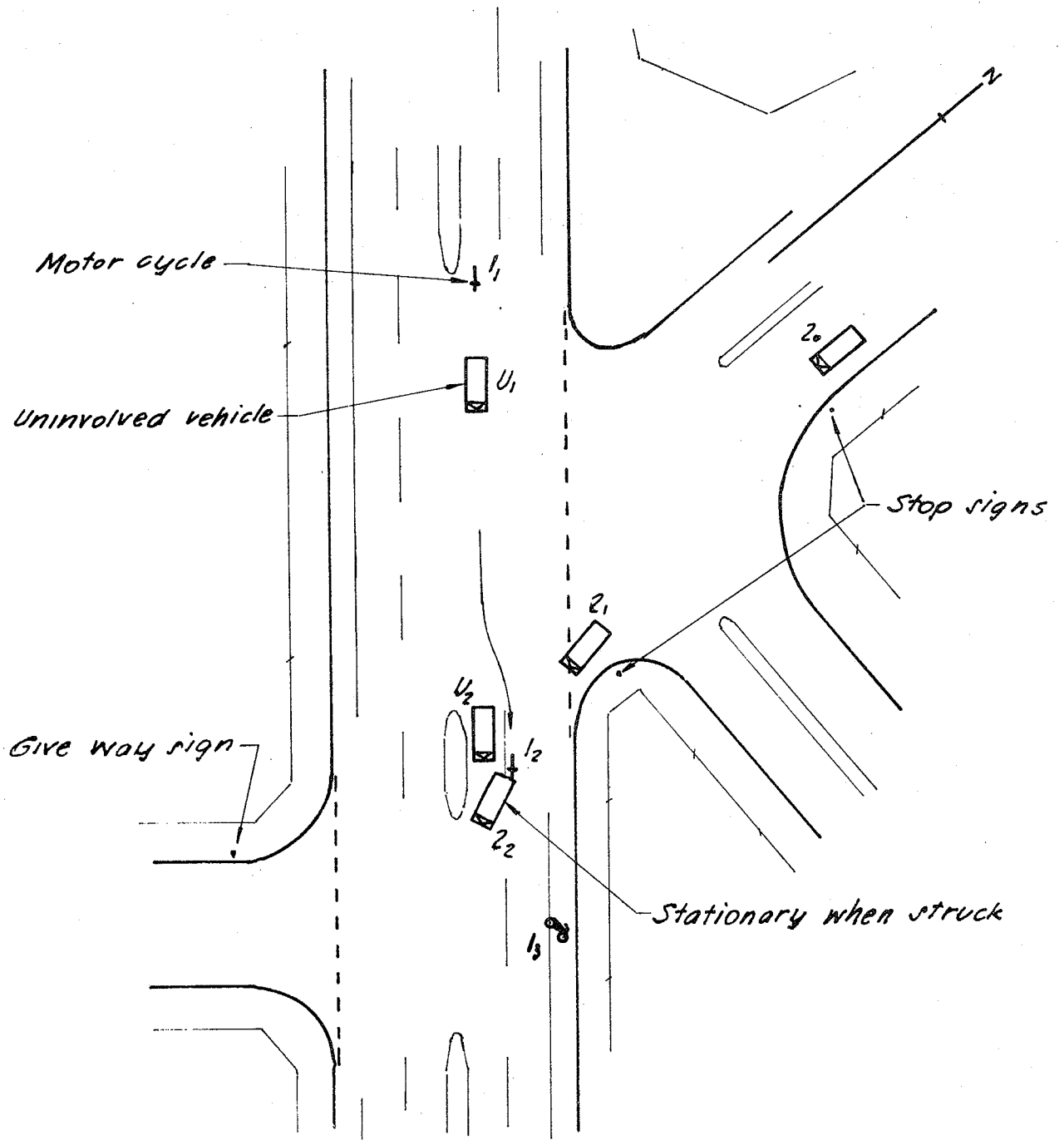
Unit 1: Yamaha L26 (100 cc) road, 1970

Rider: M22; BAC 0.05; helmet available; buckle strapped.
Severe, non-dangerous injuries; ISS = 10;
hospital 37 days; restricted activity greater
than 96 days; minor residual disability.

Unit 2: GMH Torana LH 4 door sedan, 1974. RARU-VDI: no damage.

Driver: M32; BAC zero; belt available, not known
if worn. Uninjured.

ACCIDENT NO. 159



Scale: 0 5 10 metres

ACCIDENT 160

0040 hrs, night, damp road
(not raining)

The motorcyclist was riding with a large group of motorcycles and was in the right hand lane. He suddenly swerved toward the middle of the road, fell off, and slid into the path of Unit 2. The driver was unable to stop before impact and the rider was dragged beneath the car while it came to a halt. Conflicting reports from witnesses do not make clear what prompted the initial deviation.

Unit 1: Honda CB 750 road, 1971

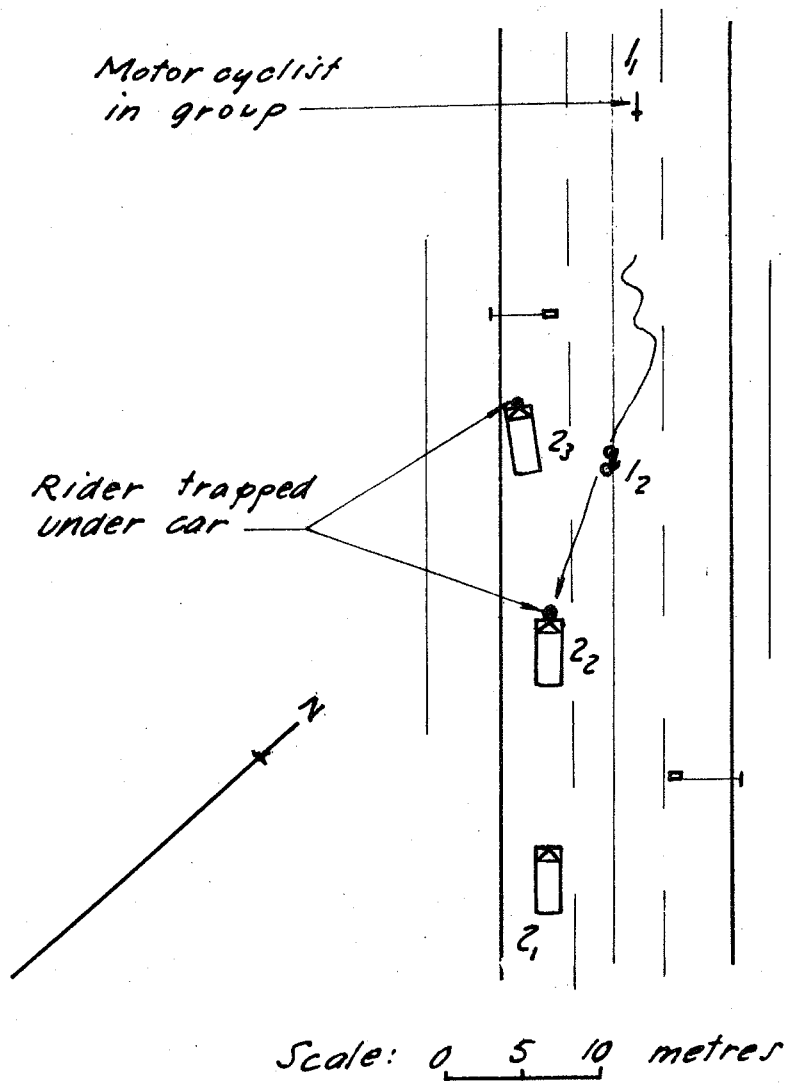
Rider: M21; BAC 0.07; full face helmet worn,
strap buckled. Serious, dangerous injuries;
ISS = 10; hospital 59 days; restricted activity
greater than 96 days; minor residual disability.

Unit 2: Holden HJ station wagon, 1975. No damage.

Driver: M28; BAC unknown; belt available,
unknown if worn. Uninjured.

Passenger: Front; F age unknown; belt available,
unknown if worn. Uninjured.

ACCIDENT NO. 160



ACCIDENT 161

1008 hrs, day, dry road.

The driver of Unit 1 was not aware of any traffic approaching from his left and ensured that there was no traffic approaching from his right. He then proceeded slowly across a spoon drain and into the intersection. Unit 2 approached the intersection at about 50 kph and neither driver noticed the other vehicle until just before impact.

Unit 1: Austin Kimberley 4 door sedan, 1970. RARU-VDI: 10LFEW050

Driver: M63; BAC zero; belt available, worn loosely.
Minor injury; ISS =1; restricted activity
7 days; no permanent disability.

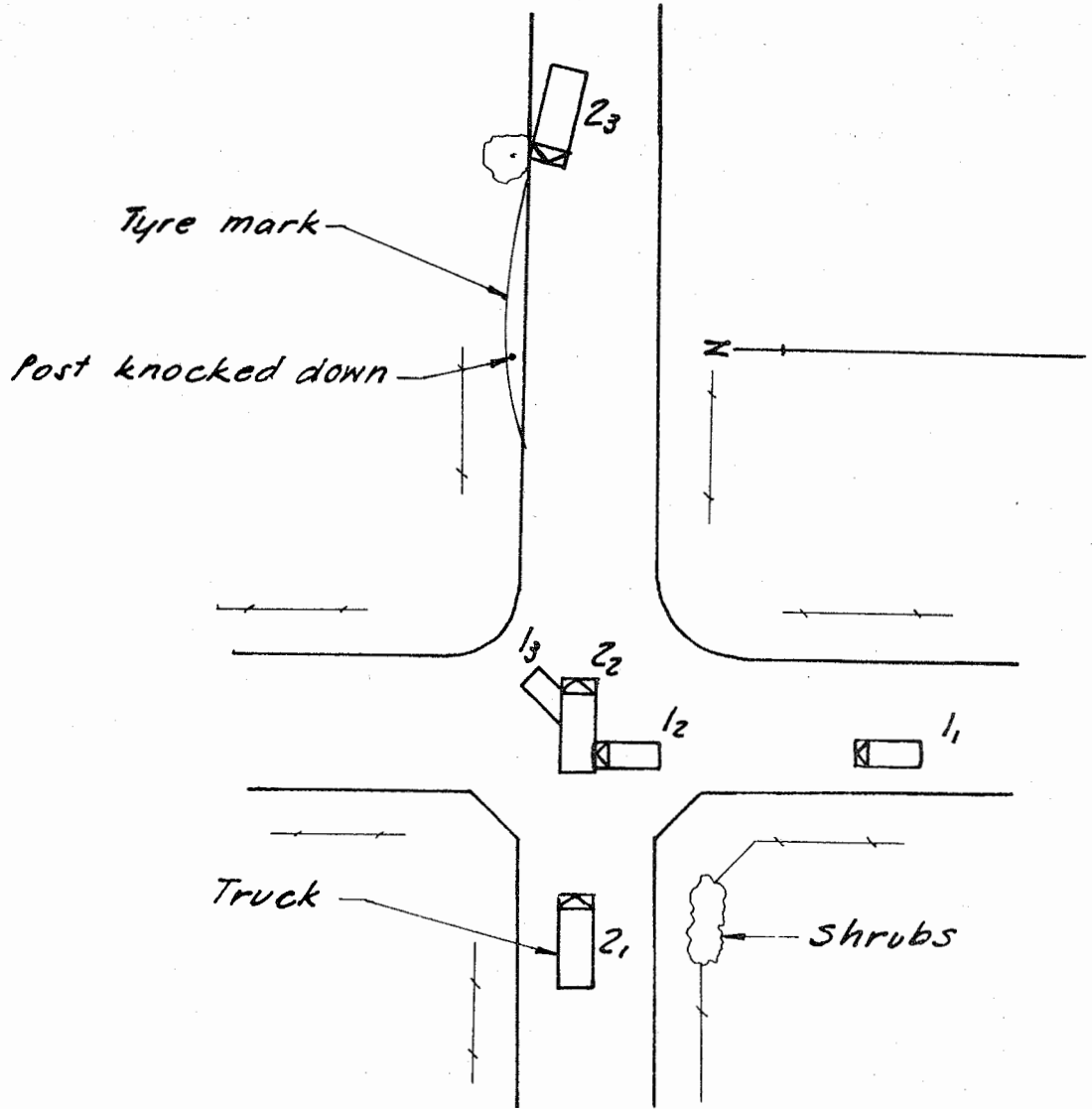
Passenger: LF; F60; belt available, worn very loosely.
Minor injury; ISS =1; restricted activity
14 days; no permanent disability.

Unit 2: Dodge D5N tip truck, 1972. SAE-VDI: 12UBLN1

Driver: M24; BAC 0.01; belt available, not worn.
Uninjured.

Passenger: LF; M age unknown; belt available, not worn.
Uninjured.

ACCIDENT NO. 161



ACCIDENT 162

1925 hrs, night, dry road.

The driver of Unit 1 had just overtaken another vehicle when his passenger yelled that there was a car emerging from the right. Despite sustained braking he was unable to avoid a collision. The intoxicated driver of Unit 2 claimed that he had seen no vehicles approaching from his left prior to his attempt to cross the intersection.

Unit 1: Valiant VF Pacer 4 door sedan, 1969. RARU-VDI: 1FREC011

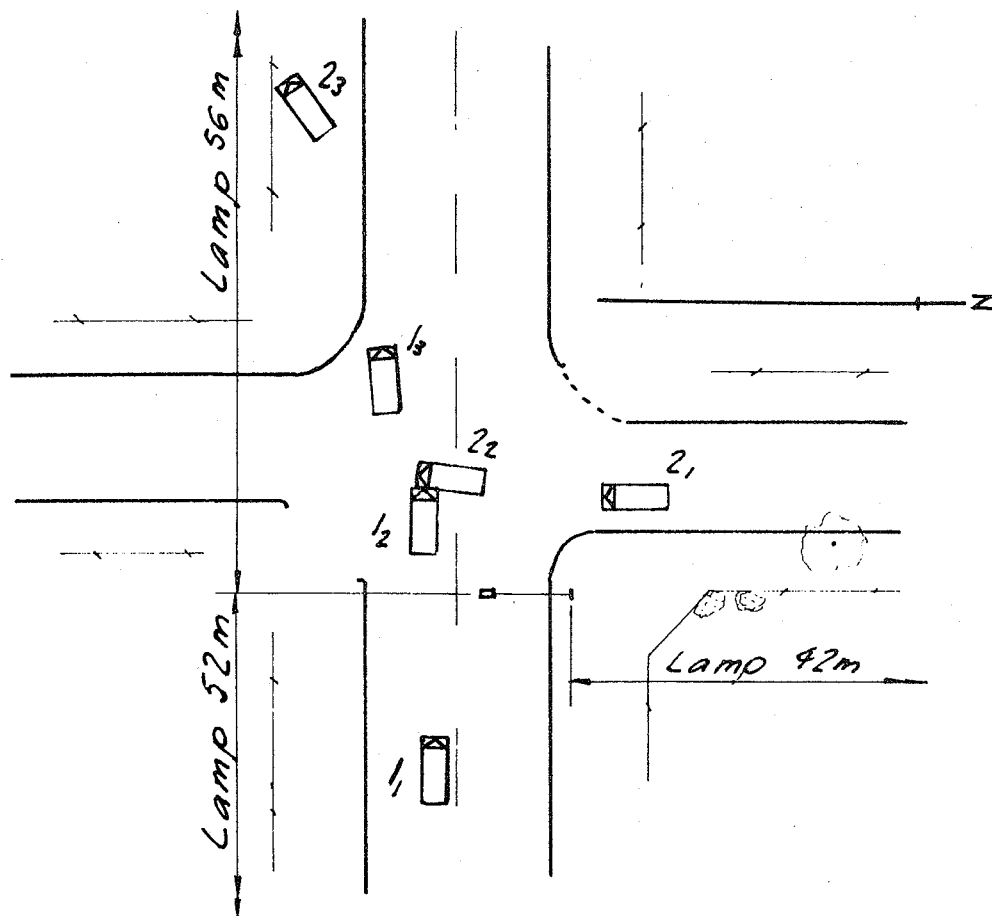
Driver: M18; BAC unknown (zero); belt available, probably worn. Uninjured.

Passenger: LF; F18; belt available, probably worn. Minor injuries; ISS = 1.

Unit 2: Volkswagen 1500 2 door sedan, 1963. RARU-VDI: 11LFMK019

Driver: M63; BAC 0.24; belt available, not worn. Moderate, non-dangerous injuries; ISS = 13; hospital 2 days; restricted activity 21 days; minor permanent disability.

ACCIDENT NO. 162



Scale: 0 5 10 metres

ACCIDENT 163

1956 hrs, night, dry road.

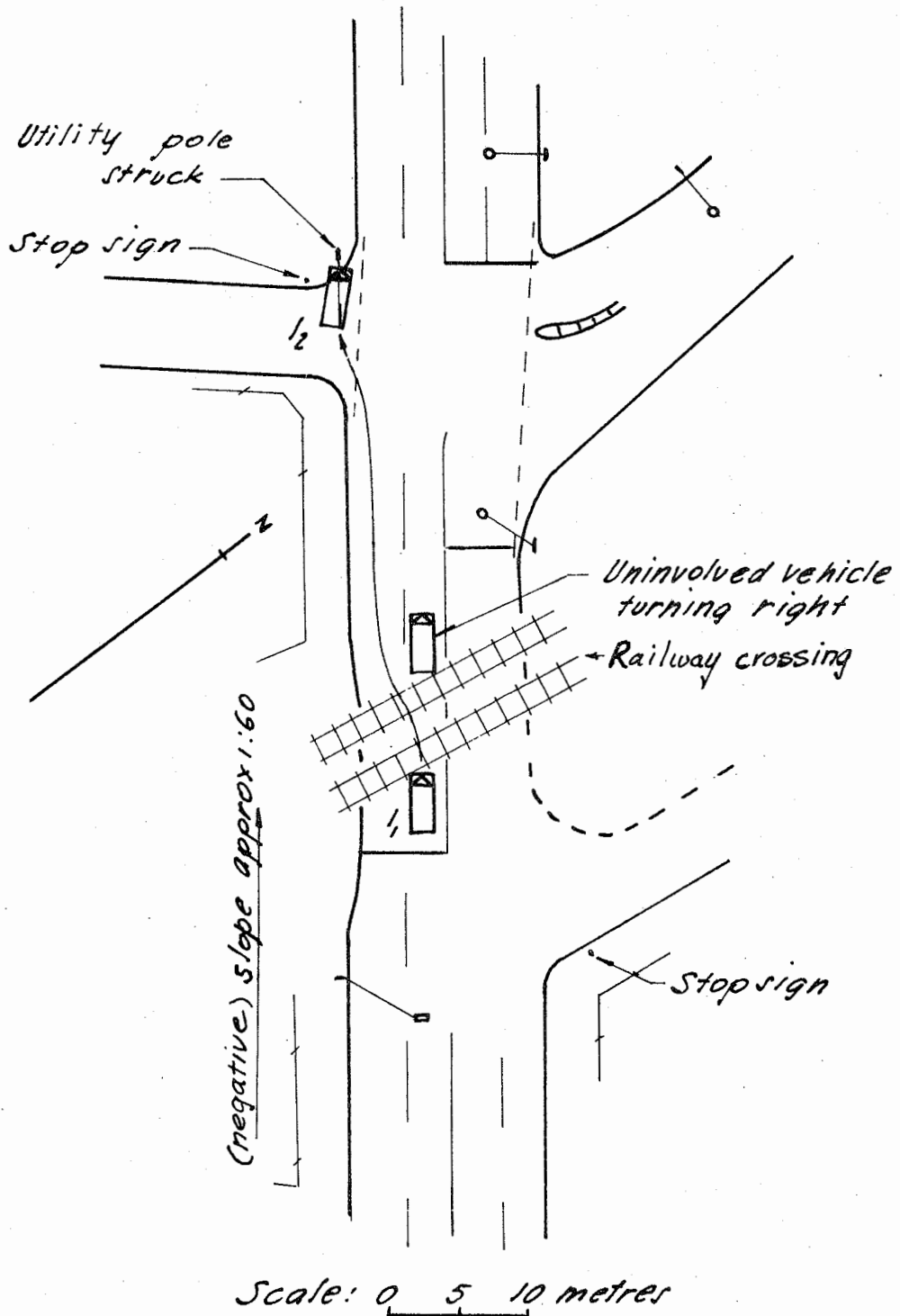
Unit 1 was approaching the uninvolved vehicle at a speed in excess of the 60 kph limit. When the other vehicle slowed and indicated its intention to turn right, the driver of Unit 1 veered to the left as he crossed the railway tracks. He lost control of his vehicle and was unable to correct its path before colliding with the utility pole.

Unit 1: GMH Torana LJ 2 door sedan, 1972. RARU-VDI: 12FDENØ5Ø

Driver: M23; Ø.18; belt available, worn loosely.

Minor injuries; ISS = 1.

ACCIDENT NO. 163



ACCIDENT 164

1355 hrs, day, dry road.

The driver of Unit 2 had initially seen Unit 1 when it was a considerable distance away and considered it posed no danger. After waiting for traffic from the left to clear Unit 2 began to cross the west bound lanes. When the driver of Unit 1 saw the other vehicle move forward he sounded his horn, but by the time Unit 2's driver reacted her vehicle was in the path of Unit 1. The driver of Unit 1 then braked but it was too late to avoid a collision.

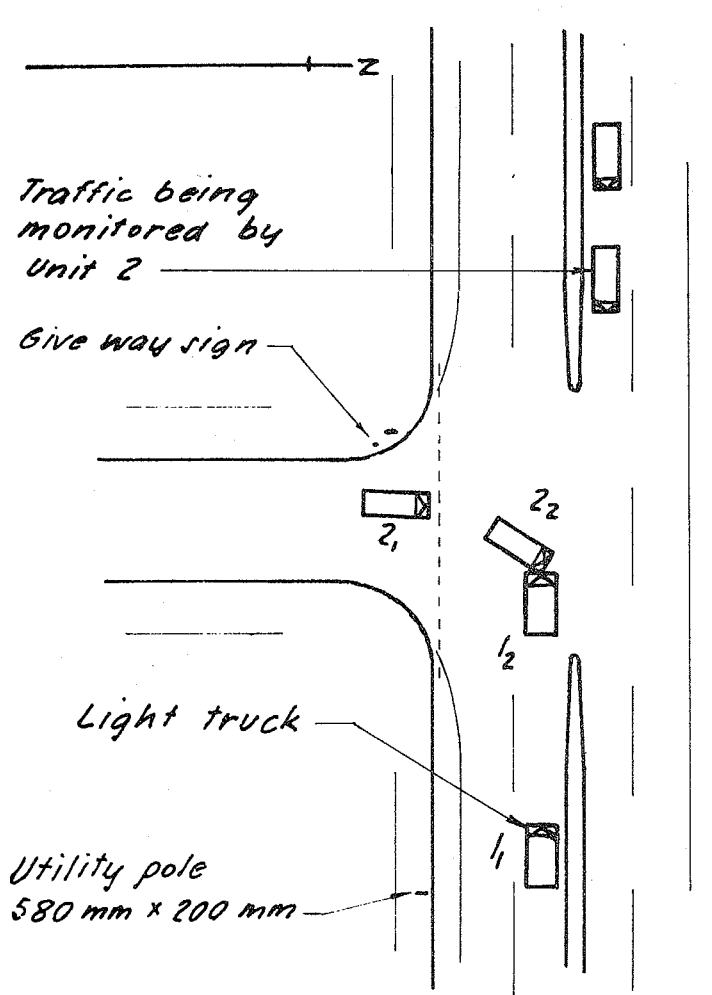
Unit 1: Ford Transit tray top truck, 1968. SAE-VDI: 1FZEW3

Driver: M20; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

Unit 2: Toyota Corolla 2 door sedan, 1971. RARU-VDI: 2RFEW015

Driver: F18; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 1; restricted activity
2 days; no permanent disability.

ACCIDENT NO. 164



Scale: 0 5 10 metres

ACCIDENT 165

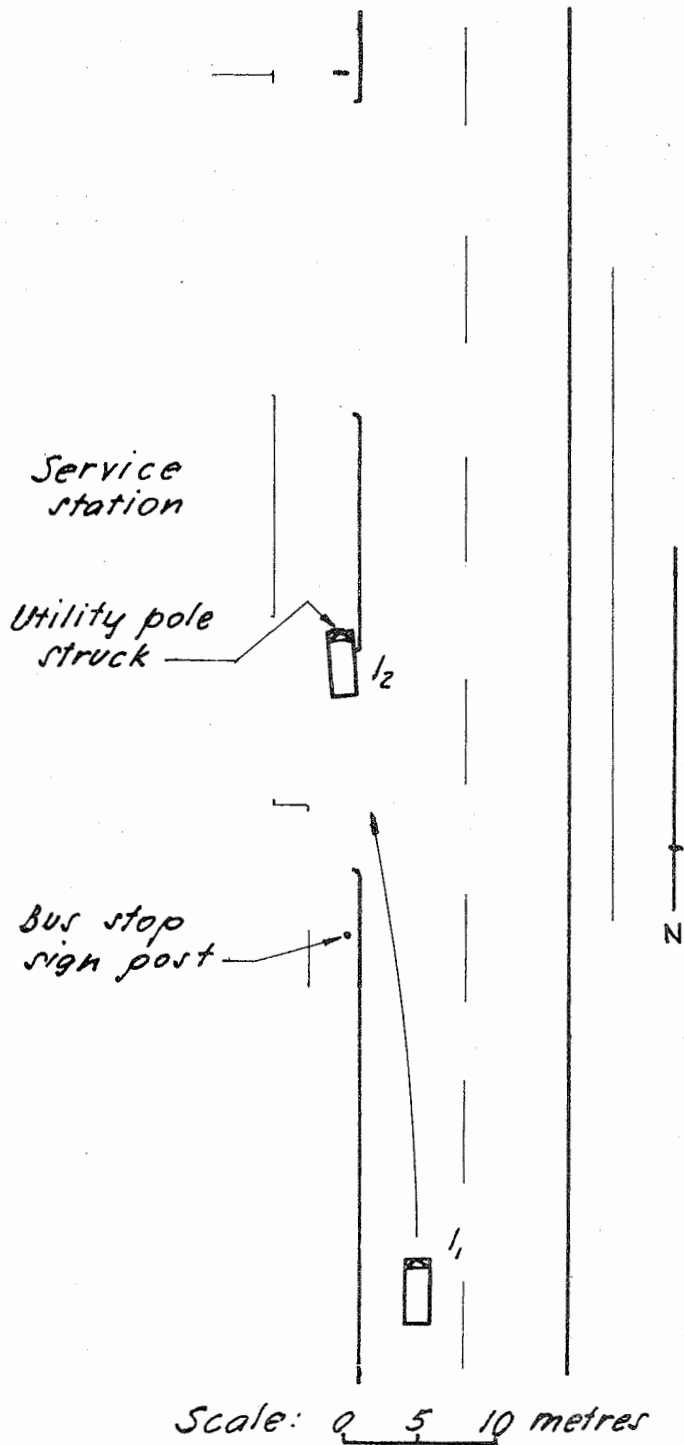
1608 hrs, day, dry road.

Unit 1 ran off the road and into a utility pole. The driver claimed he had no recollection of why this happened.

Unit 1: Volkswagen Beetle 2 door sedan, approx. 1968.
RARU-VDI: 1FDENØ23

Driver: M29; BAC zero; no belt available.
Minor injuries; ISS = 5; hospital 1 day;
restricted activity 1 day; no residual
disability.

ACCIDENT NO. 165



ACCIDENT 166

1559 hrs, day, dry road.

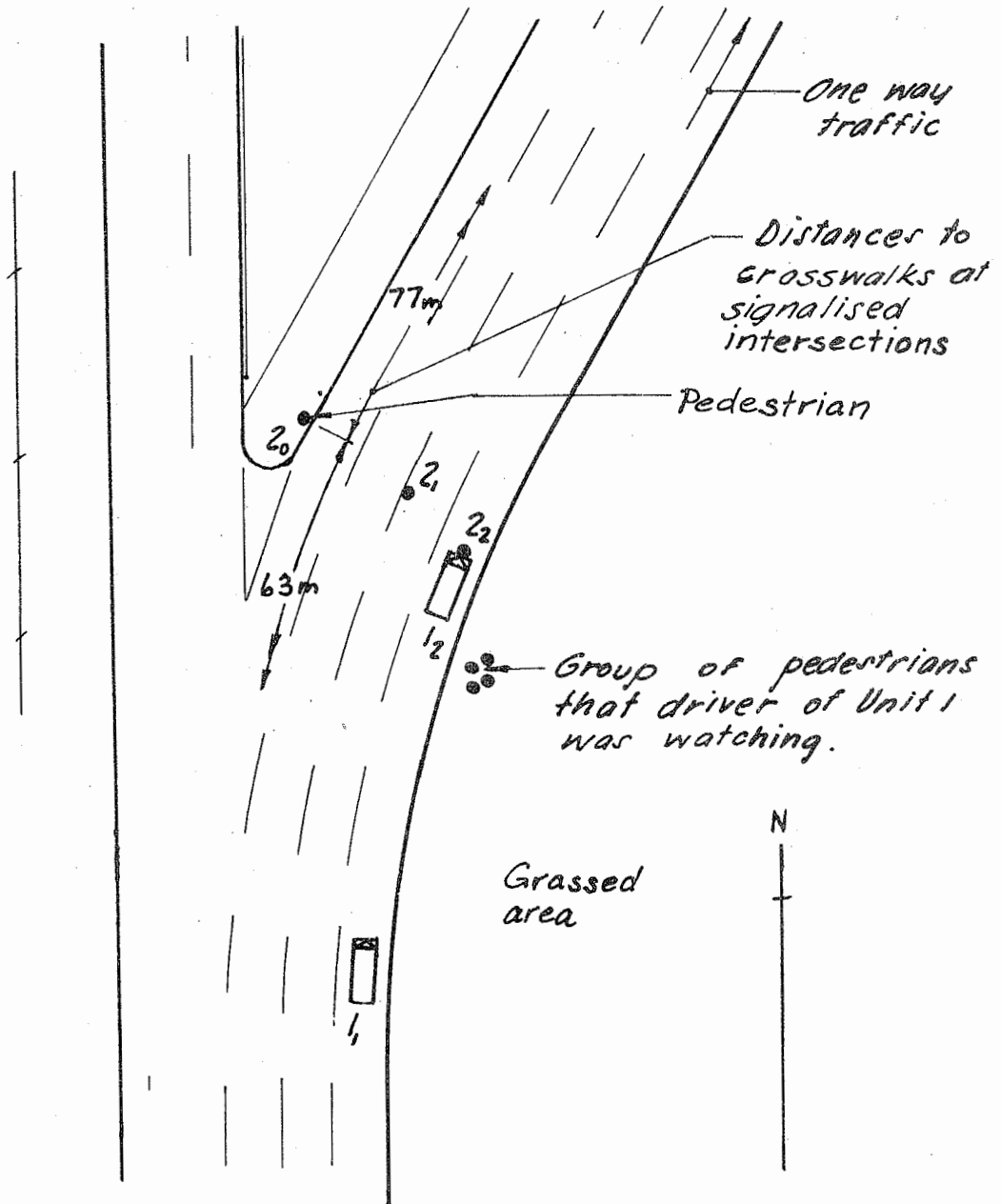
The driver of Unit 1 was observing a group of pedestrians on his right who were waiting to cross the road. When convinced that they were not going to move he looked ahead and noticed another pedestrian crossing from the opposite side. He braked and was almost stationary when the impact occurred. When the pedestrian had stepped off the footpath Unit 1 was out of sight. The pedestrian had assumed that the way was clear and that there was no need of further monitoring for approaching traffic.

Unit 1: Chrysler Valiant VJ 4 door sedan, 1974.
No damage.

Driver: M24; BAC zero; belt available, probably worn.
Uninjured.

Unit 2: Pedestrian: M62; BAC zero.
Severe, non-dangerous injuries; ISS = 14;
hospital 1 day; restricted activity 90 days;
minor permanent disability.

ACCIDENT NO. 166



Scale: 0 5 10 metres

ACCIDENT 167

1942 hrs, night, dry road

The site of the accident was in the process of being converted to a traffic light controlled intersection. After stopping to allow traffic from the right to clear, the driver of Unit 1 proceeded cautiously to the centre of the road, saw no vehicles approaching from the left, and then continued to cross the intersection. When she saw the motorcycle she accelerated but was unable to get clear in time. It was apparent that the motorcyclist was travelling well in excess of the 60 kph limit as the impact rolled Unit 2 over causing it to strike the stationary vehicle.

Unit 1: Honda CB 400F road, 1975.

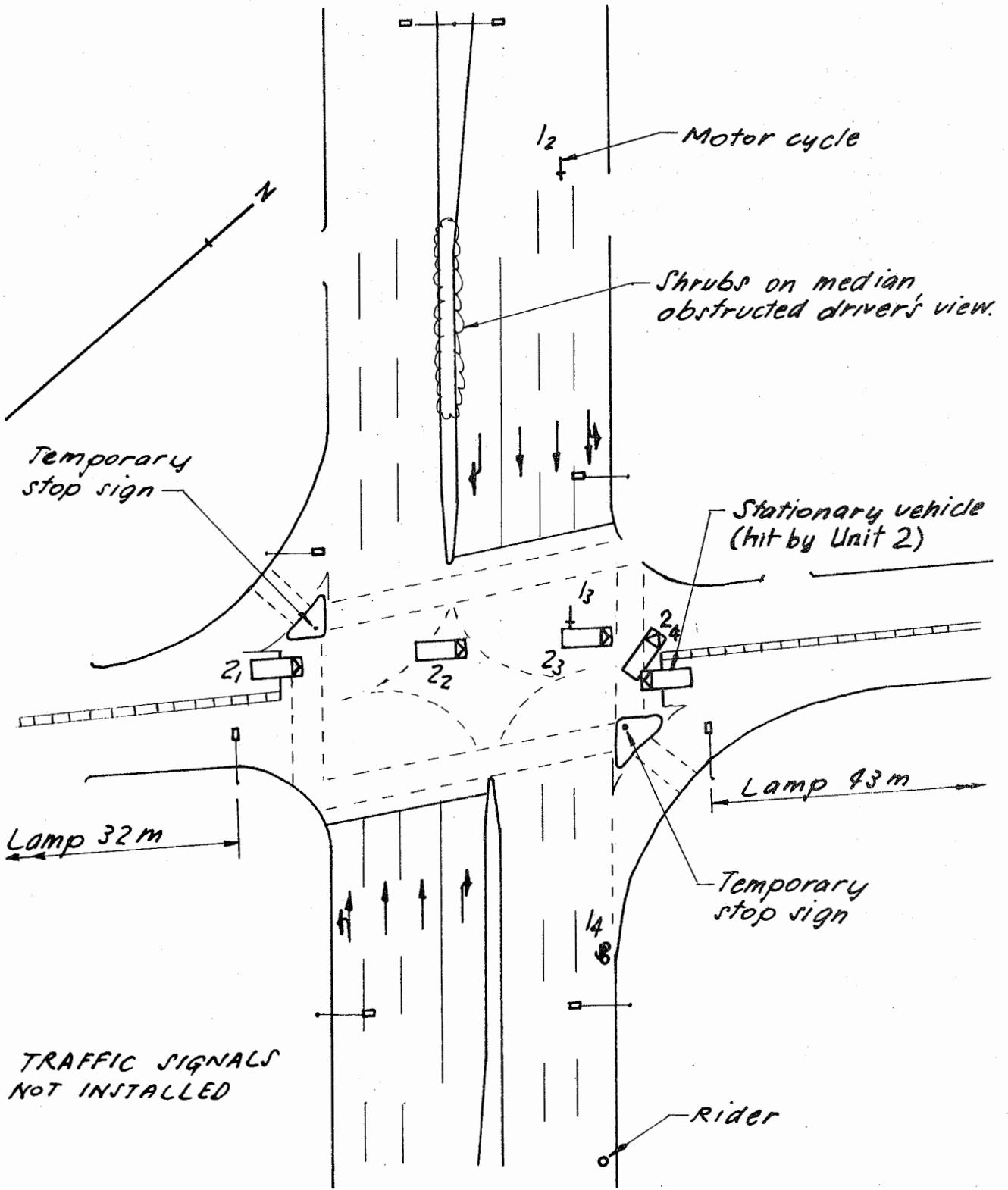
Rider: M22; BAC 0.13; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 8;
hospital 2 days; restricted activity 90 days;
no permanent disability.

Unit 2: Datsun 1200 4 door sedan, 1971. RARU-VDI: 10LBEN026

Driver: F22; BAC unknown; belt available, worn correctly.
Uninjured.

Passenger: LF; F21; belt available, worn correctly.
Minor injuries; ISS = 2; restriction and
disability unknown.

ACCIDENT NO. 167



Temporary stop sign

1₂ Motor cycle

Shrubs on median obstructed driver's view.

Stationary vehicle (hit by Unit 2)

Lamp 32m

Lamp 43m

Temporary stop sign

TRAFFIC SIGNALS NOT INSTALLED

Rider

Scale: 0 5 10 metres

ACCIDENT 168

0014 hrs, night, dry road.

The driver, who did not hold a licence to drive a car, accelerated down the ramp into a parking station. When he reached the right hand bend he turned but the back of the car slid outwards. He then turned left at the next bend and the car began to spin anti-clockwise. He claims he tried to apply corrective opposite lock but the steering wheel slipped out of his grip and the car slid sideways into the concrete wall.

Unit 1: Volkswagen Beetle 2 door sedan, 1963.

RARU-VDI: 1FDEW046

Driver: M16; BAC 0.11; no belt available.

Minor injuries; ISS = 1; restricted activity 1 day; no permanent disability.

Passenger: LF; F16; no belt available.

Minor injuries; ISS = 2; restricted activity 1 day; no permanent disability.

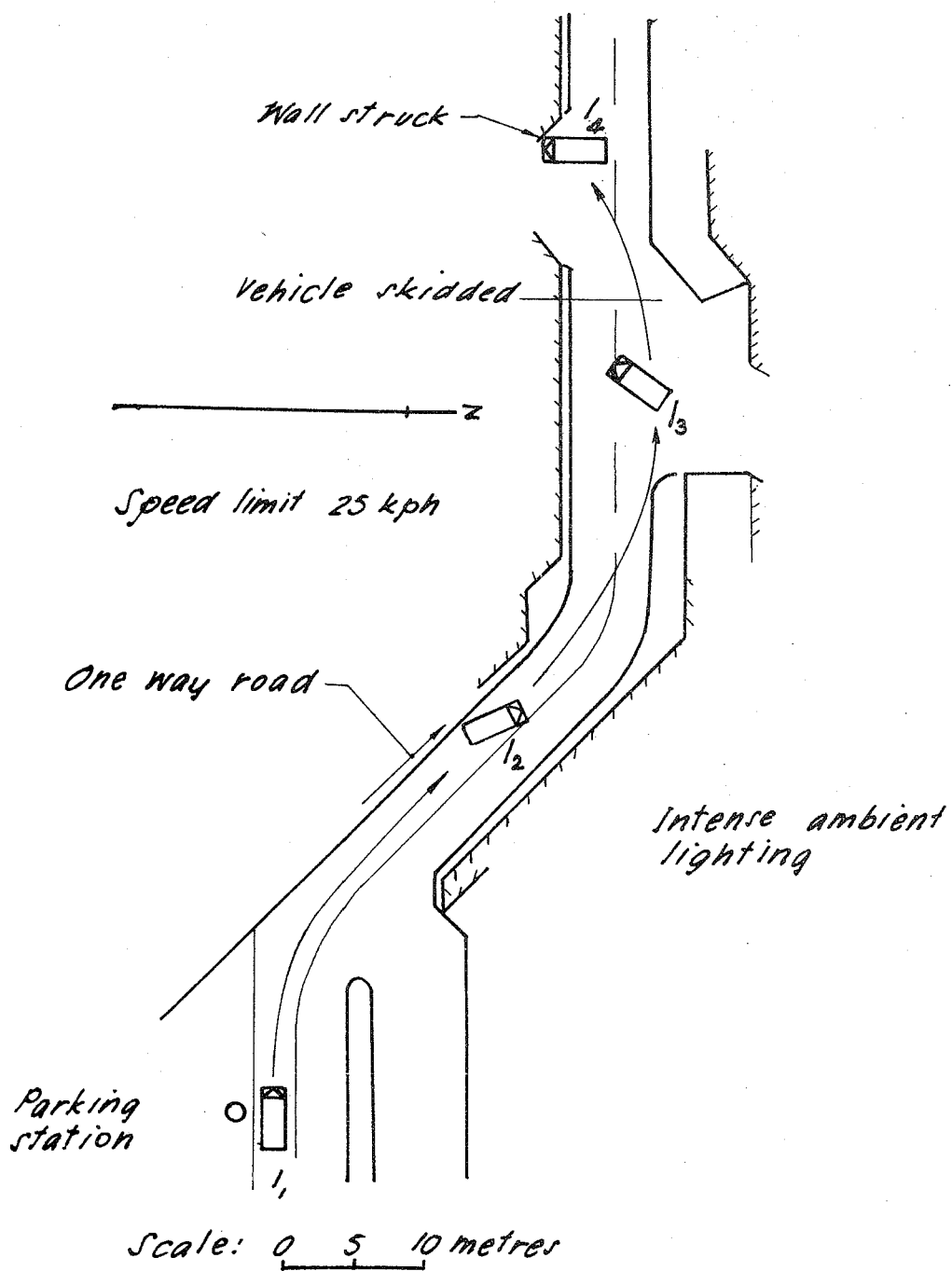
Passenger: RR; M17; no belt available.

Minor injuries; ISS = 1.

Passenger: LR; M18; no belt available.

Minor injuries; ISS = 1.

ACCIDENT NO. 168



ACCIDENT 169

1533 hrs, day, dry road.

Unit 2 was stationary at the intersection and waiting to cross to the adjacent road. It appears that when an uninvolved vehicle, which had been alongside Unit 2, turned left, the driver of Unit 2 assumed that the way was clear and proceeded forward without checking adequately to the right. Neither driver had time to take avoiding action.

Unit 1: Holden HK 4 door sedan, 1969. RARU-VDI: 12FDEW009

Driver: M24; BAC zero; belt available, worn incorrectly.
Uninjured.

Passenger: LF; F26; belt available, worn incorrectly.
Uninjured.

Passenger: RR; M3; no belt available. Uninjured.

Passenger: LR; F50; no belt available.
Minor injuries; ISS = 1.

Unit 2: Cortina TD 4 door sedan, 1975. RARU-VDI: 3RYAW045

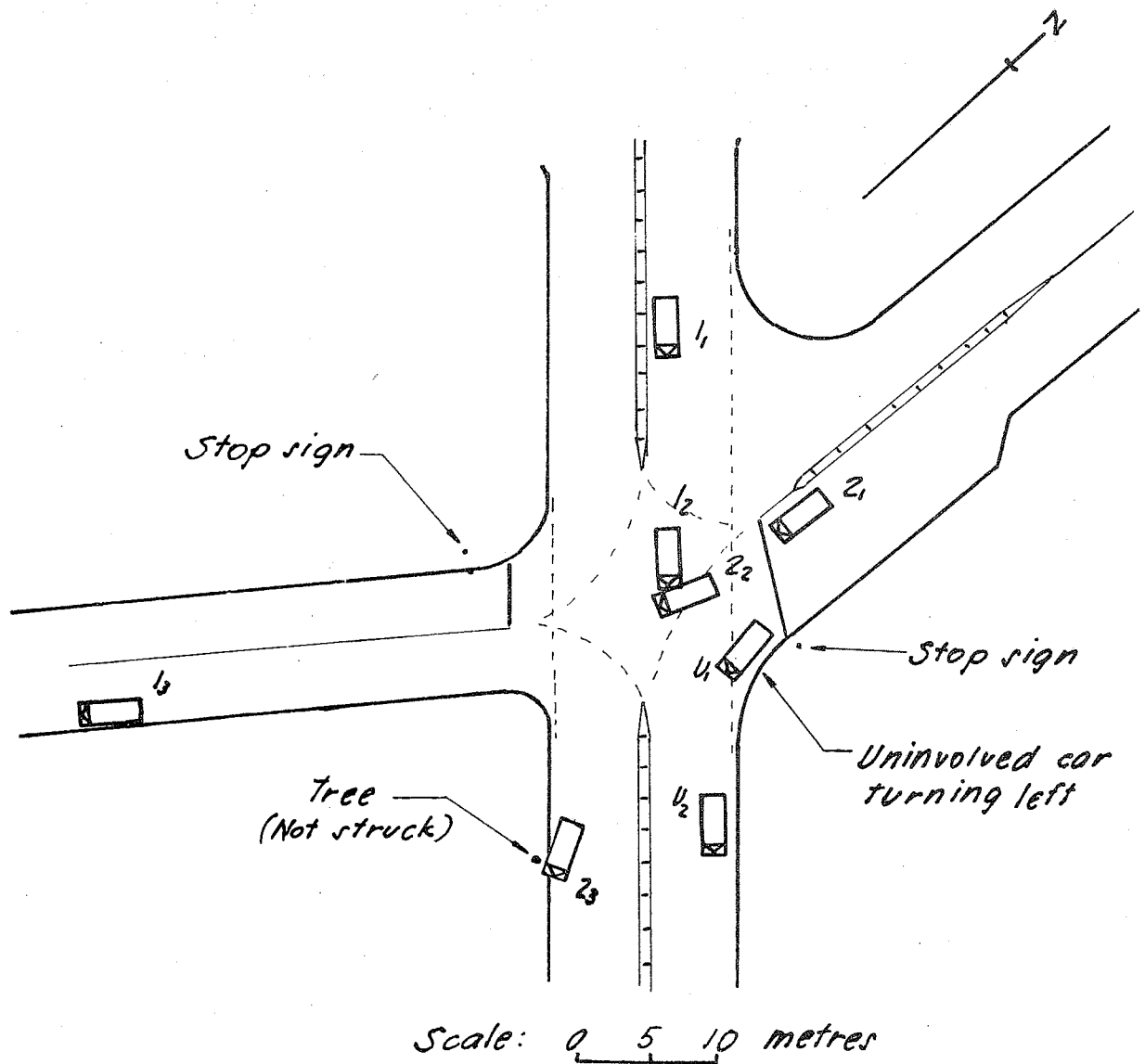
Driver: M31; BAC zero; belt available, worn correctly.
Severe, non-dangerous injuries; ISS =17;
hospital 21 days; restricted activity 90 days;
minor permanent disability.

Passenger: LF; F30; belt available, worn correctly.
Uninjured.

Passenger: RR; F58; belt available, worn correctly.
Minor injuries; ISS = 1; restricted
activity 28 days; no permanent disability.

Passenger: LR; M4; belt available, not worn.
Uninjured.

ACCIDENT NO. 169



ACCIDENT 170

0857 hrs, day, dry road.

Unit 1 was initially stationary waiting to turn right. When the lights changed from green to amber, the traffic in the opposing centre lane stopped. The driver of Unit 1 assumed that Unit 2 would stop also, but its driver considered that he was too close to the intersection when the lights changed to stop in time.

Unit 1: Austin Lancer 4 door sedan, 1962. RARU-VDI: 10LDEK030

Driver: F31; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 6;
hospital 4 days; restricted activity 18 days;
no permanent disability.

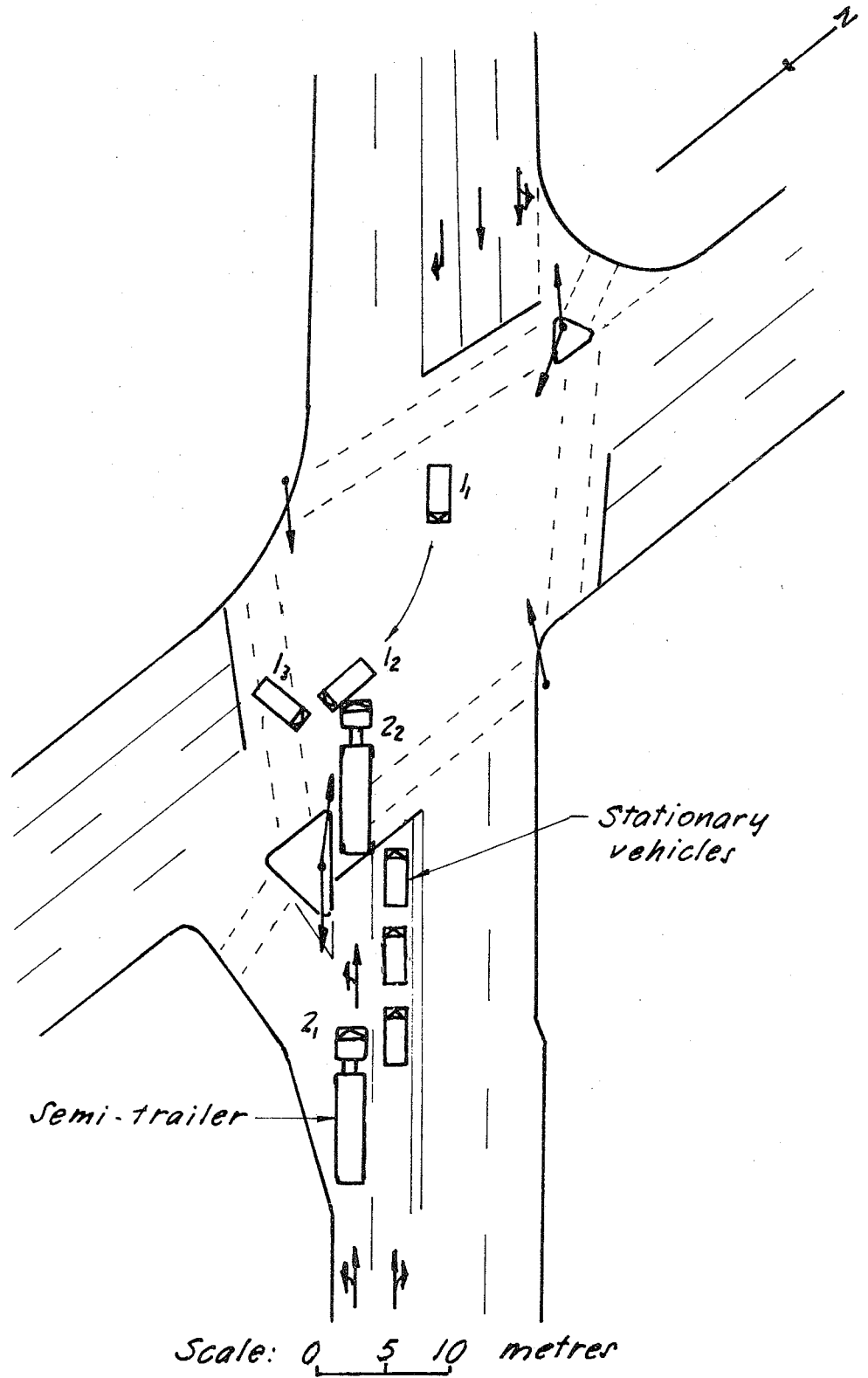
Passenger: LR; F2; no restraint available.
Minor injuries; ISS = 1.

Unit 2: Daimler Benz 1418 prime mover with trailer.
SAE-VDI: 11FLLE1

Driver: M26; BAC zero; no belt available.
Uninjured.

Passenger: LF; M age unknown; no belt available.
Uninjured.

ACCIDENT NO. 170



ACCIDENT 171

1532 hrs, day, dry road.

Unit 1 was intending to bear left into the one way road. Although the driver of Unit 2 was aware of the presence of Unit 1, she expected that she would be given priority. However the driver of Unit 1 was talking to her passenger and started forward without adequately checking for traffic from her right.

Unit 1: GMH Torana LC 4 door sedan, 1970. RARU-VDI: 3RFEC007
11FYEW012

Driver: F58; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 1.

Passenger: LF; F31; belt available, worn correctly.
Uninjured.

Passenger: LF; F2; held by mother. Uninjured.

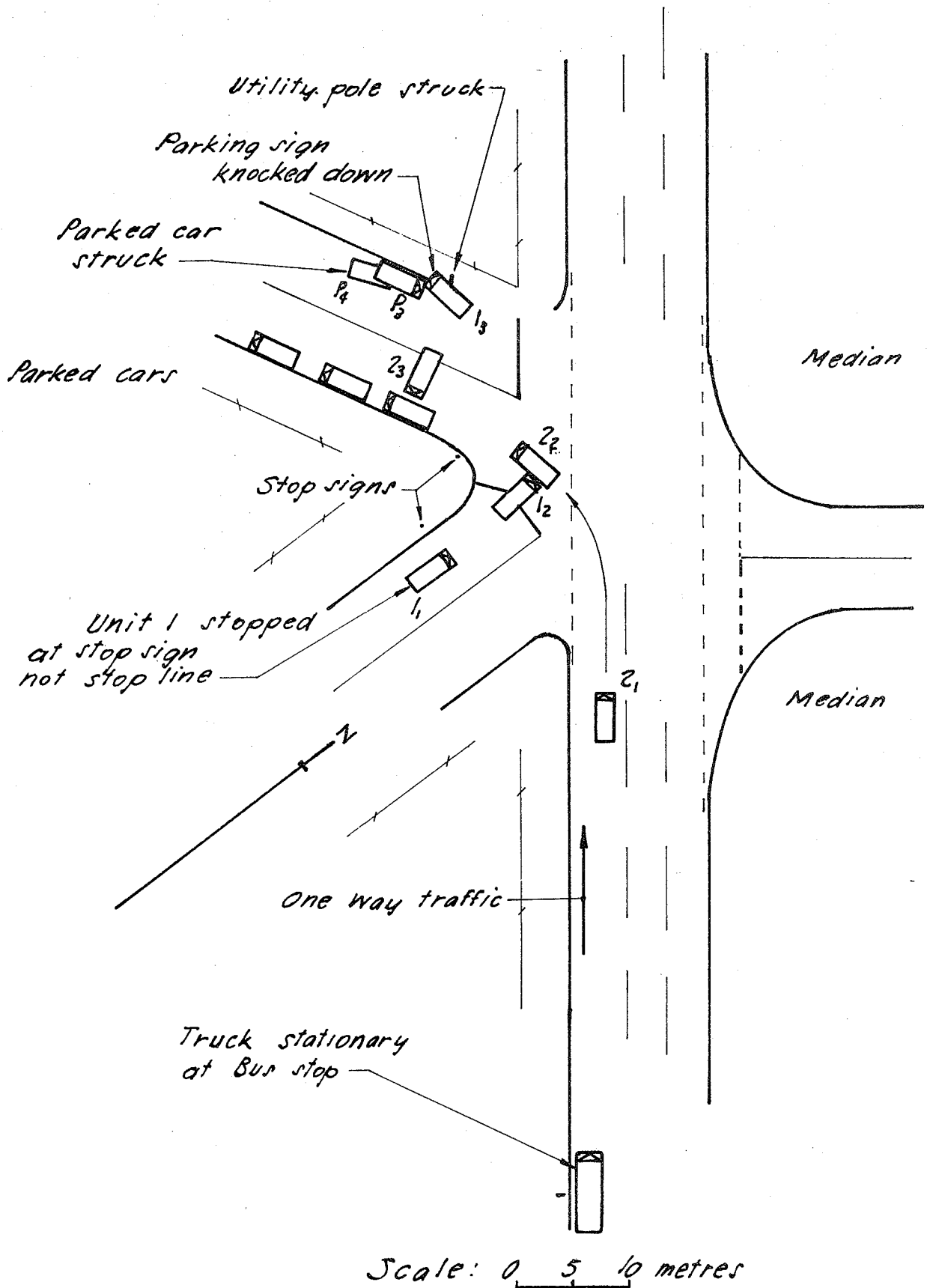
Passenger: LR; F9; no belt available.
Minor injuries; ISS = 1.

Passenger: LR; F2; held by sister.
Minor injuries; ISS = 1.

Unit 2: Ford Falcon XB 4 door sedan, 1974. RARU-VDI: 11LHHK014

Driver: F49; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 171



ACCIDENT 172

0910 hrs, day, dry road.

Unit 1 had been stationary for some time waiting for traffic to clear in order to turn right. The driver was encouraged to proceed by an impatient van driver behind her who was sounding his horn. Thinking the way to be clear she moved forward but her vision to the right was obstructed by other vehicles and she had failed to detect the approach of Unit 2.

Unit 1: Chrysler Valiant AP5 4 door sedan, 1964.

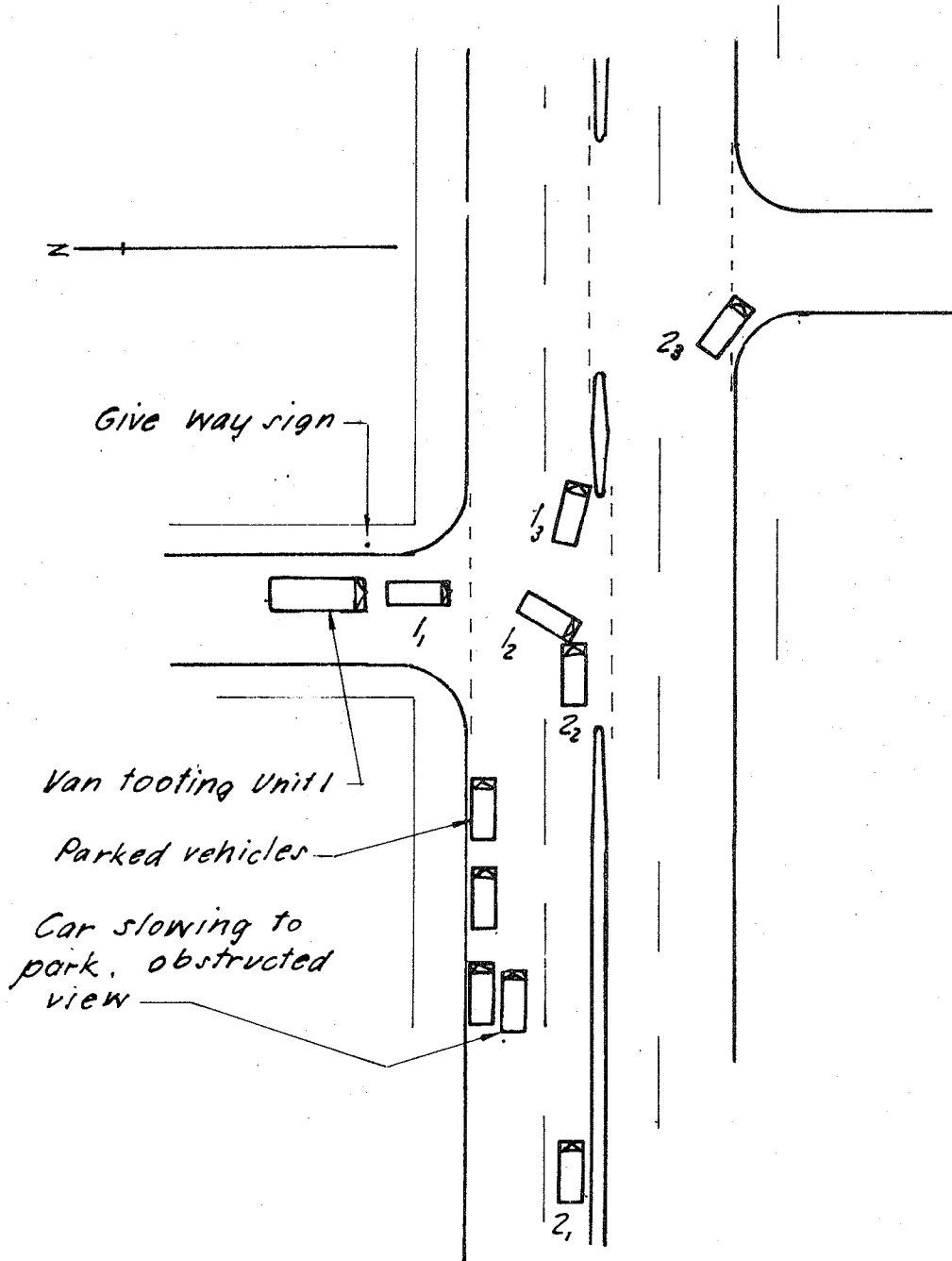
RARU-VDI: 3RFEW048

Driver: F44; BAC zero; belt fitted, not usable.
Minor injuries; ISS = 1; restricted activity
7 days; no permanent disability.

Unit 2: GMH Torana LJ 4 door sedan, 1972. RARU-VDI: 11FYEW027

Driver: F19; BAC zero; belt fitted, worn correctly.
Minor injuries; ISS = 1.

ACCIDENT NO. 172



Scale: 0 5 10 metres

ACCIDENT 173

2017 hrs, night, dry road.

As Unit 1 slowed on the approach to the intersection the traffic lights changed from red to green so the driver proceeded. As he got closer Unit 2 began to turn across his path. The driver of Unit 1 sounded his horn but the other vehicle continued forward so he braked and veered to the left before being struck. The other vehicle rapidly departed the scene, but was subsequently located. Information gained from the occupants of Unit 2, however, appeared largely unreliable.

Unit 1: Chrysler Lancer LA 4 door sedan, 1975.

RARU-VDI: 1RDECØ19 3LBENØ28

Driver: M24; BAC unknown; belt available, worn correctly. Uninjured.

Passenger: LF; F24; belt available, worn correctly. Severe, non-dangerous injuries; ISS = 2; restriction unknown, no permanent disability.

Passenger: CR; F3; belt available, not known if worn. Minor injuries; ISS = 1.

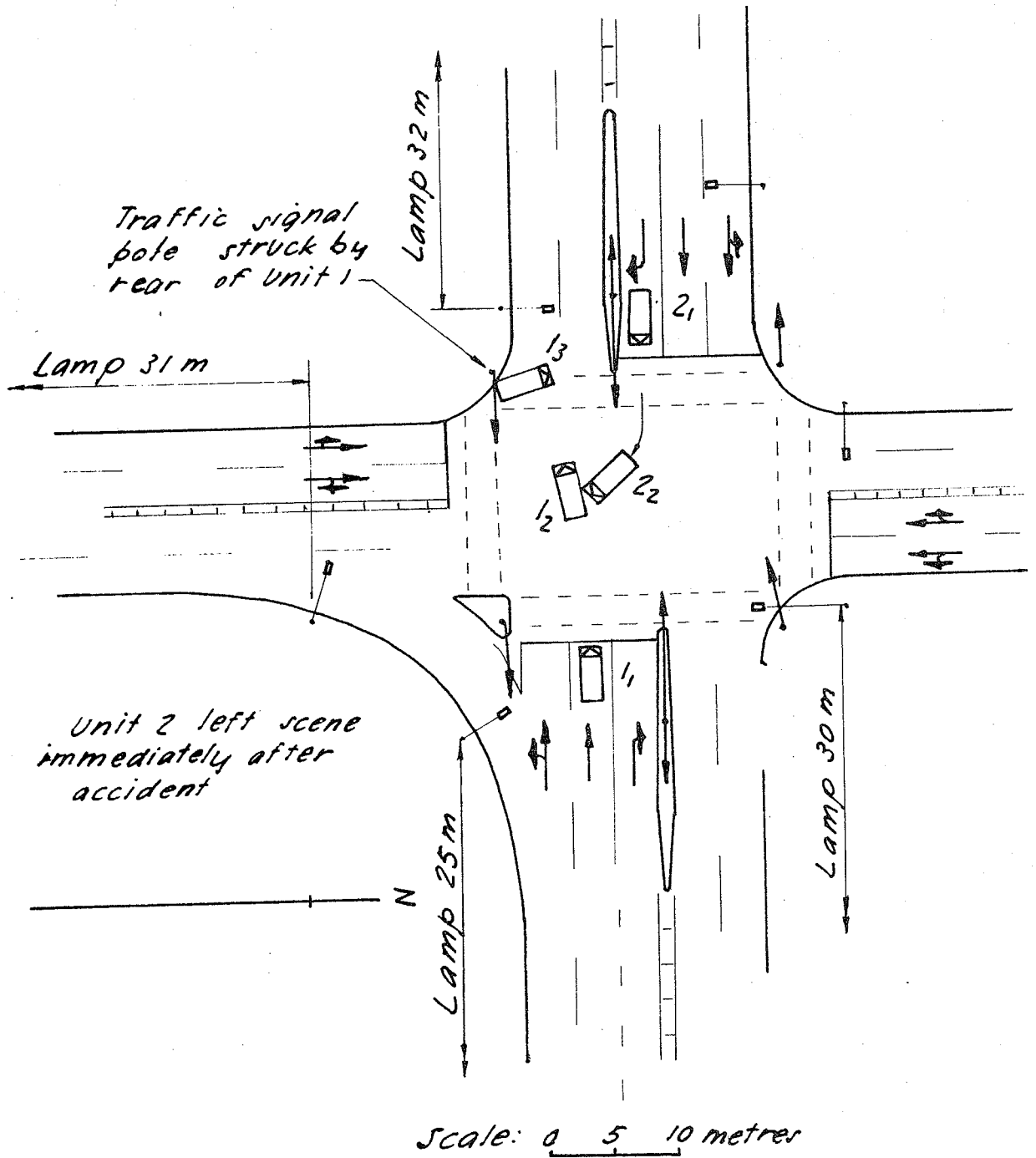
Passenger: LR; F30; belt available, worn correctly. Minor injuries; ISS = 1; restricted activity 4 days; no permanent disability.

Unit 2: Holden HQ 4 door sedan, 1973. RARU-VDI: 11FRECØ15

Driver: F46; BAC unknown; belt available, probably not worn. Uninjured.

Passenger: LF; M56; belt available, probably not worn. Uninjured.

ACCIDENT NO. 173



ACCIDENT 174

1535 hrs, day, dry road.

Despite the critical corner of the intersection being free of visual restrictions for a relatively large area, neither driver had time to take effective avoiding action prior to the collision. Neither had slowed appreciably or checked adequately for cross traffic when approaching the intersection.

Unit 1: Morris Mini 850 2 door sedan, 1967. RARU-VDI: 1RHEWØ15

Driver: F17; BAC zero; belt available, probably worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 1 day;
no permanent disability.

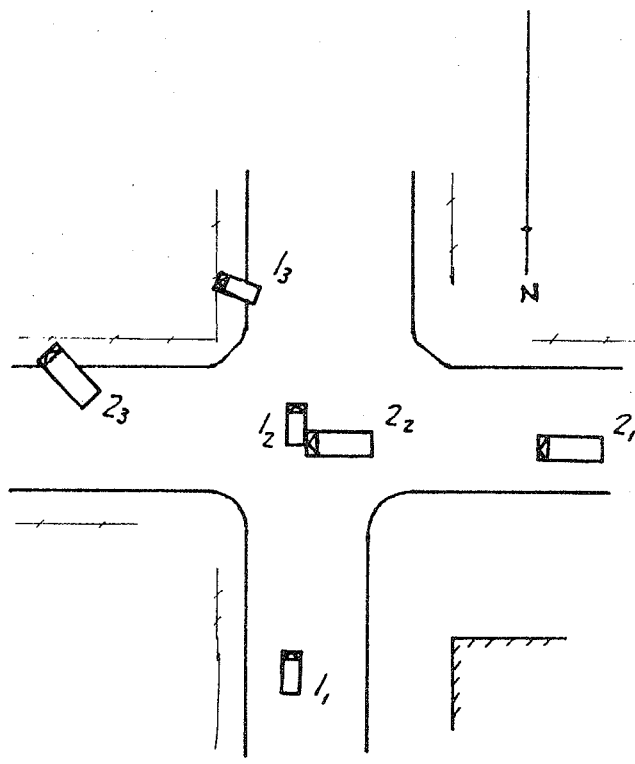
Passenger: LF; F16; belt available, probably worn.
Moderate, non-dangerous injuries; ISS = 4;
hospital 1 day; restricted activity 1 day;
no permanent disability.

Passenger: CR; F16; no belt available. Uninjured.

Unit 2: Austin Tasman 4 door sedan, 1972. RARU-VDI: 1FCEWØ2Ø

Driver: M16; BAC zero; belt available, probably worn.
Uninjured.

ACCIDENT NO. 174



Scale: 0 5 10 metres

ACCIDENT 175

1729 hrs, day, dry road.

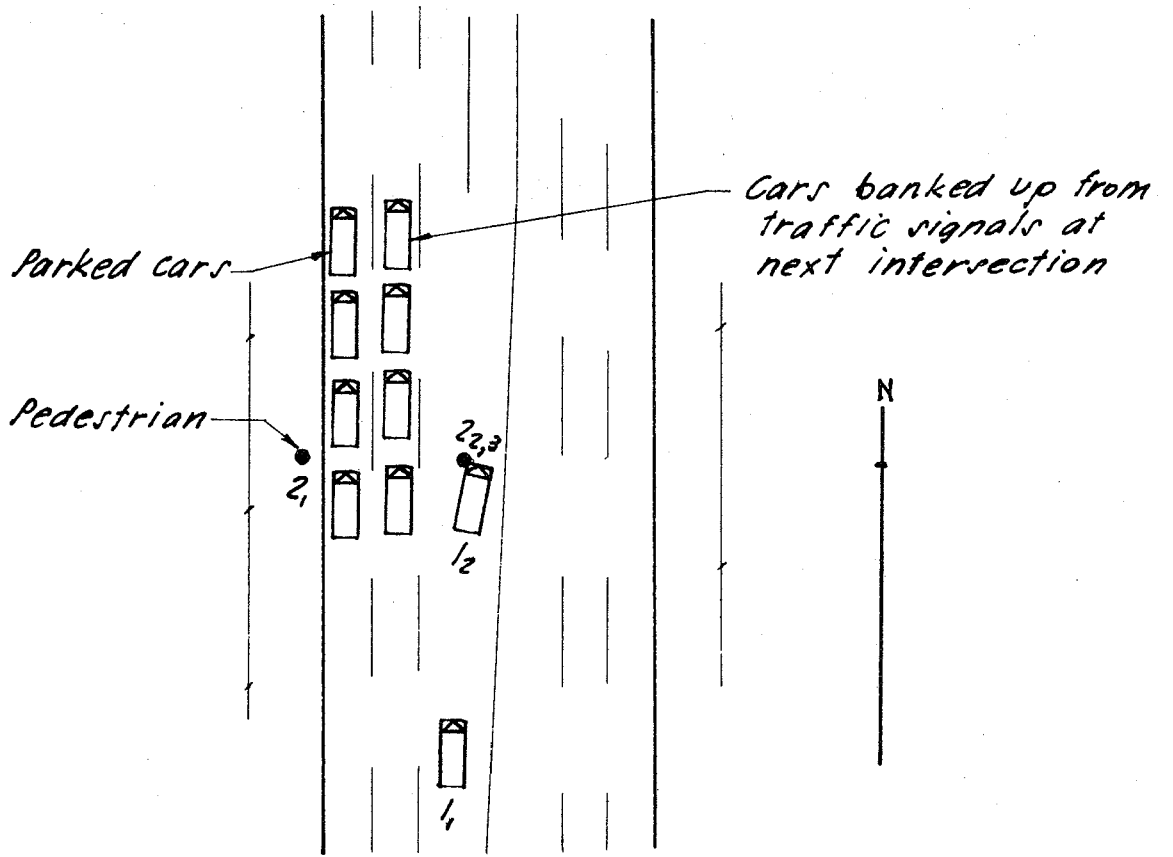
When the pedestrian checked briefly to the right he had seen the cars banked up and assumed that the centre lane was also safe to cross. When he stepped into the path of Unit 1 he was looking for traffic approaching from the other direction.

Unit 1: Holden HQ 4 door sedan, 1972. RARU-VDI: 12FLKN004

Driver: M28; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M18; BAC zero. Minor injuries;
ISS = 4; restricted activity 1 day;
no permanent disability.

ACCIDENT NO. 175



Scale: 0 5 10 metres

ACCIDENT 176

1925 hrs, night, dry road.

The driver of Unit 1 had followed Unit 2 from a stationary position at a controlled intersection a short distance from the accident site. He had failed to notice the uninvolved vehicle reversing from a private driveway and suddenly realized that Unit 2 was almost stationary in front of him. At this stage he was too close to be able to stop in time.

Unit 1: Holden HQ 4 door sedan, 1972. RARU-VDI: 12FYMW006

Driver: M32; BAC 0.07; belt available, probably worn.
Uninjured.

Passenger: LF; F26; belt available, probably worn.
Uninjured.

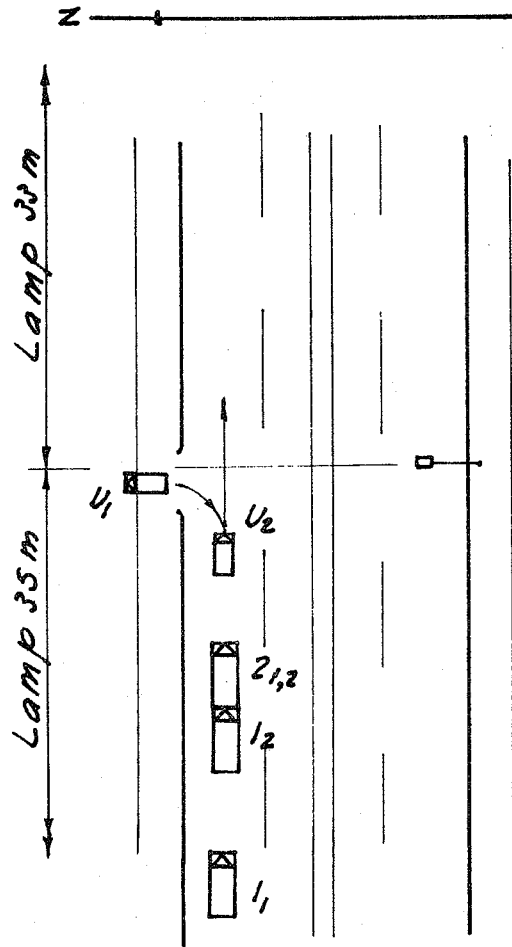
Passenger: RR; F6; belt available, not worn.
Uninjured.

Passenger: LR; M4; belt available, not worn.
Uninjured.

Unit 2: Holden HJ 4 door sedan, 1976. RARU-VDI: 6BYEW005

Driver: M21; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 176



Scale: 0 5 10 metres

ACCIDENT 177

1725 hrs, day, dry road.

As Unit 1 approached the T-junction the pedalcyclist rode off the footpath from behind the telephone box and began to cross the road. He did not signal or look to the rear. The driver of Unit 1 applied his brakes and swerved right before contacting the pedal cycle.

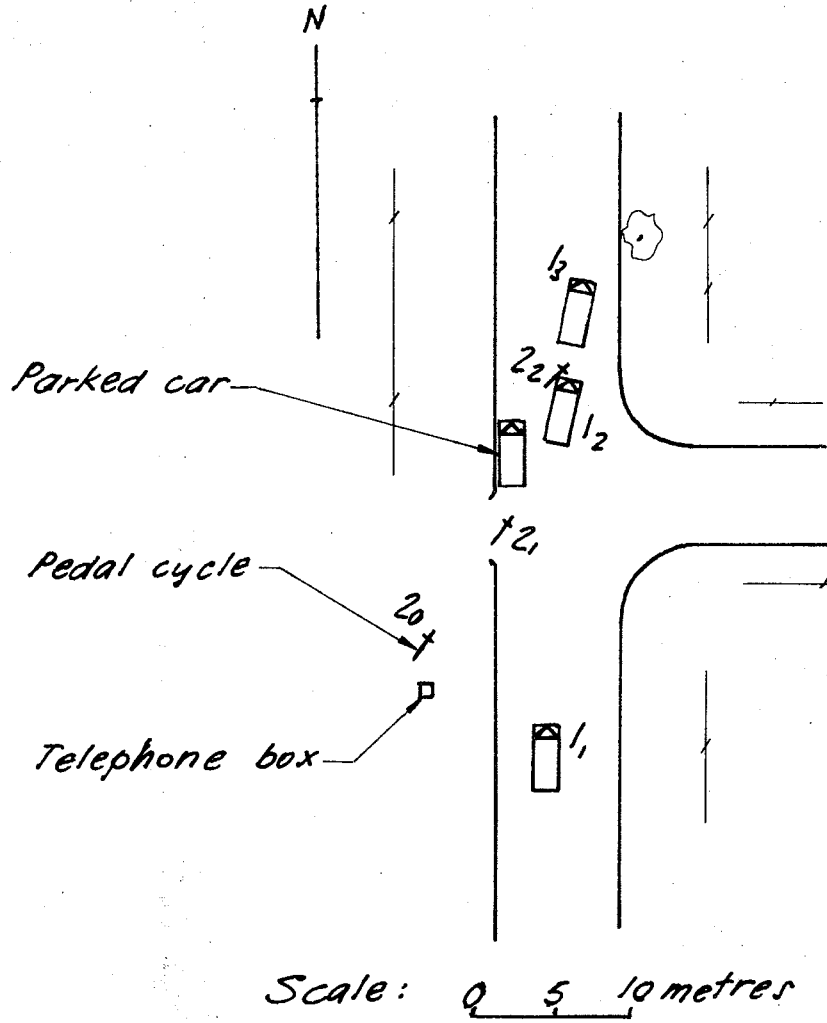
Unit 1: Valiant VF 4 door sedan, 1970. No damage.

Driver: M41; BAC 0.03; belt available, unknown if worn. Uninjured.

Unit 2: Cannonball hi-riser type 20" pedal cycle.

Rider: M10; no head protection worn.
Severe, non-dangerous injuries; ISS = 17;
hospital 40 days; restriction unknown;
minor permanent disability.

ACCIDENT NO. 177



ACCIDENT 178

1553 hrs, day, dry road.

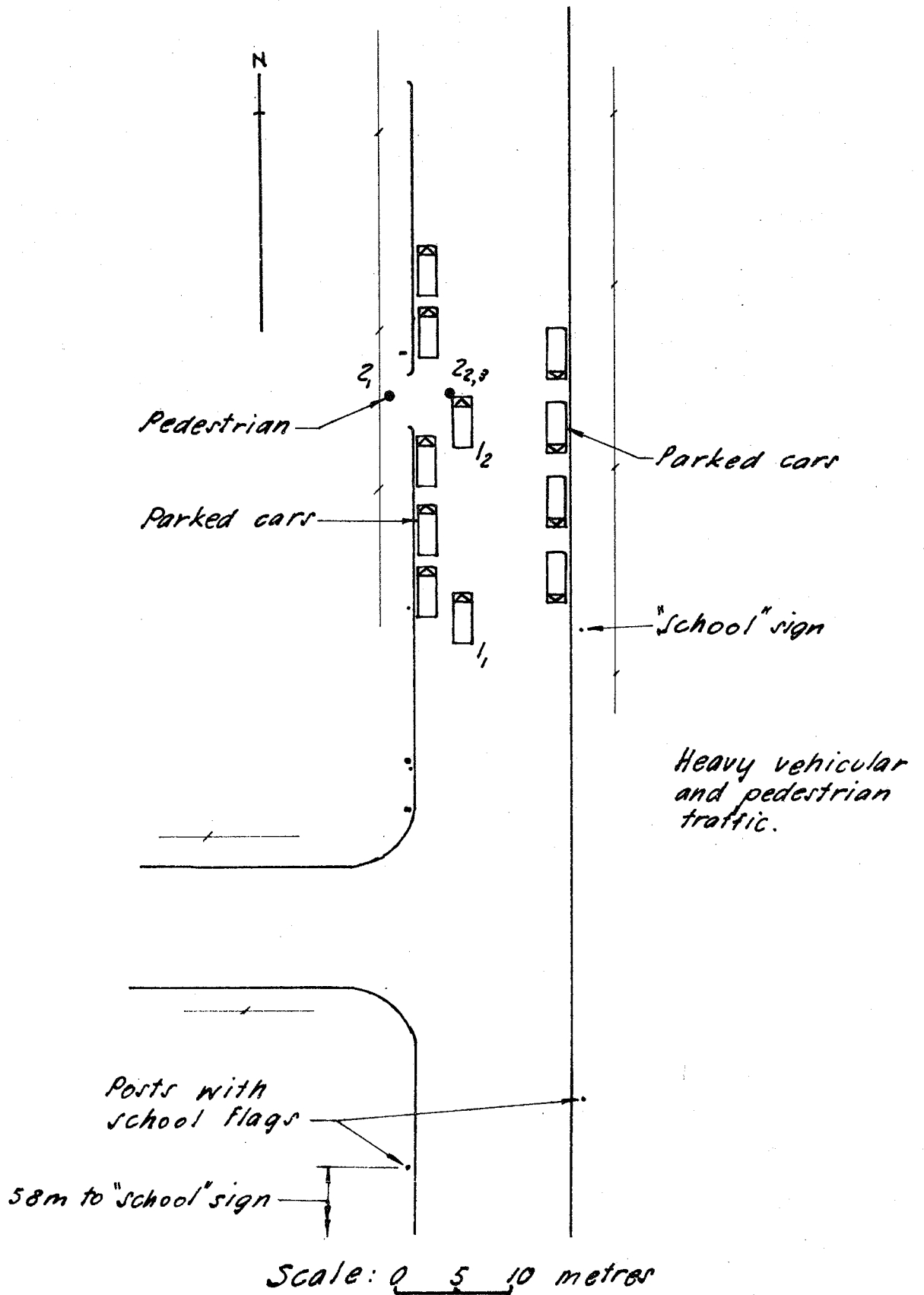
Unit 1 was travelling slowly behind a police car at about 25 kph when the young child ran onto the road from between the parked cars. The driver applied the brakes but was unable to avoid a collision.

Unit 1: Datsun 1600 4 door sedan, 1969. No damage.

Driver: M57; BAC zero; belt available, unknown if worn.
Uninjured.

Unit 2: Pedestrian: F6. Severe, non-dangerous injuries;
ISS = 13; hospital 38 days; restriction
and disability unknown.

ACCIDENT NO. 178



ACCIDENT 179

0102 hrs, night, wet road
(raining)

While travelling relatively slowly in heavy rain the driver of Unit 1 saw a line of parked cars ahead. She intended to pass fairly close to them so that she would not encroach on the centre lane. However she was not concentrating properly and gazed at something to the right. When she looked back she was too far to the left and had no time to avoid the parked cars.

Unit 1: Holden FB 4 door sedan, 1960. RARU-VDI: 12FLECØ44

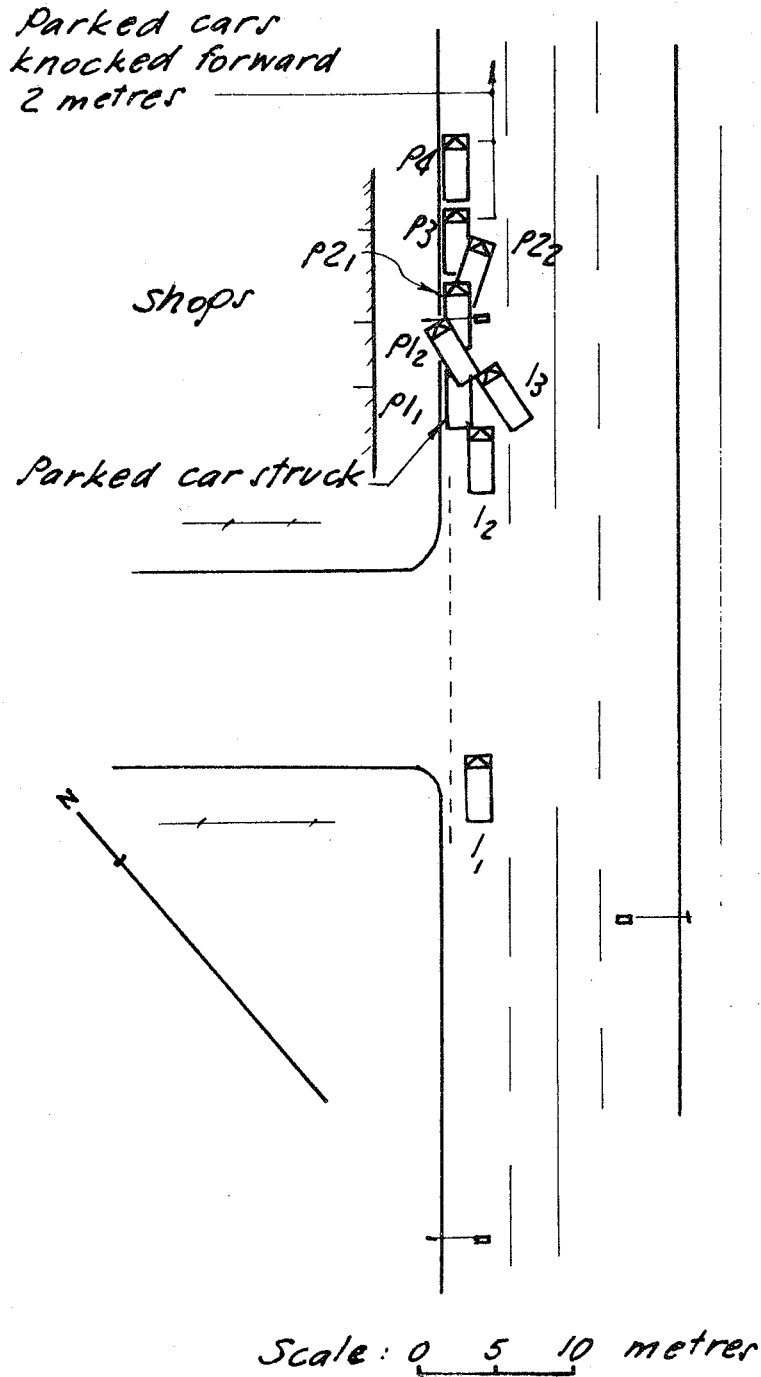
Driver: F18; BAC zero; no belt available.

Minor injuries; ISS = 2; restricted
activity 3 days; no residual disability.

Passenger: LF; M18; no belt available.

Moderate, non-dangerous injuries;
ISS = 5; hospital 2 days; restricted
activity 10 days; minor permanent disability.

ACCIDENT NO. 179



ACCIDENT 180

1407 hrs, day, dry road.

As Unit 1 approached the intersection the driver saw that the traffic lights were green in his favour and that cross traffic was stationary. He assumed the way was clear to proceed and took no further notice of the lights. By the time he reached the intersection, however, he was faced with a red light and the green phase had commenced for cross traffic. When he saw a car accelerating across from his right he braked but was unable to avoid a collision.

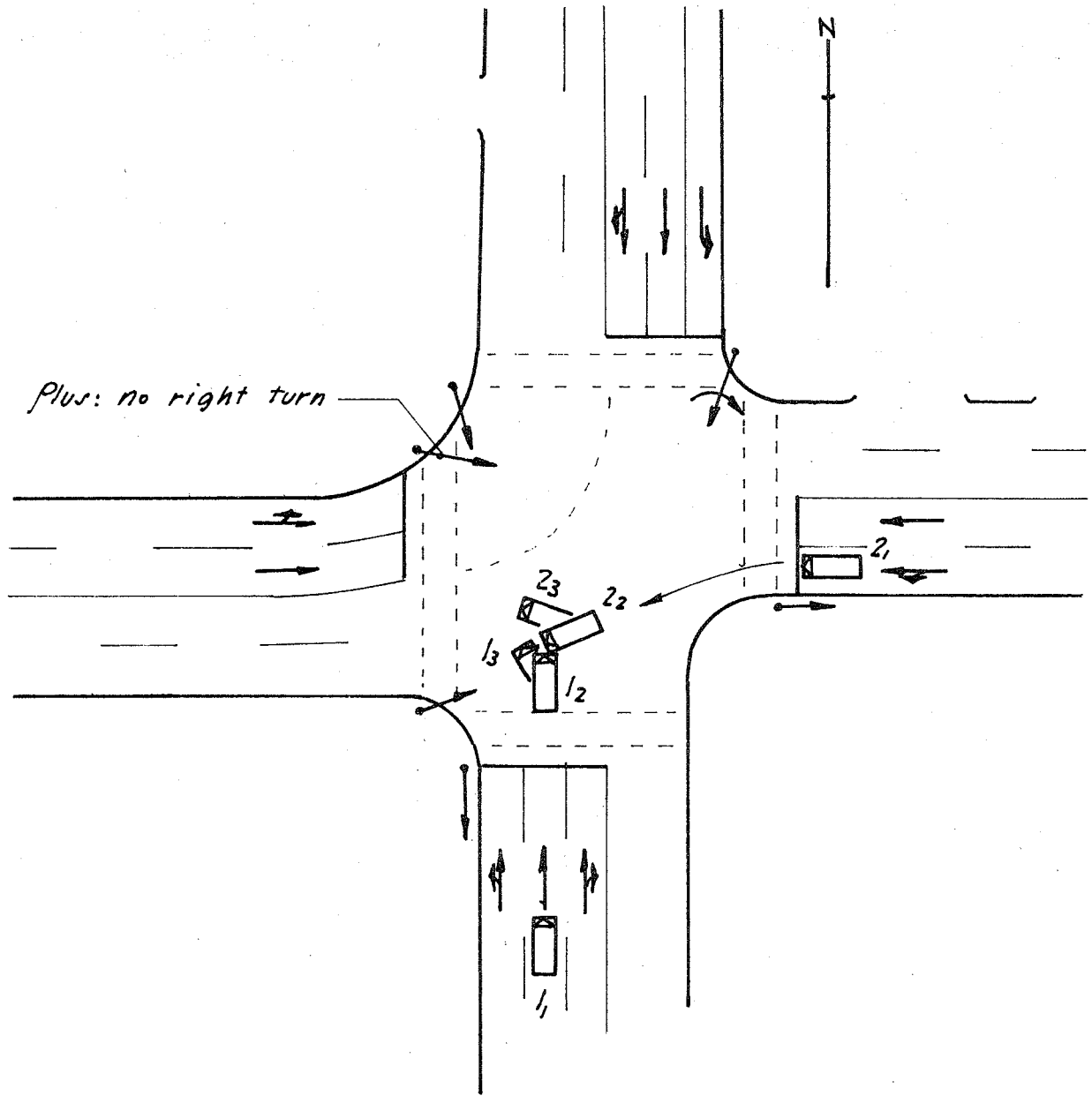
Unit 1: Holden EJ 4 door sedan, 1962. RARU-VDI: 12FRECO18

Driver: M68; BAC zero; no belt available.
Uninjured.

Unit 2: Holden HG 4 door sedan, 1971. RARU-VDI: 9LFEC012

Driver: F51; BAC zero; belt available, worn very loosely. Minor injuries; ISS = 1.

ACCIDENT NO. 180



Scale: 0 5 10 metres

ACCIDENT 181

1206 hrs, day, dry road.

The driver of Unit 1 stopped at the intersection. She saw no vehicles approaching from her right and a car coming from her left which she assumed was far enough away to allow her to cross. When the driver of Unit 1 saw the other vehicle moving forward she braked but collided with the right side of Unit 2.

Unit 1: GMH Torana LJ 2 door sedan, 1972. RARU-VDI: 11FYEW005

Driver: F20; BAC zero; belt available, worn loosely.
Minor injury; ISS = 1; restriction unknown,
no permanent disability.

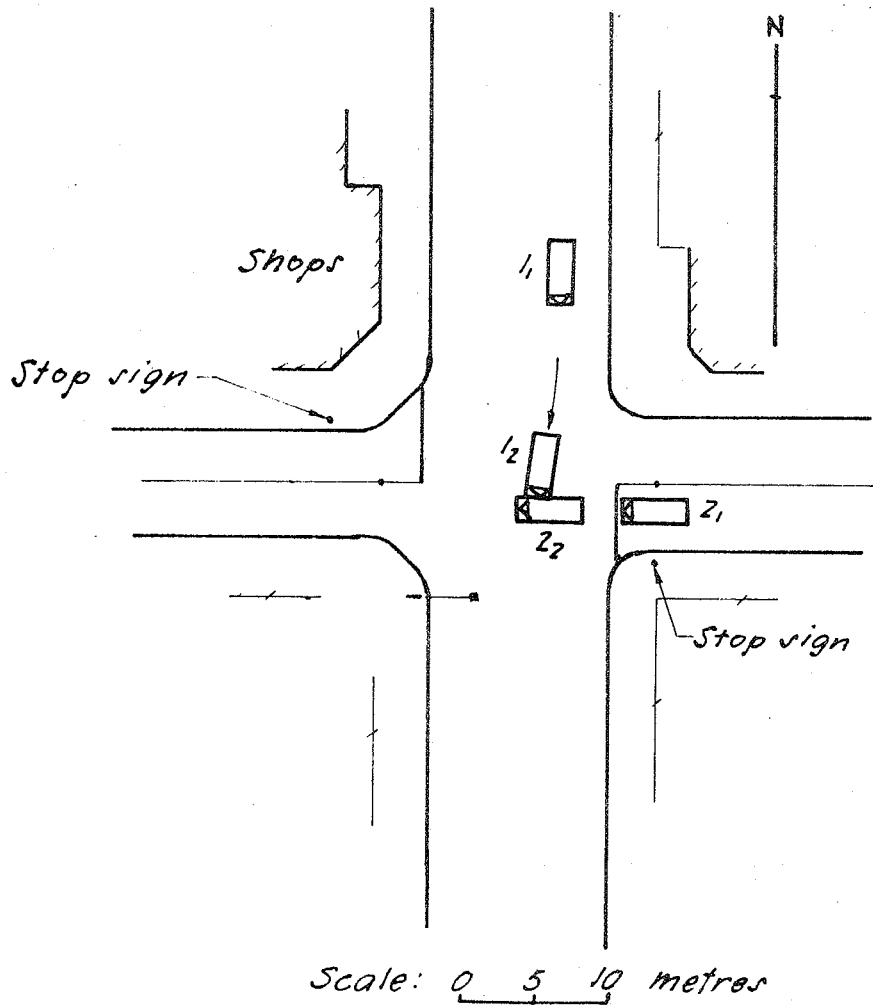
Unit 2: Holden HG 4 door sedan, 1970. RARU-VDI: 3RJMK019

Driver: F27; BAC zero; belt available, probably worn.
Uninjured.

Passenger: CF; M3; belt available, probably not worn.
Uninjured.

Passenger: LF; M4; belt available, probably not worn.
Uninjured.

ACCIDENT NO. 181



ACCIDENT 182

1629 hrs, day, wet road
(raining)

Unit 1 was stationary at the give way line waiting for a break in heavy traffic. The line of cars in the middle became stationary, banking up from traffic lights to the west and the driver of Unit 1 claims to have carefully scanned to the right looking for traffic in the right lane. Thinking the way clear Unit 1 proceeded, until point of impact with Unit 2 whose approach had not been detected.

Unit 1: Holden HT station wagon, 1970. RARU-VDI: 1FLEC005

Driver: F34; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: RR; F10; no belt available.
Minor injuries; ISS = 1; restricted
activity 2 days; no permanent disability.

Passenger: CR; F4; no belt available. Uninjured.

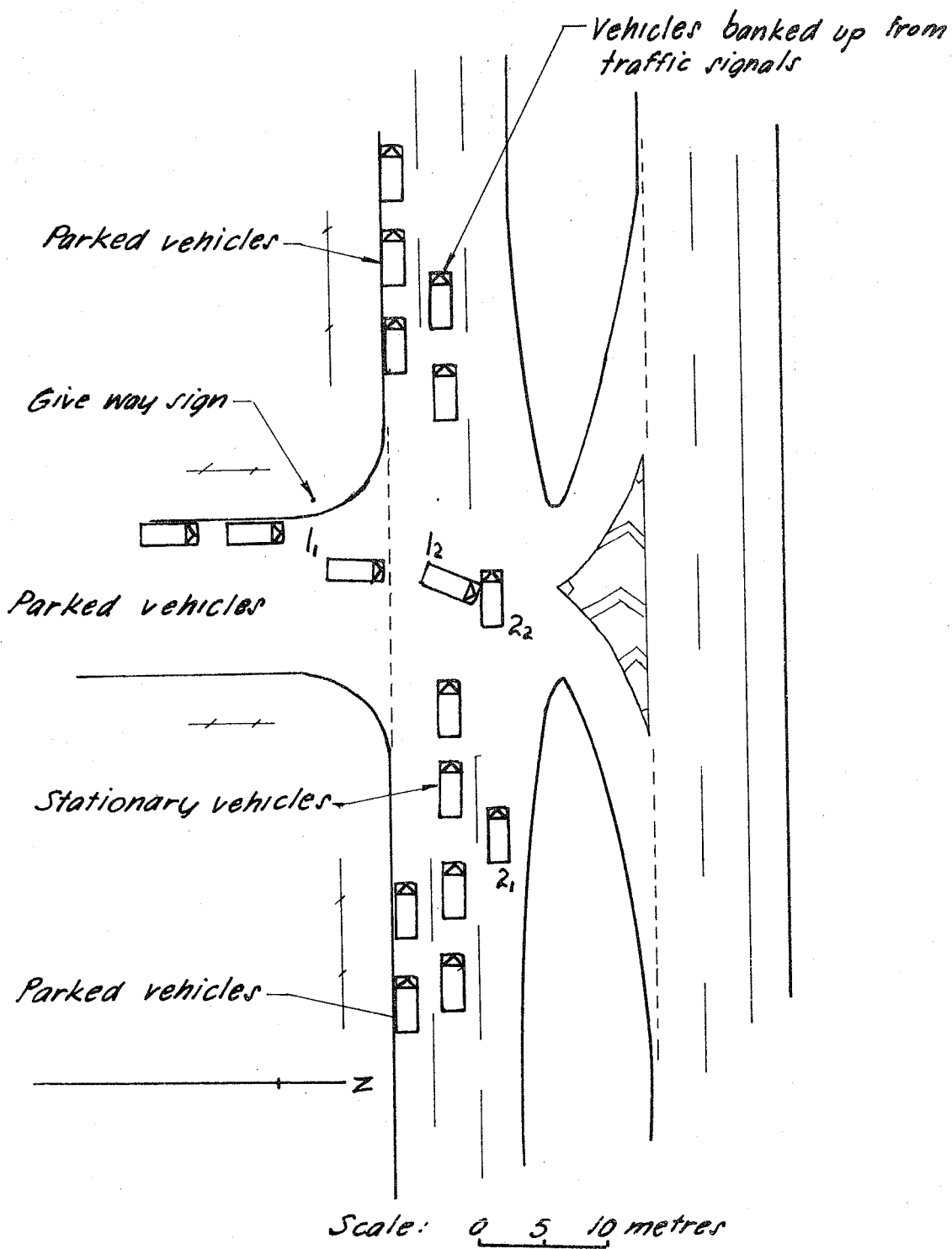
Passenger: behind back seat; F8; no belt available.
Uninjured.

Unit 2: Chrysler Valiant VJ 4 door sedan, 1975.

RARU-VDI: 9LPAW015

Driver: M50; BAC zero; belt available, worn correctly.
Uninjured.

ACCIDENT NO. 182



ACCIDENT 183

1536 hrs, day, dry road.

The driver of Unit 1 saw the traffic lights were green as he approached the intersection and assumed the way was clear to proceed. However the lights turned red before he entered the intersection and when the green 'walk' light came on the pedestrian stepped off the kerb without checking to his right. Neither Unit saw the other prior to the collision.

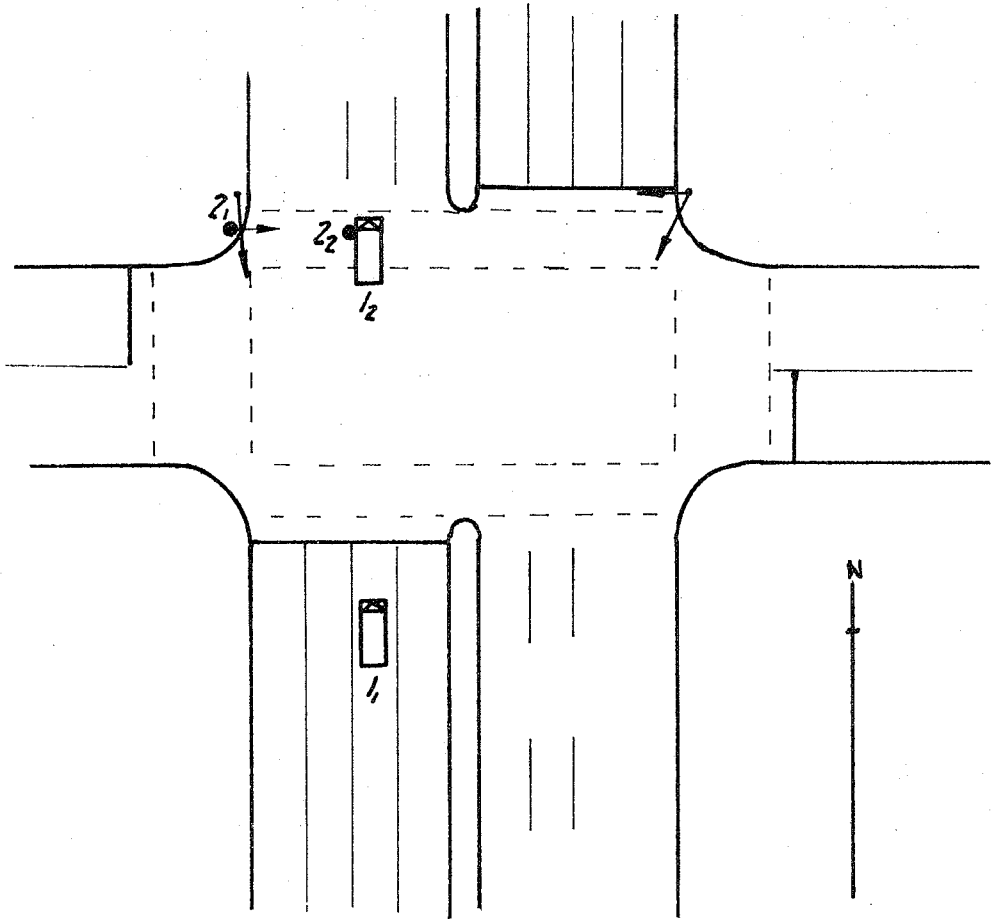
Unit 1: Ford Falcon XB 4 door sedan, 1976. No damage.

Driver: M90; BAC zero; belt available, not known if worn. Uninjured.

Passenger: LF; F age unknown; belt available, not known if worn. Uninjured.

Unit 2: Pedestrian: M42; BAC unknown. Minor injuries; ISS = 2; restricted activity 1 day; no permanent disability.

ACCIDENT NO. 183



Scale: 0 5 10 metres

ACCIDENT 184

1821 hrs, dusk, dry road.

The driver of Unit 1 claimed that there was no other traffic in the vicinity and that Unit 2 braked quite suddenly for no apparent reason. The other driver said that an uninvolved vehicle in front of her had stopped, as if preparing to execute a 'U' turn. The existence of this third vehicle remains uncertain, particularly since the interviewer gained the impression that the information given by the driver of Unit 1 appeared to be more reliable.

Unit 1: Hillman Hunter 4 door sedan, 1970. RARU-VDI: 12FZKW002

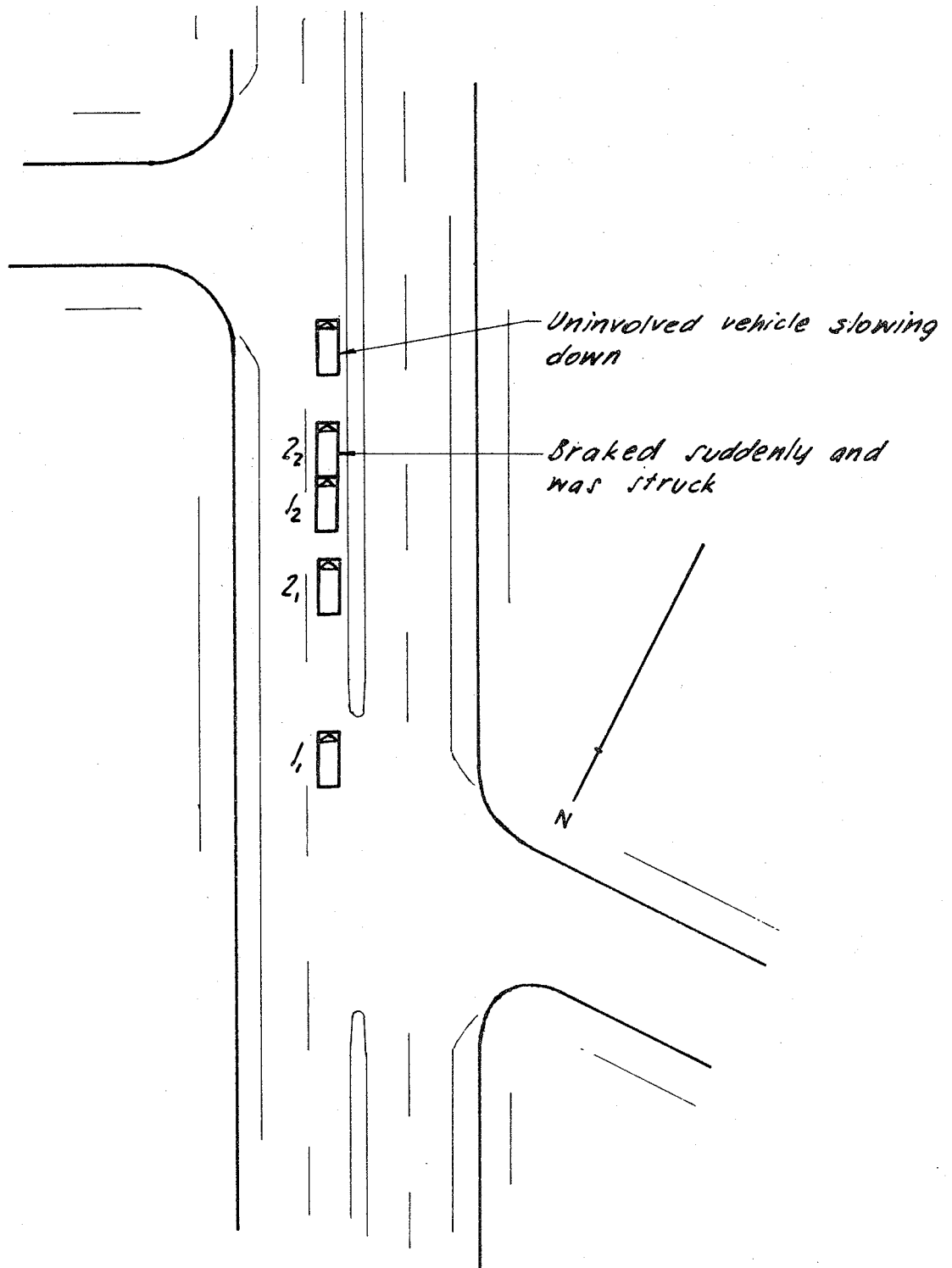
Driver: F23; BAC zero; belt available, probably worn. Uninjured.

Unit 2: Chrysler Galant GC 4 door sedan, 1975.

RARU-VDI: 6BDEW009

Driver: F22; BAC zero; belt available, probably worn. Minor injuries; ISS = 2; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 184



ACCIDENT 185

0800 hrs, day, dry road.

The pedestrian, who was in a hurry to catch a train, considered that she had room to cross through a gap in the heavy traffic. She ran across the kerbside lane and then into the path of Unit 1. The driver braked sharply and swerved to the left but hit her leg with his right front bumper bar.

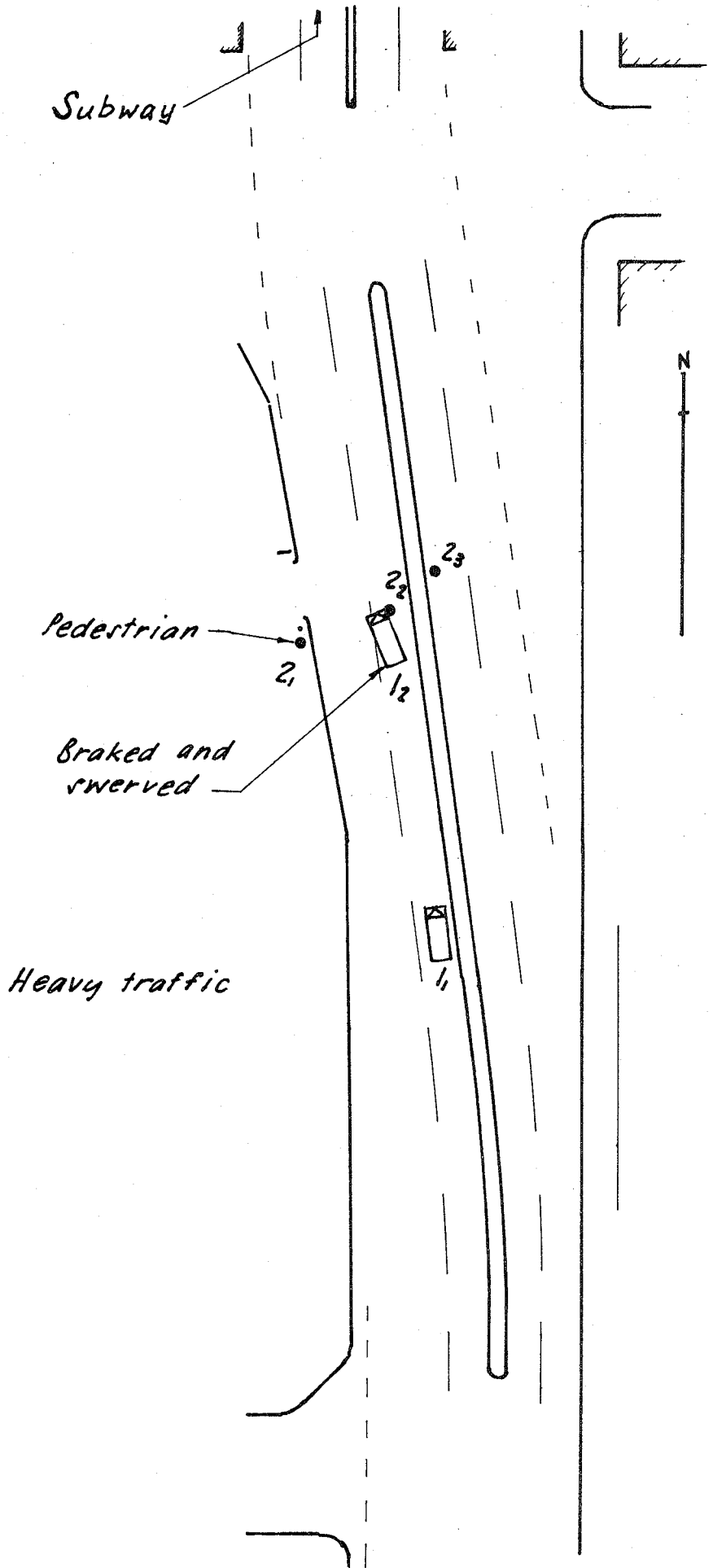
Unit 1: Holden HJ 4 door sedan, 1975. No damage.

Driver: M29; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; M29; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: F12. Minor injuries; ISS = 1;
restricted activity 1 day; no permanent
disability.

ACCIDENT NO. 185



Heavy traffic

ACCIDENT 186

2128 hrs, night, dry road.

As Unit 1 approached the intersection the driver slowed down and looked to his right. Unable to see any approaching vehicles beyond the parked cars, he accelerated into the intersection. When the driver of Unit 2 noticed Unit 1 approaching from his left he attempted to swerve right before impact. Unit 2 subsequently rolled over, whilst Unit 1 struck a utility pole and sign post.

Unit 1: Holden HD 4 door sedan, 1965. RARU-VDI: 1RGEW020
12FREN020

Driver: M18; BAC zero; belt fitted, not usable.
Minor injuries; ISS = 1.

Passenger: LF; F15; belt fitted, not usable.
Minor injuries; ISS = 6; hospital less
than 1 day; restricted activity 2 days;
no permanent disability.

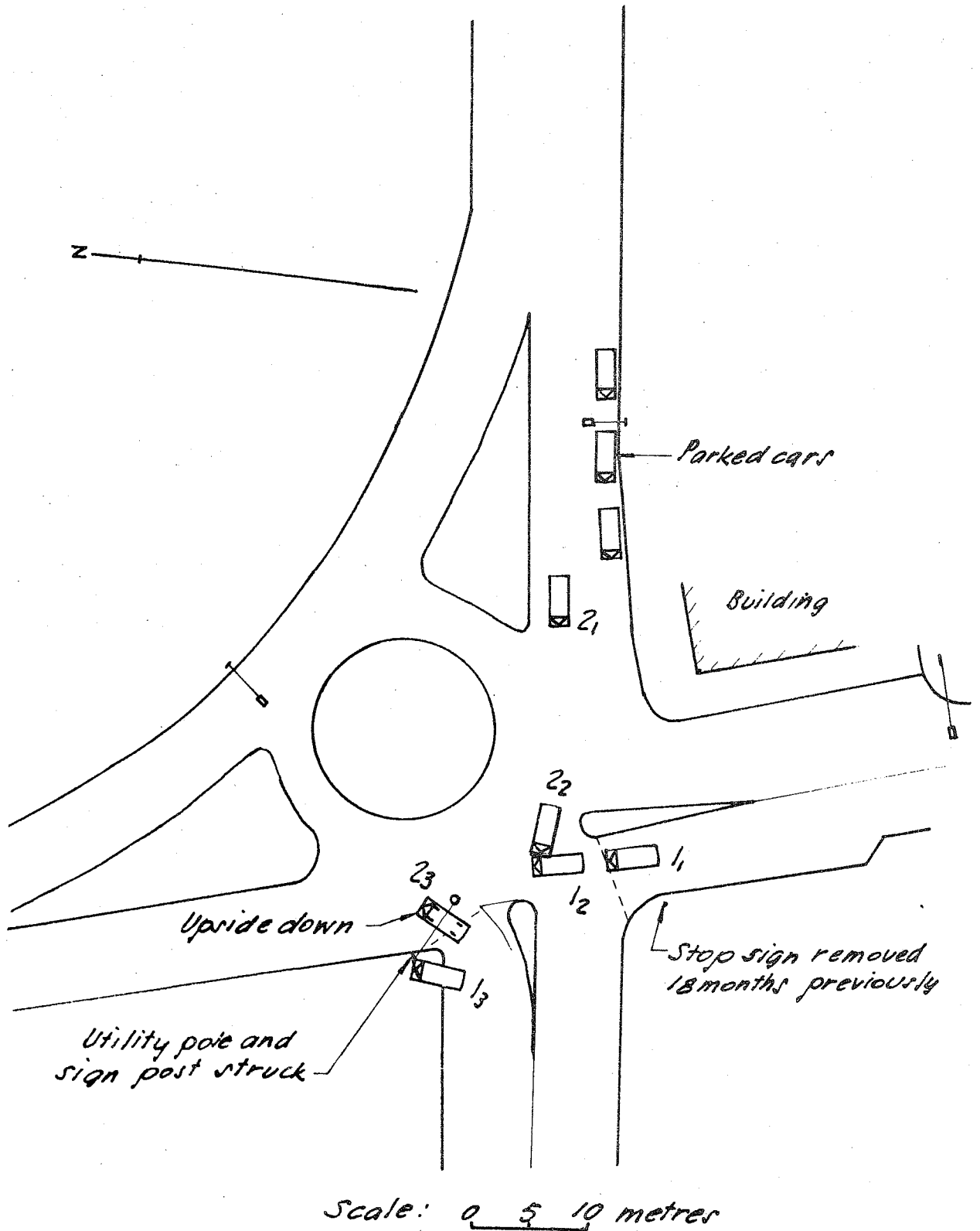
Unit 2: Ford Falcon XB station wagon, 1975.
RARU-VDI: 11FDEW050 13TRXW020

Driver: M22; BAC unknown; belt available,
probably worn. Injury details unknown.

Passenger: LF; M23; belt available, probably worn.
Injury details unknown.

Passenger: LR; M22; belt available, probably worn.
Minor injuries; ISS = 1; restriction and
disability unknown.

ACCIDENT NO. 186



ACCIDENT 187

1724 hrs, day, damp road
(not raining)

Although the driver of Unit 1 slowed during his approach, it is apparent that his speed was still too high for this particular intersection. The dynamics of the collision, however, indicate that Unit 2 was travelling at a considerably greater velocity.

Unit 1: Holden EJ 4 door sedan, 1962. RARU-VDI: 2RFEC010

Driver: M26; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 4;
hospital 1 day; restricted activity 4 days;
no permanent disability.

Passenger: LF; M20; no belt available.
Moderate, non-dangerous injuries;
ISS = 5; hospital 1 day; restricted
activity 3 days; no permanent disability.

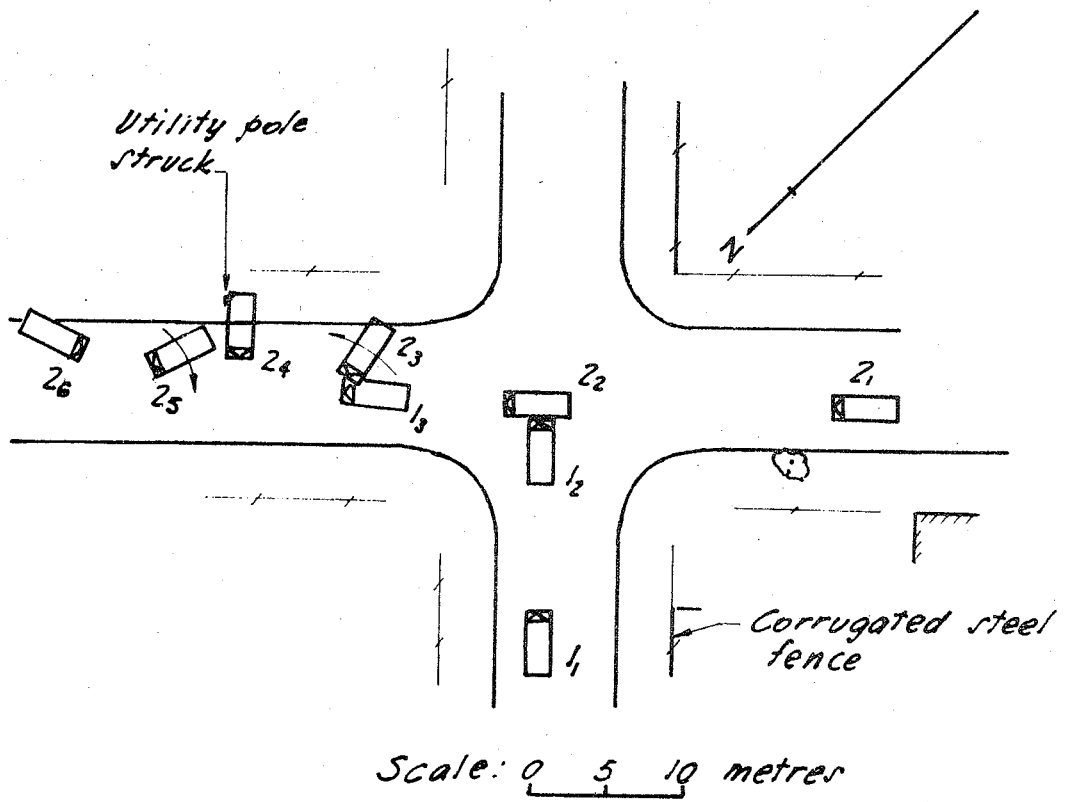
Unit 2: Chrysler Valiant VK 4 door saloon, 1976.

RARU-VDI: 10LDEK020 3RBEN045

Driver: M23; BAC unknown, belt available, worn correctly.
Uninjured.

Passenger: LF; M22; belt available, worn correctly.
Minor injuries; ISS = 2; restriction
unknown; no permanent disability.

ACCIDENT NO. 187



ACCIDENT 188

1917 hrs, night, wet road
(raining)

Prior to reversing, the driver of Unit 1 had checked for approaching traffic and only detected the presence of a vehicle a considerable distance away on his left. However Unit 2 was closer than this but did not have his headlights operating. Consequently Unit 1 reversed into the path of Unit 2 whose intoxicated driver was unable to take effective evasive action.

Unit 1: Toyota Crown 4 door sedan, 1967. RARU-VDI: 8LGEWØ13

Driver: M25; BAC zero; belt available, probably not worn. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restriction unknown; no permanent disability.

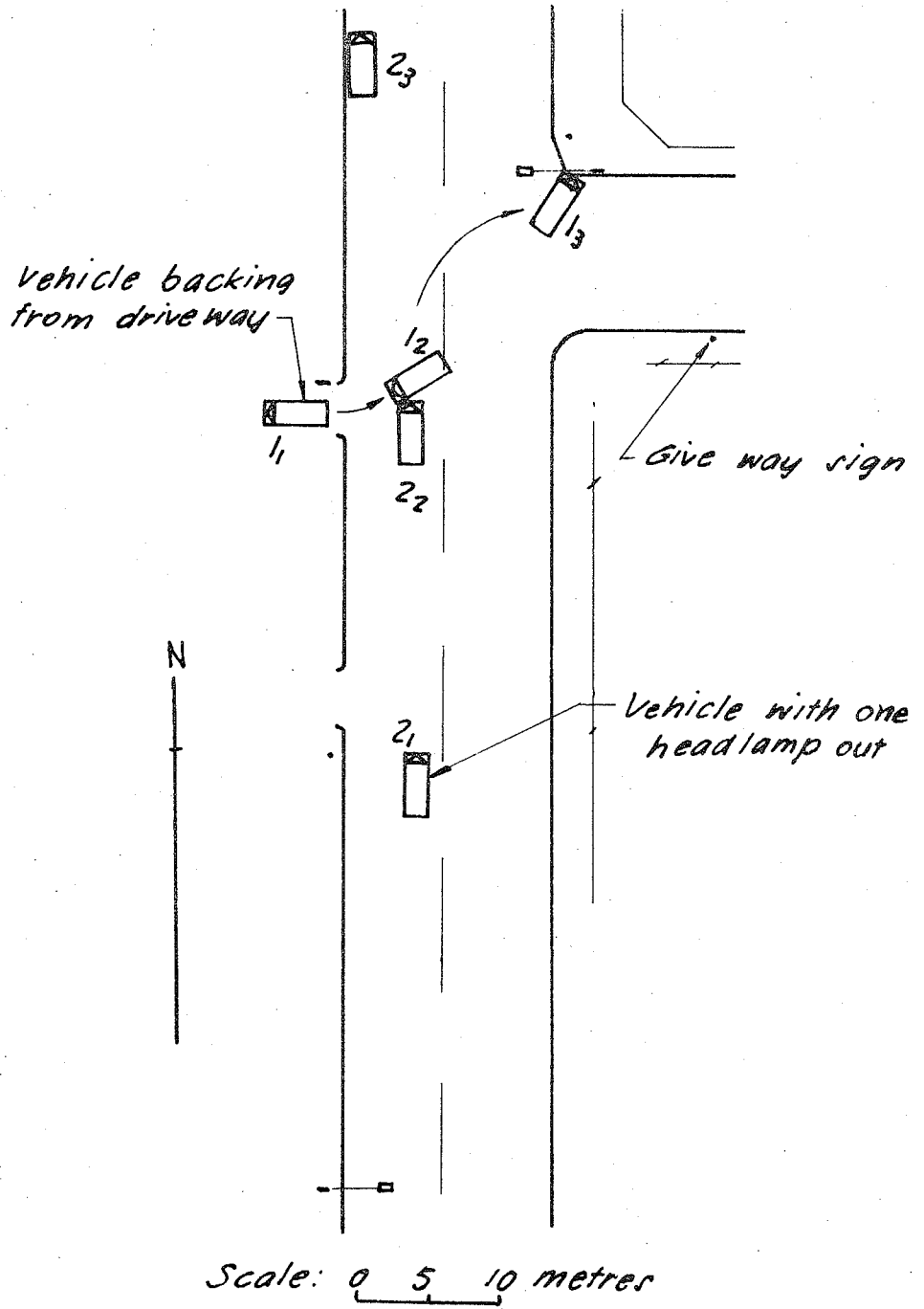
Passenger: LF; M22; belt available, probably not worn. Minor injuries; ISS = 1.

Unit 2: Holden EK 4 door sedan, 1961. RARU-VDI: 11FDEWØ1Ø

Driver: M25; BAC Ø.35; belt available, not worn. Minor injuries; ISS = 2; restriction and disability unknown.

Passenger: LF; M51; belt available, not worn. Minor injuries; ISS = 2.

ACCIDENT NO. 188



ACCIDENT 189

0036 hrs, night, dry road.

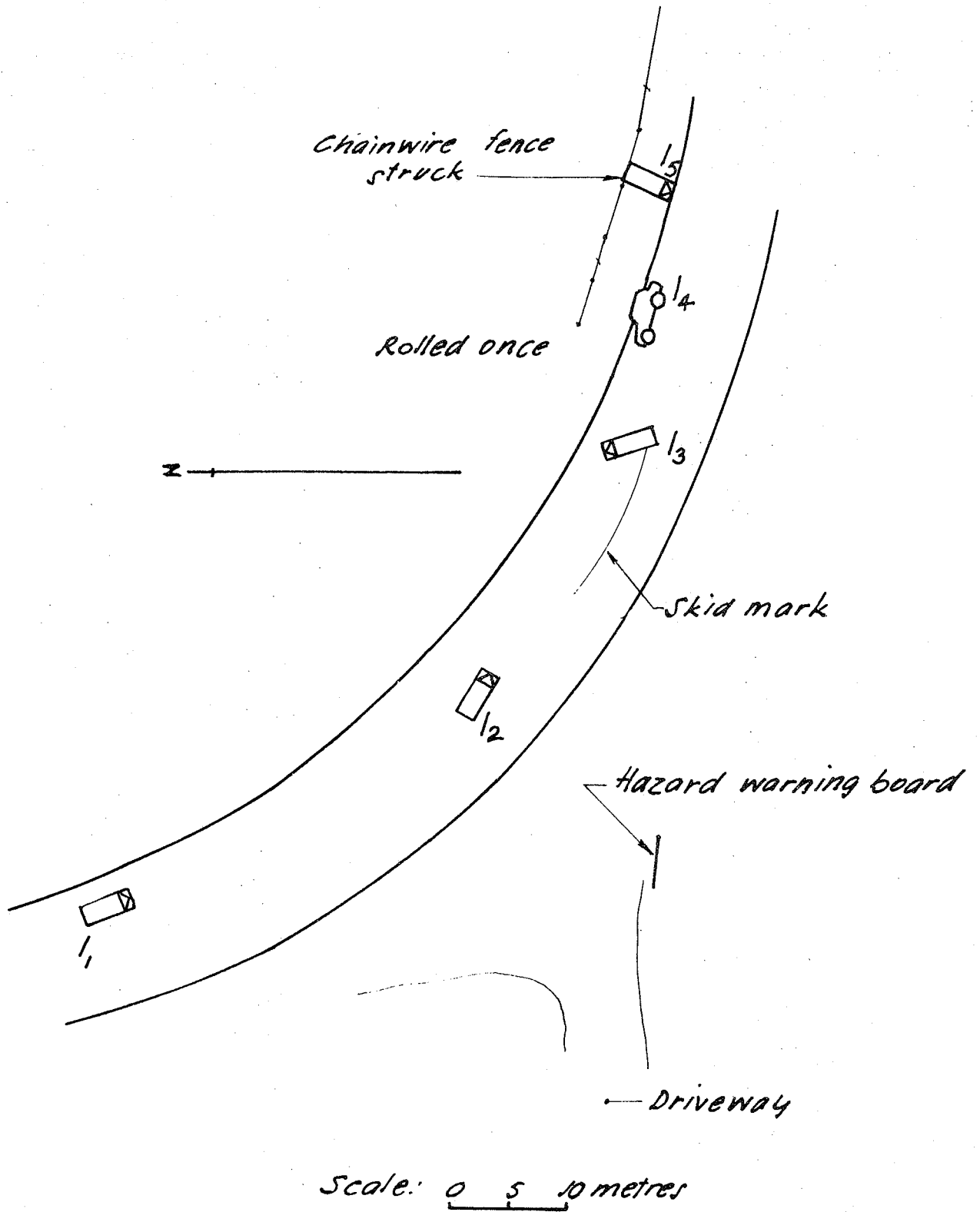
The intoxicated driver apparently entered the bend at too high a speed and lost control of his vehicle.

Unit 1: Holden FX 4 door sedan, 1950. RARU-VDI: 13TWXW013

Driver: M34; BAC 0.20; no belt available.
Uninjured.

Passenger: LF; M29; no belt available.
Minor injuries; ISS = 1.

ACCIDENT NO. 189



ACCIDENT 190

1610 hrs, day, dry road.

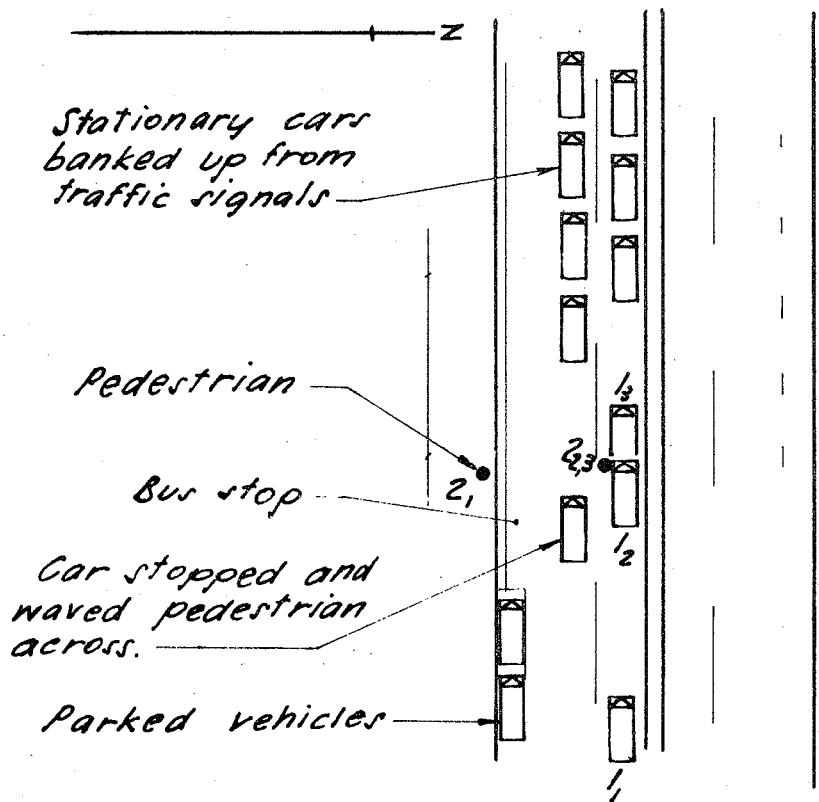
The pedestrian was encouraged to cross by a car driver who stopped for her. She thought that the right lane was clear of traffic and walked into the path of Unit 1.

Unit 1: Ford Fairlane ZF 4 door sedan, 1973. RARU-VDI: 17FLMN002

Driver: F34; BAC zero; belt available, not known if worn. Uninjured.

Unit 2: Pedestrian; F30; BAC zero. Serious, dangerous injuries; ISS = 9; hospital 70 days; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 190



Scale: 0 5 10 metres

ACCIDENT 191

1908 hrs, night, dry road.

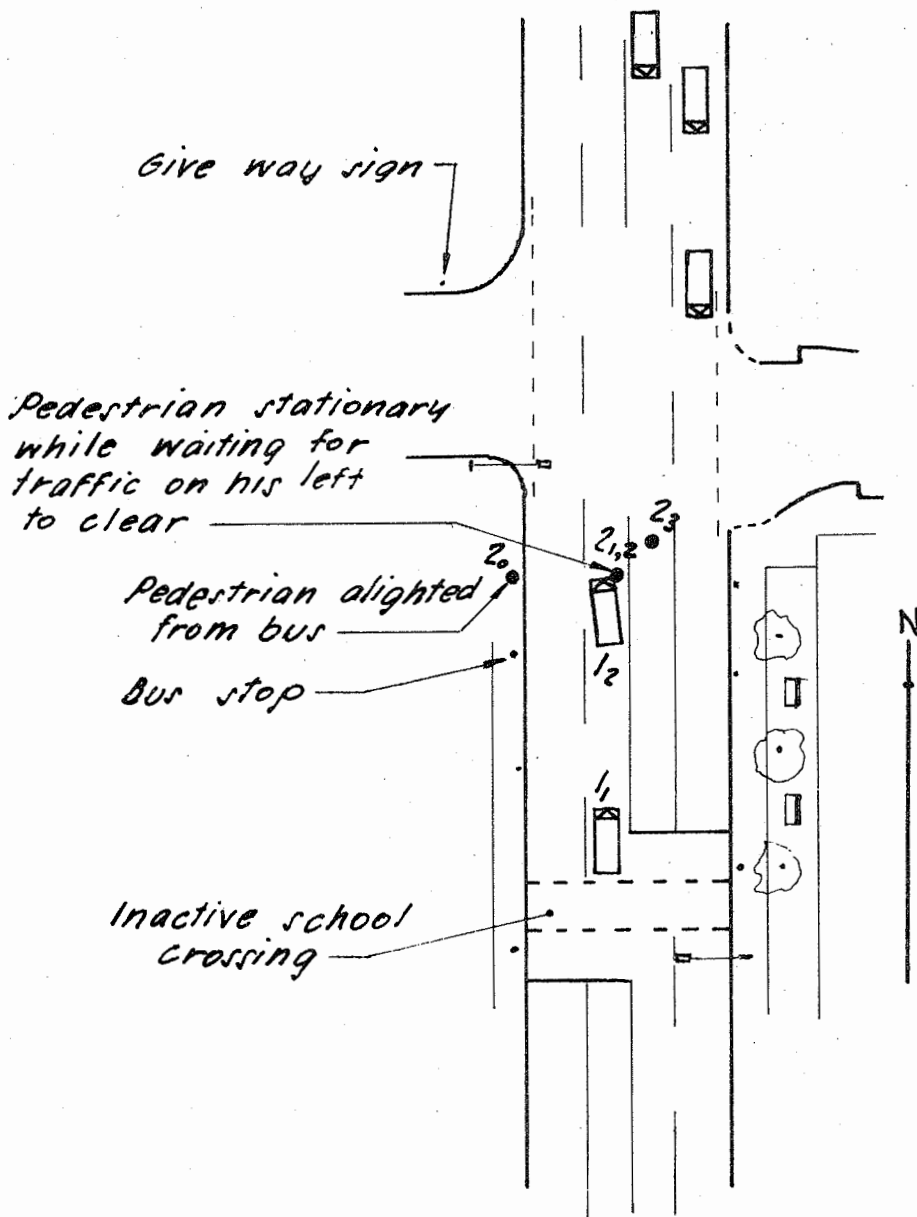
The darkly clad pedestrian was standing about one metre to the west of the centre line waiting for southbound traffic to clear so that he could complete his crossing. The driver of Unit 1 claimed he did not see the pedestrian until after the impact, when he observed the pedestrian being thrown into the opposing lane.

Unit 1: Holden HQ 4 door sedan, 1971. RARU-VDI: 12FRKC003

Driver: M59; BAC zero; belt available, worn loosely.
Uninjured.

Unit 2: Pedestrian: M54; BAC zero. Critical injuries;
ISS = 25; hospital 93 days; restricted
activity greater than 96 days; major
permanent disability.

ACCIDENT NO. 191



Scale: 0 5 10 metres

As Unit 1 approached the accident site the driver noticed the tail-light of a vehicle parked at the kerb. As he neared this vehicle it pulled out from the kerb, without any indication, and commenced to make a U-turn. The driver of Unit 1 touched his brake pedal but considered that he would not be able to stop in time and so then attempted, unsuccessfully, to swerve around the front of Unit 2.

Unit 1: Volkswagen Beetle 2 door sedan, 1957.

RARU-VDI: 11FYEWØ14

Driver: M20; BAC Ø.Ø6; no belt available.

Minor injuries; ISS = 1.

Passenger: LF; M22; no belt available.

Minor injuries; ISS = 1.

Passenger: LR; F17; no belt available.

Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restriction unknown;
no permanent disability.

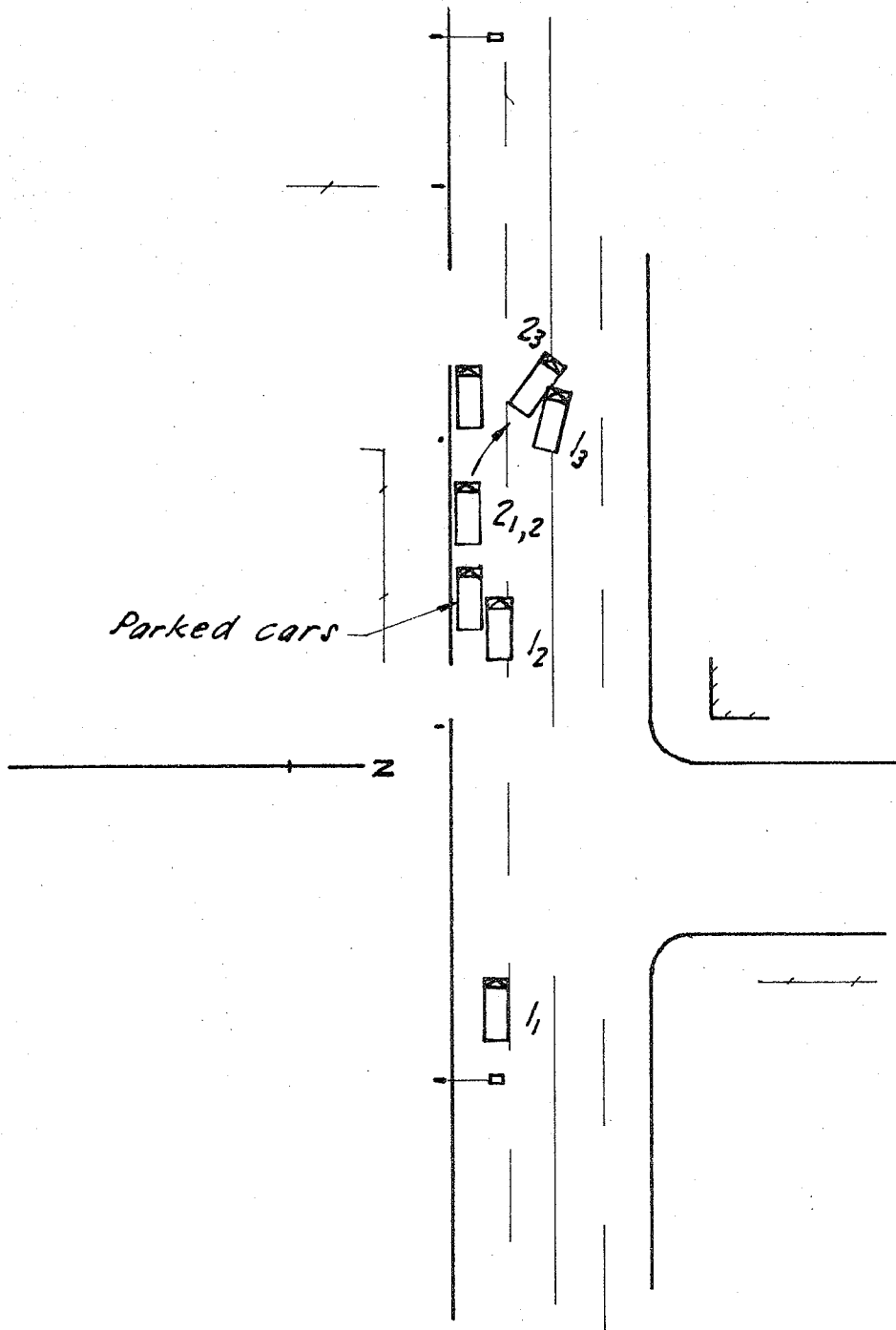
Unit 2: Chrysler Valiant VE 4 door sedan, 1968.

RARU-VDI: 2RGEWØØ6

Driver: M32; BAC unknown; belt available, not known
if worn. Uninjured.

Passenger: LF; F age unknown; belt available, not
known if worn. Uninjured.

ACCIDENT NO. 192



Scale: 0 5 10 metres

Unit 2 was following close behind another uninvolved vehicle which was also intending to turn right at the intersection. The traffic lights were showing green for north-south traffic and the uninvolved vehicle turned right in front of Unit 1. The driver of Unit 2 had not seen Unit 1 approaching, as his view had been restricted by the vehicle in front. Assuming the way to be clear he also turned, directly into the path of Unit 1.

Unit 1: Chrysler Galant GA 4 door sedan, 1973.
RARU-VDI: 1FZEK045

Driver: F19; BAC zero; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 9;
hospital 1 day; restriction unknown;
no permanent disability.

Passenger: LF; F15; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restriction unknown;
no permanent disability.

Passenger: RR; F16; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 9;
hospital 3 days; restricted activity 54 days;
no permanent disability.

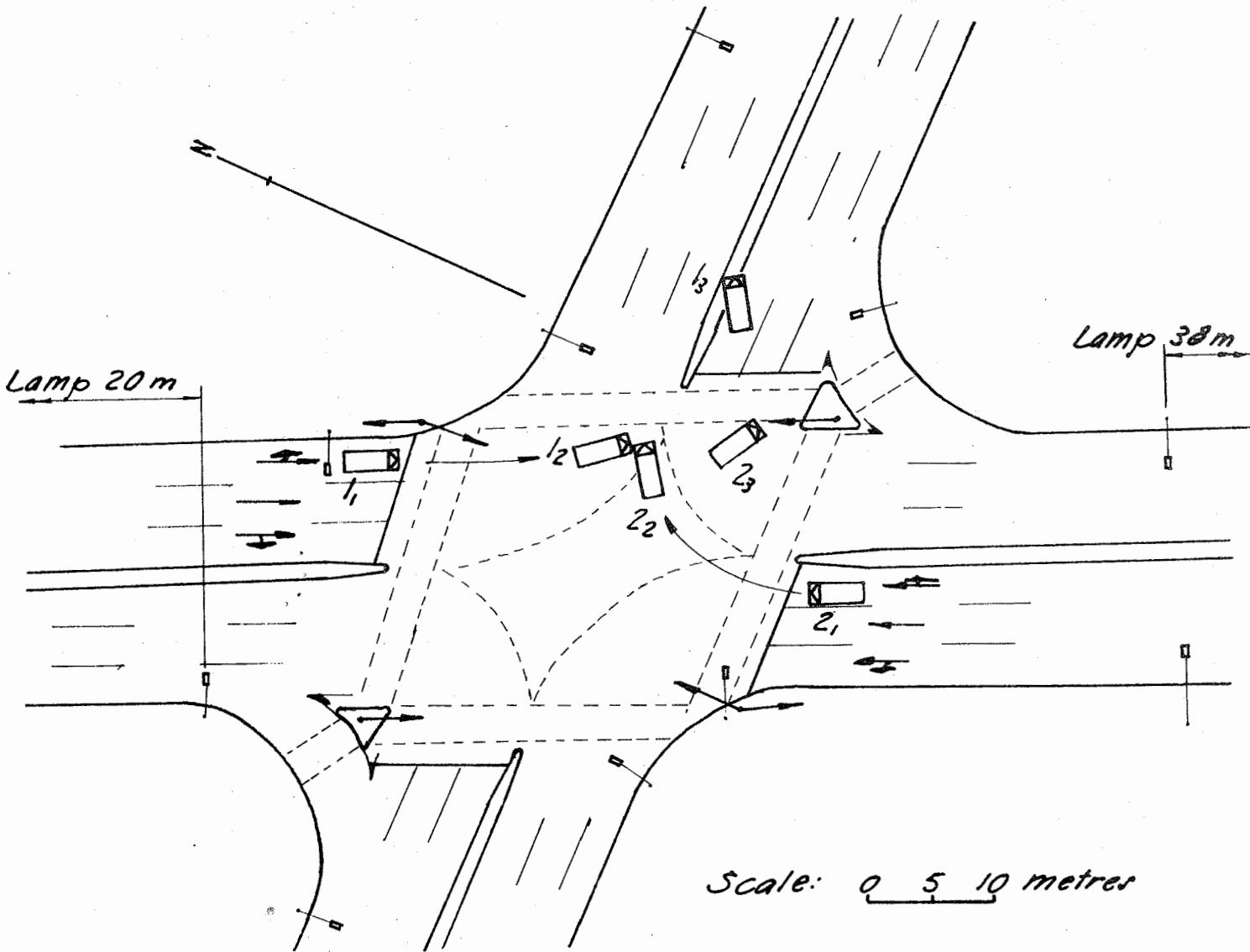
Passenger: CR; F18; belt available, not worn.
Minor injuries; ISS = 1; restriction unknown;
no permanent disability.

Passenger: LR; M17; belt available, not worn.
Minor injuries; ISS = 2; restriction
unknown; no permanent disability.

Unit 2: Holden HR 4 door sedan, 1965. RARU-VDI: 11FLECl1

Driver: M21; BAC unknown; belt available, probably
not worn. Minor injuries; ISS = 1; restricted
activity 1 day; no permanent disability.

ACCIDENT NO. 193



ACCIDENT 194

0859 hrs, day, dry road.

Having stopped at the intersection the driver of Unit 1 saw that there was no traffic approaching from his left, but was unable to see clearly to his right owing to the presence of the bus. He assumed the way to be clear, however, and proceeded to cross the intersection. The driver of Unit 1, when she emerged from behind the bus, saw Unit 2 accelerate forward and applied the brakes.

Unit 1: Holden Monaro HG 2 door coupe, 1971. RARU-VDI: 12FZEW005

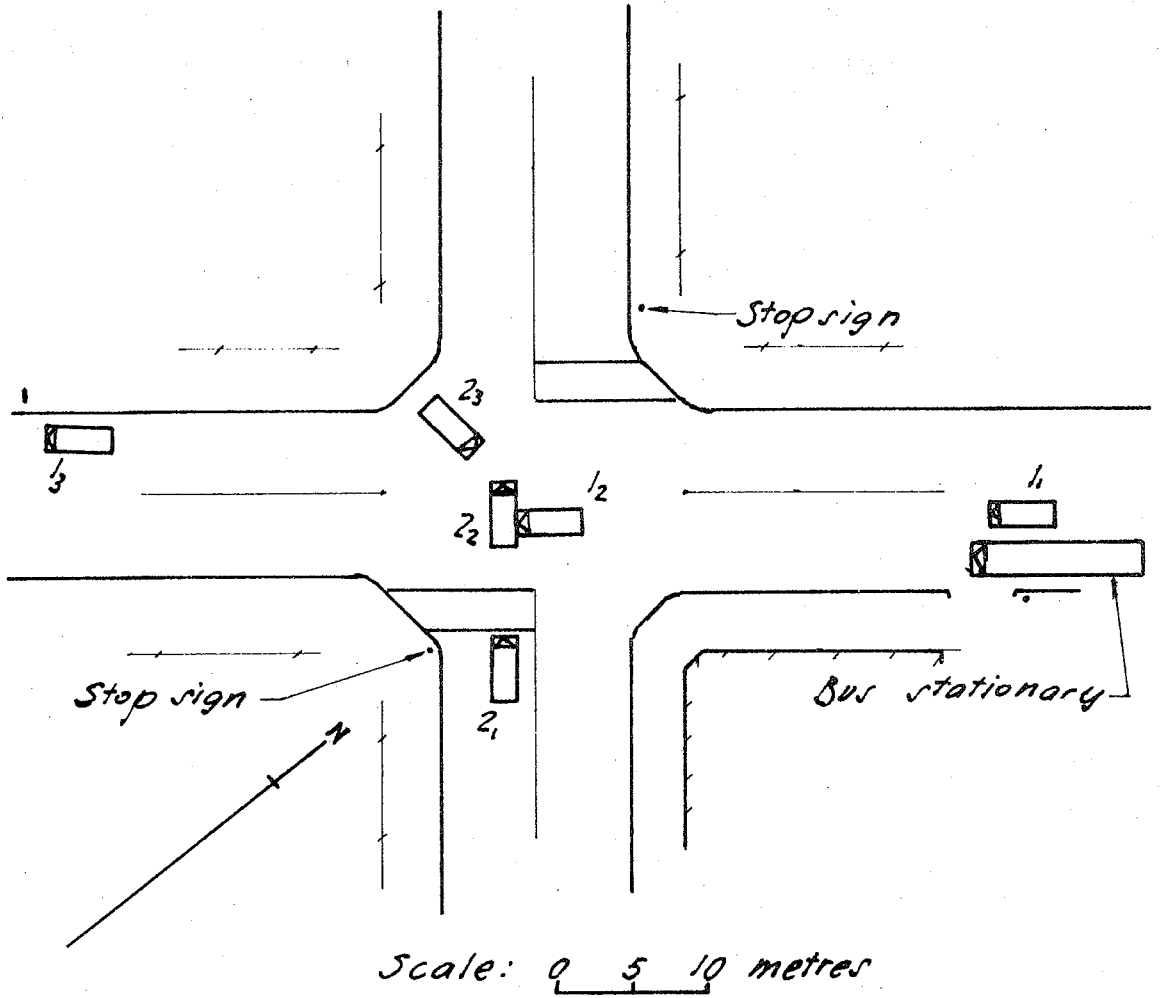
Driver: F20; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Holden FE 4 door sedan, 1959. RARU-VDI: 3RHEW019

Driver: M85; BAC zero; no belt available.
Uninjured.

Passenger: LF; F86; no belt available.
Minor injuries; ISS = 2; restricted
activity 7 days; no permanent disability.

ACCIDENT NO. 194



ACCIDENT 195

0951 hrs, day, dry road.

As Unit 2 reversed onto the roadway a car stopped behind him in order to take the parking space. Although his vision to the rear was restricted because of this vehicle, the driver of Unit 2 considered that there were no vehicles approaching and proceeded to execute a U-turn. As Unit 2 emerged the driver of Unit 1 sounded his horn, braked and swerved to the right.

Unit 1: Ford Cortina TC 4 door sedan, 1973. RARU-VDI: 11FYEW015

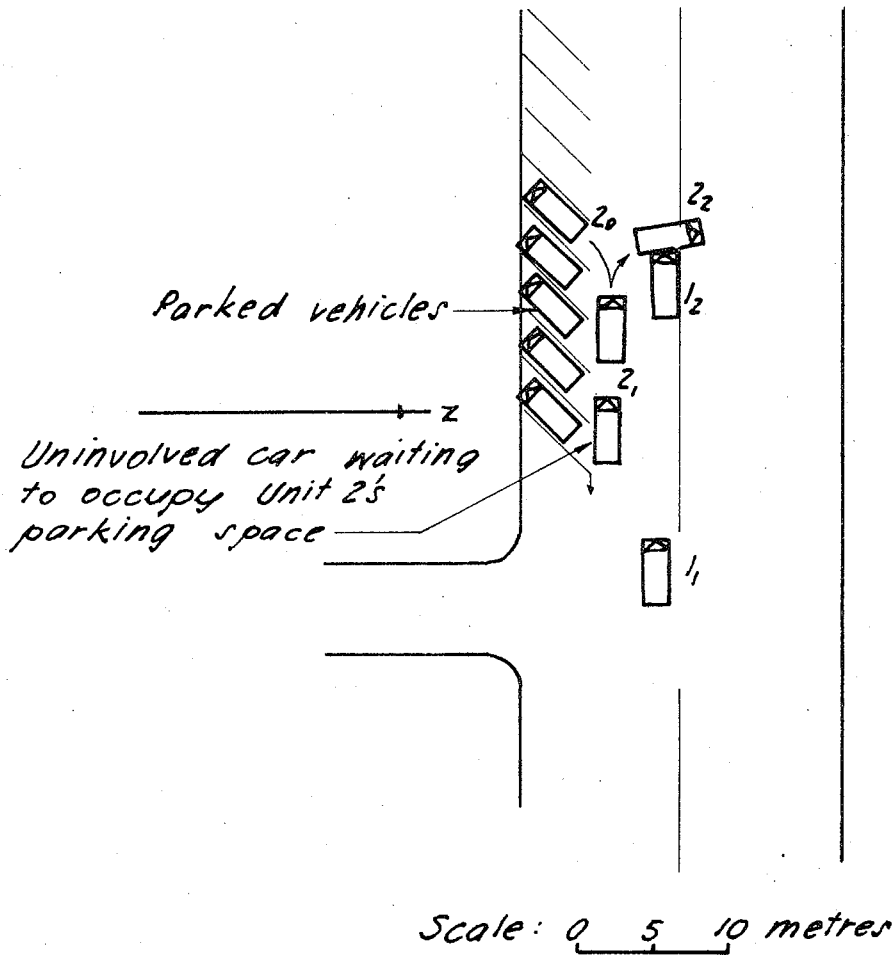
Driver: M26; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Mitsubishi Colt 1100F 2 door sedan, 1967.

RARU-VDI: 3RYAW035

Driver: M35; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 195



ACCIDENT 196

1713 hrs, day, dry road.

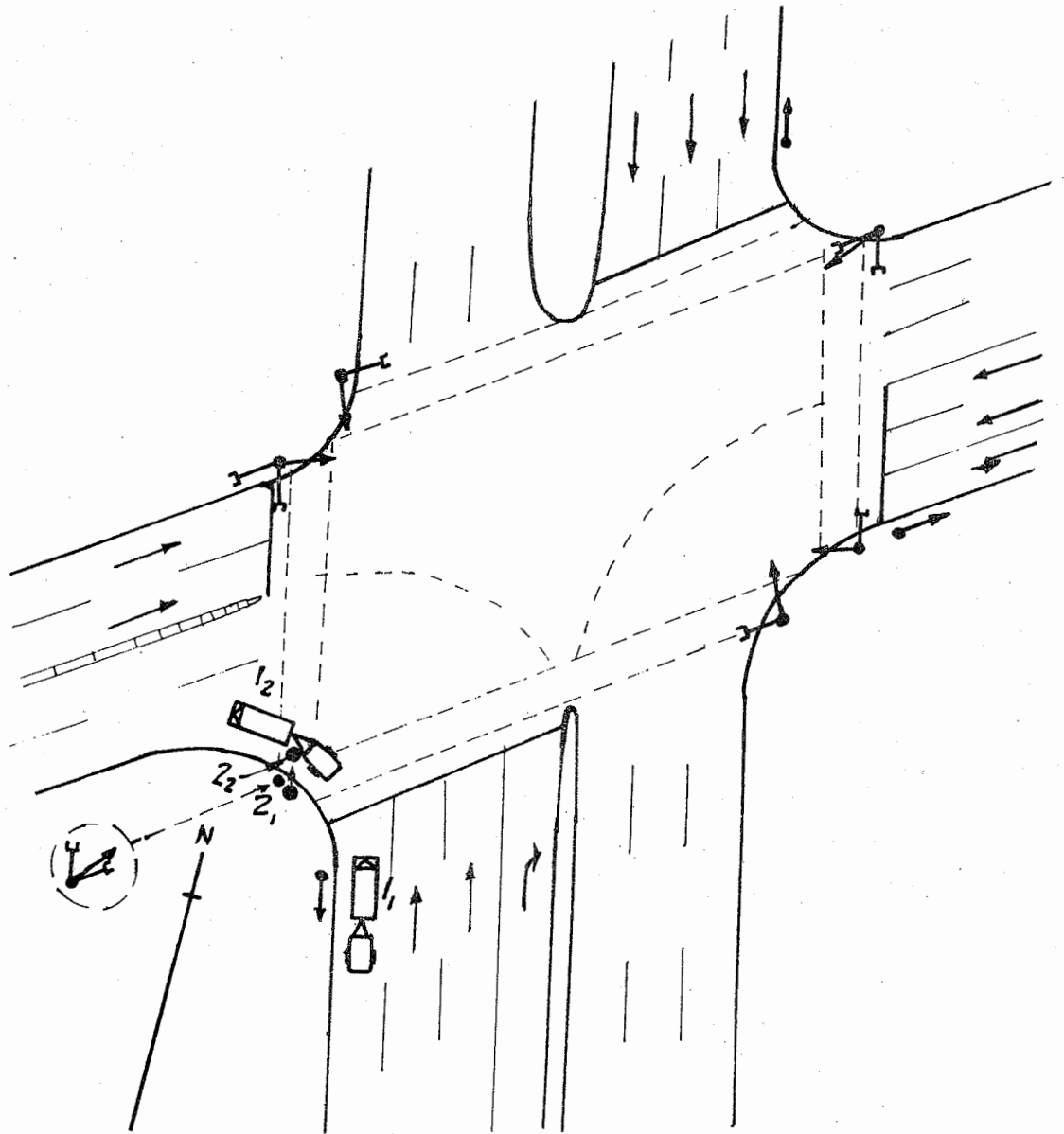
Unit 1 was turning left, with the traffic lights green, just as the pedestrian was reaching the crossing. As the pedestrian 'walk' sign was operating, Unit 2 assumed that any other traffic would give way to him and so did not look to his right. He did not realise that Unit 1 was towing a trailer and walked into the front of it.

Unit 1: Chrysler Valiant VF 4 door sedan with trailer, 1970.
No damage.

Driver: M35; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M15; BAC zero. Moderate, non-dangerous injuries; ISS = 8; hospital 1 day; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 196



Scale: 0 5 10 metres

ACCIDENT 197

1153 hrs, day, dry road.

Both vehicles entered the uncontrolled intersection at speeds which were well in excess of those which could be considered safe for that particular intersection given the low sight distance on the critical corner.

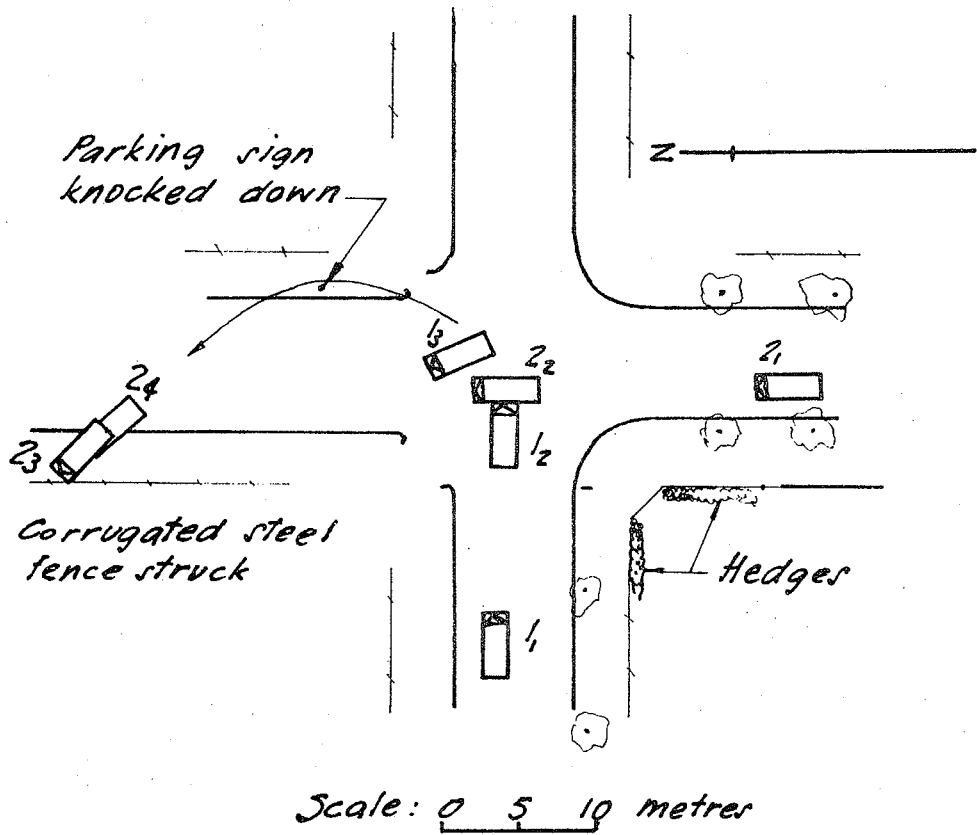
Unit 1: Ford Falcon XT utility, 1968. RARU-VDI: 2FDEW014

Driver: M35; BAC zero; belt fitted, not usable.
Minor injuries; ISS = 1; restricted activity
3 days; no permanent disability.

Unit 2: Holden HG 4 door sedan, 1971. RARU-VDI: 10LDEW020

Driver: M17; BAC zero; belt available, worn correctly.
Moderate, non-dangerous injuries; ISS = 5;
hospital 2 days; restriction unknown;
no permanent disability.

ACCIDENT NO. 197



ACCIDENT 198

1509 hrs, day, dry road.

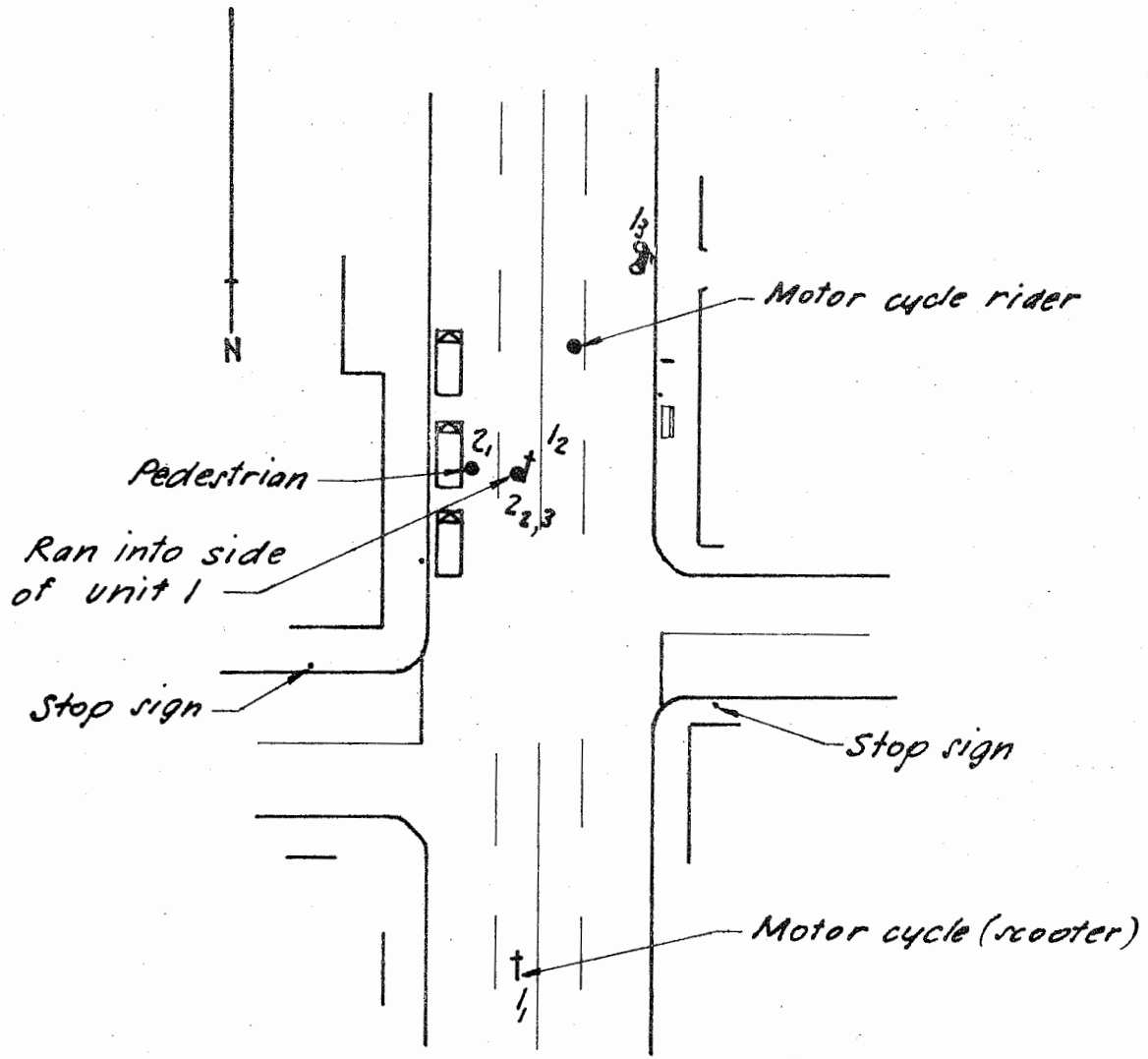
The pedestrian looked to his right before crossing the road but failed to see the motor-scooter approaching. The rider of the scooter saw the pedestrian waiting to cross but assumed that the pedestrian had seen him. When the pedestrian moved suddenly across into his path the rider braked and swerved to the right but the pedestrian ran into the side of the scooter.

Unit 1: Piaggio 150 Super Scooter, 1972.

Rider: M17; BAC zero; jet helmet worn, strap buckled. Minor injuries; ISS = 1; restricted activity 1 day; no permanent disability.

Unit 2: Pedestrian: M65; BAC zero. Minor injuries; ISS = 5; restricted activity 4 days; no permanent disability.

ACCIDENT NO. 198



Scale: 0 5 10 metres

ACCIDENT 199

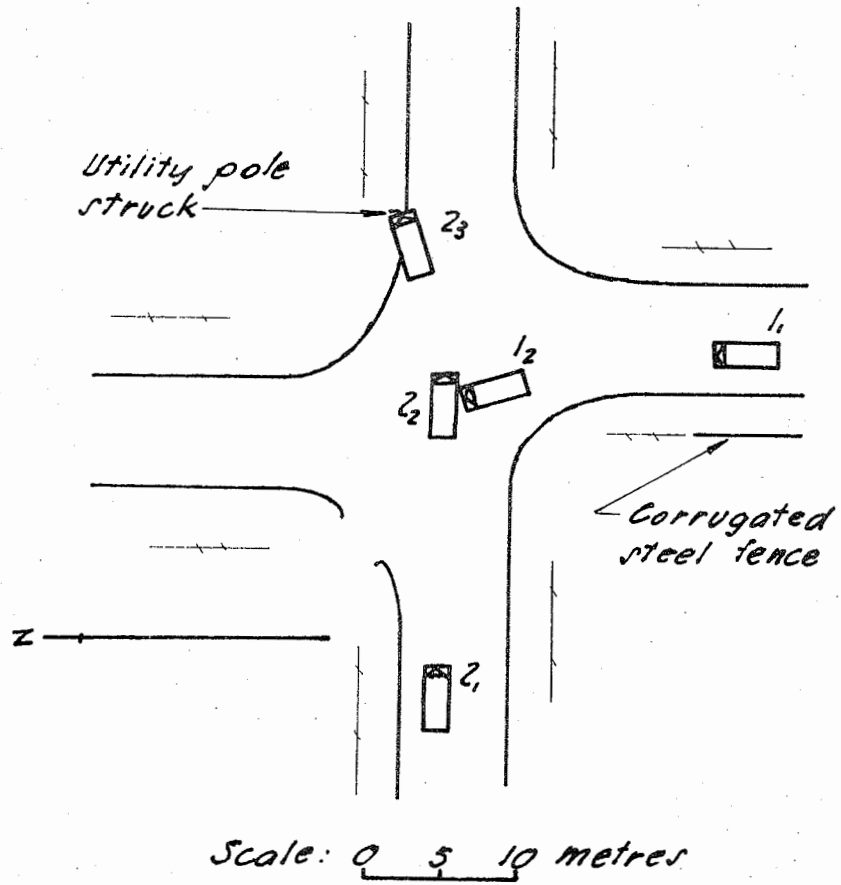
1651 hrs, day, dry road.

Both vehicles were travelling at a speed in excess of that which could be considered safe for that particular intersection. Although both drivers checked for cross traffic, neither saw the other vehicle until momentarily before impact.

Unit 1: Holden EH station wagon, 1964. RARU-VDI: 12FDEW020
Driver: M33; BAC zero; no belt available.
Uninjured.

Unit 2: Chrysler Valiant AP5 4 door sedan, 1967.
RARU-VDI: 3RYEW007 12FYEN018
Driver: F35; BAC zero; no belt available.
Minor injuries; ISS = 1.
Passenger: CF; F8; no belt available. Uninjured.
Passenger: LF; F14; no belt available.
Minor injuries; ISS = 1.
Passenger: RR; F10; no belt available.
Minor injuries; ISS = 1.
Passenger: LR; F12; no belt available.
Minor injuries; ISS = 1.

ACCIDENT NO. 199



ACCIDENT 200

1558 hrs, day, dry road.

The driver of Unit 1 approached the intersection with the green phase of the traffic lights. As he got closer he saw Unit 2 edging forward but assumed it would give way to him. The driver of Unit 2 had a restricted view of the approach to the intersection owing to the presence of vehicles in the opposing lane. When he did see Unit 1 he stopped, thinking that the other driver would veer around him. The driver of Unit 1 failed to brake or swerve before impact.

Unit 1: Toyota Corona 4 door sedan, 1970. RARU-VDI: 1FRECO36

Driver: M16; BAC zero; belt available, probably worn.
Minor injuries; ISS = 1; restricted activity
7 days; no permanent disability.

Unit 2: Chrysler Valiant VF 2 door coupe, 1970.

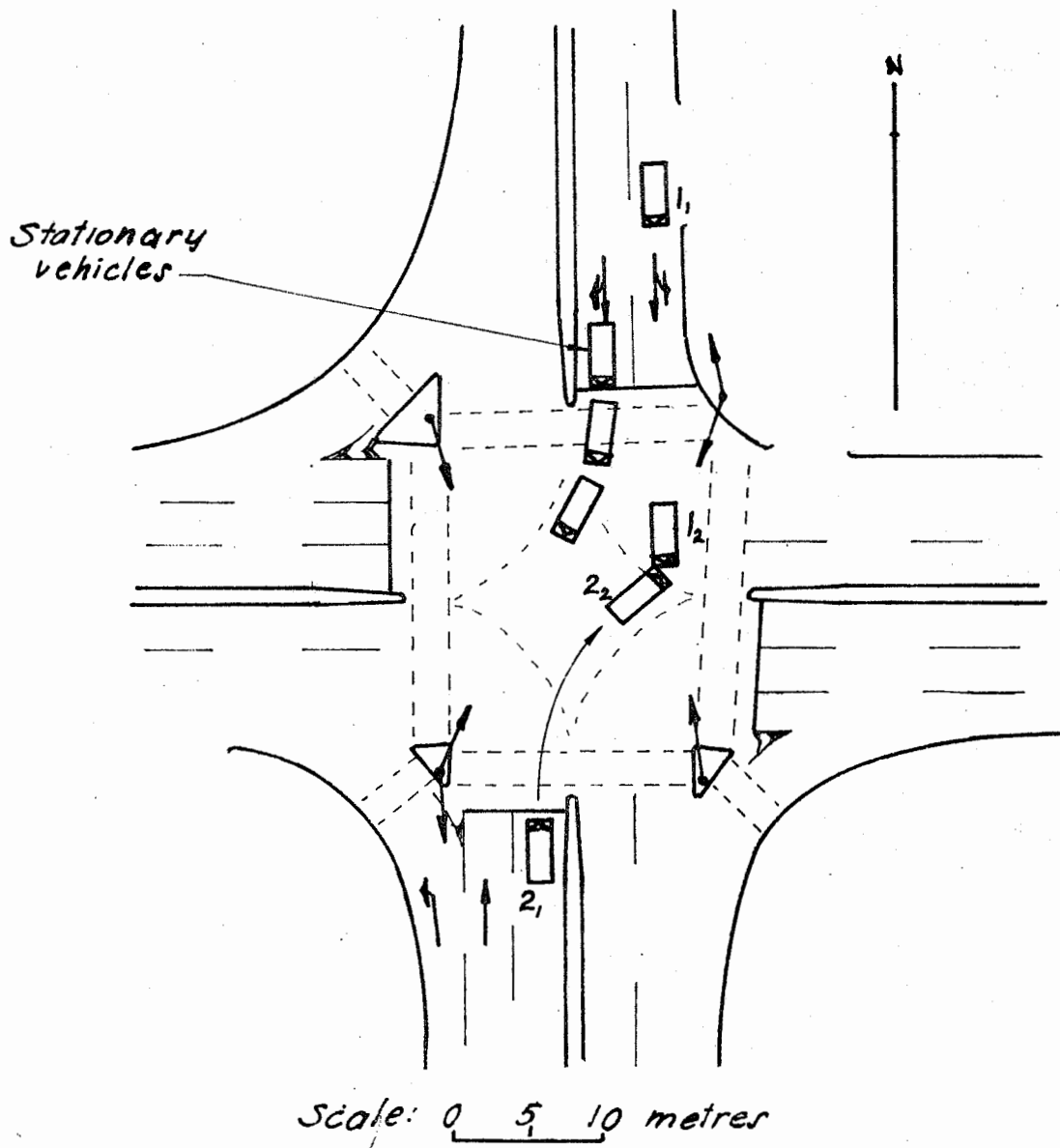
RARU-VDI: 11FLECO08

Driver: M28; BAC zero; belt available, probably
not worn. Uninjured.

Passenger: LF; F26; belt available, probably not worn.
Minor injuries; ISS = 1.

Passenger: CR; M3; no belt available. Uninjured.

ACCIDENT NO. 200



Unit 1 was initially stationary behind Unit 2 at the stem of the T-junction. Both were intending to turn right and when traffic from the right cleared both moved forward toward the median. The driver of Unit 1 was looking at traffic approaching from the left and considered that he had plenty of time to proceed in front of these. Looking ahead, however, he saw that the motorcyclist had stopped in front of him to allow the other vehicles to pass. He braked but clipped the motorcycle with his right front fender.

Unit 1: Ford Falcon XR 4 door sedan, 1966. RARU-VDI: 3RFMN001

Driver: M47; BAC zero; belt available, worn correctly.
Uninjured.

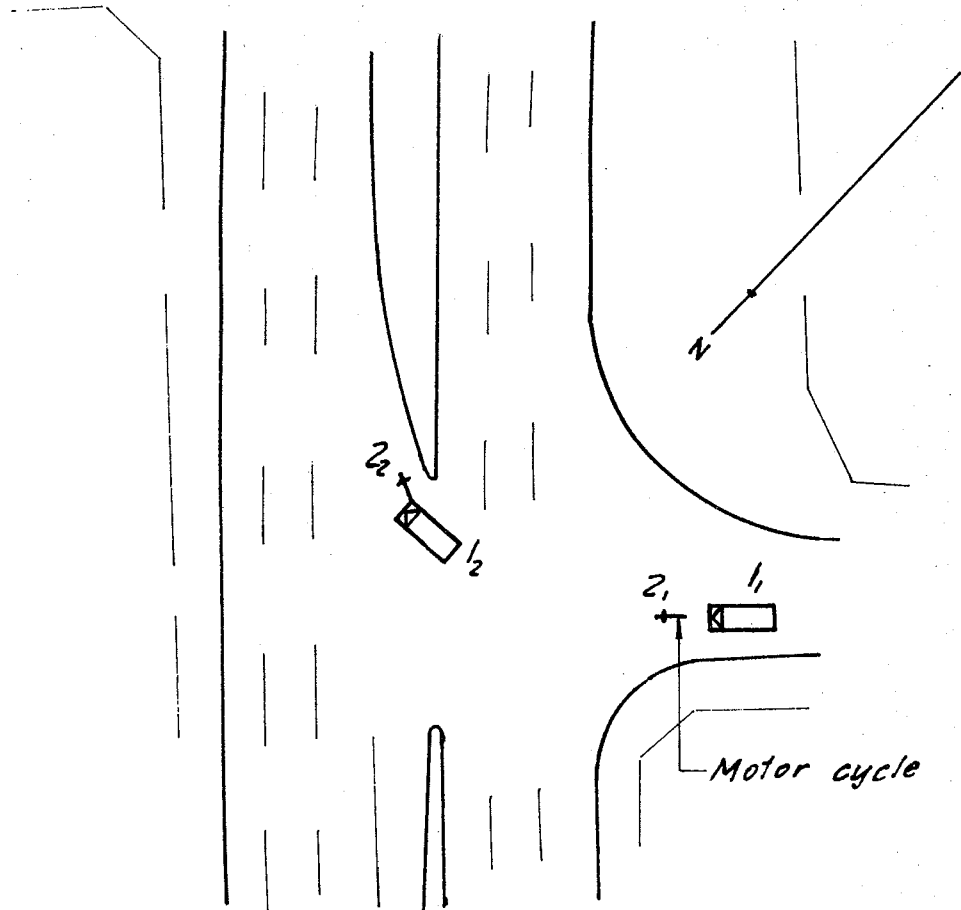
Passenger: LF; F34; belt available, worn loosely.
Uninjured.

Passenger: CR; F10; no belt available. Uninjured.

Unit 2: Yamaha V50 commuter, 1972.

Rider: M17; BAC zero; basin helmet worn, strap buckled. Minor injuries; ISS = 1; hospital 1 day; no permanent disability.

ACCIDENT NO. 201



Scale: 0 5 10 metres

ACCIDENT 202

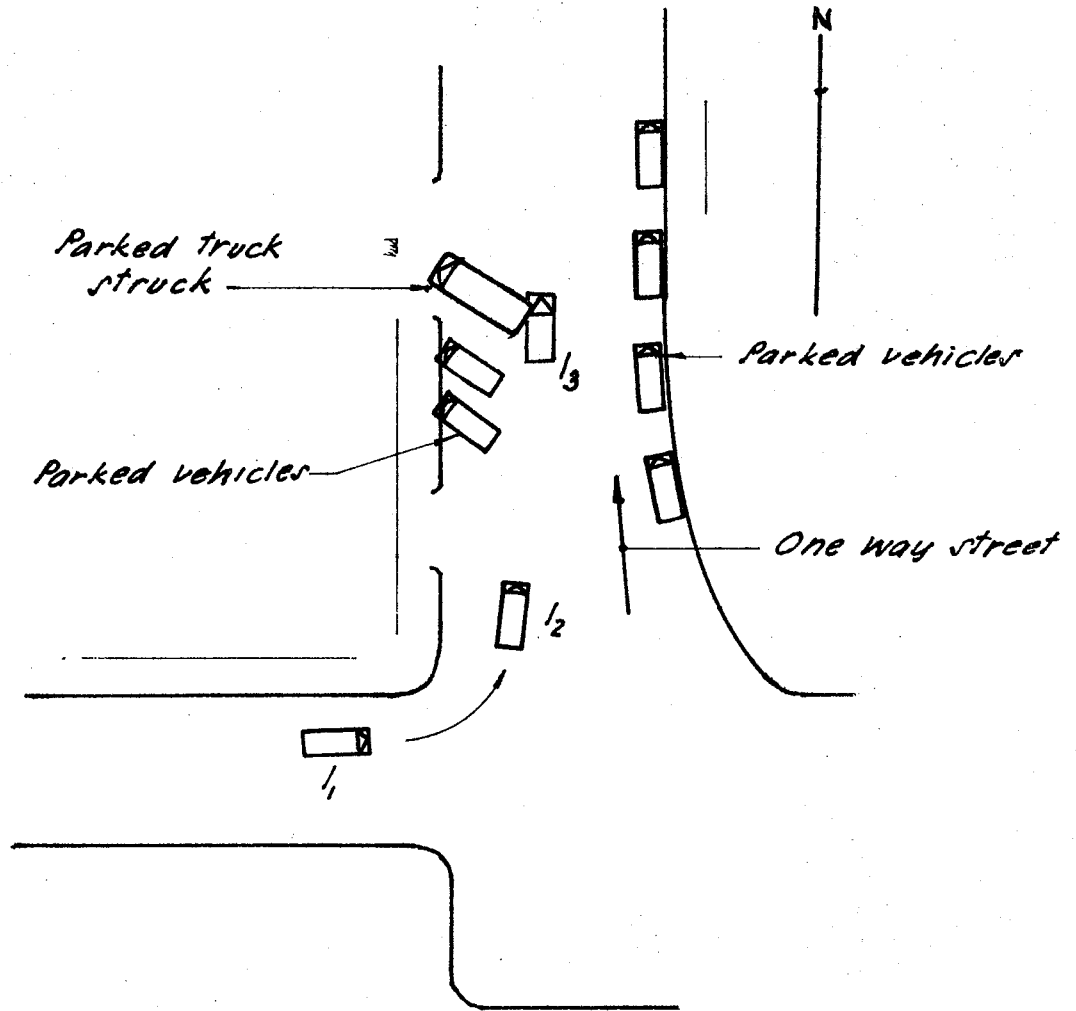
1010 hrs, day, dry road.

As the driver of Unit 1 entered the street he noticed a parked truck protruding onto the roadway. He considered that he had moved sufficiently to the right to clear this vehicle, but in passing the left A-pillar of Unit 1 impacted the rear corner of the trucks tray.

Unit 1: Mercedes Benz 280 SE 4 door sedan, 1969.
RARU-VDI: 12LJGH008

Driver: M83; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 202



Scale: 0 5 10 metres

ACCIDENT 203

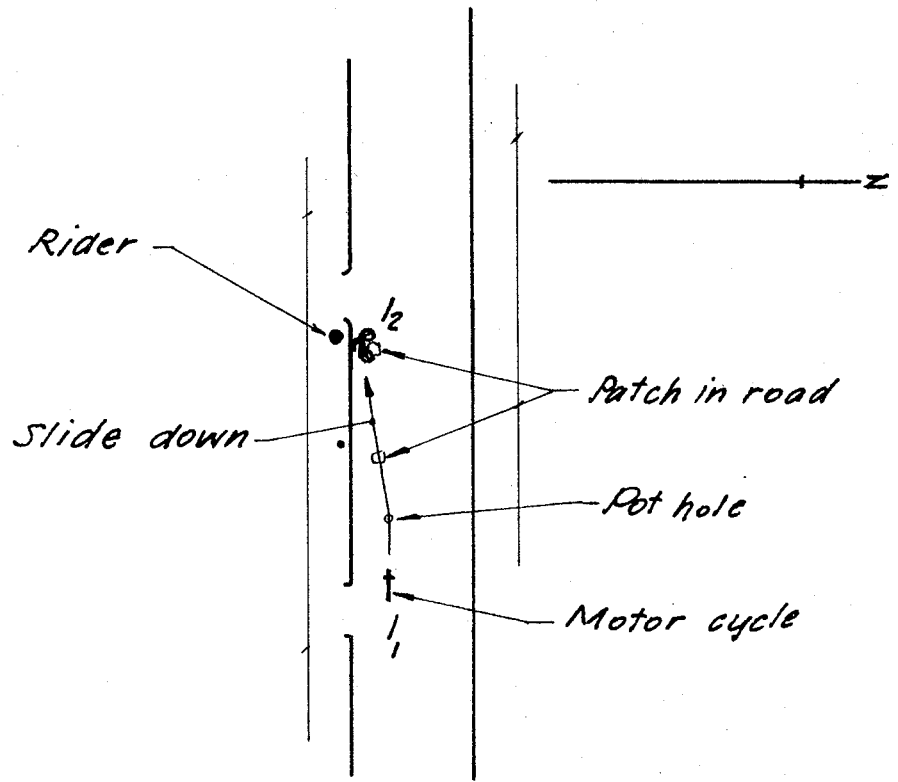
1138 hrs, day, dry road.

The inexperienced rider had just exited from the driveway of a house. He attempted to change out of first gear but the selector jammed. He released the clutch which caused a sudden slowing of the motor-scooter as it was still in first gear. At about the same time the scooter struck a small pothole in the road. This factor appears to have combined with the sudden slowing to precipitate a loss of control and subsequent fall from the machine.

Unit 1: Lambretta 200 motor-scooter, 1970.

Rider: M27; BAC zero; no helmet worn.
Severe, non-dangerous injuries; ISS = 13;
hospital 6 days; restricted activity greater
than 96 days; unknown if permanent disability.

ACCIDENT NO. 203



Scale: 0 5 10 metres

ACCIDENT 204

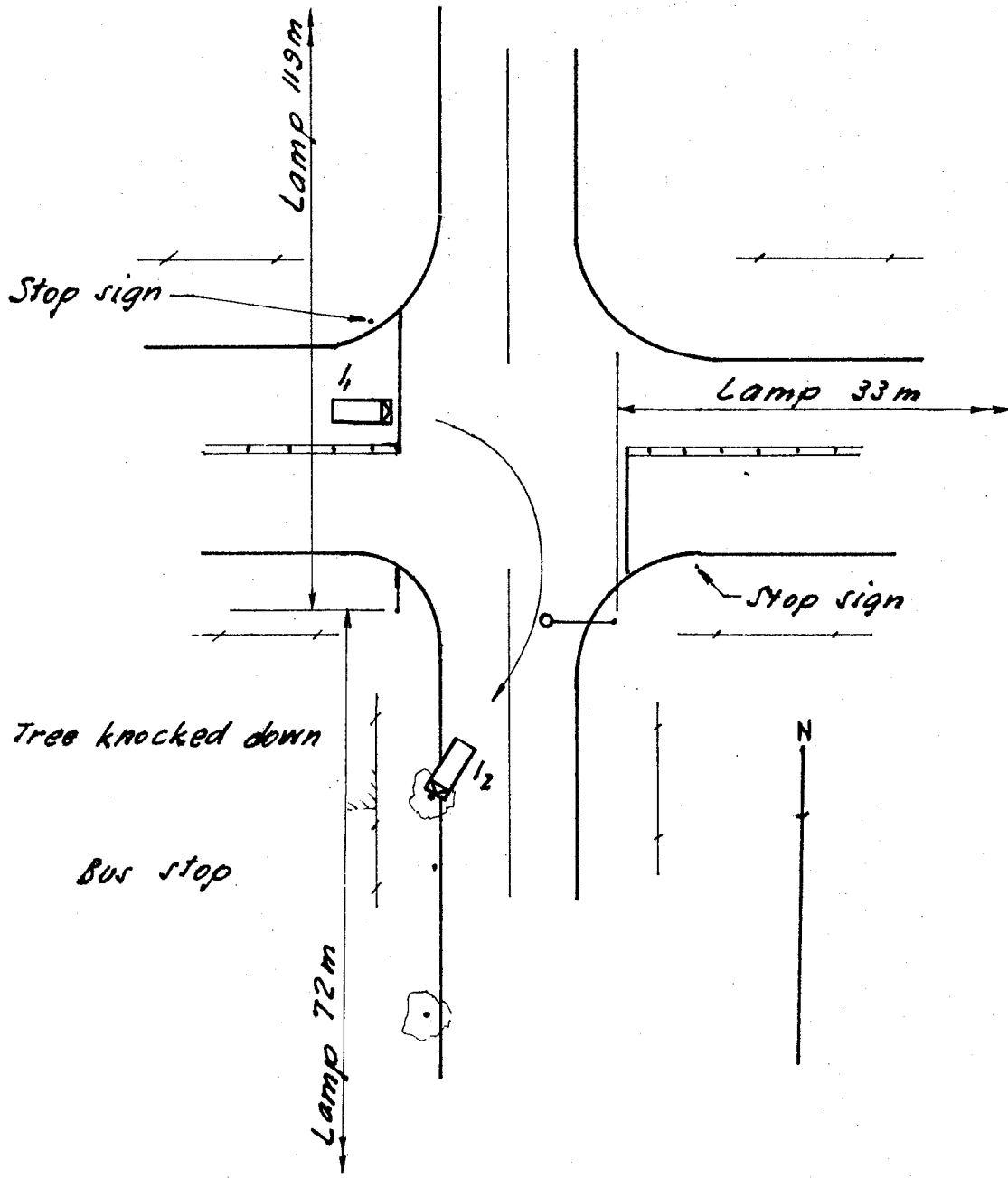
2323 hrs, night, dry road.

The intoxicated driver had only held a full driving licence for 3 weeks. As he turned right at the intersection he lost control of his vehicle, crossed to the other side of the road, mounted an embankment and struck a tree.

Unit 1: Chrysler Valiant AP5 4 door sedan, 1964.
RARU-VDI: 12FDENØ33

Driver: M22; BAC Ø.23; no belt available.
Minor injuries; ISS = 2; restricted
activity 2 days; no permanent disability.

ACCIDENT NO. 204



Scale: 0 5 10 metres

ACCIDENT 205

0041 hrs, night, dry road.

Unit 2 was stationary, with brake lights and turn indicator operating, waiting to turn right. The intoxicated driver of Unit 1 was eating a pizza whilst driving and failed to detect the presence of Unit 2 until he was close behind it. He braked and swerved left but collided with the rear of Unit 2.

Unit 1: Ford Falcon XT 4 door sedan, 1959. RARU-VDI: 12FDEW015

Driver: M26; BAC 0.17; belt available, not worn.
Uninjured.

Unit 2: Ford Falcon XY 4 door sedan, 1971. RARU-VDI: 6BDEW018

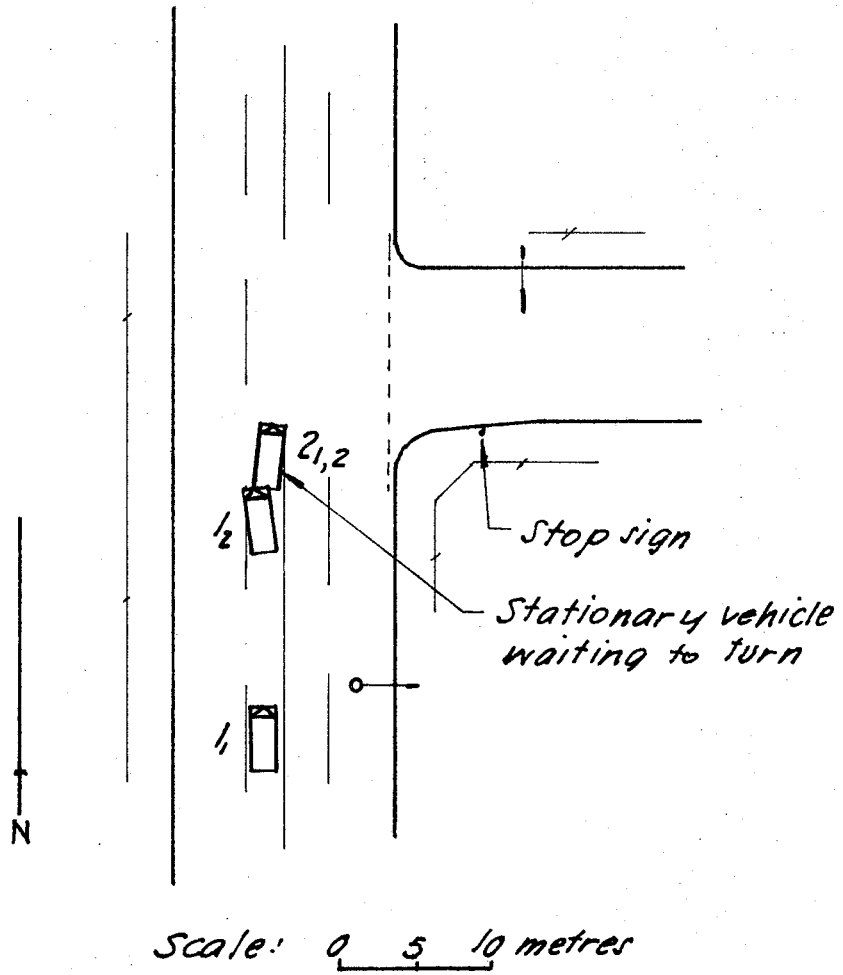
Driver: F17; BAC zero; belt available, probably worn.
Uninjured.

Passenger: LF; F17; belt available, probably worn.
Uninjured.

Passenger: RR; M21; belt available, not worn.
Uninjured.

Passenger: LR; M21; belt available, not worn.
Uninjured.

ACCIDENT NO. 205



Unit 2 was initially stationary, waiting for the traffic lights to change. When they turned to green the driver proceeded to turn right across the intersection as he mistakenly thought that he was faced with a green turn right arrow. The driver of Unit 1 was slowing for the intersection, when the lights changed to green and so he continued forward as Unit 2 was turning. Each driver's view of the other vehicle was restricted by intervening stationary cars.

Unit 1: Holden HR 4 door sedan, 1967. RARU-VDI: 11FDEW041

Driver: M22; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 1; restricted activity
7 days; no permanent disability.

Passenger: LF; F21; belt available, worn loosely.
Serious, dangerous injuries; ISS = 14;
hospital 44 days; restricted activity
greater than 96 days; unknown if permanent
disability.

Passenger: CR; F21; no belt available.
Moderate, non-dangerous injuries; ISS = 4;
hospital 1 day; restriction unknown;
no permanent disability.

Passenger: LR; M26; no belt available. Minor injuries;
ISS = 1.

Unit 2: Chrysler Valiant VF 4 door sedan, 1969.
RARU-VDI 9LGEW039

Driver: M18; BAC zero; belt available, not worn.
Minor injuries; ISS = 2; restricted activity
7 days; no permanent disability.

Passenger: CF; M18; belt available, not worn.
Minor injuries; ISS = 1.

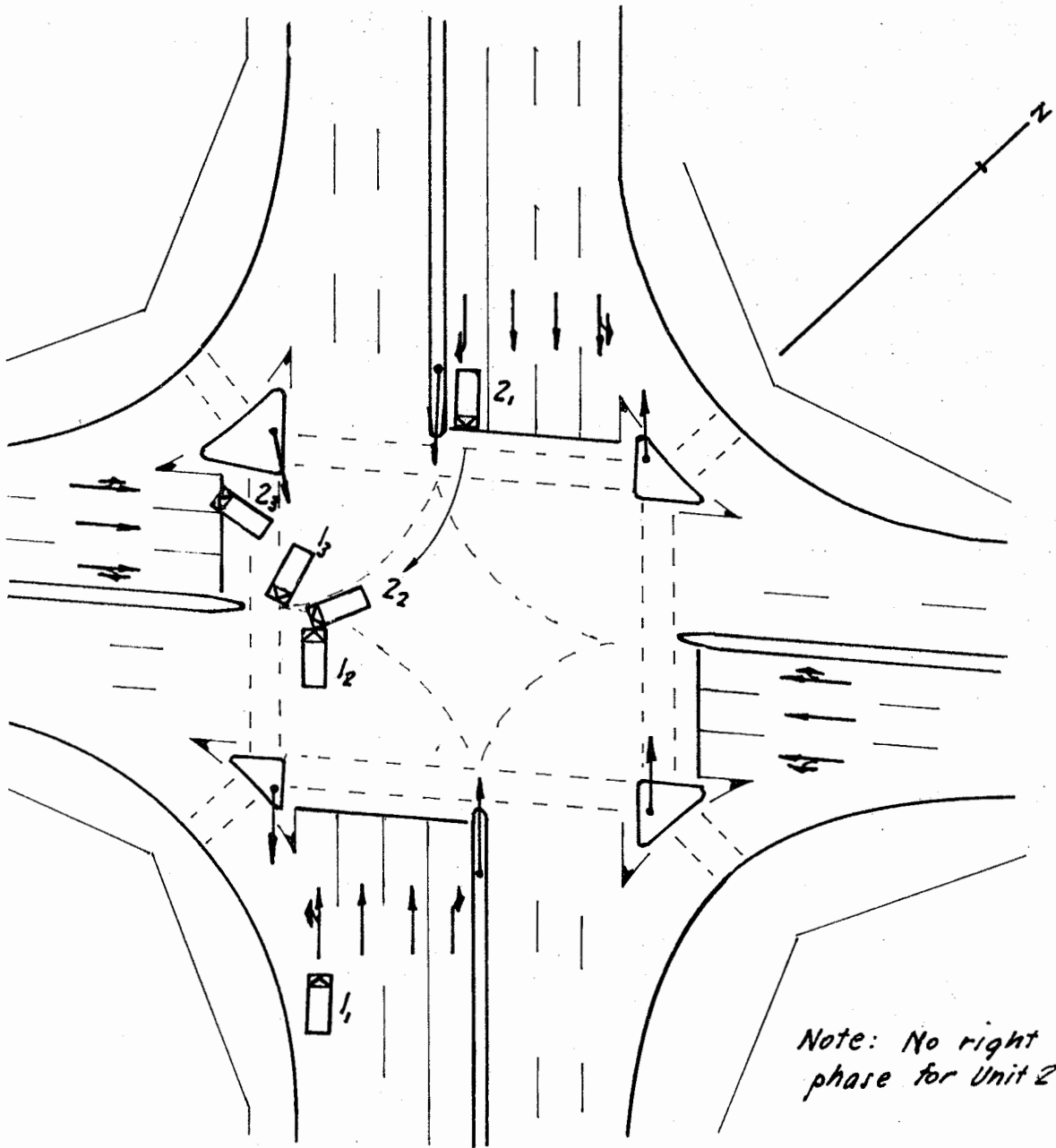
Passenger: LF; M age unknown; belt available, not worn.
Details of injury unknown.

Passenger: RR; M age unknown; belt available, not worn.
Details of injury unknown.

Passenger: CR; M age unknown, belt available, not worn.
Details of injury unknown.

Passenger: LR; M age unknown; belt available, not worn.
Details of injury unknown.

ACCIDENT NO. 206



Scale: 0 5 10 metres

ACCIDENT 207

1717 hrs, day, dry road.

As Unit 1 slowed on the approach to the intersection, the driver looked left and then right and saw Unit 2 approaching. He braked but struck the left rear side of Unit 2 which spun around and rolled over. The driver of Unit 2 had checked that the road to his right was clear and looked back just as the other vehicle was about to enter the intersection.

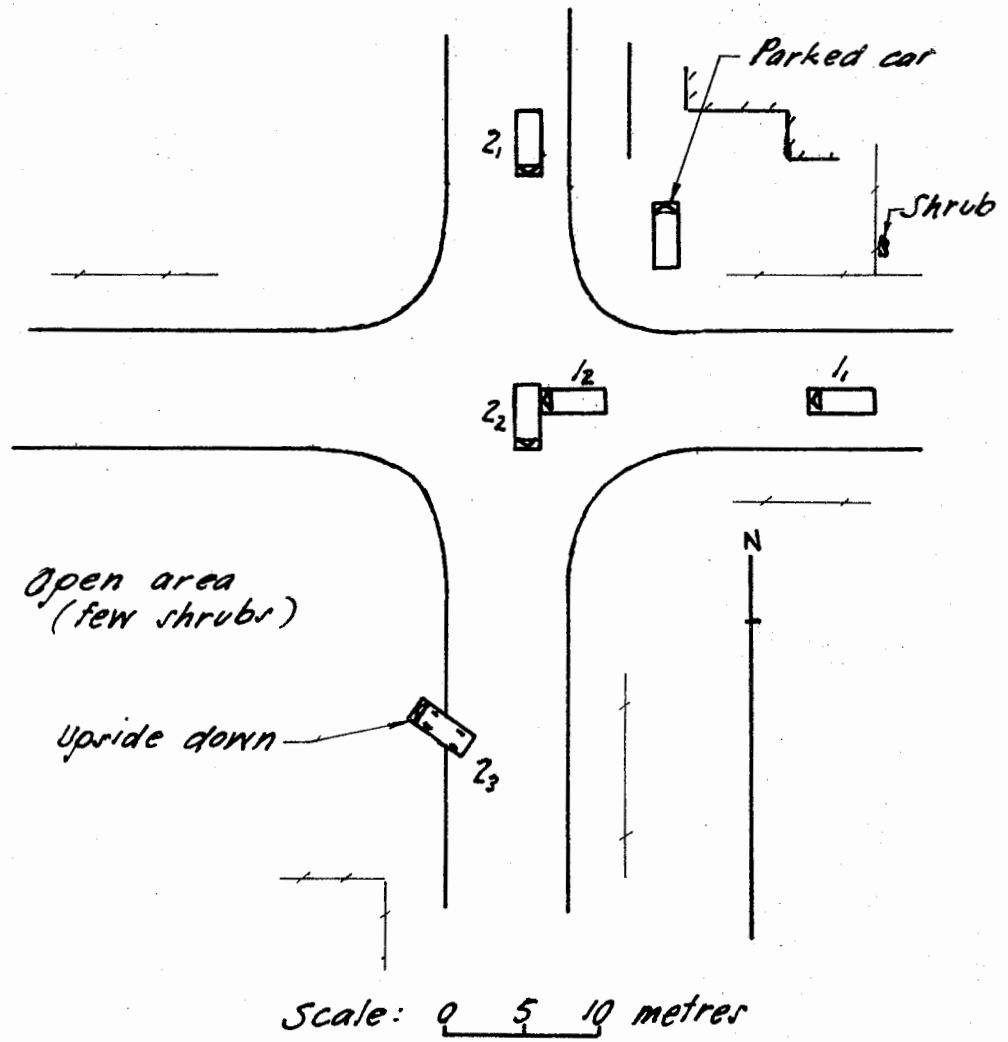
Unit 1: Volkswagen 1600 2 door station wagon, 1967.
RARU-VDI: 2FDEW051

Driver: M20; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 1.

Unit 2: Ford Falcon XB panel van, 1975. RARU-VDI: 9LDAW020
13TYXW022

Driver: M40; BAC zero; belt available, probably worn.
Minor injuries; ISS = 2; restricted activity
4 days; no permanent disability.

ACCIDENT NO. 207



ACCIDENT 208

2005 hrs, dusk, dry road.

As Unit 1 was about to overtake the stationary bus at about 60 kph, a pedestrian ran out onto the road without first checking to see if the road was clear. The driver braked and veered right but was unable to avoid a collision.

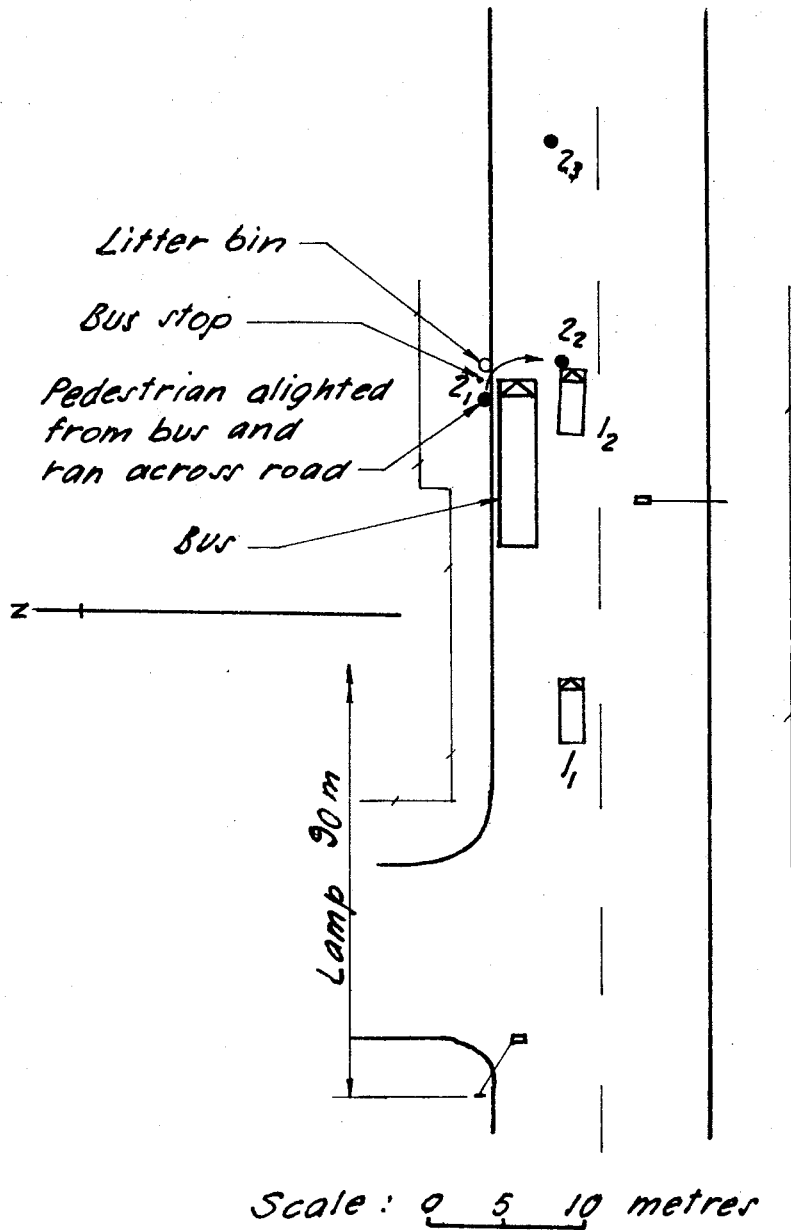
Unit 1: Chrysler Valiant VF 4 door sedan, 1969.

No damage.

Driver: M19; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M8. Serious, dangerous injuries;
ISS = 20; hospital 20 days; restriction
unknown, no permanent disability.

ACCIDENT NO. 208



ACCIDENT 209

2153 hrs, night, dry road.

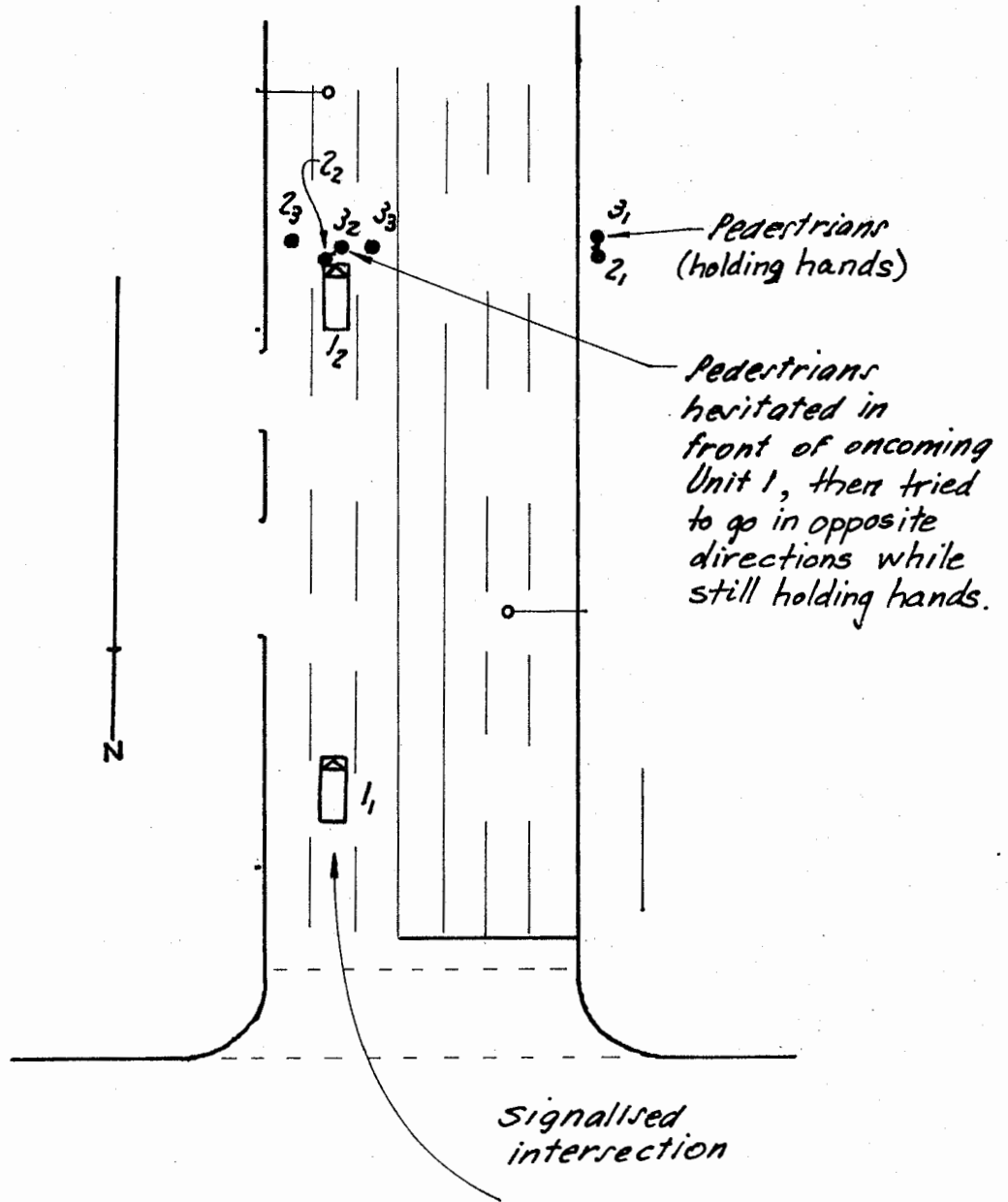
As Unit 1 proceeded into the stem of the T-junction the driver noticed two pedestrians in the centre of the road walking toward his path. He expected them to stop and wait for him to pass but they continued forward. He was unable to swerve owing to the indecisive movements of the pedestrians, who, whilst holding hands, attempted to move in opposite directions. The driver applied his brakes before impact.

Unit 1: MGB 2 door convertible, 1965. No damage.

Driver: M30; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M24; BAC zero. Severe, non-dangerous injuries; ISS = 17; hospital 7 days; restricted activity greater than 96 days; unknown if permanent disability.

Unit 3: Pedestrian: F31; BAC zero. Severe, non-dangerous injuries; ISS = 4; hospital 2 days; restriction and disability unknown.



Scale: 0 5 10 metres

Although the traffic lights were not operating at the time, the driver of Unit 2 assumed that they were green in his favour and so proceeded through the intersection. Unit 1 had been stationary for a considerable time, and when the traffic from his right had cleared and a bus on his left was giving way to him, the driver moved across the intersection. He had seen Unit 2 slowly approaching from the left but only realised too late that it was continuing into his path.

Unit 1: White 4564 prime mover, 1976. SAE-VDI: 12FLEE1

Driver: M53; BAC zero; no belt available.
Uninjured.

Unit 2: AEC Swift-Denning omnibus, year unknown.
SAE-VDI: 3RFES2

Driver: M34; BAC zero; no belt available.
Minor injuries; ISS = 1.

Passenger: right centre; F32; no belt available.
Moderate, non-dangerous injuries; ISS = 4;
hospital 1 day; restricted activity 1 day;
no permanent disability.

Passenger: left centre; M68; no belt available.
Minor injuries; ISS = 1.

Passenger: left; F68; no belt available.
Minor injuries; ISS = 1.

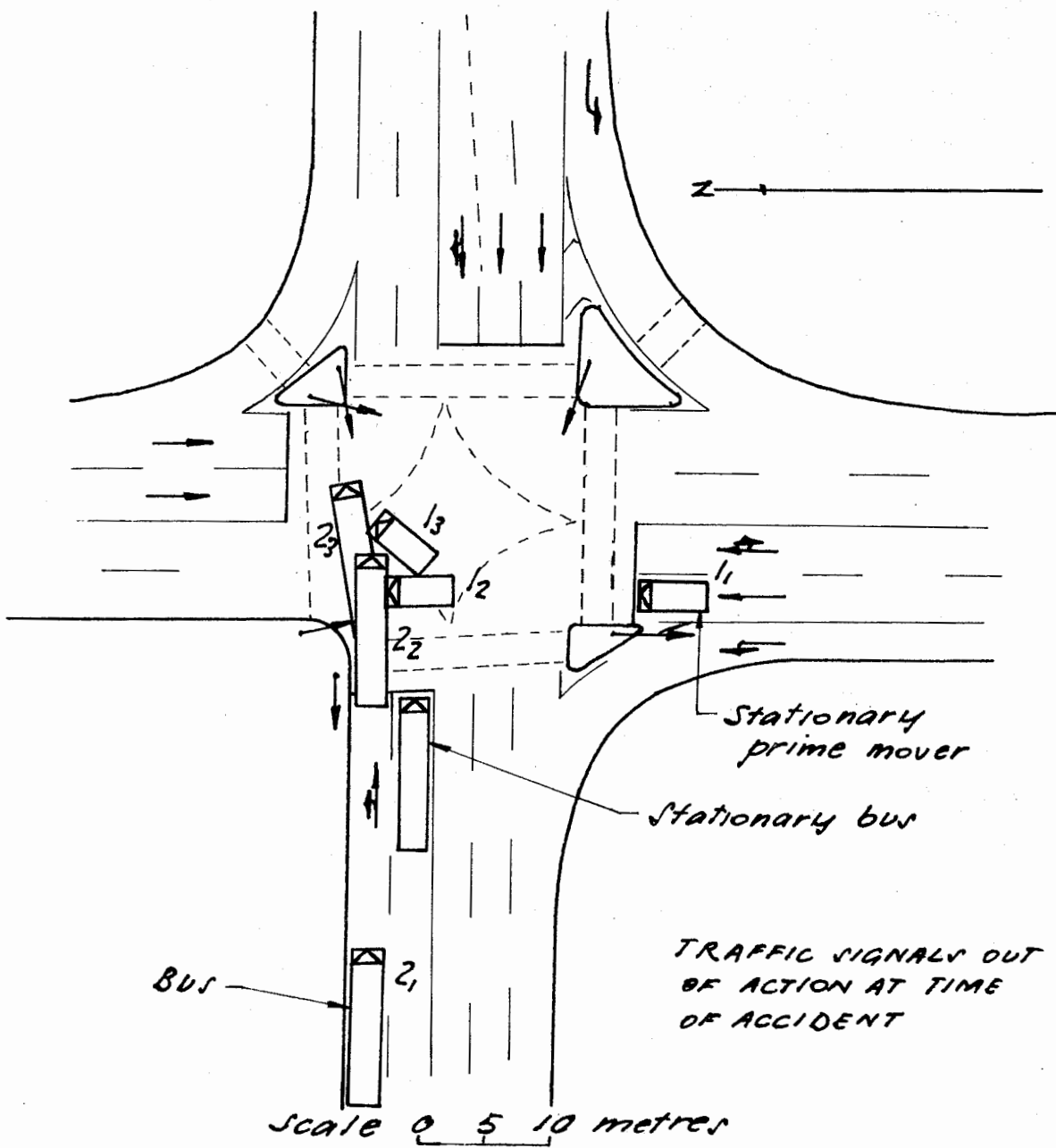
Passenger: left; F82; no belt available.
Minor injuries; ISS = 1.

Passenger: right; F24; no belt available.
Minor injuries; ISS = 1.

Passenger: left centre; F50; no belt available.
Minor injuries; ISS = 1; restricted
activity 4 days; no permanent disability.

Passenger: standing; F49. Minor injuries; ISS = 1.

ACCIDENT NO. 210



ACCIDENT 211

2310 hrs, night, dry road.

The driver of Unit 1 failed to stop at the 'Give way' signs to allow Unit 2 to cross. The other driver, aware of his right of way, proceeded and when he realised that Unit 1 was not stopping, tried, unsuccessfully, to accelerate out of the way.

Unit 1: Holden HK 4 door sedan, 1969. RARU-VDI: 10FYEW018

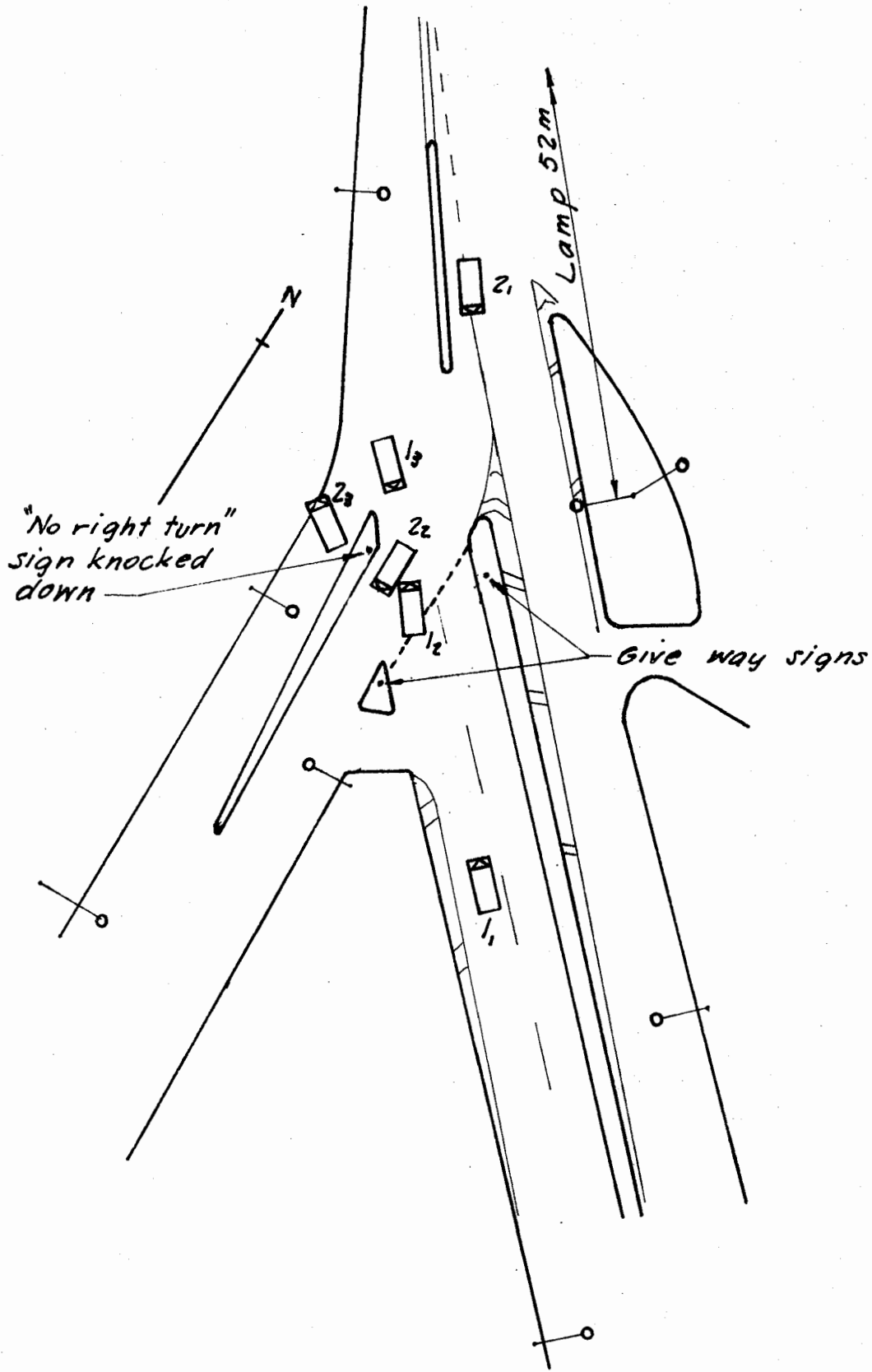
Driver: M23; BAC unknown; belt available,
worn correctly. Uninjured.

Passenger: LF; F20; belt available, unknown if worn.
Uninjured.

Unit 2: Leyland Marina 4 door sedan, 1975. RARU-VDI: 9LDEW030

Driver: M19; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 8; restricted activity
5 days; no permanent disability.

ACCIDENT NO. 211



Scale: 0 5 10 metres

ACCIDENT 212

1742 hrs, day, dry road.

The driver of Unit 1 pulled over toward the left of the road preparatory to making a three point turn. As Unit 2 was about to overtake, Unit 1 turned to the right, across the path of Unit 1. It is probable that the driver of Unit 1 failed to give any indication of his intended manoeuvre.

Unit 1: Ford Falcon XR station wagon, 1967. RARU-VDI: 4RGEK025

Driver: M17; BAC zero; belt available, worn very loosely. Uninjured.

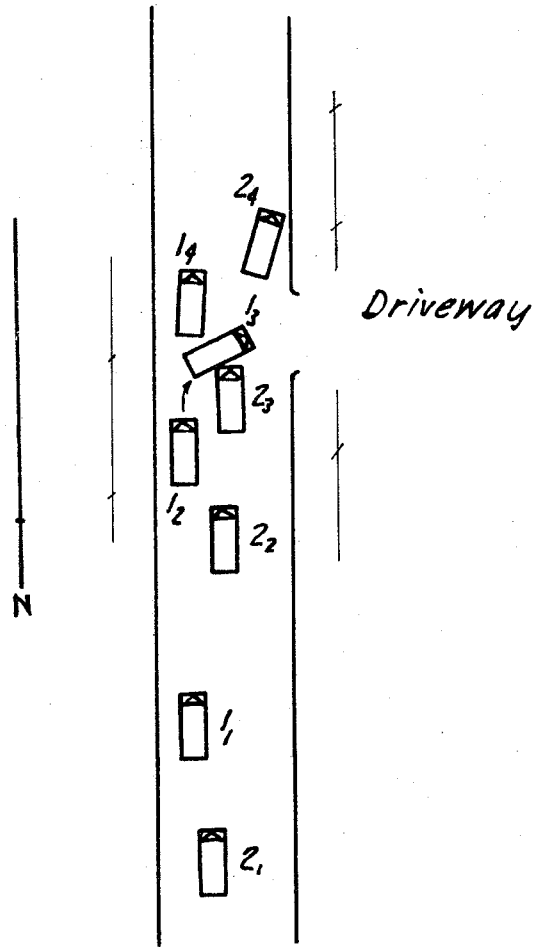
Passenger: CF; F16; no belt available.
Minor injuries; ISS = 1.

Passenger: LF; M16; belt worn, not correctly anchored.
Uninjured.

Unit 2: Toyota Corolla 2 door sedan, 1968. RARU-VDI: 11FYEW032

Driver: M23; BAC zero; belt available, worn incorrectly.
Minor injuries; ISS = 3; restricted activity
7 days; no permanent disability.

ACCIDENT NO. 212



Scale: 0 5 10 metres

ACCIDENT 213

1418 hrs, day, dry road.

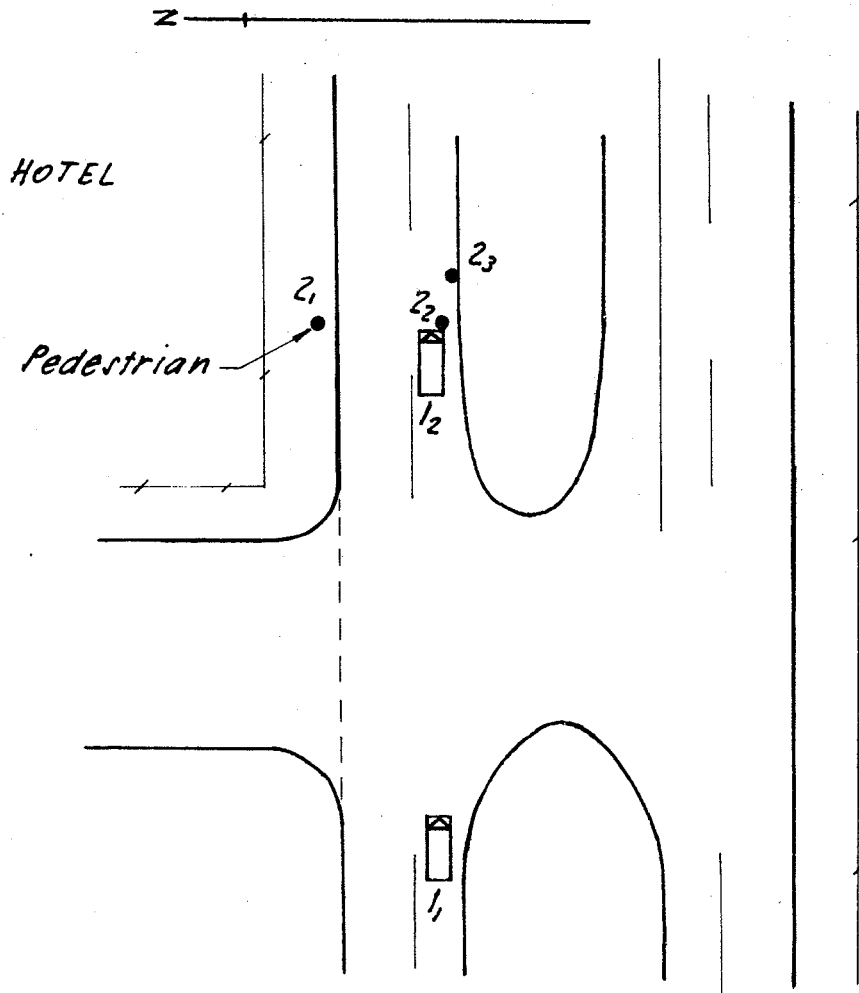
An elderly pedestrian failed to see any traffic approaching and commenced crossing the road. The driver of Unit 1 was unaware of the pedestrian until she had walked past the centre of the left lane. The pedestrian then began to run toward the median strip whereat the driver braked but was unable to avoid impact.

Unit 1: Holden EH 4 door sedan, 1964. No damage.

Driver: F54; BAC zero; belt available, not worn.
Uninjured.

Unit 2: Pedestrian: F66; BAC unknown. Moderate,
non-dangerous injuries; ISS = 5;
restricted activity greater than
96 days; minor permanent disability.

ACCIDENT NO. 213



Scale: 0 5 10 metres

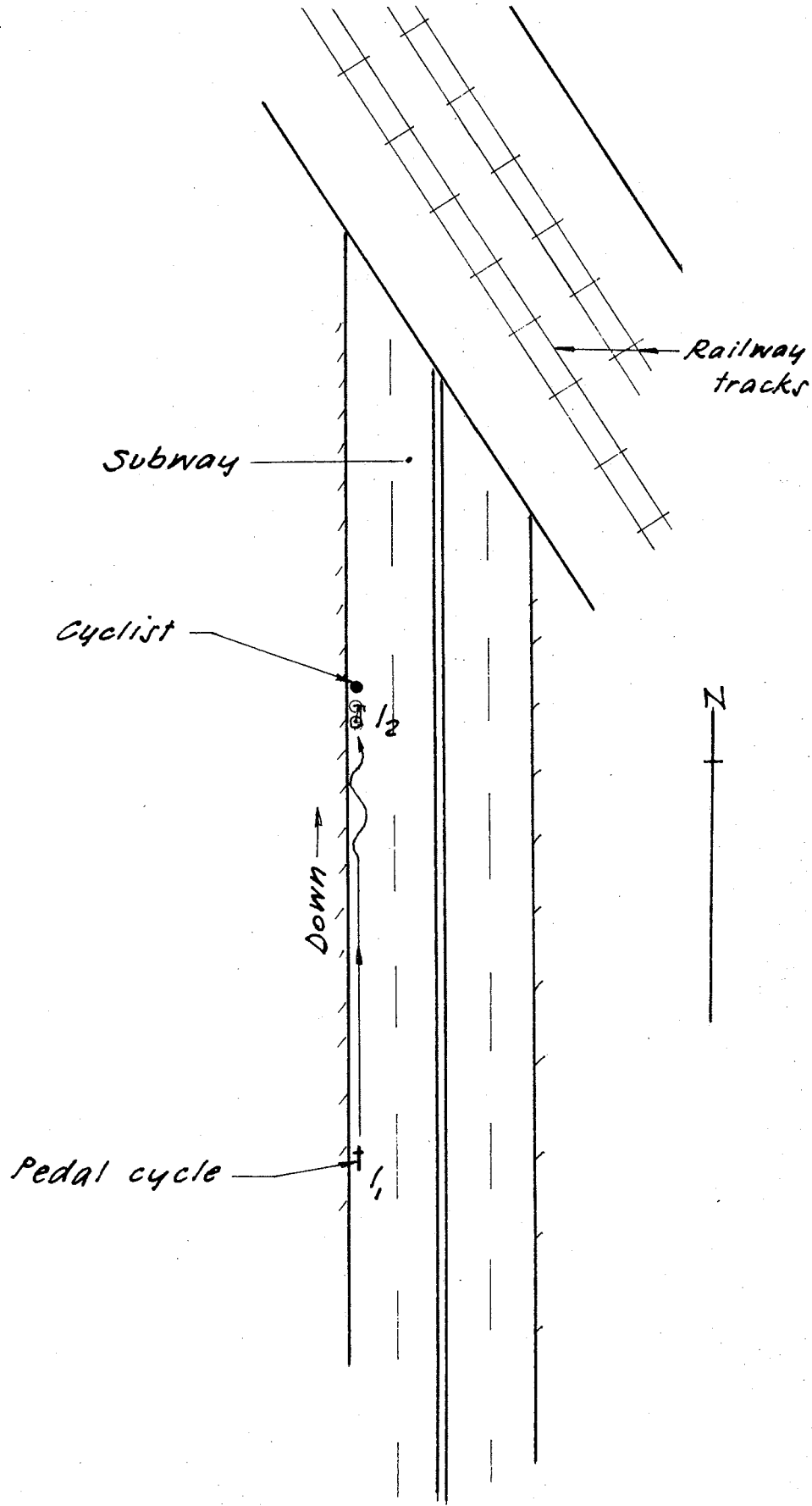
ACCIDENT 214

1609 hrs, day, dry road.

As the pedalcyclist entered the subway she kept close to the subway wall, as she was being overtaken by traffic in both north-bound lanes. She apparently pedalled so fast on the downgrade that the pedalcycle became dynamically unstable and pitched the rider onto the roadway.

Unit 1: Peugeot Unisex 27" pedalcycle.

Rider: F16; BAC zero; no head protection worn.
Moderate, non-dangerous injuries; ISS = 5;
restricted activity 7 days; no permanent
disability.



Scale: 0 5 10 metres

ACCIDENT 215

1220 hrs, day, dry road.

When the rider of Unit 1 saw the turn right indicator operating on Unit 2, he assumed that the driver intended to turn right at the intersection ahead. As Unit 2 slowed, the rider decided to overtake it before reaching the intersection. As he did so, however, the driver turned right into the Service Station entrance.

Unit 1: Piaggio 150 motor-scooter, 1972.

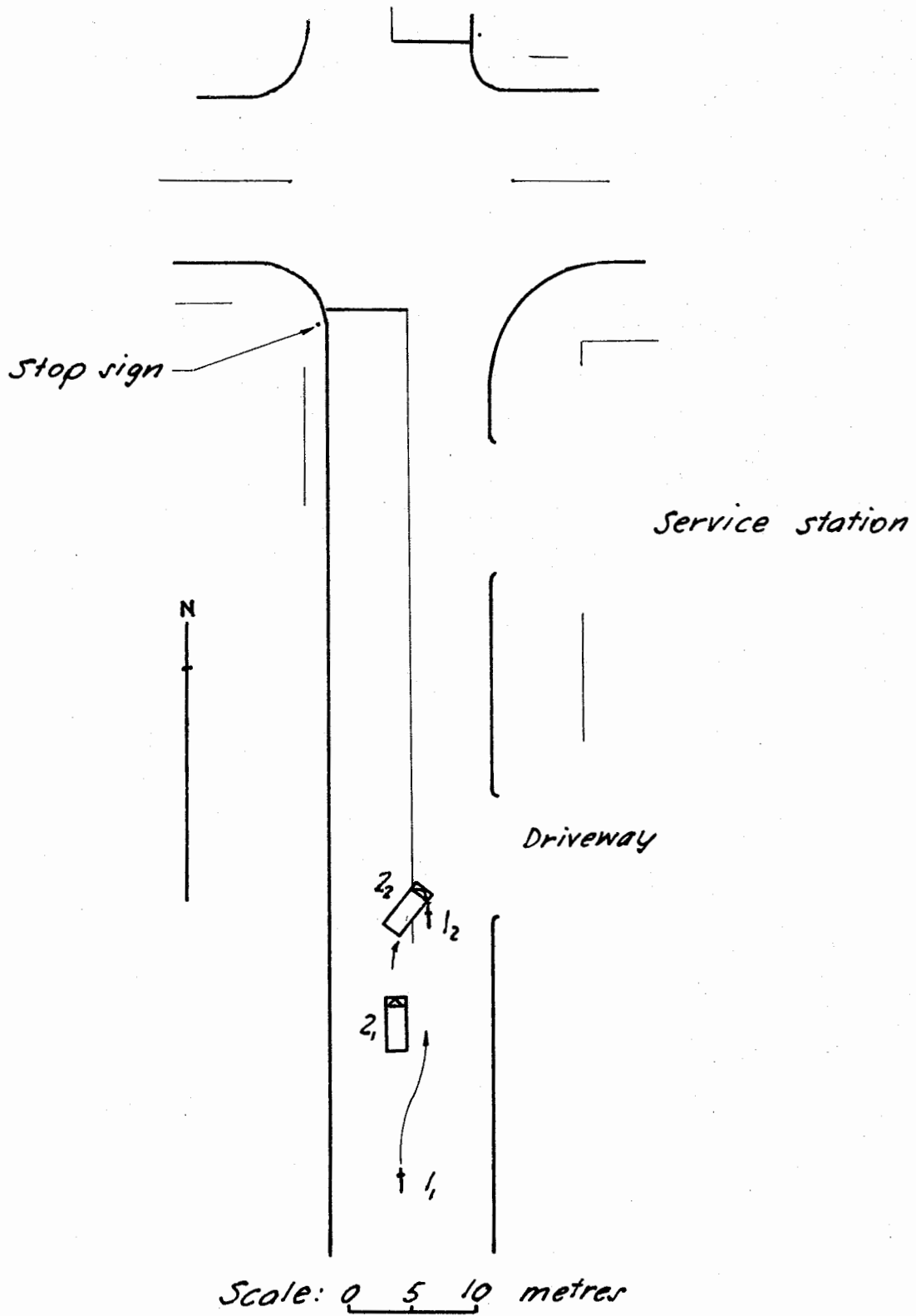
Rider: M19; BAC zero; helmet worn, type unknown.
Minor injuries; ISS = 1; restriction unknown;
no permanent disability.

Unit 2: Isuzu-Chevrolet Luv utility, 1974. SAE-VDI: 5RFES1

Driver: M17; BAC zero; belt available, not known
if worn. Uninjured.

Passenger: LF; M19; belt available, not known if
worn. Uninjured.

ACCIDENT NO. 215



Traffic had been banked up on both sides of the railway crossing owing to the passing of a train. When the crossing cleared, Unit 2 proceeded forward at the head of a line of cars. His view to the right was obscured by several cars and he assumed that the intersecting road was clear. Meanwhile the driver of Unit 1 had checked to his right, and, as there was no traffic approaching from that direction, had assumed it safe to cross. Neither driver detected the other vehicle until momentarily before impact.

Unit 1: Holden HR 4 door sedan, 1966. RARU-VDI: 1ØFLECØ41

Driver: M19; BAC zero; belt available, worn loosely.
Minor injuries; ISS = 1; restriction unknown;
no permanent disability.

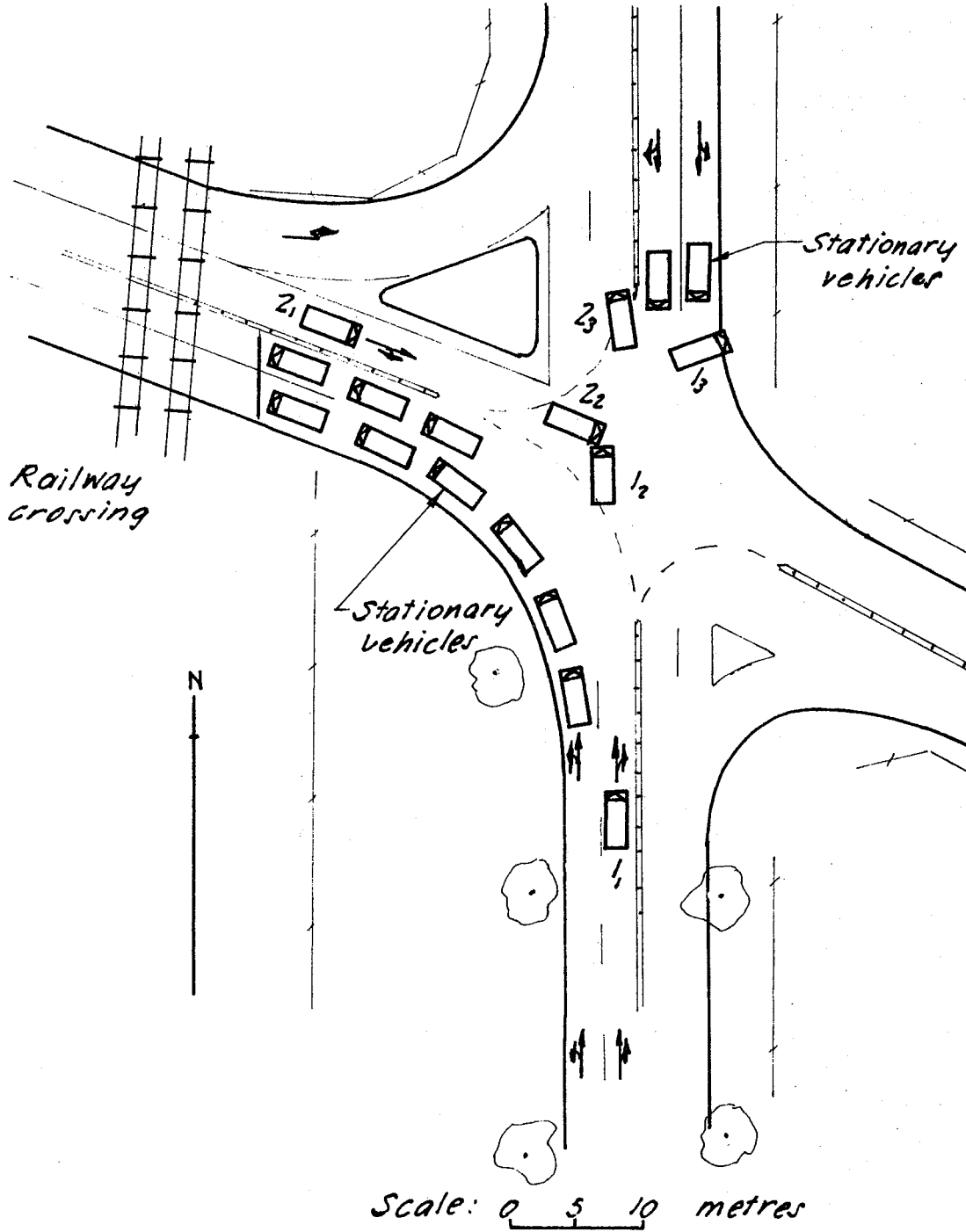
Passenger: LF; F17; belt available, worn loosely.
Minor injuries; ISS = 2; restriction
unknown; no permanent disability.

Unit 2: Holden HQ 4 door sedan, 1972. RARU-VDI: 2RF EKØ25

Driver: M21; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

Passenger: LR; F17; belt available, not worn.
Minor injuries; ISS = 1; restriction
unknown; no permanent disability .

ACCIDENT NO. 216



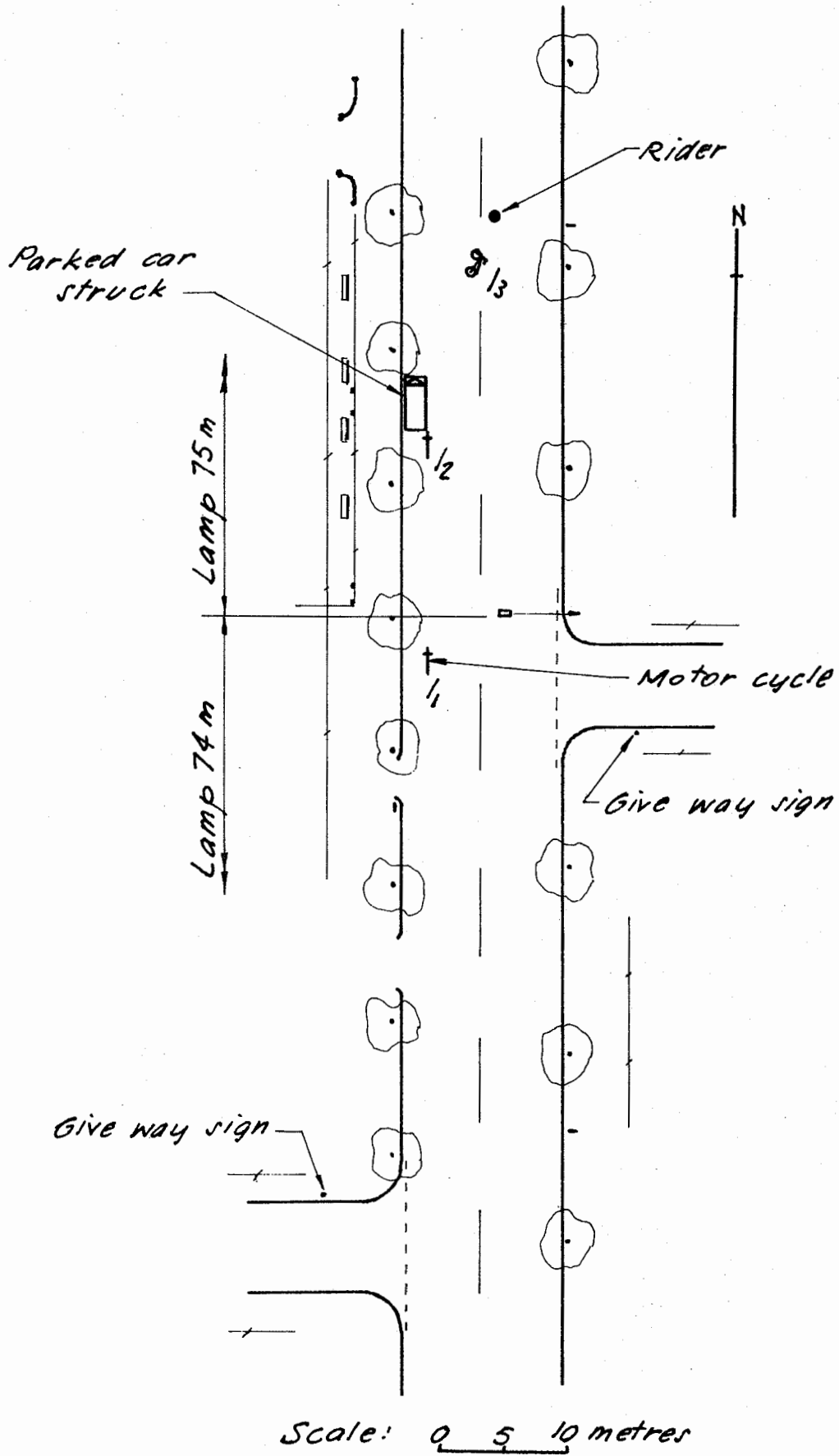
ACCIDENT 217

0003 hrs, night, dry road.

As the motorcyclist was travelling at about 60 kph along a main arterial road, he sneezed. By the time he had recovered from this and looked forward again, he saw he was about to collide with the rear of a parked car. Before he was able to take any avoiding action his left leg struck the right rear corner of the parked vehicle.

Unit 1: Kawasaki KS125 trail, 1974.

Rider: M27; BAC 0.11; jet helmet worn, strap buckled. Serious, dangerous injuries; ISS = 10; hospital 35 days; restricted activity greater than 96 days; major permanent disability.



ACCIDENT 218

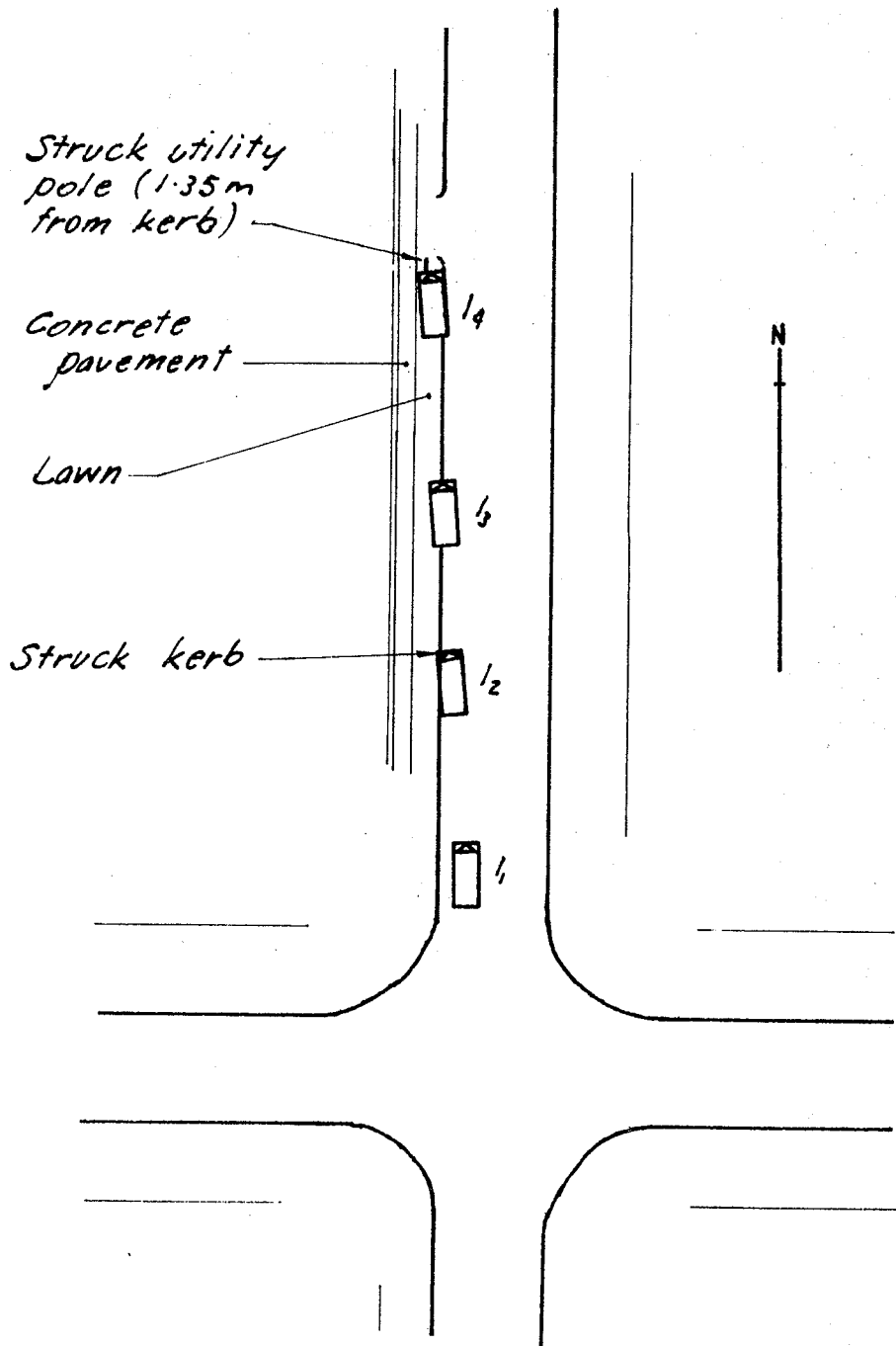
1247 hrs, day, dry road.

Unit 1 travelled north through the intersection and then veered left and struck a utility pole. Although concussed, the driver, thought he swerved to avoid a dog which ran out from the right hand kerb.

Unit 1: Chrysler Valiant VF 4 door sedan, 1969.
RARU-VDI: 12FDEN048

Driver: M36; BAC zero; belt available, worn loosely.
Moderate, non-dangerous injuries; ISS = 9;
hospital 2 days; restricted activity 7 days;
no permanent disability.

ACCIDENT NO. 218



Scale: 0 5 10 metres

ACCIDENT 219

1353 hrs, day, dry road.

The driver of Unit 2 was intending to cross from the Service Station into the stem of the T-junction. She let a car through from the right and, thinking the way clear, proceeded to cross. The motorcyclist had been looking at traffic lights further down the road, and on returning attention to the road in the immediate vicinity, saw Unit 2 moving into her path. The rider had no time to take avoiding action and after colliding with Unit 2, was thrown over its bonnet.

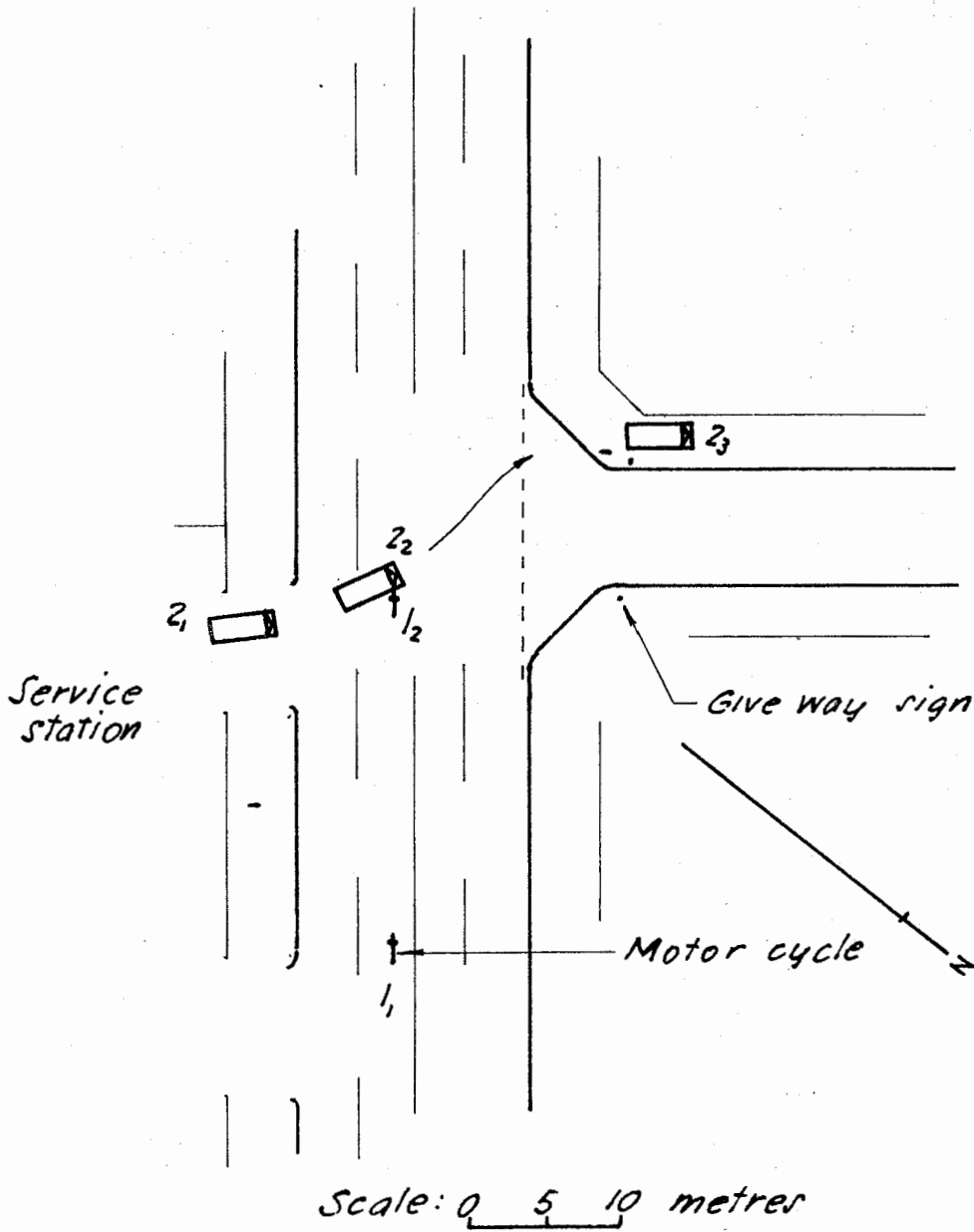
Unit 1: Honda CB500 road, 1971.

Rider: F19; BAC zero; full face helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 3 days; no permanent disability.

Unit 2: Holden EJ station wagon, 1962. RARU-VDI: 3RFENØ18

Driver: F34; BAC zero; no belt available.
Uninjured.

ACCIDENT NO. 219



As Unit 1 approached the intersection the driver slowed down and checked for vehicles approaching from the right. On looking left he saw Unit 2 but thought it would stop. The driver of Unit 2 failed to see Unit 1 until just before impact. A passenger in Unit 1 was ejected from the vehicle as it spun clockwise.

Unit 1: Volkswagen 1200 Beetle 2 door sedan, 1965.
RARU-VDI: 10FREC015

Driver: M18; BAC zero; no belt available.
Minor injuries; ISS = 1.

Passenger: LF; F17; no belt available, complete ejection. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restriction unknown; no permanent disability.

Passenger: CR; M3; no belt available.
Moderate, non-dangerous injuries; ISS = 4; hospital 1 day; restricted activity 6 days; no permanent disability.

Unit 2: Datsun 180B 4 door sedan, 1976. RARU-VDI: 2RFEK019

Driver: M59; BAC zero; belt available, probably worn.
Uninjured.

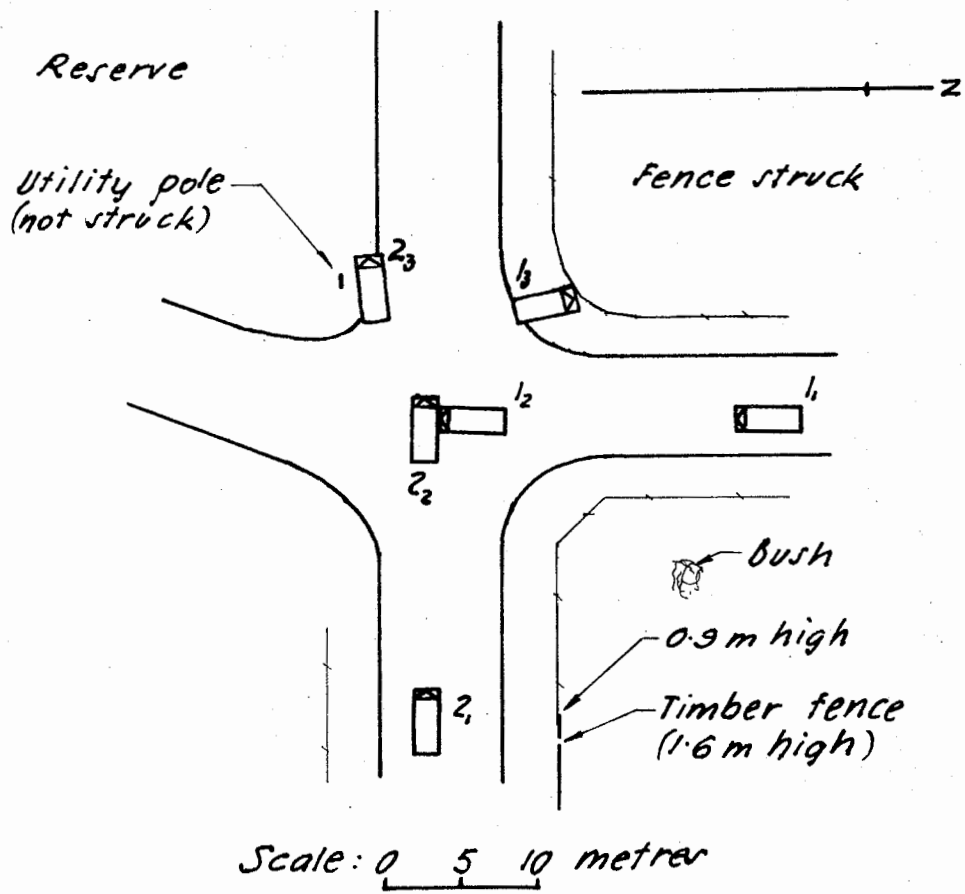
Passenger: LF; M49; belt available, probably worn.
Uninjured.

Passenger: RR; F64; belt available, unknown if worn.
Moderate, non-dangerous injuries; ISS = 4; restricted activity 14 days; no permanent disability.

Passenger: CR; F13; belt available, unknown if worn.
Uninjured.

Passenger: LR; F12; belt available, unknown if worn.
Uninjured.

ACCIDENT NO. 220



ACCIDENT 221

1905 hrs, day, dry road.

The motorcyclist was riding about one metre out from a line of parked cars. As he approached the last car in the line a young child ran out. The rider swerved to the right but the child was struck by the rider's leg and the foot peg of the bike. The child had evaded his mother's supervision in the laundromat.

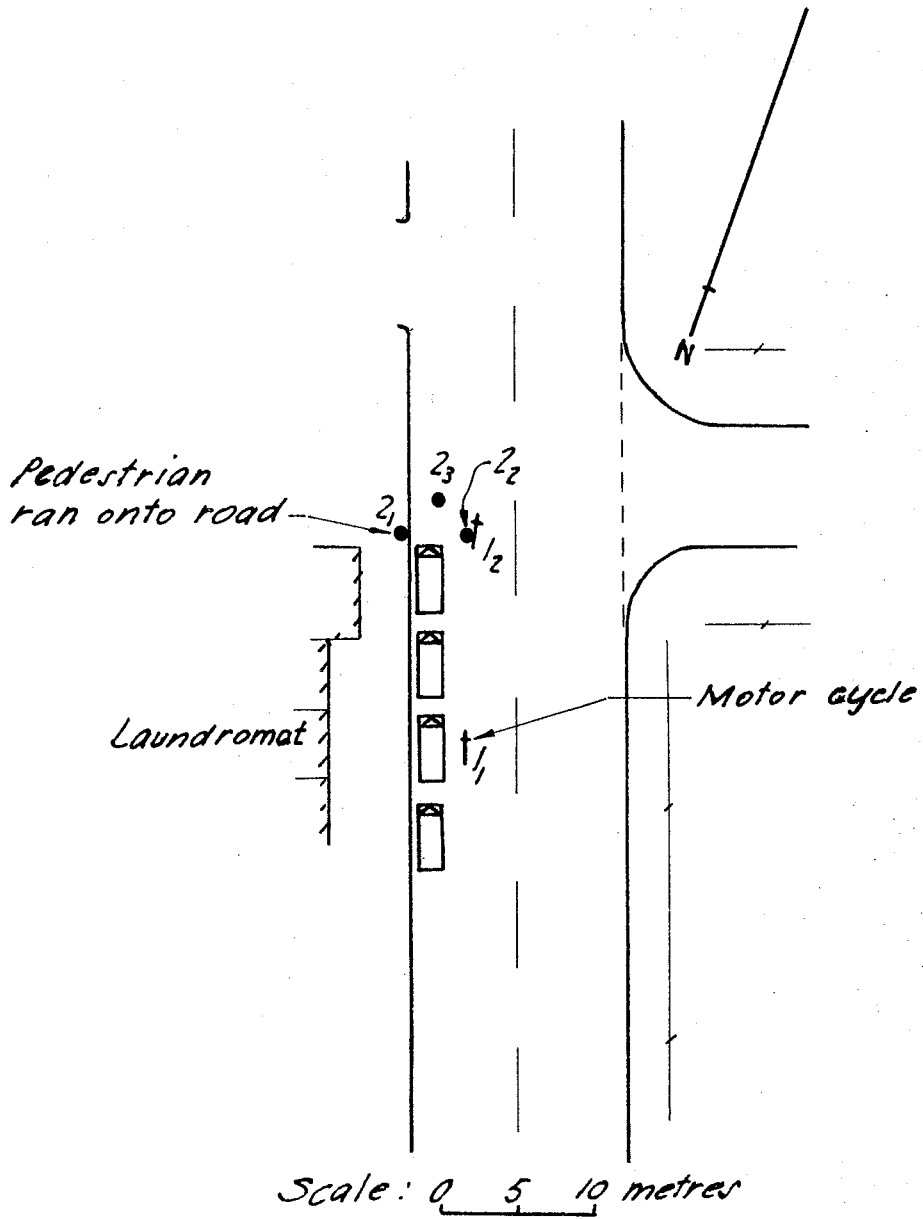
Unit 1: Honda CB750F road, 1975.

Rider: M19; BAC zero; jet helmet worn, strap buckled.
Uninjured.

Pillion: M21; jet helmet worn, strap buckled.
Uninjured.

Unit 2: Pedestrian: F17 months. Critical injuries; ISS = 29;
permanent hospitalization; total permanent
disability.

ACCIDENT NO. 221



Unit 1 was travelling west, with no other vehicles apparent in the vicinity, when the driver observed Unit 2 suddenly appear from his left. The driver braked, but his vehicle impacted the right front corner of Unit 2 which spun around and rolled onto its side. The driver of Unit 2 was concussed and does not remember the circumstances of the accident. However she was not wearing her glasses, without which her vision was very poor, and this would have seriously impaired her ability to detect the approach of Unit 1.

Unit 1: Ford Falcon XA 4 door sedan, 1972. RARU-VDI: 12FDEW020

Driver: M32; BAC zero; belt available, worn correctly.
Uninjured.

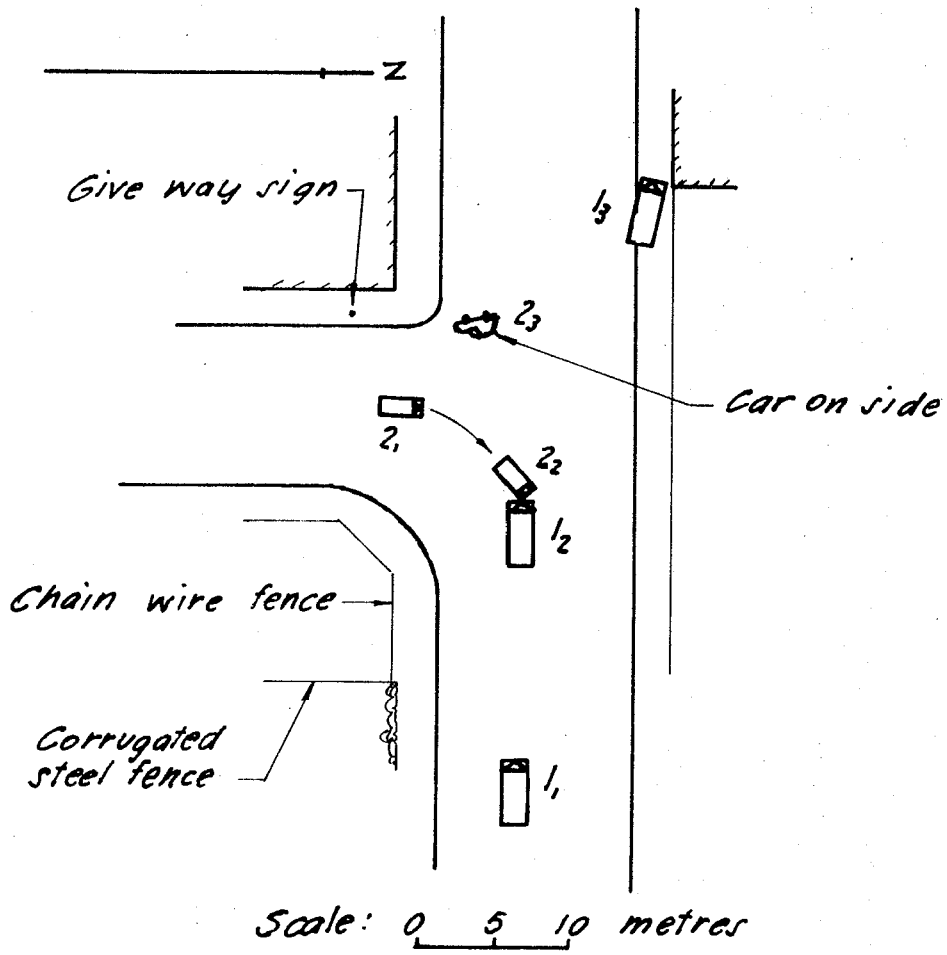
Passenger: LF; F26; belt available, probably worn.
Minor injuries; ISS = 3; restricted
activity 3 days; no permanent disability.

Passenger: LF; M 9 months; being held by mother.
Minor injuries; ISS = 1.

Unit 2: Honda Z 2 door sedan, 1973. RARU-VDI: 3RGEW038
14LDAW006

Driver: F19; belt available, probably worn.
Minor injuries; ISS = 1; restricted
activity 3 days; no permanent disability.

ACCIDENT NO. 222



ACCIDENT 223

2102 hrs, night, dry road.

The motorcyclist mistakenly thought that a green turn right arrow was operating and assumed he was clear to turn. However the lights were green for both north and south bound traffic and the driver of Unit 1, who did not expect his path to be obstructed, did not see the motorcycle until shortly before the collision.

Unit 1: Volkswagen 1600 TLE 2 door sedan, 1972.
RARU-VDI: 11FLENØ32

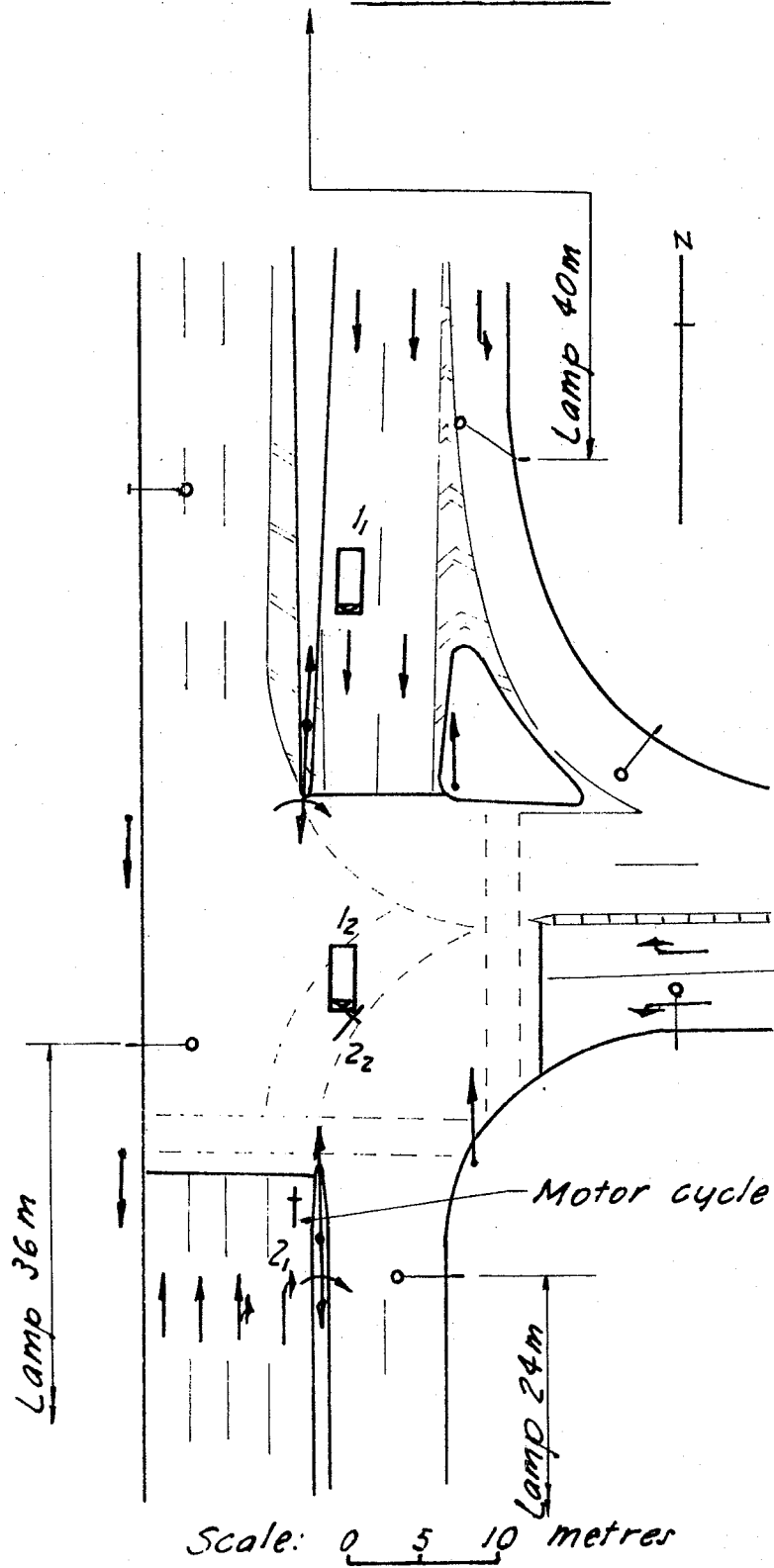
Driver: M66; BAC Ø.14; belt available, worn very loosely. Uninjured.

Unit 2: Yamaha XS-1 (650 cc), 1970.

Rider: M17; BAC zero; full face helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 6; hospital 1 day; restricted activity 6 days; no permanent disability.

Passenger: Pillion; M17; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 6 days; no permanent disability.

ACCIDENT NO. 223



ACCIDENT 224

0832 hrs, day, dry road.

The mother of the child in the pusher was in a hurry to catch a scheduled bus. As she approached the intersection, other pedestrians began to cross on the 'walk' sign, but she was distracted by a lady calling out to her to return a purse which she had unknowingly dropped a short distance before the crossing. She put the purse in her bag and proceeded to cross, assuming that the walk sign was still operating. However the crossing had cleared and a bus was executing a left hand turn. The pusher went partially under the bus, ejecting the child and throwing him under the back wheels of the bus.

Unit 1: M18 months; ejected from pusher.

Fatal lesion plus one critical injury; ISS = 75.

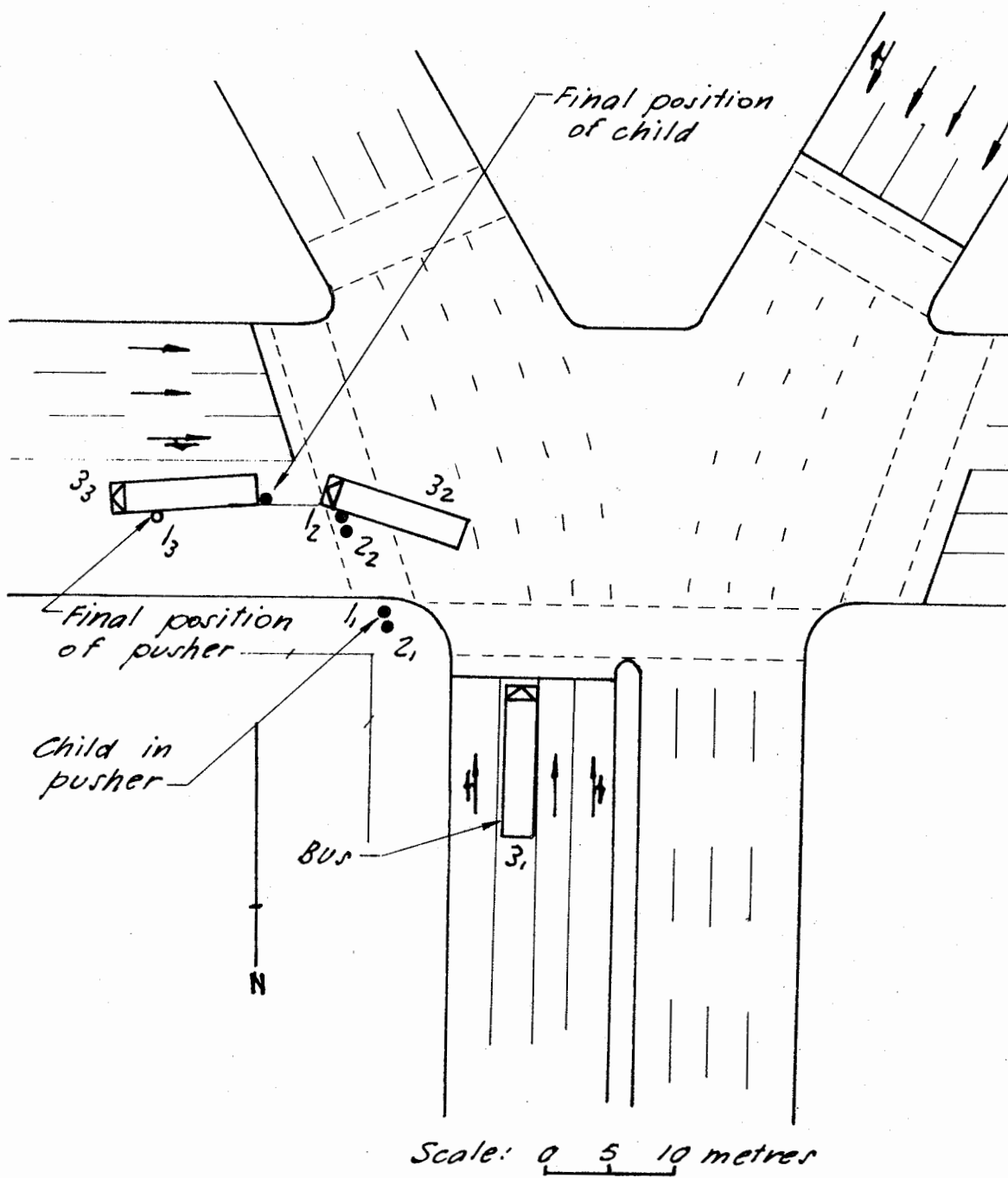
Unit 2: Pedestrian: F23; BAC unknown. Uninjured.

Unit 3: Hino Freighter omnibus, year unknown. No damage.

Driver: M37; BAC unknown; no belt available.

Uninjured.

ACCIDENT NO. 224



As Unit 2 approached the intersection the driver sounded the horn and continued forward, without having checked for traffic on the cross street. The driver of Unit 1 heard the horn sound and looked to his right but saw no traffic approaching. He then proceeded into the intersection without checking for cars on his left.

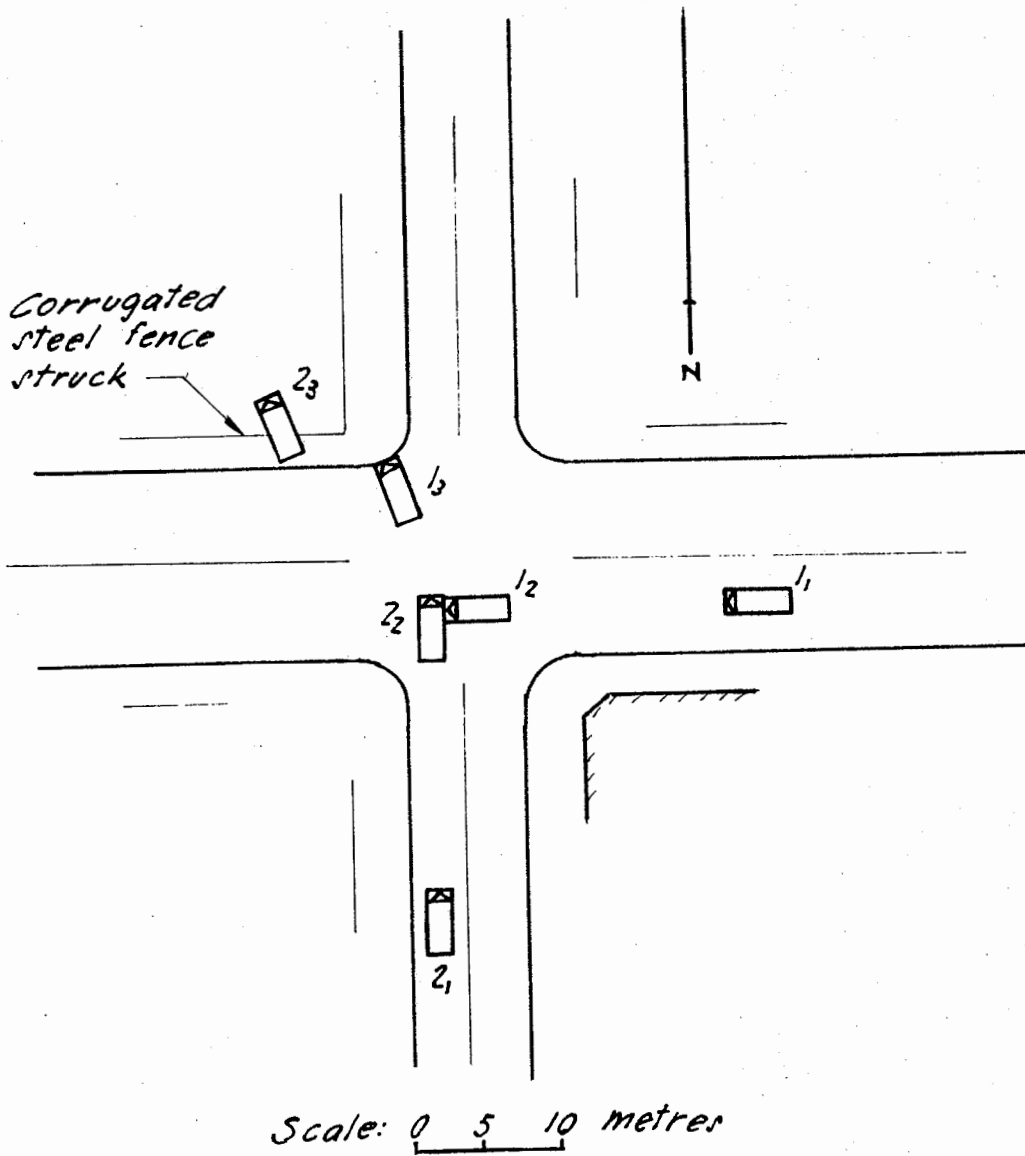
Unit 1: Holden HJ station wagon, 1974. RARU-VDI: 1ØFDEWØ17

Driver: M16; BAC zero; belt available, probably not worn. Uninjured.

Unit 2: Ford Cortina TC 4 door sedan, 1972. RARU-VDI: 2RYEWØ28

Driver: F62; BAC zero; belt available, worn very loosely. Minor injuries; ISS = 3; restriction unknown; no permanent disability.

ACCIDENT NO. 225



ACCIDENT 226

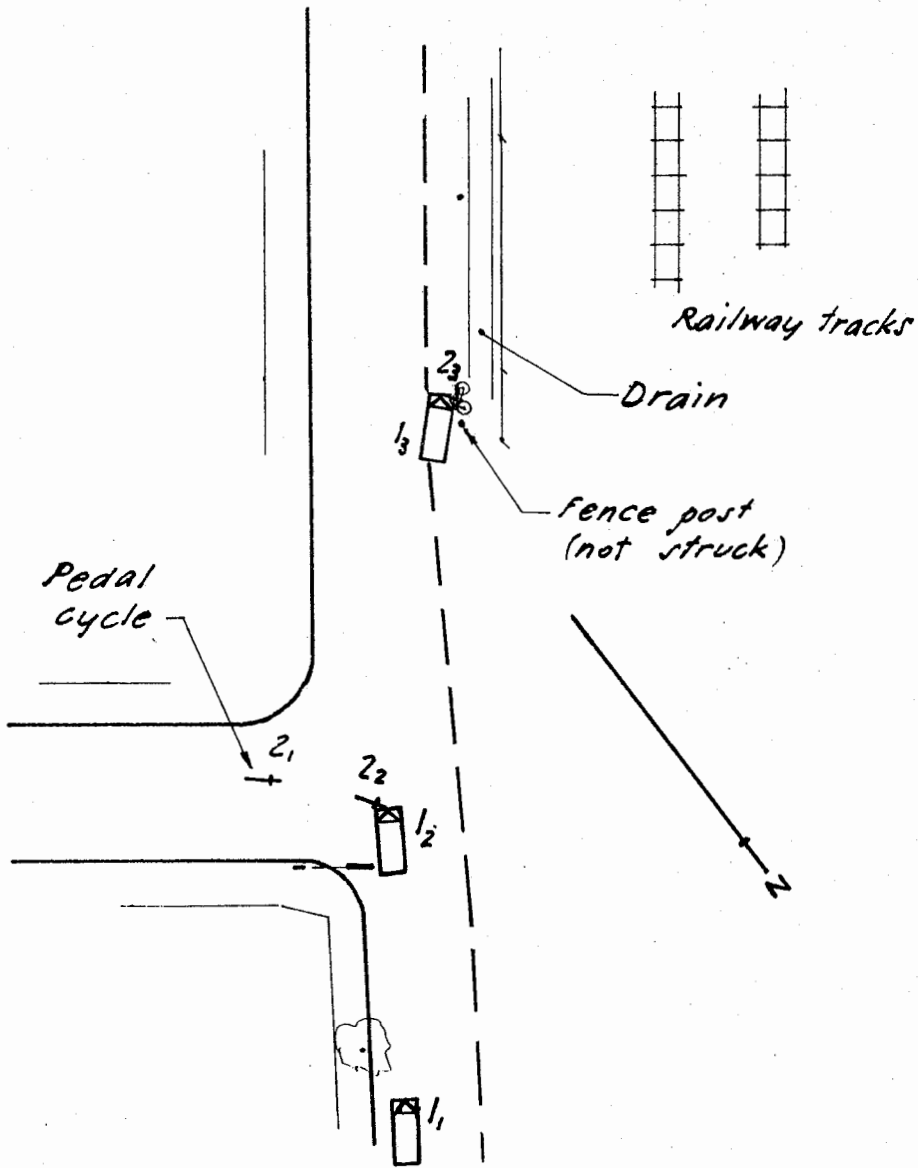
1516 hrs, day, dry road.

As Unit 1 approached the T-junction a pedal cyclist appeared from the driver's left travelling into the vehicle's path. The driver applied the brakes and swerved to the right but was unable to avoid a collision. The rider was concussed as a result of the accident and cannot recall why he failed to give way to Unit 1.

Unit 1: Holden EJ station wagon, 1964. RARU-VDI: 12FCEN002
Driver: F51; BAC zero; belt available, unknown if worn. Uninjured.

Unit 2: Hudco 26" pedal cycle; racing type handlebars.
Rider: M15; BAC zero; no head protection worn. Serious, dangerous injuries; ISS = 17; hospital 51 days; restricted activity 96 days; major permanent disability.

ACCIDENT NO. 226



Scale: 0 5 10 metres

ACCIDENT 227

1641 hrs, day, dry road.

An uninvolved car, which had been stationary at the kerb while the driver bought a newspaper, commenced moving forward close to the kerb. The driver then noticed a motorcycle (T) approaching from the south apparently intending to pass between his vehicle and the kerb. In response to this he pulled out further from the kerb to allow a space for this motorcycle. He then heard Unit 2 sound its horn from his rear and stopped to allow this vehicle to overtake. However the driver of Unit 2 did not consider it safe to do so and stopped. The rider of Unit 1 had not been aware of the movements of the uninvolved vehicles and was unprepared for the sudden stop. The rider's inappropriate braking manoeuvre caused her to overbalance and fall from her machine.

Unit 1: Suzuki TS400K trail, 1973.

Rider: F21: BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 1; restricted activity 14 days; no permanent disability.

The traffic lights were flashing amber for all approaches. Although the sight distance on the critical corner was quite long, the driver of Unit 1 failed to see Unit 2 prior to the collision. Owing to concussion the driver of Unit 2 remembers little about the accident, but the vehicle he was driving left evidence of skidding, due to braking, before the point of impact.

Unit 1: Holden HT 4 door sedan, 1970. RARU-VDI: 1FDEW007

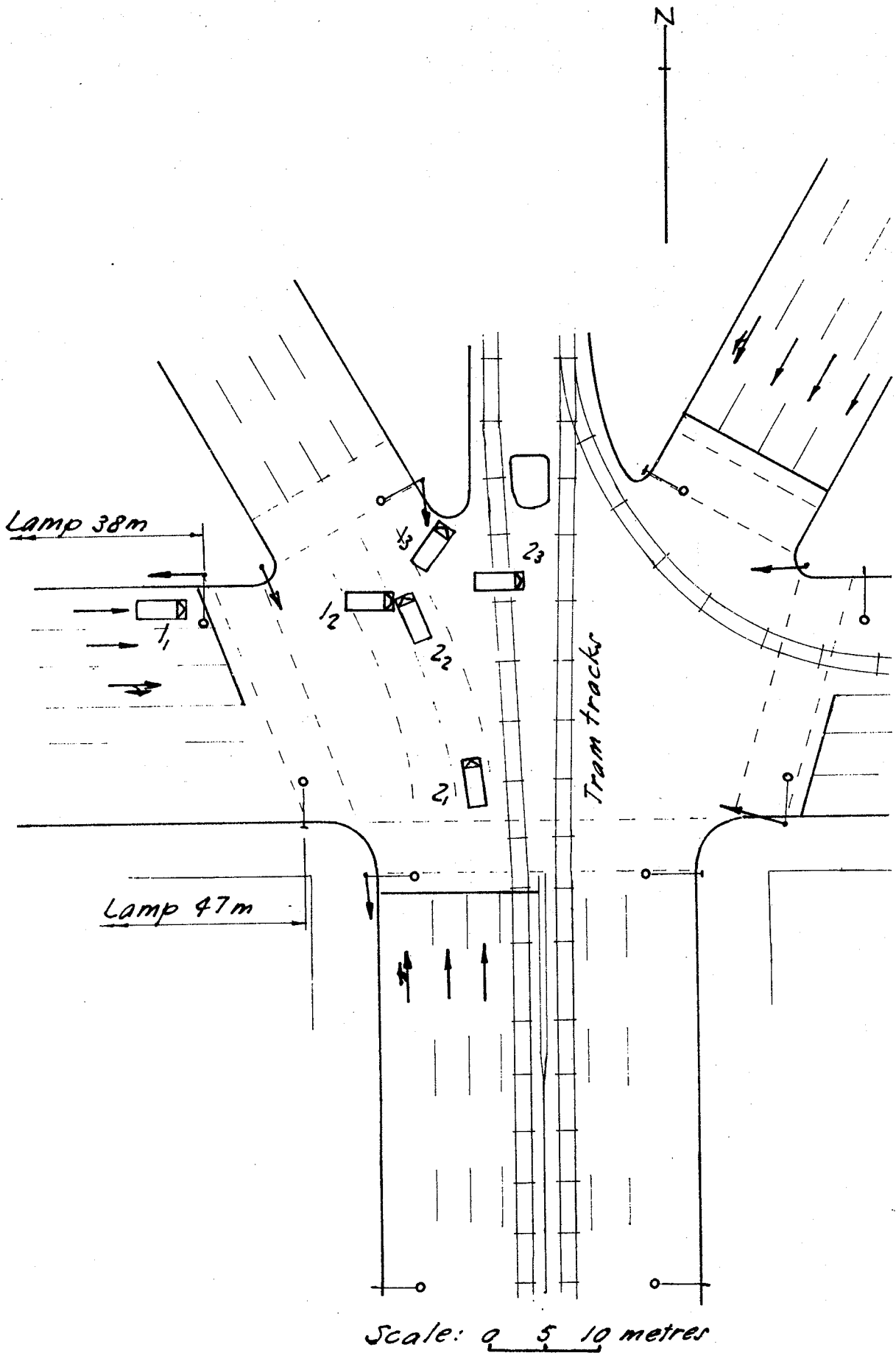
Driver: M30; BAC zero; belt available, worn incorrectly.
Minor injuries; ISS = 2; restricted activity
5 days; no permanent disability.

Unit 2: VW Karmann Ghia 2 door coupe, 1964. RARU-VDI: 9LGEW034

Driver: M29; BAC 0.13; belt available, probably
not worn. Severe, non-dangerous injuries;
ISS = 8; hospital 7 days; restricted activity
13 days; unknown if permanent disability.

Passenger: LF; M30; belt available, worn correctly.
Minor injuries; ISS = 1; restricted
activity 3 days; no permanent disability.

ACCIDENT NO. 229



ACCIDENT 230

0003 hrs, night, dry road.

Unit 2 was initially stationary and when the traffic lights turned from red to green, moved forward across the intersection. The driver of Unit 1 claimed he was dazzled by the high beam lights of an oncoming car and did not realise that he was entering an intersection.

Unit 1: Holden HQ 4 door sedan, 1972. RARU-VDI: 11FDEW038

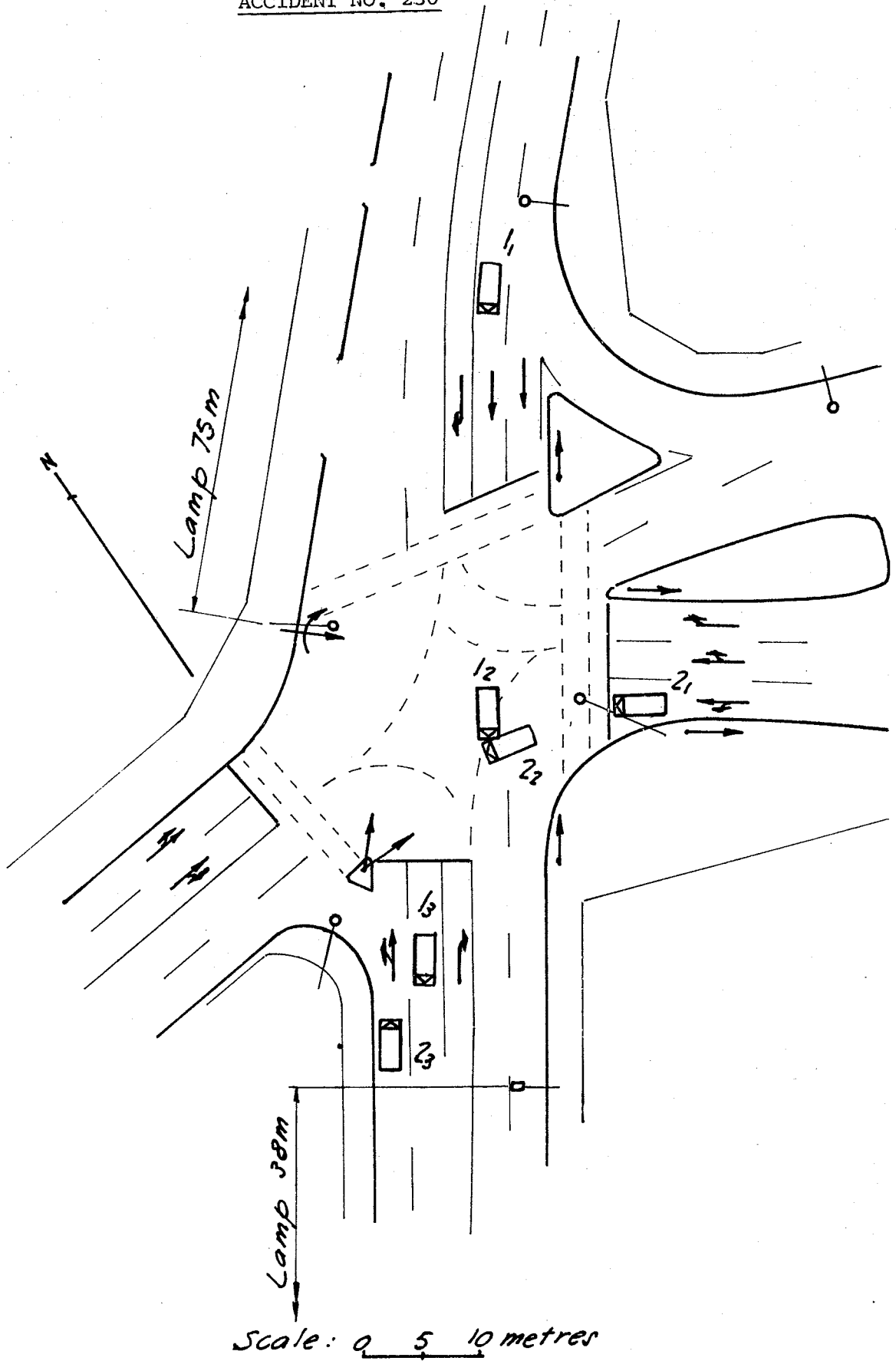
Driver: M22; BAC 0.05; belt available, probably worn. Uninjured.

Unit 2: Chrysler Galant GC 4 door sedan, 1976.

RARU-VDI: 4RYEK036

Driver: M23; BAC zero; belt available, probably worn. Moderate, non-dangerous injuries; ISS = 4; hospital 5 days; restricted activity 25 days; no permanent disability.

ACCIDENT NO. 230



ACCIDENT 231

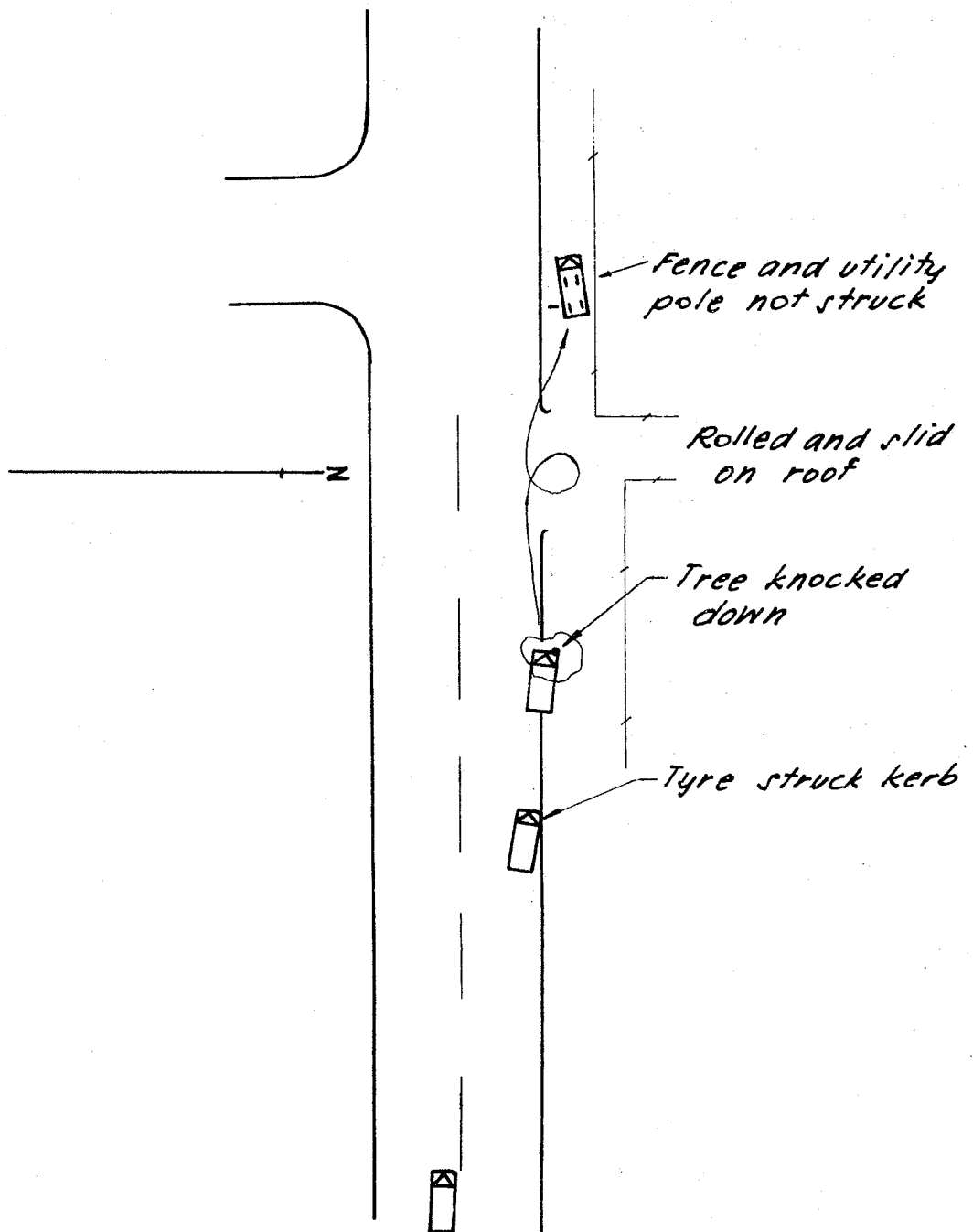
0243 hrs, night, dry road.

While descending a long, straight grade, the driver of this vehicle fell asleep. The car drifted across to the right hand side of the road, mounted the kerb, struck a tree and then spun around, rolled over, and slid to a halt on its roof.

Unit 1: GMH Torana LJ 2 door sedan, 1972. RARU-VDI: 12FDEN086
14TYGW005

Driver: F18; BAC zero; belt available, worn correctly.
Moderate, non-dangerous injuries; ISS = 6;
hospital 4 days; restriction unknown;
no permanent disability.

ACCIDENT NO. 231



Scale: 0 5 10 metres

ACCIDENT 232

2128 hrs, night, dry road.

The driver of Unit 2, who was unfamiliar with the area, was looking for the name of the street into which he wanted to enter. When he saw it he immediately prepared to turn. He saw the headlights of Unit 1 approaching but considered that this vehicle was a safe distance away. He was primarily monitoring the uninvolved vehicle on his right to ensure that the driver had seen him and was prepared to give way. As he began to turn his vehicle was struck by Unit 1.

Unit 1: Chrysler Valiant Charger VH 2 door Sedan 1972.
RARU-VDI: 1FDEK032

Driver: M30; BAC 0.12; belt available, probably not worn. Minor injuries; ISS = 1.

Passenger: LF; F24; belt available, not worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 14 days;
no permanent disability.

Unit 2: Ford Customline 4 door sedan, year unknown.
RARU-VDI: 11LFEC068

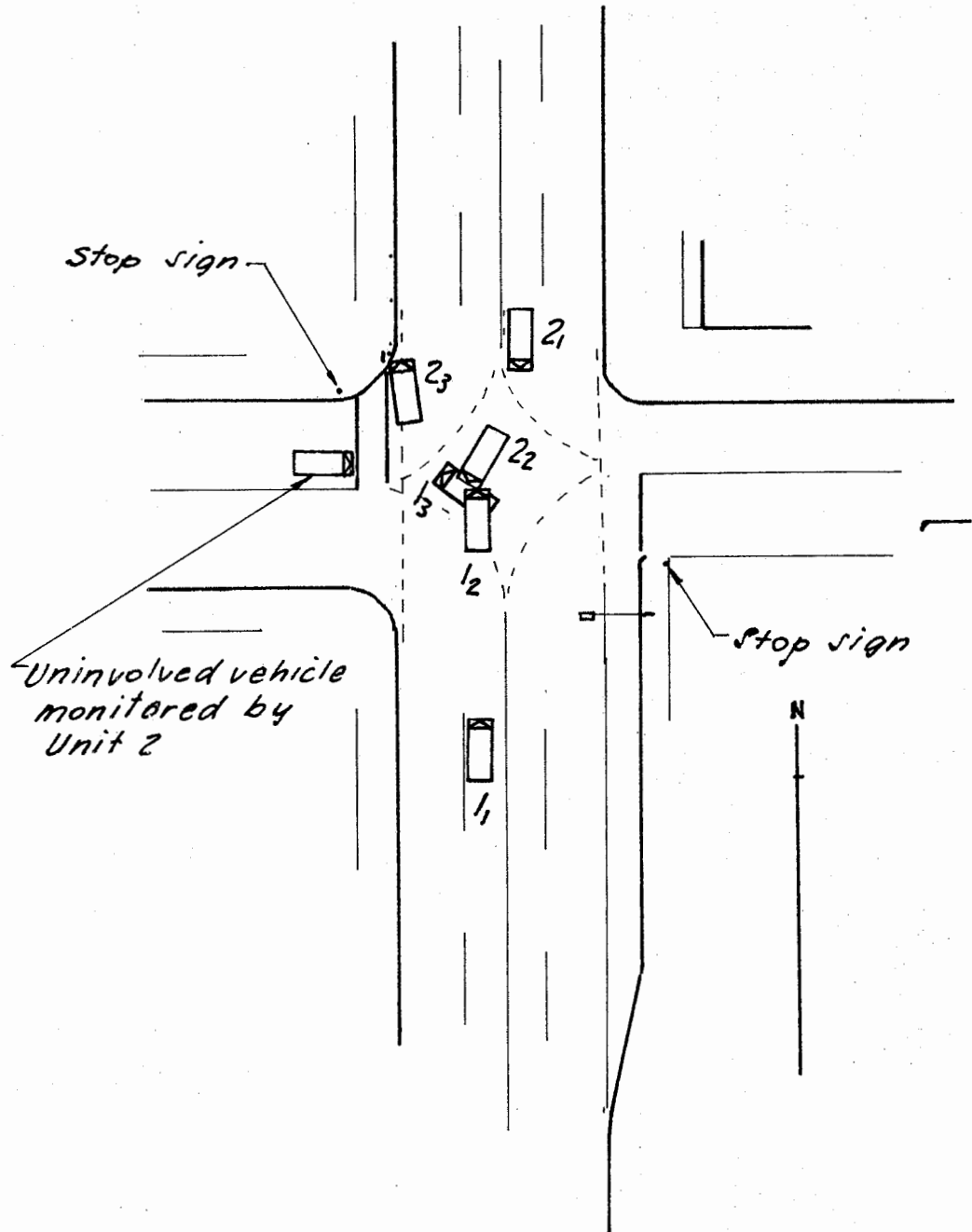
Driver: M25; BAC zero; no belt available.
Minor injuries; ISS = 1.

Passenger: LF; M22; no belt available. Uninjured.

Passenger: RR; F20; no belt available. Uninjured.

Passenger: LR; M20; no belt available. Uninjured.

ACCIDENT NO. 232



Scale: 0 5 10 metres

Unit 1 and Unit 2 were travelling at about 100 kph in a 60 kph zone. As Unit 2 was about to overtake Unit 1 an uninvolved vehicle crossed the centre line as it overtook another vehicle. Unit 2 swerved left to avoid this vehicle but in doing so clipped the rear of Unit 1 which then spun anticlockwise and into two parked vehicles.

Unit 1: Ford Galaxie 2 door convertible, 1965.

RARU-VDI: 3RDEWØ38

Driver: M27; BAC unknown*; belt available, not worn.
Uninjured.

Passenger: LF; F22; belt available, probably not worn.
Uninjured.

Unit 2: Jaguar E-type V12 convertible, 1974. RARU-VDI: 12FLMCØØ3

Driver: M23; BAC unknown*; belt available, unknown
if worn. Uninjured.

Passenger: LF; F21; belt available, unknown if worn.
Uninjured.

Unit 3: Leyland Mini Moke, 1976. SAE-VDI: 6BDEW2

11FLEE2

Driver: M20; belt available, not worn, complete ejection.
Moderate, non-dangerous injuries; ISS = 13;
hospital 2 days; restricted activity 28 days;
no permanent disability.

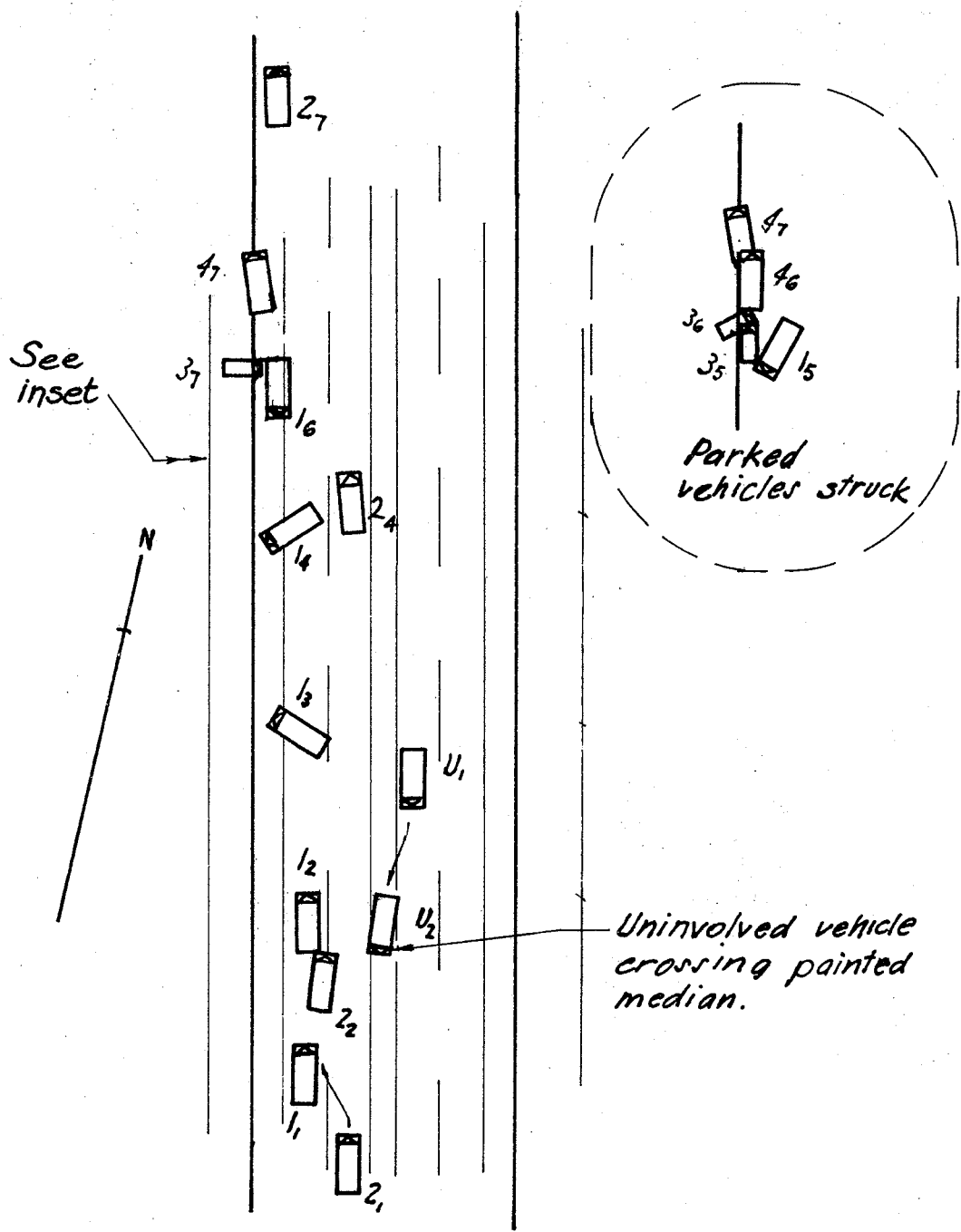
Unit 4: Holden HD 4 door sedan, 1965. RARU-VDI: 5BCEKØ3Ø

Driver: M19; belt available, unknown if worn.
Uninjured.

Passenger: LF; F19; belt available, unknown if worn.
Moderate, non-dangerous injuries; ISS = 1.

* Drivers of Units 1 and 2 were believed to have a BAC greater than .08 but no BAC reading was taken.

ACCIDENT NO. 233



Scale: 0 5 10 metres

ACCIDENT 234

0752 hrs, day, dry road.

Unit 2 was initially stationary with the driver waiting to turn right. When the traffic lights changed from green to amber the cars in the opposing lane ceased moving forward and so the driver of Unit 2 assumed that the way was clear for him to turn. When the motorcyclist saw the lights change to amber he considered that he was too close to the intersection to comfortably stop. He continued forward until he saw Unit 2 turning and then attempted to swerve to the left.

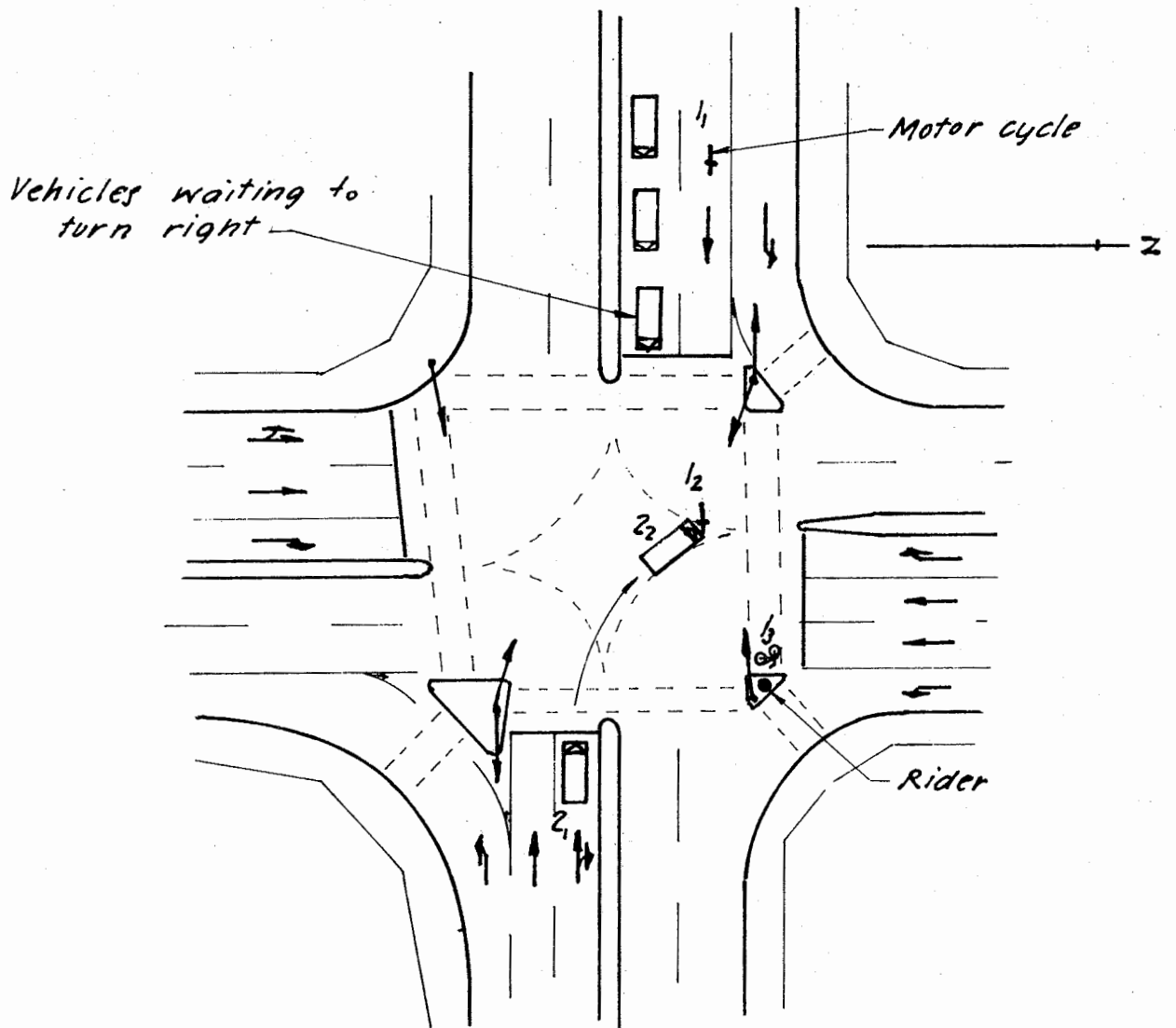
Unit 1: Yamaha DS5 250 road, pre 1970. No damage.

Rider: M17; BAC zero; jet helmet worn. strap buckled. Severe, non-dangerous injuries; ISS = 10; hospital 47 days; restriction and disability unknown.

Unit 2: Humber Hawk 4 door sedan, 1954. RARU-VDI: 1ØFRLNØØ5

Driver: M19; BAC zero; no belt available. Uninjured.

ACCIDENT NO. 234



ACCIDENT 235

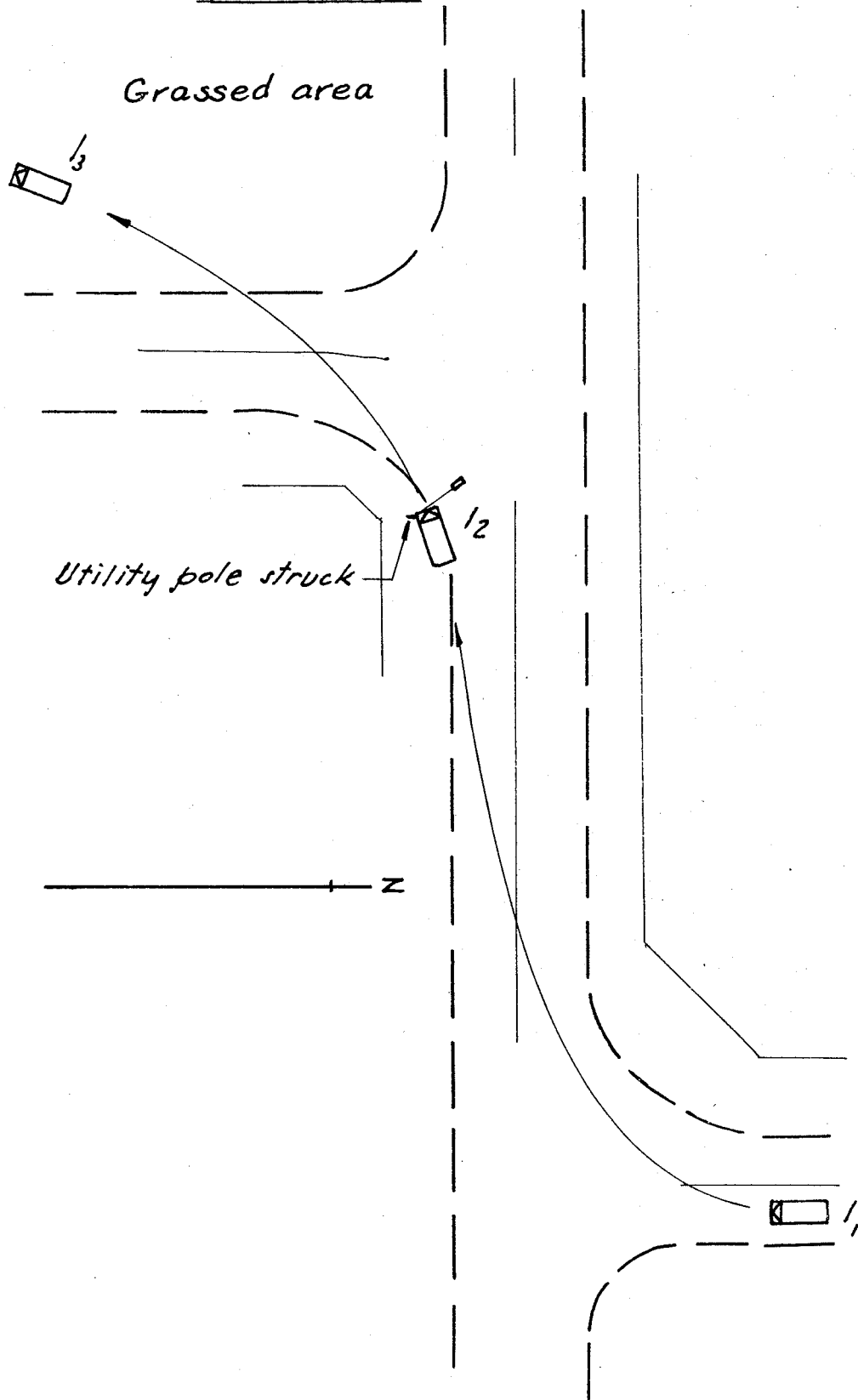
0002 hrs, night, dry road.

The driver of Unit 1 was intending to turn left into the stem of the second T-junction. As she approached the corner, however, her vehicle strayed onto the unpaved road shoulder and struck a utility pole. The driver gave no explanation as to why this occurred.

Unit 1: Austin 1800 4 door sedan, 1971. RARU-VDI: 11FLENØ25

Driver: F33; BAC zero; belt available, unknown if worn.
Moderate, non-dangerous injuries; ISS = 6;
hospital 2 days; restricted activity 10 days;
no permanent disability.

ACCIDENT NO. 235



Scale: 0 5 10 metres

The young, unlicensed driver had negligible experience of operating a motor vehicle. As she turned the corner she struck the kerb. She was unable to control the car, and her attempt to apply the brakes was unsuccessful and resulted in her accelerating toward the tree.

Unit 1: Ford Falcon XY 4 door sedan, 1968. RARU-VDI: 12FYENØ29

Driver: F13; BAC unknown; no belt available.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 28 days;
no permanent disability.

Passenger: CF; M17; no belt available. Moderate,
non-dangerous injuries; ISS = 5; hospital
1 day; restricted activity 7 days; no
permanent disability.

Passenger: LF; F13; belt available, not worn.
Minor injuries; ISS = 1.

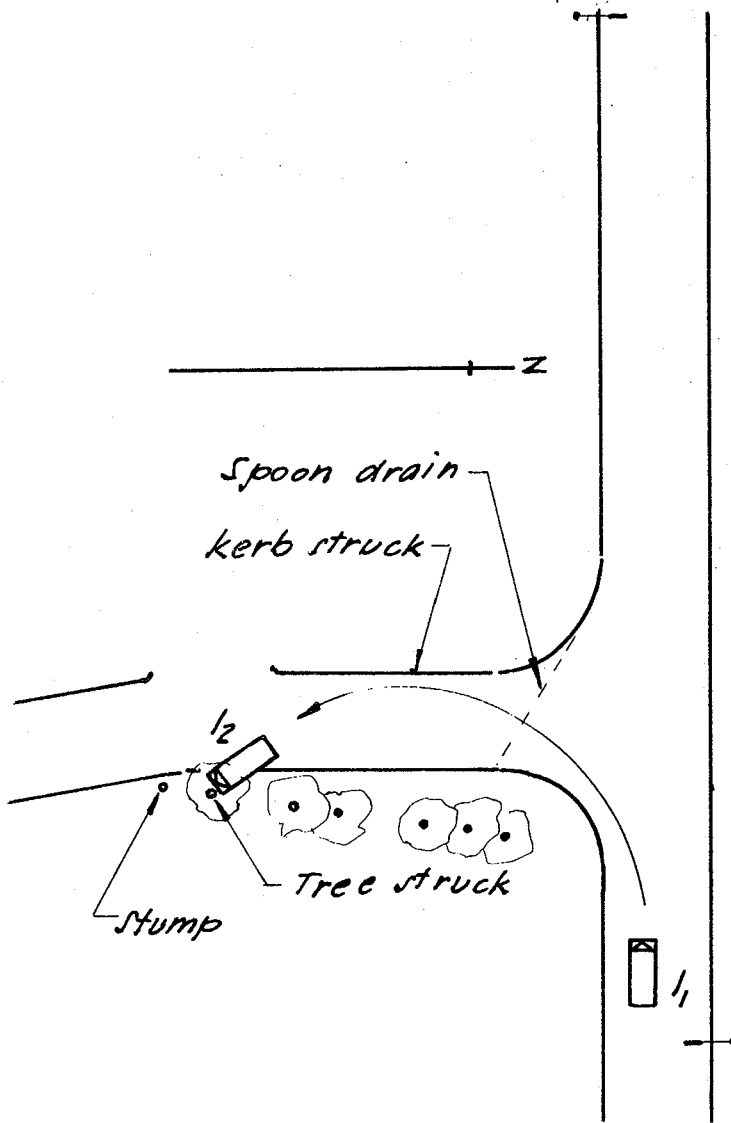
Passenger: LR; M17; no belt available.
Minor injuries; ISS = 1.

Passenger: Rear; F14; no belt available.
Minor injuries; ISS unknown.

Passenger: Rear; F13; no belt available.
Minor injuries; ISS = 1; hospital
2 days; no restriction or disability.

Passenger: Rear; F14; no belt available.
Details of injury unknown.

ACCIDENT NO. 236



Scale: 0 5 10 metres

ACCIDENT 237

2014 hrs, dusk, dry road.

The intoxicated driver of Unit 1 was travelling at a speed well in excess of the 60 kph limit. As he veered between the two uninvolved vehicles he swerved too sharply. His vehicle slid sideways out of control and then rolled over several times.

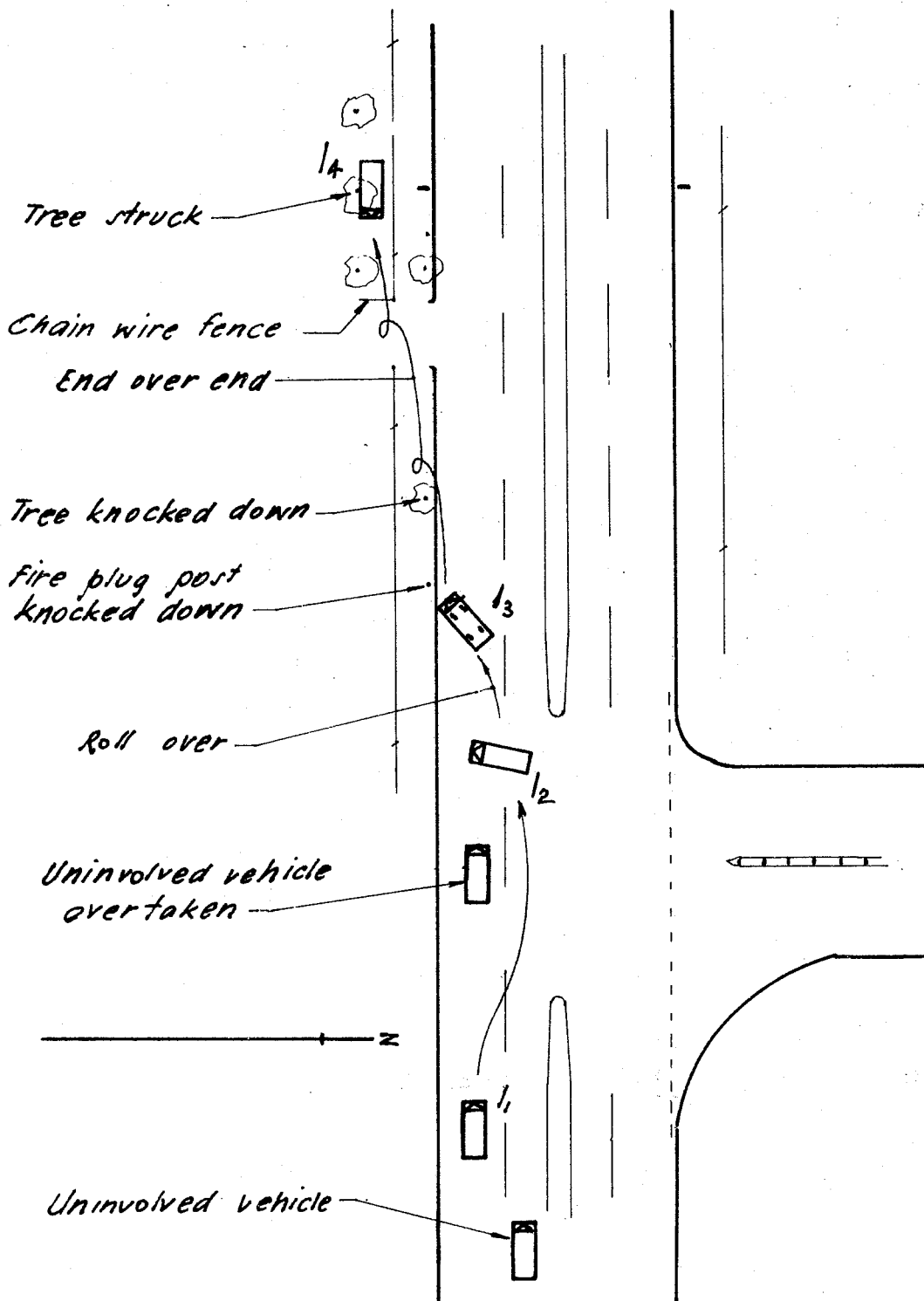
Unit 1: Chrysler Galant GB 4 door sedan, 1974.

RARU-VDI: 13XWAWØ15

Driver: M21; BAC Ø.19; belt available, not worn.
Minor injuries; ISS = 1.

Passenger: LF; M17; belt available, not worn.
Severe, non-dangerous injuries; ISS = 14;
hospital 12 days; restricted activity
63 days; unknown if permanent disability.

ACCIDENT NO. 237



ACCIDENT 238

1447 hrs, day, dry road.

When the pedalcyclist looked to his right prior to crossing the intersection, the two vehicles shown were a considerable distance away. The cyclist considered that he had plenty of time to cross but did not realise that the two vehicles were travelling at a speed well in excess of the 60 kph limit. The driver of Unit 1 braked and the pedalcyclist accelerated in an unsuccessful attempt to avoid a collision.

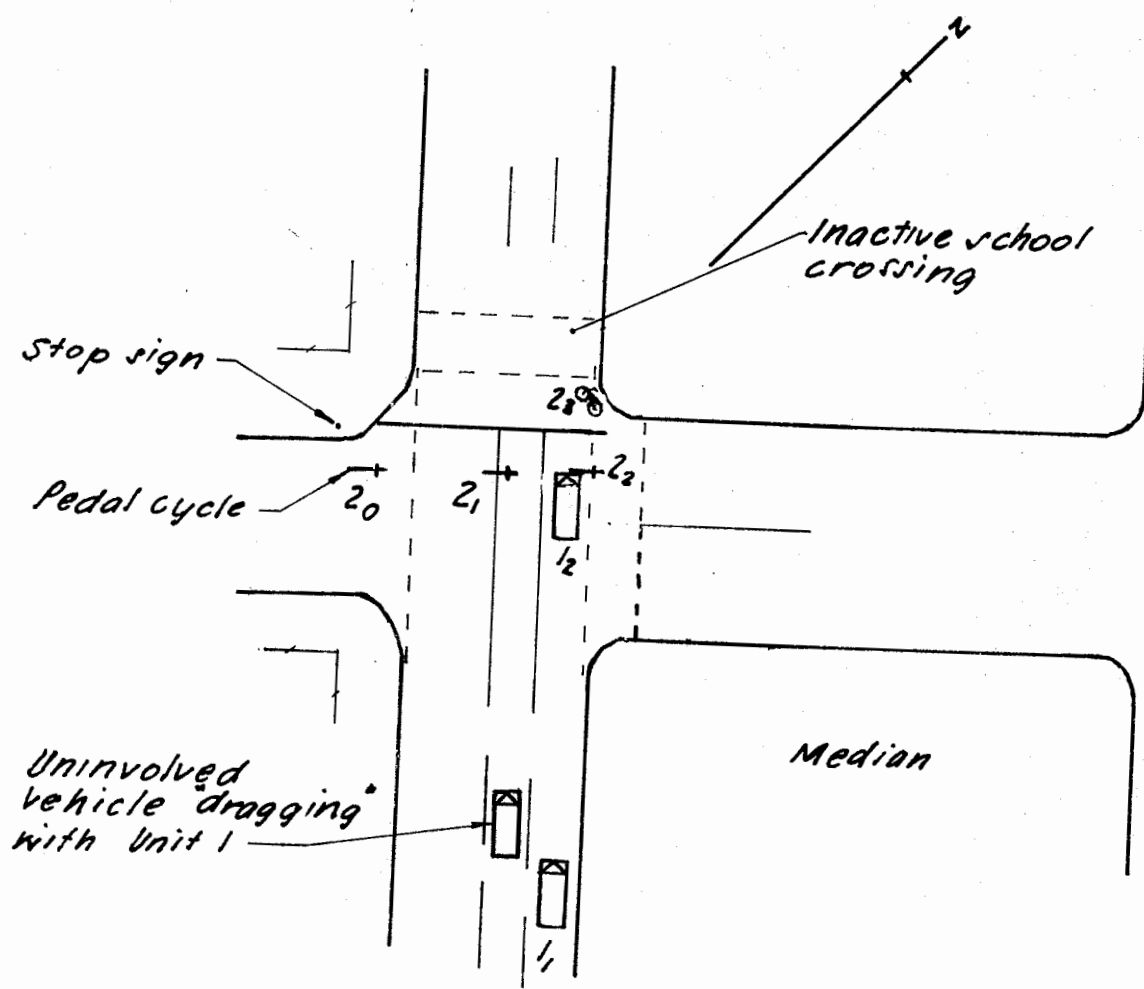
Unit 1: Ford Falcon XA 4 door sedan, 1973. Vehicle left scene.

Driver: M29; BAC unknown; belt details unknown.
Uninjured.

Unit 2: Healing 27" pedal cycle. Racing type handlebars.

Rider: M70; BAC 0.01; no head protection worn.
Moderate, non-dangerous injuries; ISS = 4;
restricted activity greater than 96 days;
minor permanent disability.

ACCIDENT NO. 238



Scale: 0 5 10 metres

ACCIDENT 239

1625 hrs, day, dry road.

Unit 2 approached the intersection at about 60 kph and the driver saw Unit 1 approaching quite slowly from his right but assumed its driver would not demand right of way owing to the greater speed and proximity of Unit 2 to the intersection. The driver of Unit 1 assumed that traffic from his left would give way and did not become aware of Unit 2 until just prior to impact.

Unit 1: Holden HG 4 door sedan, 1971. RARU-VDI: 1FRECO11
12LYKW005

Driver: M18; BAC zero; belt available, worn very loosely. Uninjured.

Unit 2: Volkswagen Beetle 2 door sedan, 1959. RARU-VDI: 11RFEK045

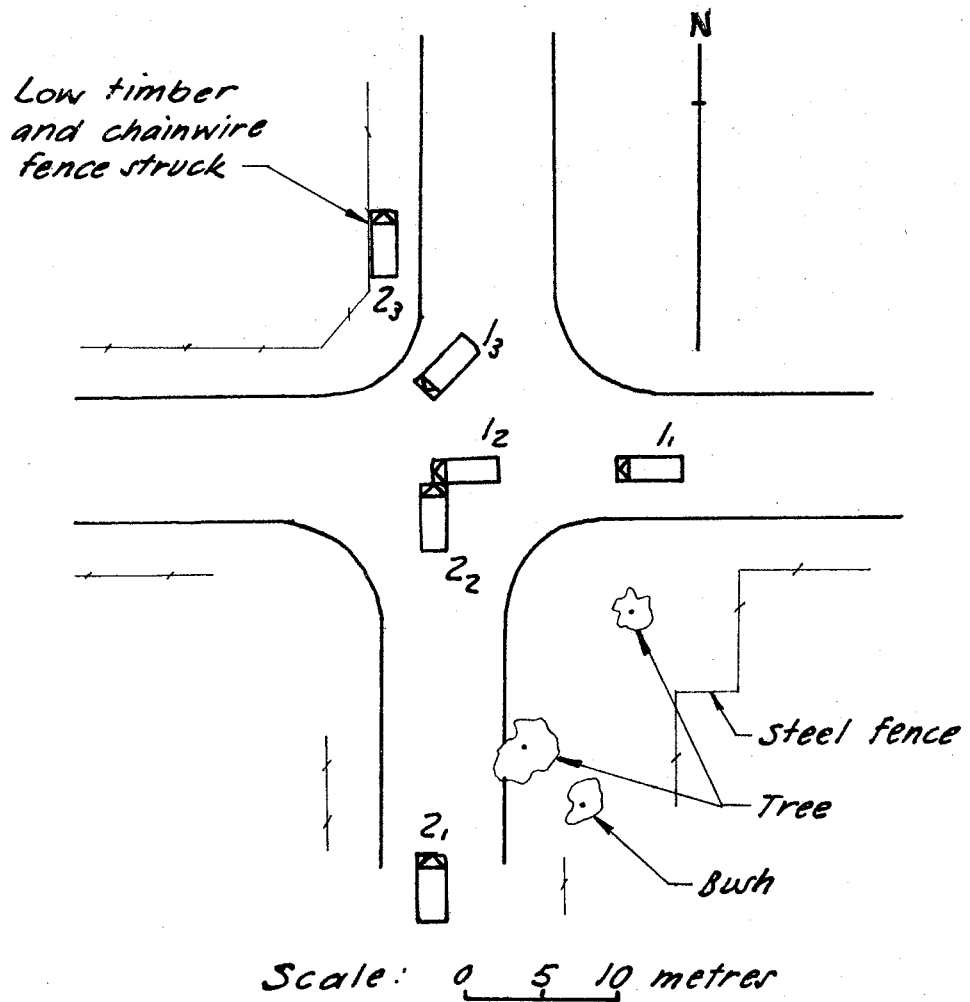
Driver: M16; BAC unknown; belt available, worn correctly. Uninjured.

Passenger: LF; F12; belt available, worn correctly. Uninjured.

Passenger: RR; M18; no belt available. Uninjured.

Passenger: LR; F14; no belt available. Uninjured.

ACCIDENT NO. 239



The driver of Unit 2 emerged from a minor road and into the path of Unit 1. Although having seen Unit 1 approaching, the driver of Unit 2 claimed that the turn left indicator on Unit 1 was operating and that she thought it was going to turn into the stem of the T-junction. The driver of Unit 1 had no intention of turning, but it is possible that the indicator had failed to self-cancel at a previous intersection.

Unit 1: Toyota 1600 tray-top truck, 1974. SAE-VDI: 12FZEW2

Driver: M25; BAC zero; belt available, worn correctly.
Uninjured.

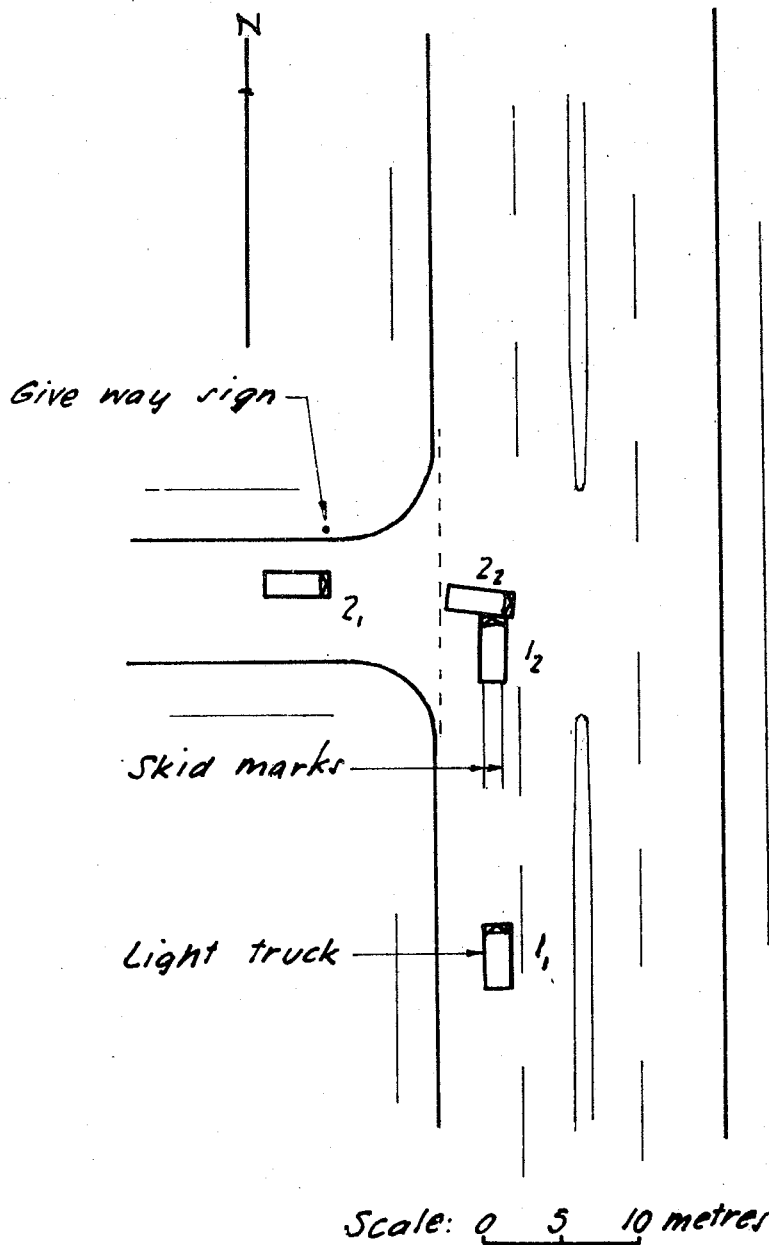
Unit 2: Ford Falcon XB 4 door sedan, 1976. RARU-VDI: 3RGEW020

Driver: F29; BAC unknown; belt available, worn correctly. Uninjured.

Passenger: LF; F36; belt available, worn correctly.
Uninjured.

Passenger: LR; F75; belt available, not worn.
Minor injuries; ISS = 1; restricted
activity 2 days; no permanent disability.

ACCIDENT NO. 240



ACCIDENT 241

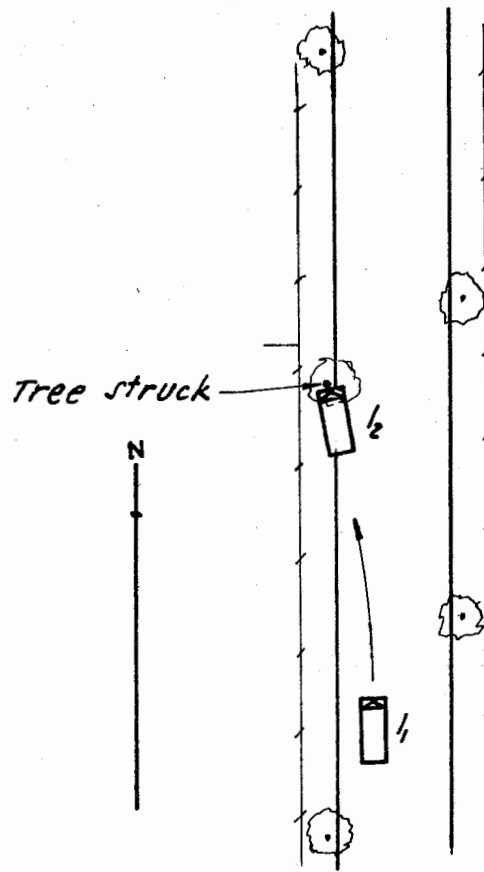
1319 hrs, day, dry road.

The owner of this vehicle wished to check the operation of turn indicators whilst the vehicle was in motion, and requested his passenger's assistance in driving a short distance. The passenger was unlicensed and quite inexperienced. As the car moved off it was reported to have surged forward and it has been conjectured that this was caused by the automatic transmissions shifting into second gear. The driver reported that she looked down until feeling a jolt as the vehicle mounted the kerb. On looking up she found the vehicle was about to strike a tree.

Unit 1: Holden HR 4 door sedan, 1966. RARU-VDI: 12FDEN026

Driver: F22; BAC zero; belt available, worn very loosely. Severe, non-dangerous injuries; ISS = 14; hospital 5 days; restricted activity 51 days; minor permanent disability.

ACCIDENT NO. 241



Scale: 0 5 10 metres

ACCIDENT 242

1458 hrs, day, dry road.

The driver of Unit 1 who was intoxicated claimed to have entered the intersection with a green traffic light, although it is apparent that this was not the case. As Unit 2 proceeded to turn right under control of a green turn arrow, the driver of Unit 1 attempted unsuccessfully to swerve his vehicle around Unit 2.

Unit 1: Ford Cortina TC 4 door sedan, 1972. RARU-VDI: 9LGEW006

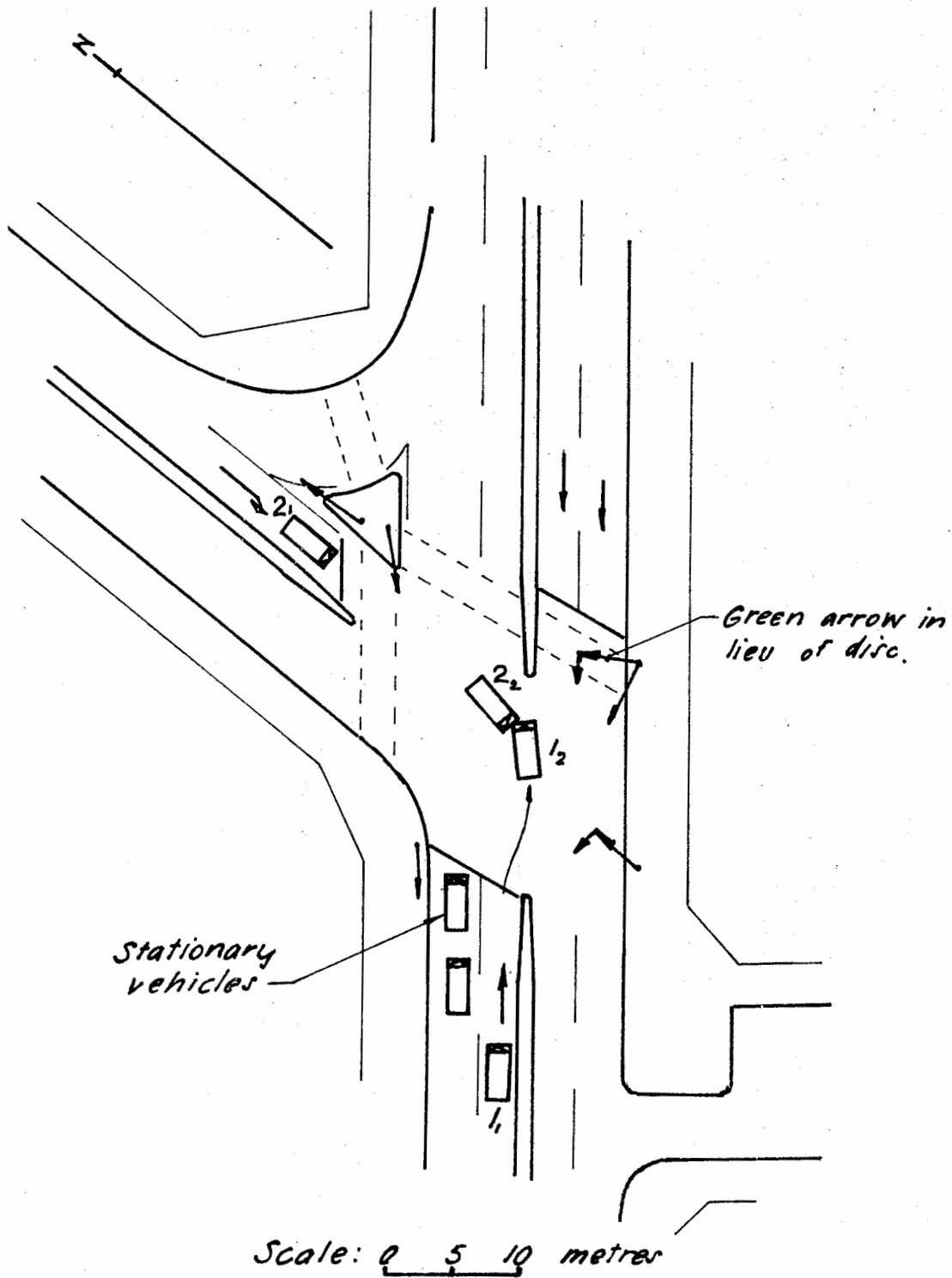
Driver: M54; BAC 0.12; belt available, probably worn.
Uninjured.

Passenger: LF; F46; belt available, not worn.
Minor injuries; ISS = 1; restricted
activity 14 days; no permanent disability.

Unit 2: Holden HQ utility, 1970. RARU-VDI: 2FLEC030

Driver: M57; BAC zero; belt available, worn very
loosely. Uninjured.

ACCIDENT NO. 242



The motorcyclist moved to the left to overtake an uninvolved vehicle which had been slow to move off from the traffic lights. He then moved to the right to avoid parked vehicles but as he did so became aware of Unit 2 which was travelling considerably slower ahead of him. Being unable to move further to the right owing to the presence of other traffic, the motorcyclist braked but had insufficient distance in which to slow before the collision.

Unit 1: Kawasaki Z900 Super 4 road, 1972.

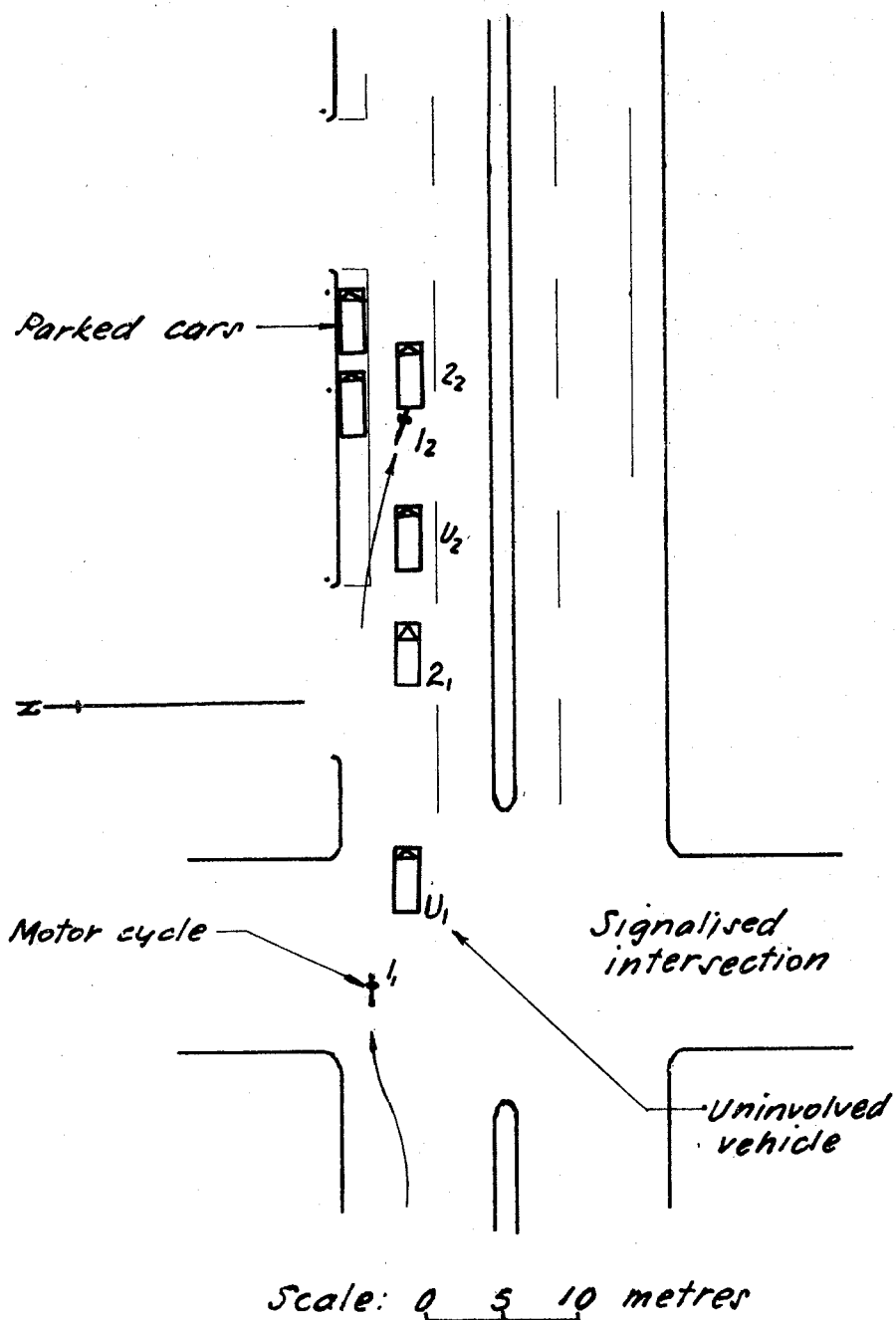
Rider: M20; BAC 0.12; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 28 days; no permanent disability.

Pillion: M20; full face helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 7 days; no permanent disability.

Unit 2: Renault R10 4 door sedan, 1969. RARU-VDI: 6BLEN005

Driver: M33; BAC zero; belt available, worn very loosely. Uninjured.

ACCIDENT NO. 243



ACCIDENT 244

0919 hrs, day, dry road.

The driver of Unit 1 observed a young pedestrian commence to run from the right hand side footpath but assumed the child would stop in the middle of the road. The pedestrian did not hesitate and the driver commenced braking prior to the impact.

Unit 1: Morris 1100 4 door sedan, 1967. No damage.

Driver: F17; BAC zero; belt available, worn incorrectly. Uninjured.

Passenger: LF; F15; no belt available. Uninjured.

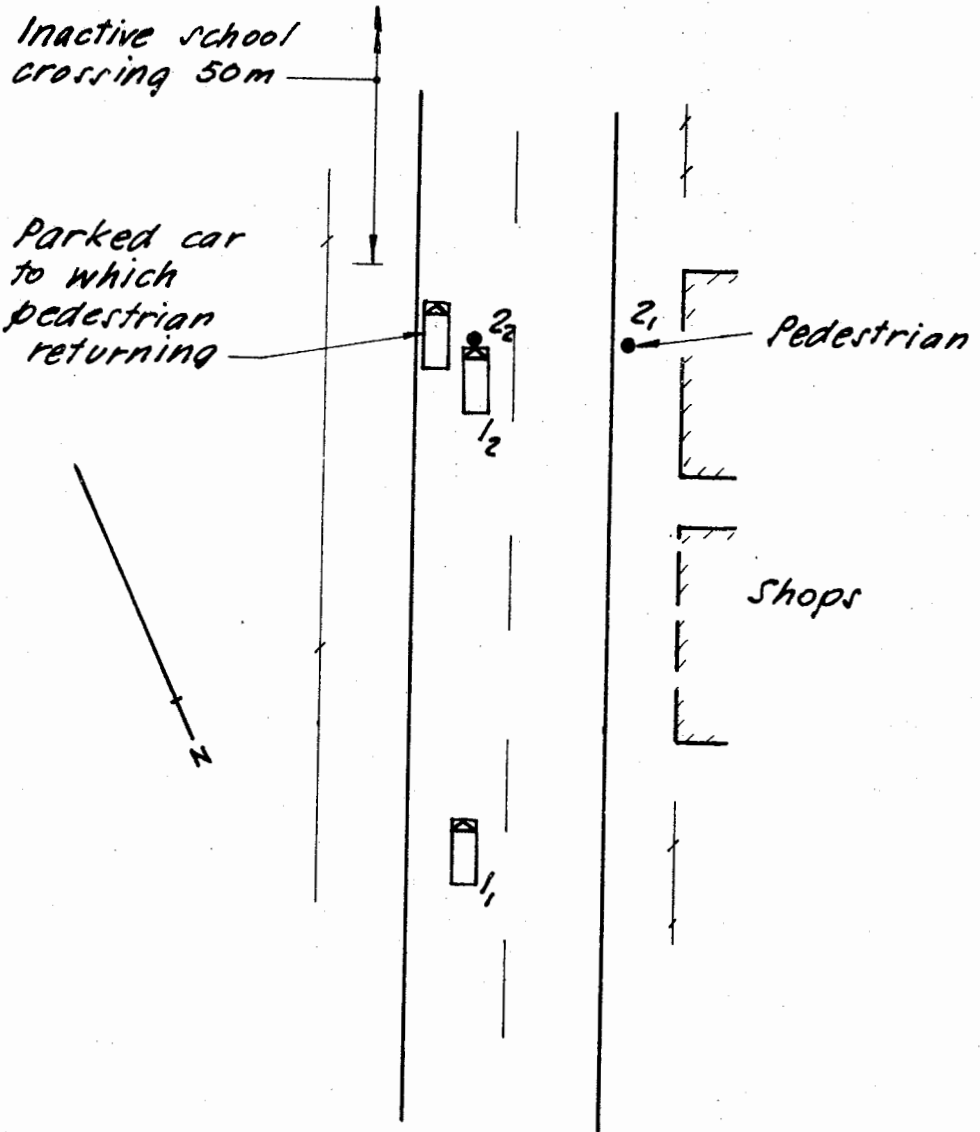
Passenger: LF; F3; being nursed by passenger. Uninjured.

Passenger: RR; F13; no belt available. Uninjured.

Passenger: LR; F14; no belt available. Uninjured.

Unit 2: Pedestrian: F11. Severe, non-dangerous injuries; ISS = 4; hospital 8 days; restricted activity 68 days; no permanent disability.

ACCIDENT NO. 244



Scale: 0 5 10 metres

ACCIDENT 245

1859 hrs, day, dry road.

As Unit 2 was proceeding north Unit 1 suddenly veered across the road into his path, allowing no time to take any effective avoiding action. The driver of Unit 1, who was intoxicated, could not account for his action.

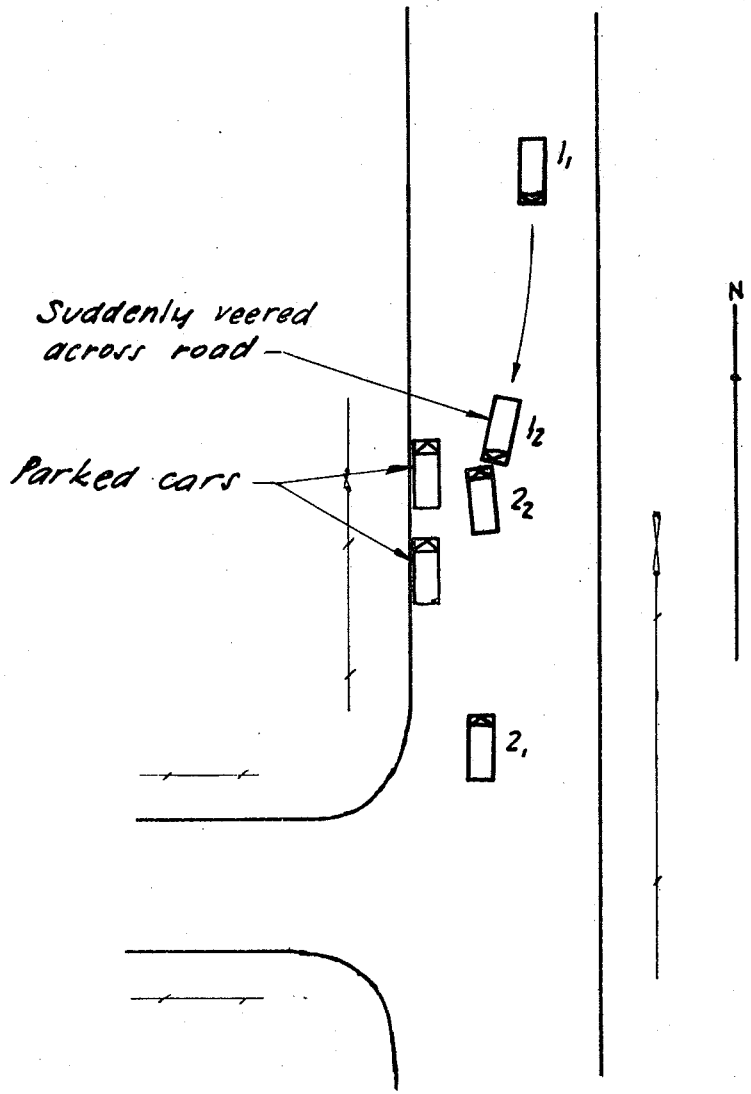
Unit 1: Holden EH 4 door sedan, 1964. RARU-VDI: 1FZEW047

Driver: M66; BAC 0.25; no belt available.
Severe, non-dangerous injuries; ISS = 14;
hospital 23 days; restricted activity greater
than 96 days; minor permanent disability.

Unit 2: Jaguar 420G 4 door sedan, 1971. RARU-VDI: 1FZEW037

Driver: M52; BAC zero; belt available, probably worn.
Minor injuries, ISS = 1.

ACCIDENT NO. 245



Suddenly veered across road

Parked cars

Scale: 0 5 10 metres

ACCIDENT 246

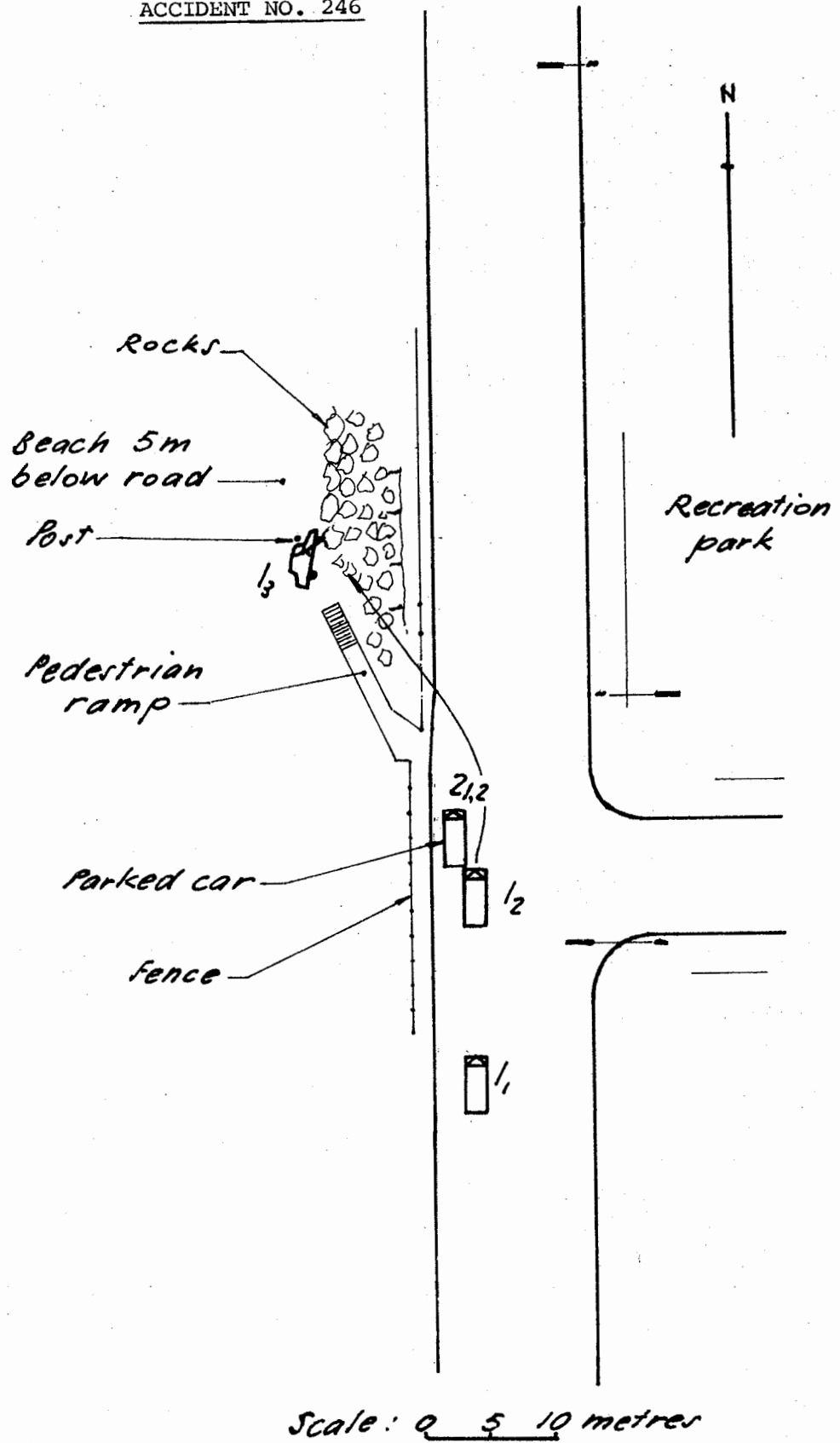
2313 hrs, night, dry road.

The driver of Unit 1, who was intoxicated was attempting to remove his wallet from the rear pocket of his trousers whilst driving, when his vehicle clipped the rear of a parked car. Unit 1 then veered to the right and the driver responded inappropriately. Subsequently the vehicle mounted the footpath and plunged over the cliff onto the beach.

Unit 1: Ford Cortina TC 4 door sedan, 1974. RARU-VDI: 12LFEC999
13LDAW999

Driver: M55; BAC 0.18; belt available, probably not worn. Minor injuries; ISS = 2; restricted activity 1 day; no permanent disability.

ACCIDENT NO. 246



ACCIDENT 247

1652 hrs, day, dry road.

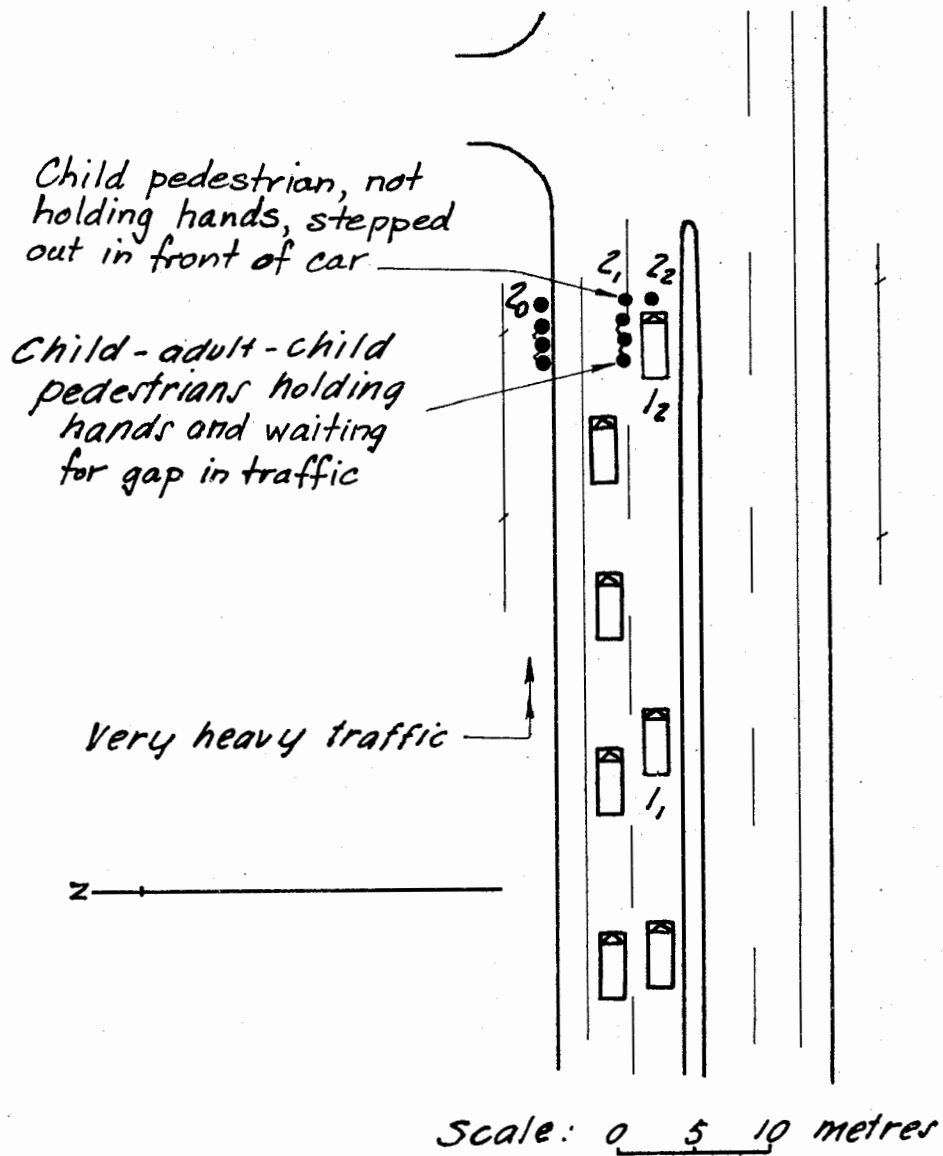
Having commenced to cross a divided carriageway a mother and her three children were standing on a lane marking waiting to cross to the median strip. The mother was holding the hands of two of her children but the third was not restrained. When she saw a break in the traffic the mother said 'Come on!' but then changed her mind and said 'Stop!'. The third child, who was looking to his left, failed to perceive the danger and walked into the path of Unit 1.

Unit 1: Renault R12 4 door sedan, 1975. No damage.

Driver: M49; BAC zero; belt available, worn correctly. Uninjured.

Unit 2: Pedestrian: M5. Severe, non-dangerous injuries; ISS = 14; hospital 1 day; restricted activity 50 days; no permanent disability.

ACCIDENT NO. 247



As Unit 1 was proceeding north the driver was looking for the entrance to a shopping centre on her left. Traffic in the lane in which she was positioned was dense and moving quite slowly. When she saw the entrance she operated her left turn indicator and immediately began to turn, without checking adequately to the rear. Her vehicle moved into the path of a motorcyclist who, despite heavy braking, was unable to avoid a collision.

Unit 1: Holden EH station wagon, 1974. RARU-VDI: 8LPEN008

Driver: F41; BAC zero; no belt available. Uninjured.

Passenger: LF; F64; no belt available. Uninjured.

Passenger: RR; F51; no belt available. Uninjured.

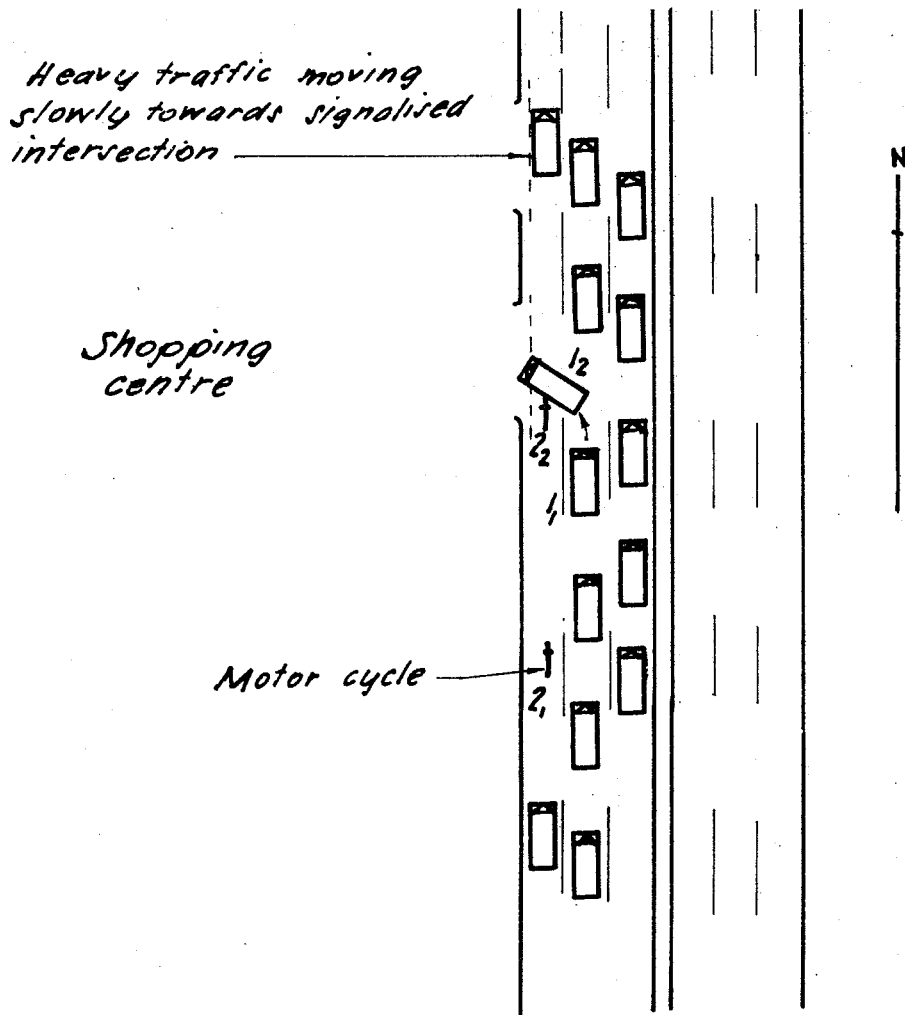
Passenger: CR; M11; no belt available. Uninjured.

Passenger: LR; F15; no belt available. Uninjured.

Unit 2: Honda CB750P road, 1974.

Rider: M25; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 1; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 248



Scale: 0 5 10 metres

ACCIDENT 249

1614 hrs, day, wet road
(raining)

Unit 1 was stationary at a T-intersection whilst the driver waited for traffic to clear so that she could turn right. When lights at an intersection to the east turned red, the banked up traffic left room for her to cross. As she did so she struck a motorcyclist who was travelling between the stationary traffic and the kerb. Neither party saw the other until shortly before the collision.

Unit 1: GMH Torana LH 4 door sedan, 1974. RARU-VDI: 10FLEC001

Driver: F33; BAC unknown; belt available, not worn.
Uninjured.

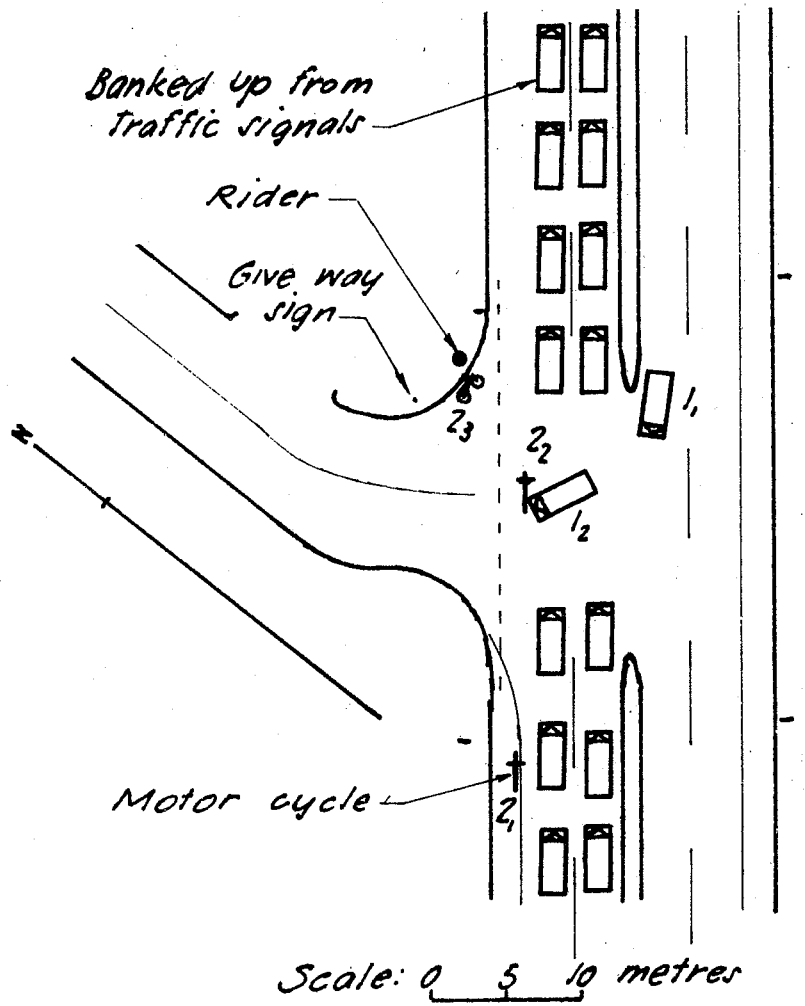
Passenger: LF; M5; belt available, not worn.
Uninjured.

Passenger: Rear; M 3 months; belt looped through
handle of carry basket.

Unit 2: Yamaha DT125A trail, 1974.

Rider: M48; BAC zero; jet helmet worn, strap buckled.
Severe, non-dangerous injuries; ISS = 9;
hospital 4 days; restricted activity greater
than 96 days; minor permanent disability.

ACCIDENT NO. 249



ACCIDENT 250

0726 hrs, day, dry road.

The rider of the pedalcycle was in a hurry and apparently rode out from the side-street without adequately checking for approaching traffic. When the driver of Unit 1 saw the pedalcyclist emerging from the minor road he applied the brakes and sounded the horn. Skid marks left by Unit 1 suggest that the vehicle was travelling well in excess of the 60 kph speed limit.

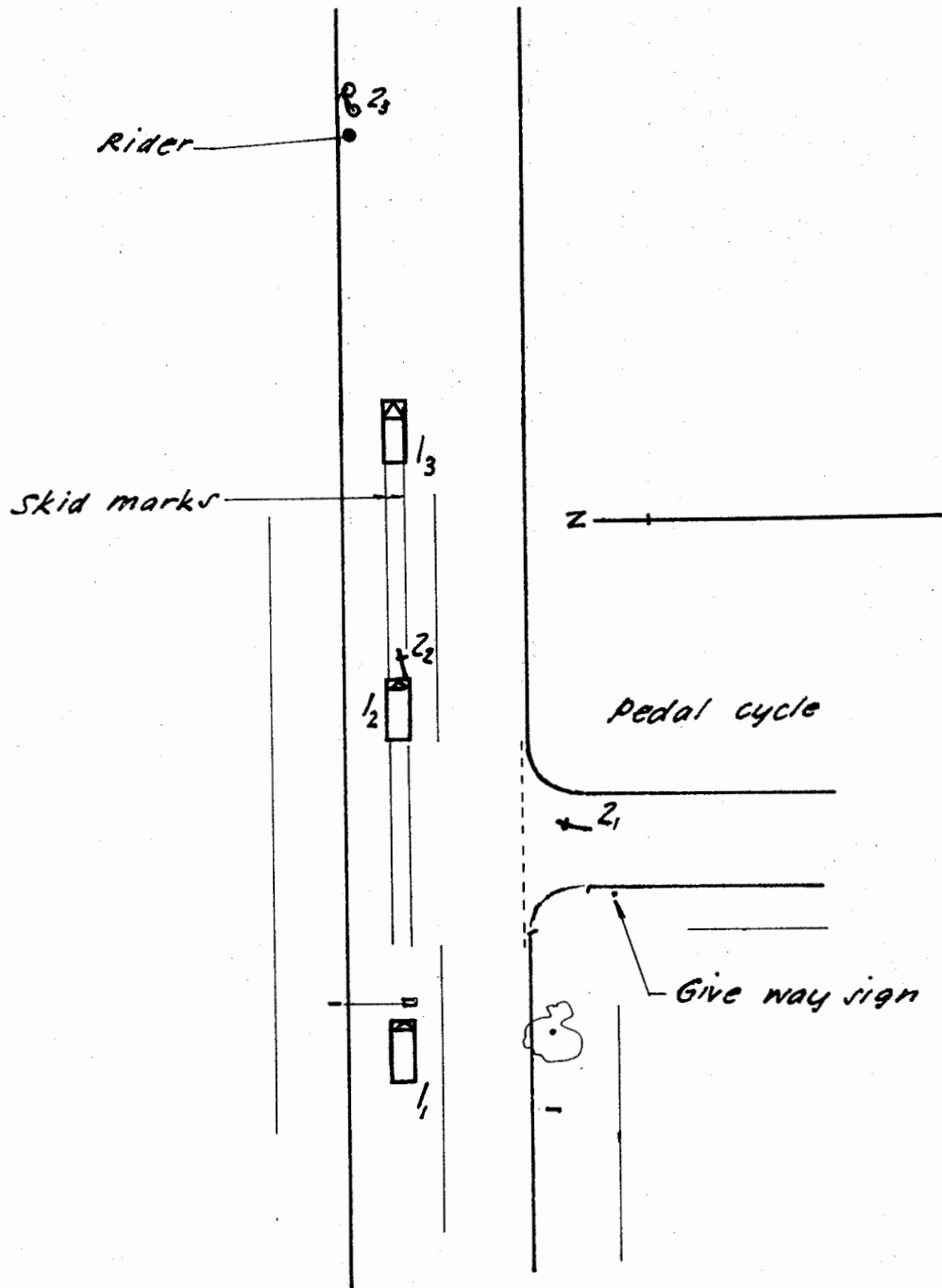
Unit 1: Ford Falcon XA 4 door sedan, 1972. RARU-VDI: 17AAXN005

Driver: M29; BAC zero; belt available, worn correctly. Uninjured.

Unit 2: Men's 28" pedal cycle, make unknown.

Rider: M54; BAC zero; no head protection worn.
Serious, dangerous injuries; ISS = 13; hospital
7 days, restricted activity greater than
96 days; no permanent disability.

ACCIDENT NO. 250



Scale: 0 5 10 metres

ACCIDENT 251

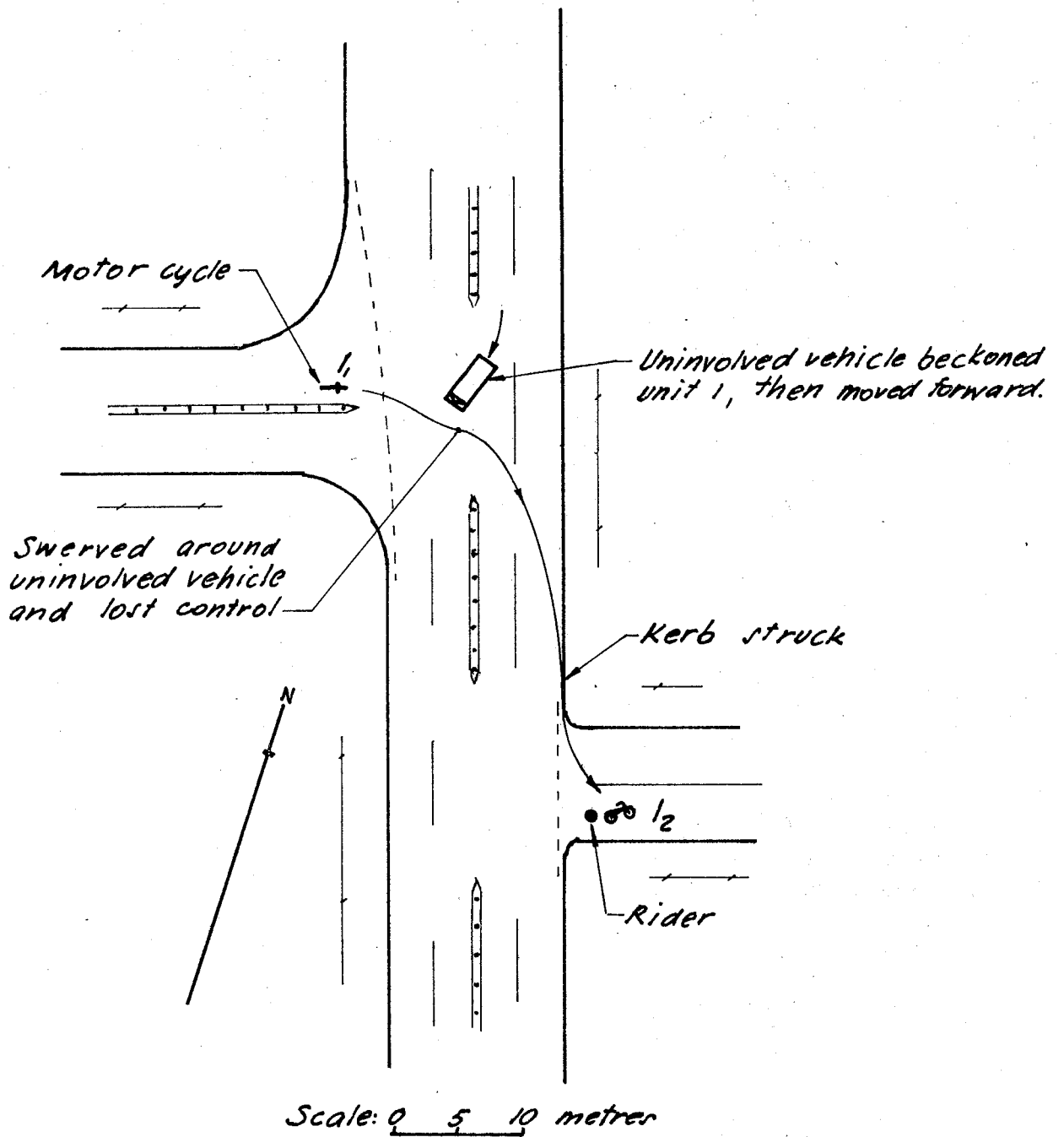
1749 hrs, day, dry road.

The motorcyclist was initially stationary at the stem of a T-intersection waiting to turn right. The driver of an uninvolved vehicle, intending to turn into the stem from the motorcyclist's left, stopped and encouraged the motorcyclist to turn. When the motorcyclist commenced turning the car moved forward and the rider swerved right and accelerated. This precipitated a partial loss of control which resulted in the motorcycle striking the kerb and pitching its rider onto the roadway.

Unit 1: Suzuki TS-250A trail, 1976.

Rider: F31; BAC zero; jet helmet worn, strap buckled.
Minor injuries; ISS = 5; restricted activity
7 days; no permanent disability.

ACCIDENT NO. 251



ACCIDENT 252

Unit 2 was travelling at about 35 kph. The driver of Unit 1 apparently did not see Unit 2 until he was quite close. He braked but was unable to avoid impact. Several observers reported that the driver of Unit 1 showed obvious signs of intoxication, but he absconded from the hospital casualty department before a blood sample could be taken.

Unit 1: Volkswagen 1200 Beetle 2 door sedan, 1965.
RARU-VDI: 12FDMWØ13

Driver: M20; BAC unknown*; no belt available.
Details of injuries unknown.

Unit 2: Valiant VH Charger 2 door coupe, 1971.
RARU-VDI: 6BDLWØØ2

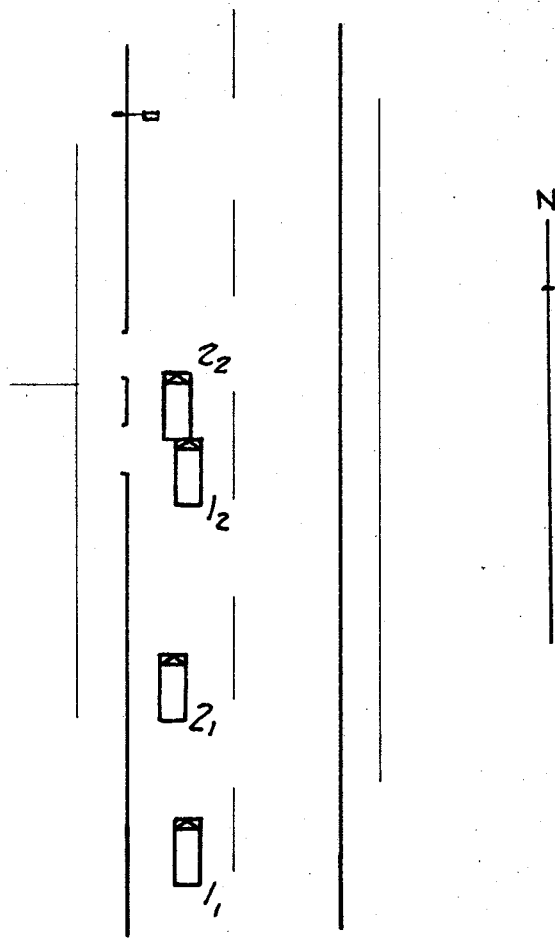
Driver: M40; BAC zero; belt available, worn correctly. Uninjured.

Passenger: LF; F34; belt available, unknown if worn. Uninjured.

Passenger: CR; M3; belt available, unknown if worn. Uninjured.

* Driver of Unit 1 was believed to have a BAC greater than .08 but no BAC reading was taken.

ACCIDENT NO. 252



Scale: 0 5 10 metres

Unit 1 had commenced to cross the intersection while the lights were green. As the vehicle was approaching the stop line the driver saw Unit 2 turning across his path and applied the brakes. The driver of Unit 2 claimed he had not seen Unit 1 approaching owing to visual obstruction from intervening traffic.

Unit 1: Isuzu Chevrolet Luv utility, 1973. SAE-VDI: 11FYEE2

Driver: M44; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: CF; M10; belt available, unknown if worn. Uninjured.

Passenger: LF; M14; belt available, probably worn. Uninjured.

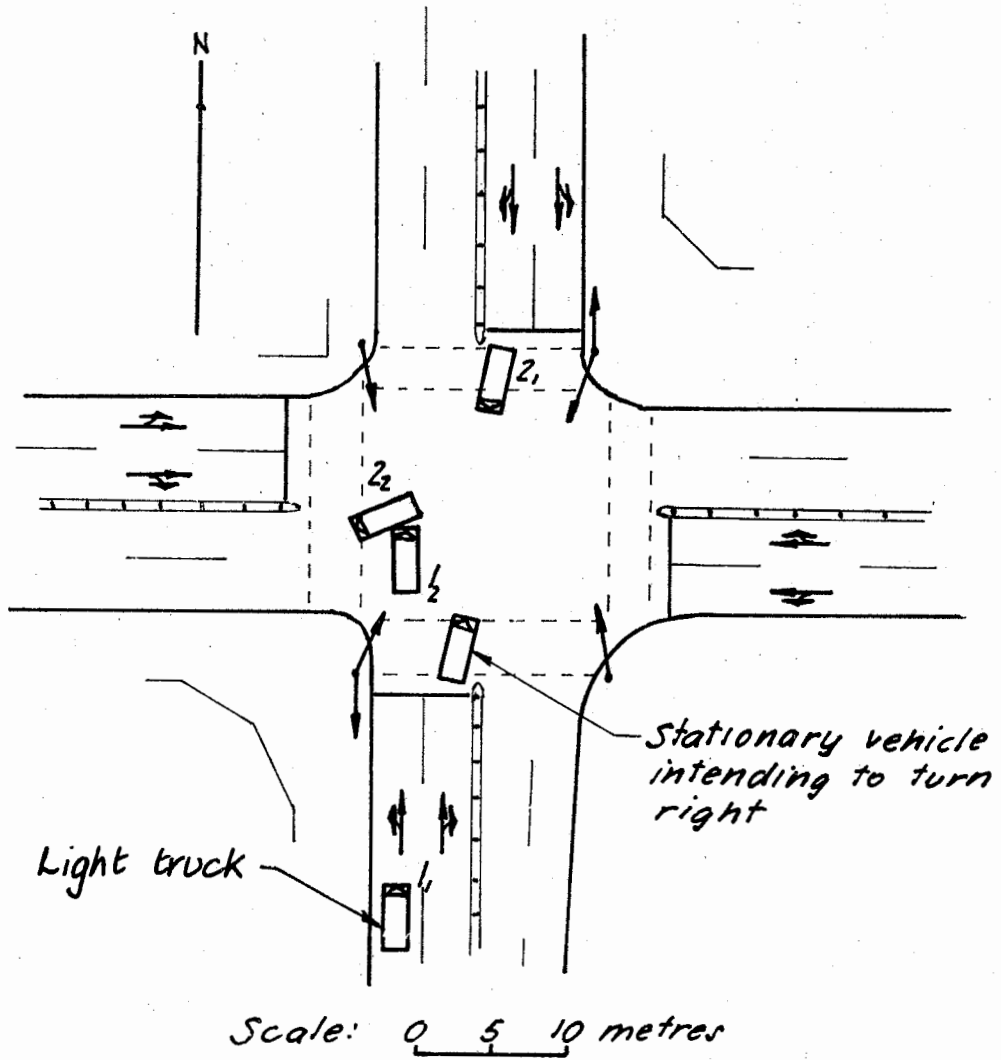
Unit 2: Holden EJ station wagon, 1963. RARU-VDI: 1ØLKEKØ28

Driver: M56; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 2;
restriction and disability unknown.

Passenger: LF; M34; no belt available.
Minor injuries; ISS = 1; hospital 1 day;
restriction unknown; no permanent disability.

Passenger: LR; M18; no belt available.
Minor injuries; ISS = 1.

ACCIDENT NO. 253



As the driver of Unit 1 approached the intersection he failed to detect the presence of a pedalcyclist who was intending to turn right through the roundabout. Unit 1 collided with the left rear of the pedalcycle and on impact the pedalcycle was wedged beneath Unit 1, whilst the rider was trapped for some distance before slipping to the left of Unit 1. The driver apparently accelerated instead of braking and Unit 1 continued moving for some distance, striking the kerb, before slowing down.

Unit 1: Valiant VG 4 door sedan, 1970. No damage.

Driver: M47; BAC unknown; belt available, unknown if worn. Uninjured.

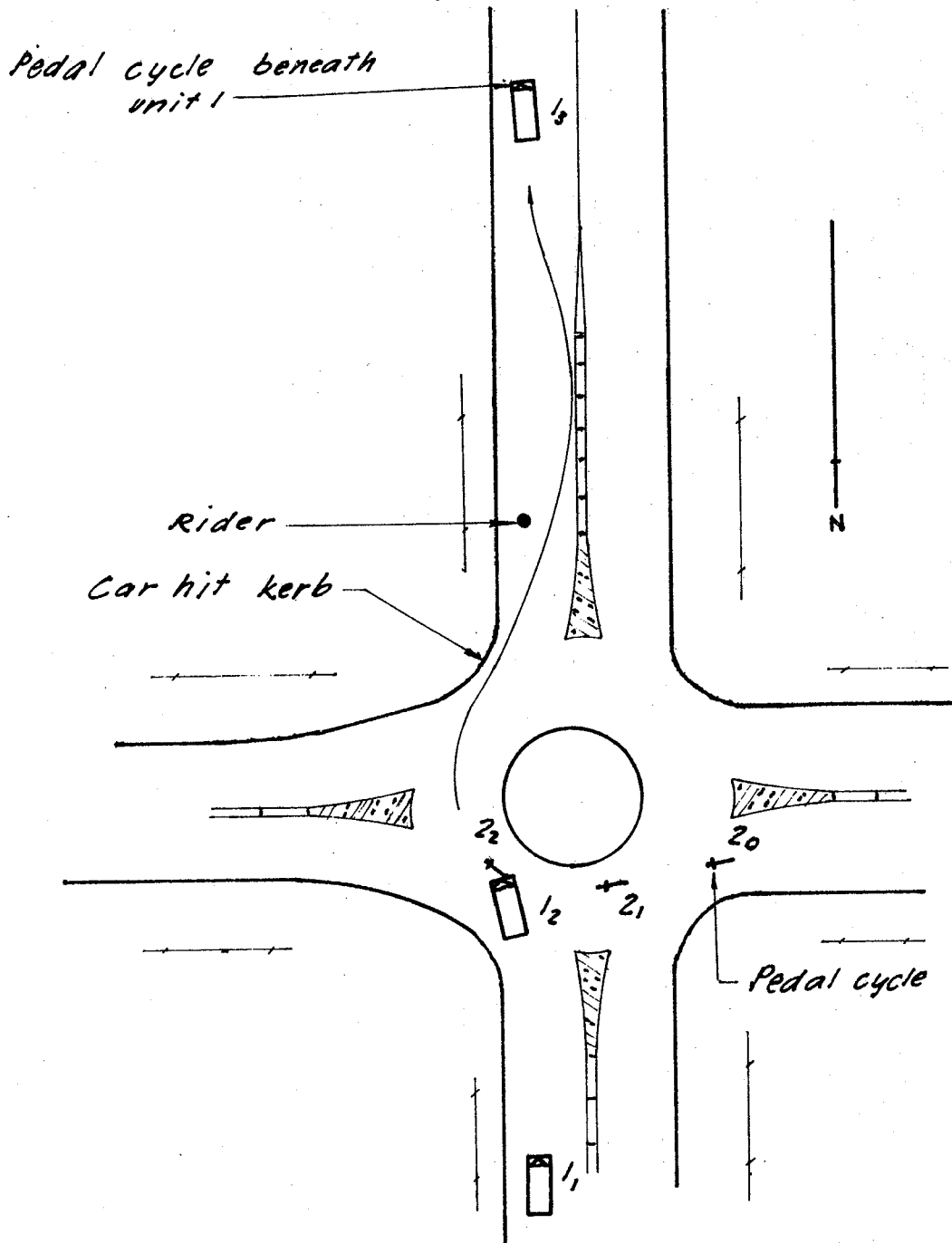
Passenger: LF; F16; belt available, unknown if worn. Uninjured.

Passenger: LR; M11; belt available, unknown if worn. Uninjured.

Unit 2: Super Elliot 24" pedal cycle.

Rider: M13; no head protection worn.
Critical injuries; ISS = 48; hospital 57 days;
restriction unknown; minor permanent disability.

ACCIDENT NO. 254



Scale: 0 5 10 metres

ACCIDENT 255

1655 hrs, day, dry road.

As the motorcyclist on Unit 2 was overtaking Unit 1, it began to execute a right turn across his path towards a car park. Although the driver of Unit 1 asserts that the vehicle's right turn indicator was operating, the motorcyclist detected no prior warning of the intended manoeuvre.

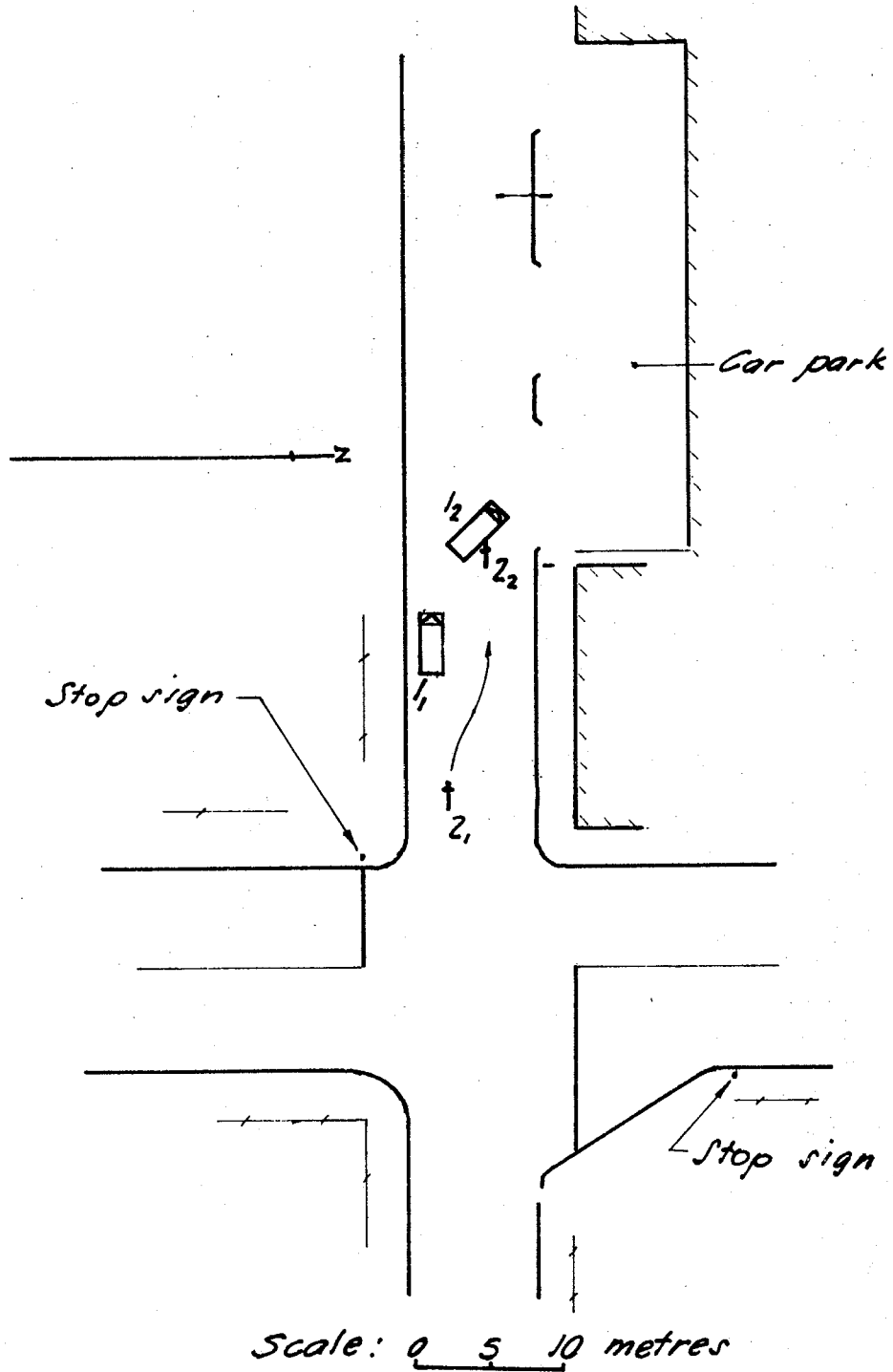
Unit 1: GMH Gemini TX 4 door sedan, 1976. RARU-VDI: 4RGEN008

Driver: M23; BAC zero; belt available, worn correctly. Uninjured.

Unit 2: Honda SL175 trail, 1971.

Rider: F21; BAC zero; jet helmet worn, strap buckled. Minor injuries; ISS = 1; hospital 1 day; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 255



ACCIDENT 256

1949 hrs, day, dry road.

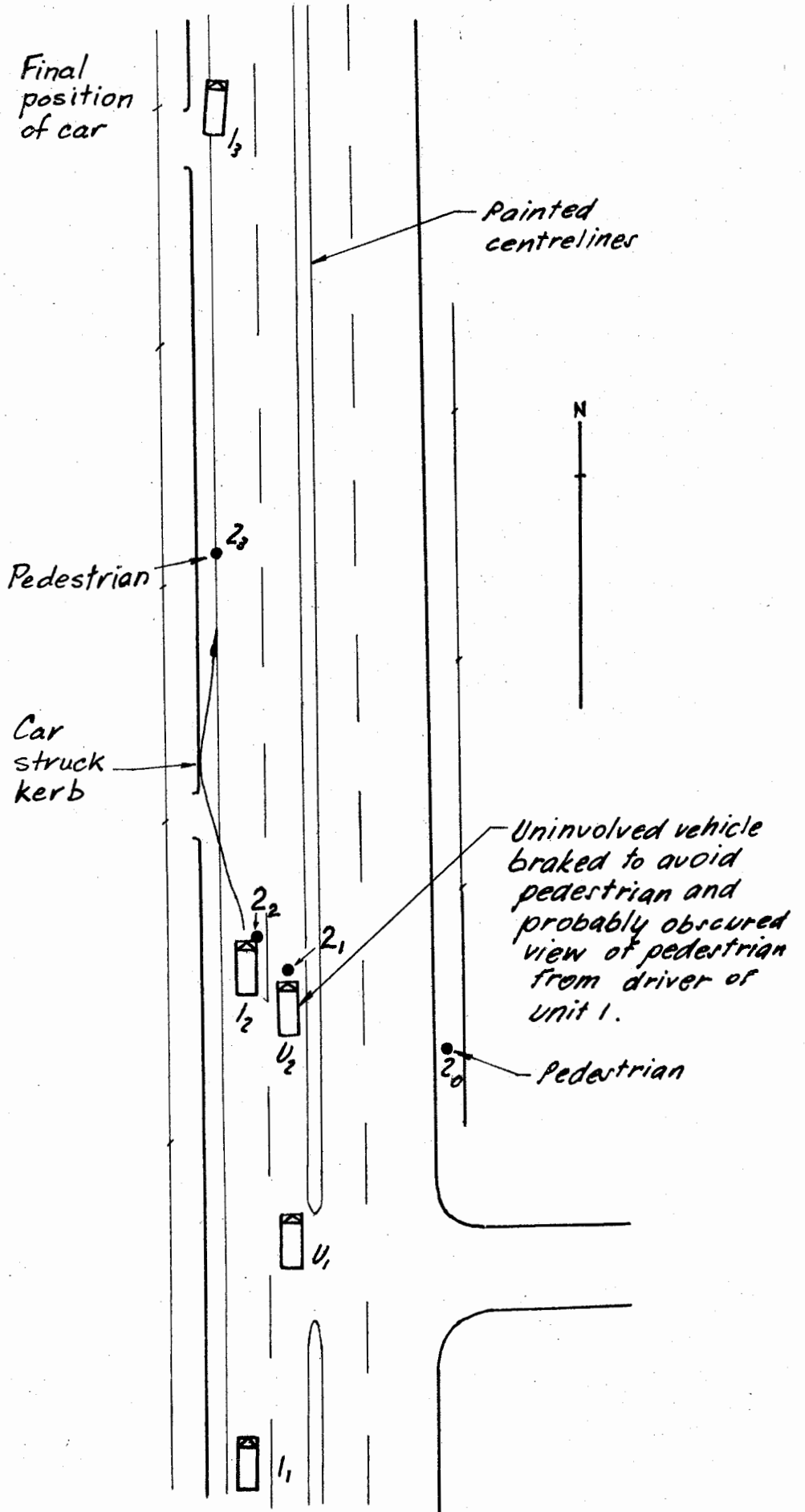
A pedestrian was crossing the road at an angle in a north-west direction with her back to north-bound traffic. The driver of Unit 1 did not see her until just before impact, possibly due to his view being obstructed by traffic in the adjoining lane. Unit 1 subsequently swerved sharply to the left, striking the kerb, and continued for some distance before stopping.

Unit 1: Toyota Corona 4 door sedan, 1976. RARU-VDI: 17FRKN007

Driver: M27; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: F78; BAC 0.03

Fatal lesions in four regions; ISS = 98.



Unit 2 was waiting to turn right into the carriageway from a drive. Traffic in the left lane was stationary, banked up behind a bus to the south. A space had been left in the nearside lane to allow Unit 2 to proceed and the driver claimed to have checked the traffic on his right before moving out. His vision of the offside lane may have been restricted by the stationary line of cars however as he failed to detect the approach of Unit 1.

Unit 1: Ford Falcon XB 4 door sedan, 1976. RARU-VDI: 12FDEW012

Driver: M35; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 1.

Passenger: LF; F34; belt available, worn correctly.
Uninjured.

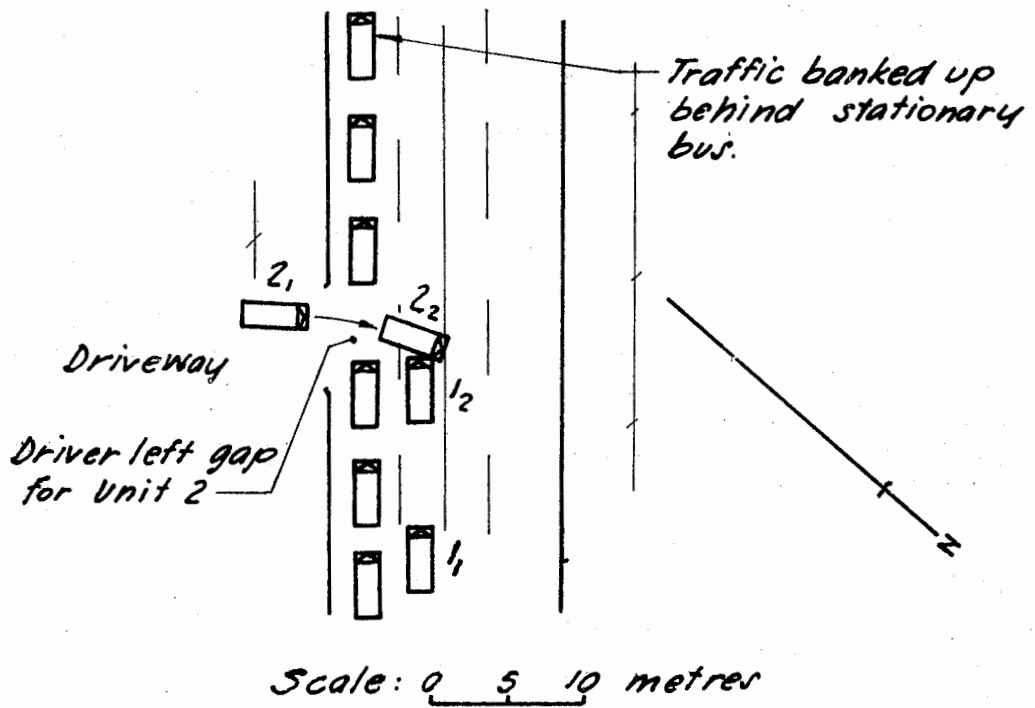
Passenger: RR; F8; belt available, not worn.
Minor injuries; ISS = 1.

Passenger: LR; F12; belt available, worn correctly.
Minor injuries; ISS = 1.

Unit 2: Morris 1100 4 door sedan, 1967. RARU-VDI: 3RGMW017

Driver: M16; BAC zero; belt available, not worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 257



The driver of Unit 2 stopped to allow Unit 3, in front of him to reverse into a parking space. A passenger in Unit 1 considered that the driver of Unit 1 was not watching as it had been obvious to the passenger that the vehicles in front had stopped. The driver apparently only responded when the passenger issued a warning. Unit 1 struck the rear of Unit 2 which was propelled into the rear of Unit 3.

Unit 1: Holden HG 4 door sedan, 1970. RARU-VDI: 12FYEW005

Driver: M21; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: RR; M50; no belt available. Minor injuries; ISS = 1.

Passenger: RR; M1; being held by grandfather. Uninjured.

Passenger: LR; F age unknown; no belt available. Uninjured.

Unit 2: Datsun 120Y 2 door hatchback, 1974. RARU-VDI: 5BZEW020
12FDEW005

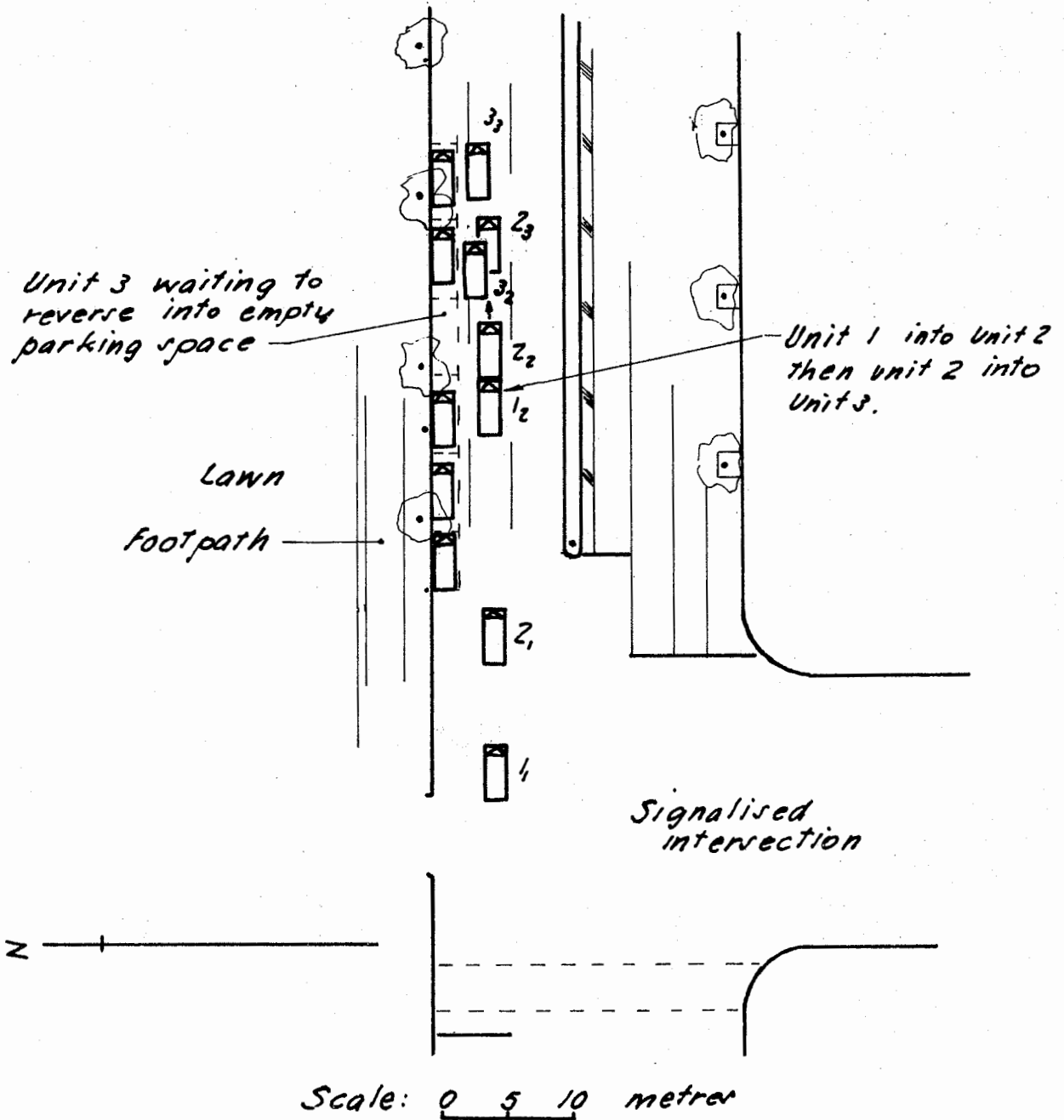
Driver: M26; BAC zero; belt available, probably not worn. Uninjured.

Passenger: LF; F age unknown; belt available, not worn. Moderate, non-dangerous injuries; ISS = 4; hospital 2 days; restricted activity 7 days; no permanent disability.

Unit 3: Ford Falcon XB panel van, 1976. RARU-VDI: 6BZMW005

Driver: M30; BAC zero; belt available, worn correctly. Uninjured.

ACCIDENT NO. 258



Reports from independent witnesses suggest that the driver of Unit 1 had driven through previous intersections whose traffic lights were in the red phase. At the accident scene Unit 1 entered the intersection with the red light against it and struck Unit 2 which was proceeding through the intersection with the green phase. The driver of Unit 1 was carrying beer in his car and refused to have a blood sample taken at the hospital.

Unit 1: Ford Cortina TC 4 door sedan, 1973. RARU-VDI: 10FDEW038
6BLEN010

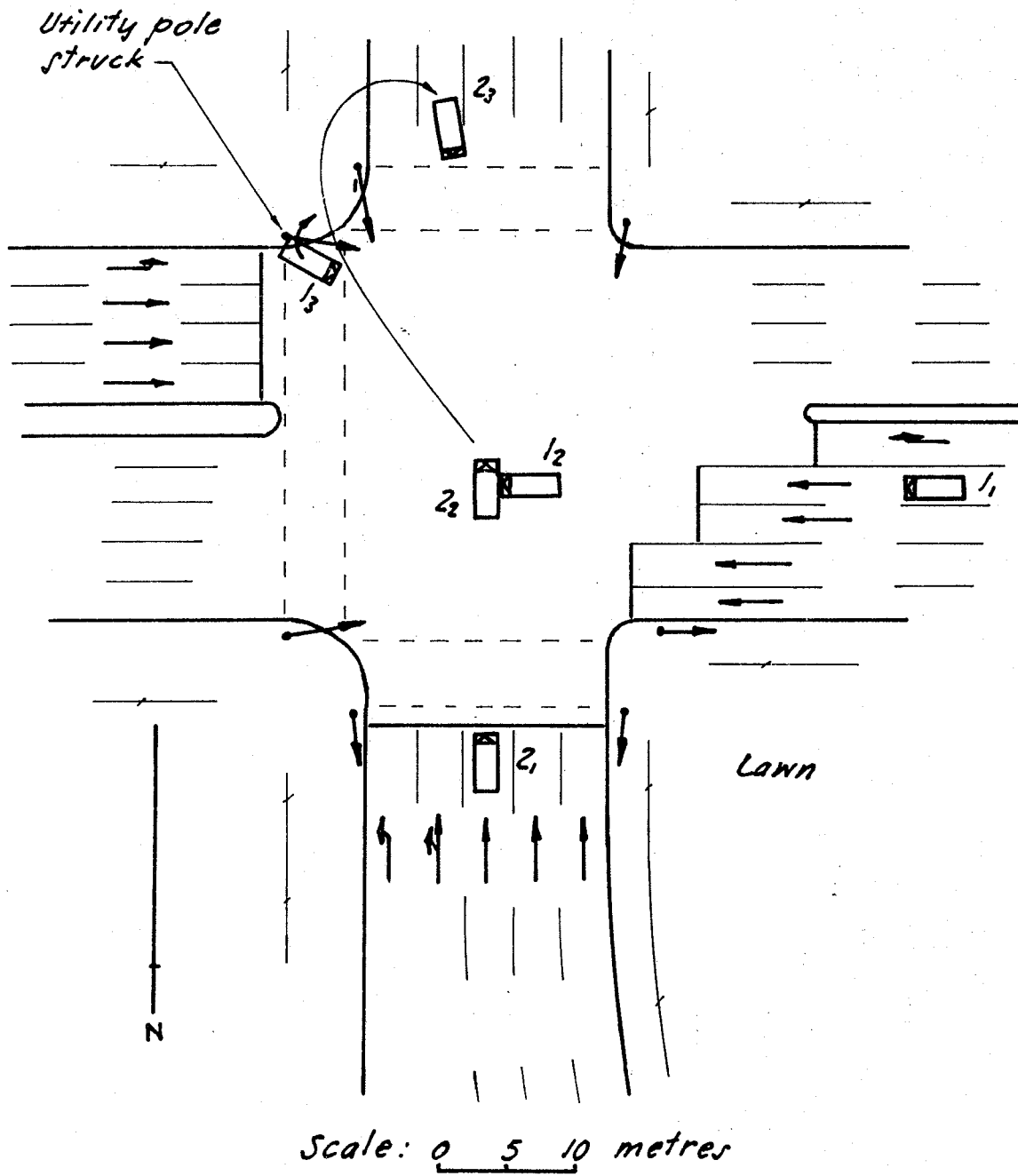
Driver: M21; BAC approx. 0.07; belt available, not worn. Moderate, non-dangerous injuries; ISS = 4; restricted activity 14 days; no permanent disability.

Passenger: LF; F20; belt available, probably not worn. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 7 days; no permanent disability.

Unit 2: Chrysler Valiant VJ utility, 1974. RARU-VDI: 3RDAW040

Driver: M34; BAC zero; belt available, probably worn. Serious, dangerous injuries; ISS = 14; hospital 48 days; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 259



ACCIDENT 260

1438 hrs, day, dry road.

Unit 1 was initially stationary behind another vehicle and both vehicles had right turn indicators operating. Both driver's view of traffic approaching from the east was restricted by stationary cars waiting to turn right from the opposing lane. When the lead vehicle commenced turning, the driver of Unit 1, assuming that the way was clear, followed. Conflicting reports from the two drivers do not allow a judgement of the phase of the traffic lights at the time of impact.

Unit 1: Ford Cortina TD 4 door sedan, 1975. RARU-VDI: 10LBK022

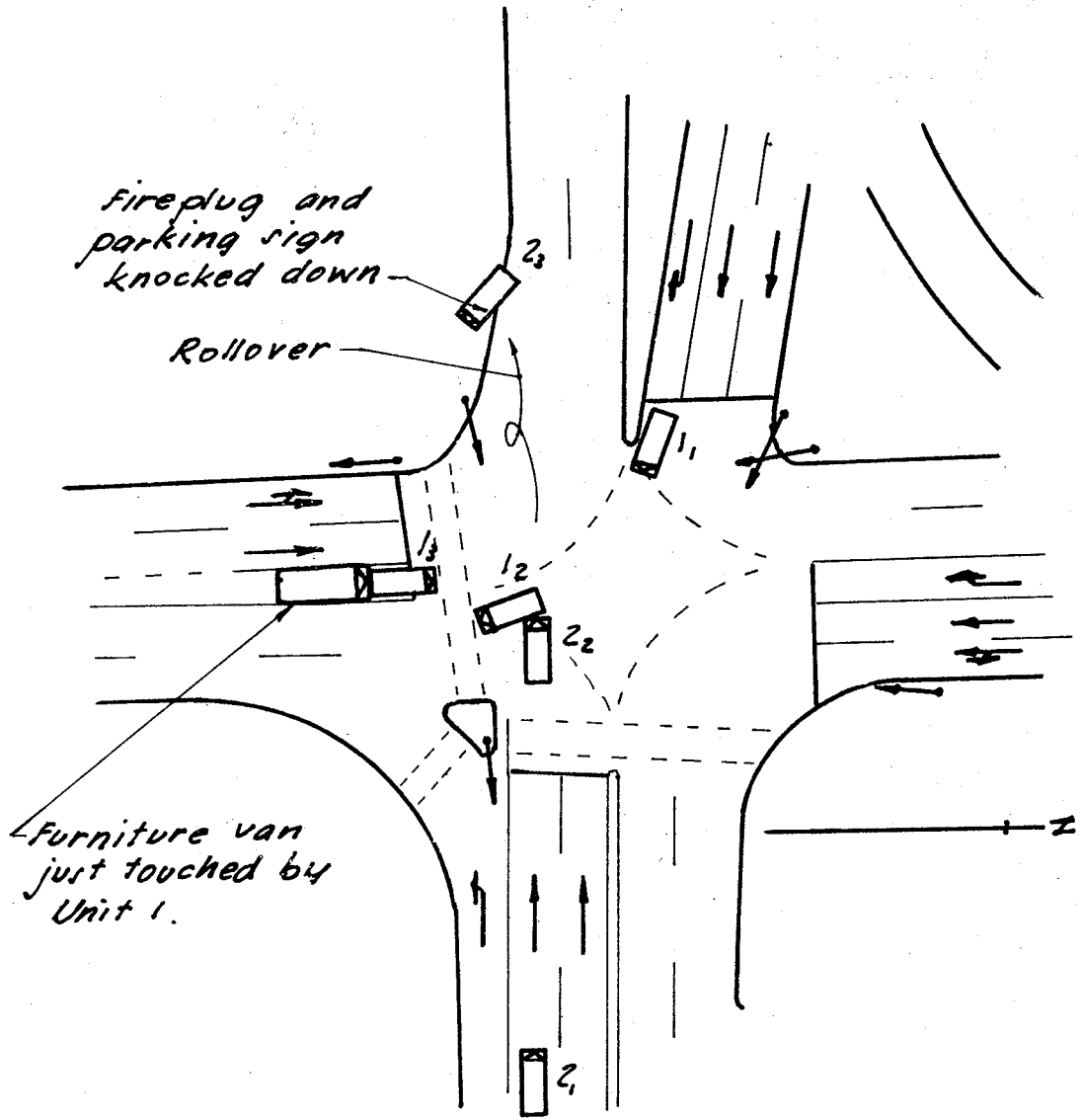
Driver: M63; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: LF; F58; belt available, unknown if worn. Minor injuries; ISS = 3.

Unit 2: GMH Torana HB 2 door sedan, 1969. RARU-VDI: 11FLEC051

Driver: M66; BAC zero; belt available, worn correctly. Minor injuries; ISS = 1.

ACCIDENT NO. 260



Scale: 0 5 10 metres

As the motorcyclist approached the intersection he slowed and inspected for traffic on the cross street. He saw Unit 2 approaching slowly from the left and assumed that the driver had seen him. However the driver had principally slowed to negotiate the dips on each side of the intersection. The driver of Unit 2 claimed to have checked for traffic from both directions and failed to observe Unit 1 approaching until just prior to impact.

Unit 1: Suzuki GT380 K road, 1973.

Rider: M28; BAC zero; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 10 days; no permanent disability.

Unit 2: Mazda 1200 2 door station wagon, 1970.

RARU-VDI: 2RBLN003

Driver: F40; BAC zero; belt available, worn correctly. Uninjured.

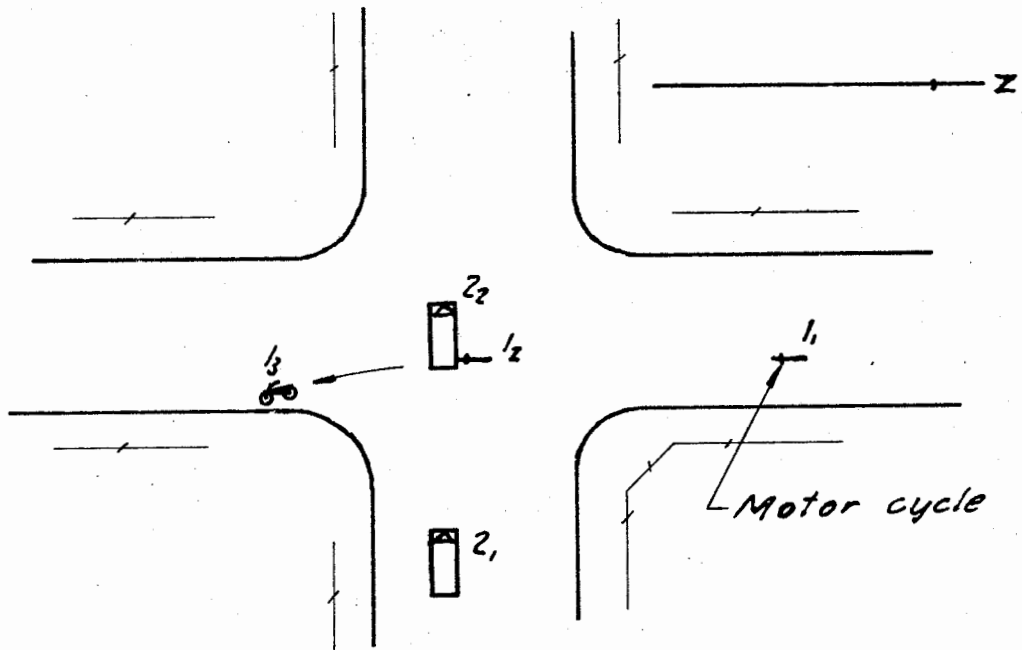
Passenger: LF; F14; belt available, unknown if worn. Uninjured.

Passenger: RR; F15; no belt available. Uninjured.

Passenger: CR; F15; no belt available. Uninjured.

Passenger: LR; F15; no belt available. Uninjured.

ACCIDENT NO. 261



Scale: 0 5 10 metres

ACCIDENT 262

1449 hrs, day, dry road.

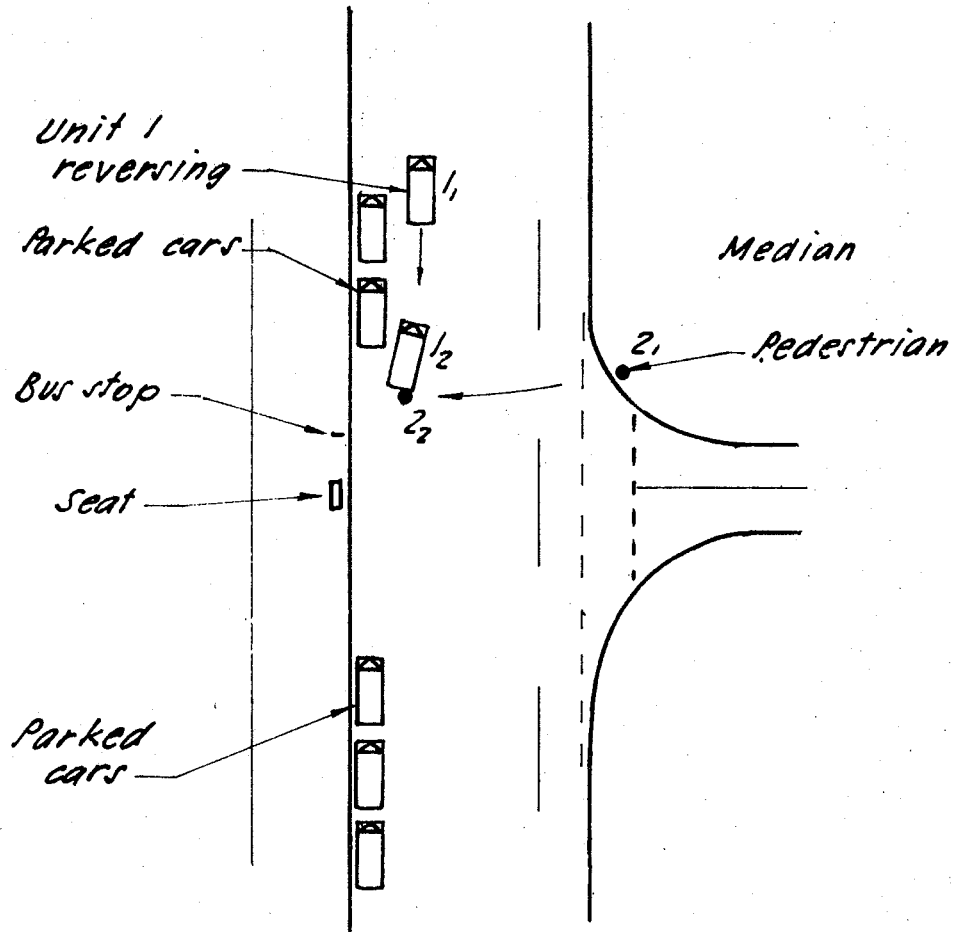
The driver of Unit 1 had intended to park in a private driveway but had found that it was occupied. He saw an empty space behind him and so reversed about five car lengths. The pedestrian was crossing from the median to the footpath and was concentrating on avoiding a car approaching from his left when he was struck by Unit 1 and thrown to the roadway.

Unit 1: Leyland Land Rover 2A hardtop, 1971. No damage.

Driver: M19; BAC zero; belt available, not worn.
Uninjured.

Unit 2: Pedestrian: M70; BAC zero. Severe, non-dangerous injuries; ISS = 13; hospital 4 days; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 262



Scale: 0 5 10 metres

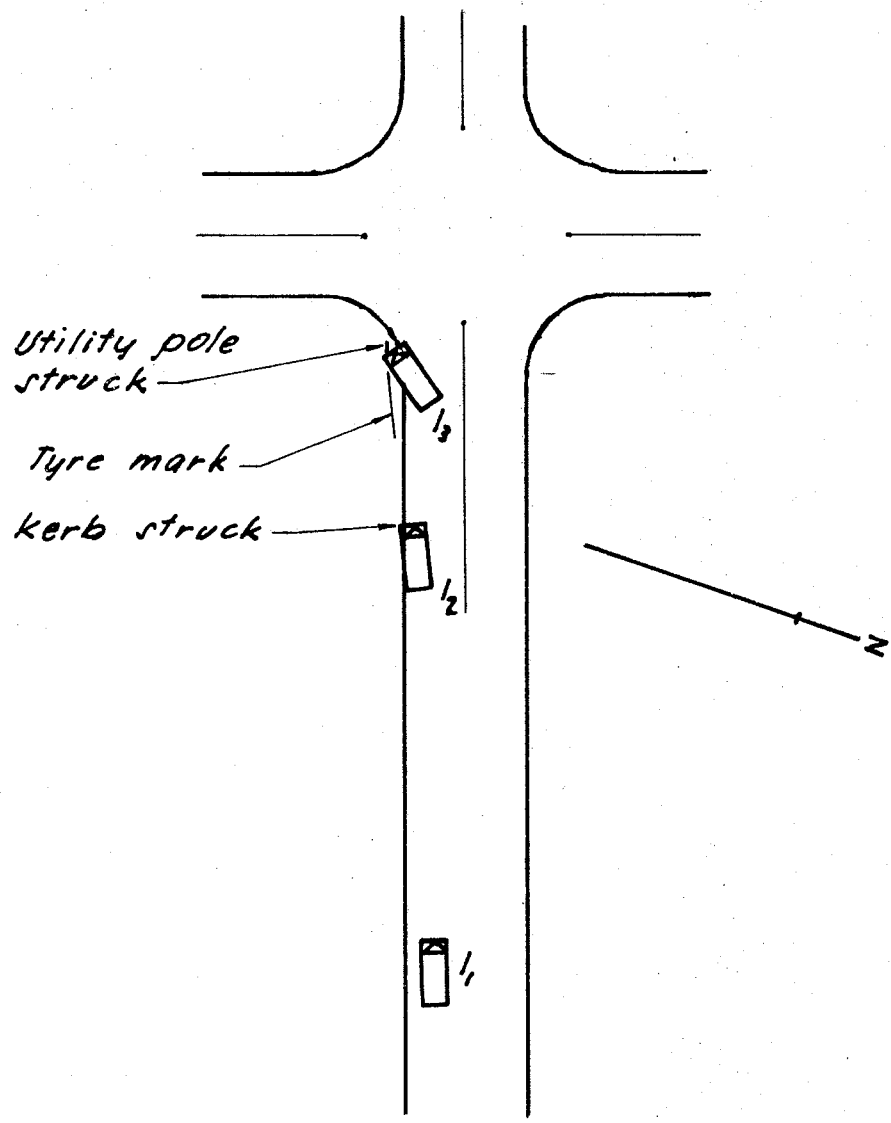
ACCIDENT 263

2033 hrs, dusk, dry road.

The driver of Unit 1 was intoxicated, and when interviewed was most uncooperative. He would give no explanation as to why his vehicle had left the carriageway prior to striking a utility pole.

Unit 1: Datsun 120Y 4 door sedan, 1974. RARU-VDI: 12FDENØ48
Driver: M26; BAC Ø.16; belt available, worn correctly. Minor injuries; ISS = 1.

ACCIDENT NO. 263



Scale: 0 5 10 metres

ACCIDENT 264

0814 hrs, day, dry road.

The driver of Unit 1 had stopped at a level crossing in response to warning signals. After an east bound train of railcars passed through the crossing the signals continued operating. However Unit 1 started forward and was struck by a west bound train of railcars. Prior to impact the operator of the railcars effected emergency braking.

Unit 1: Morris 1100 4 door sedan, 1966. RARU-VDI: 3RDEW055

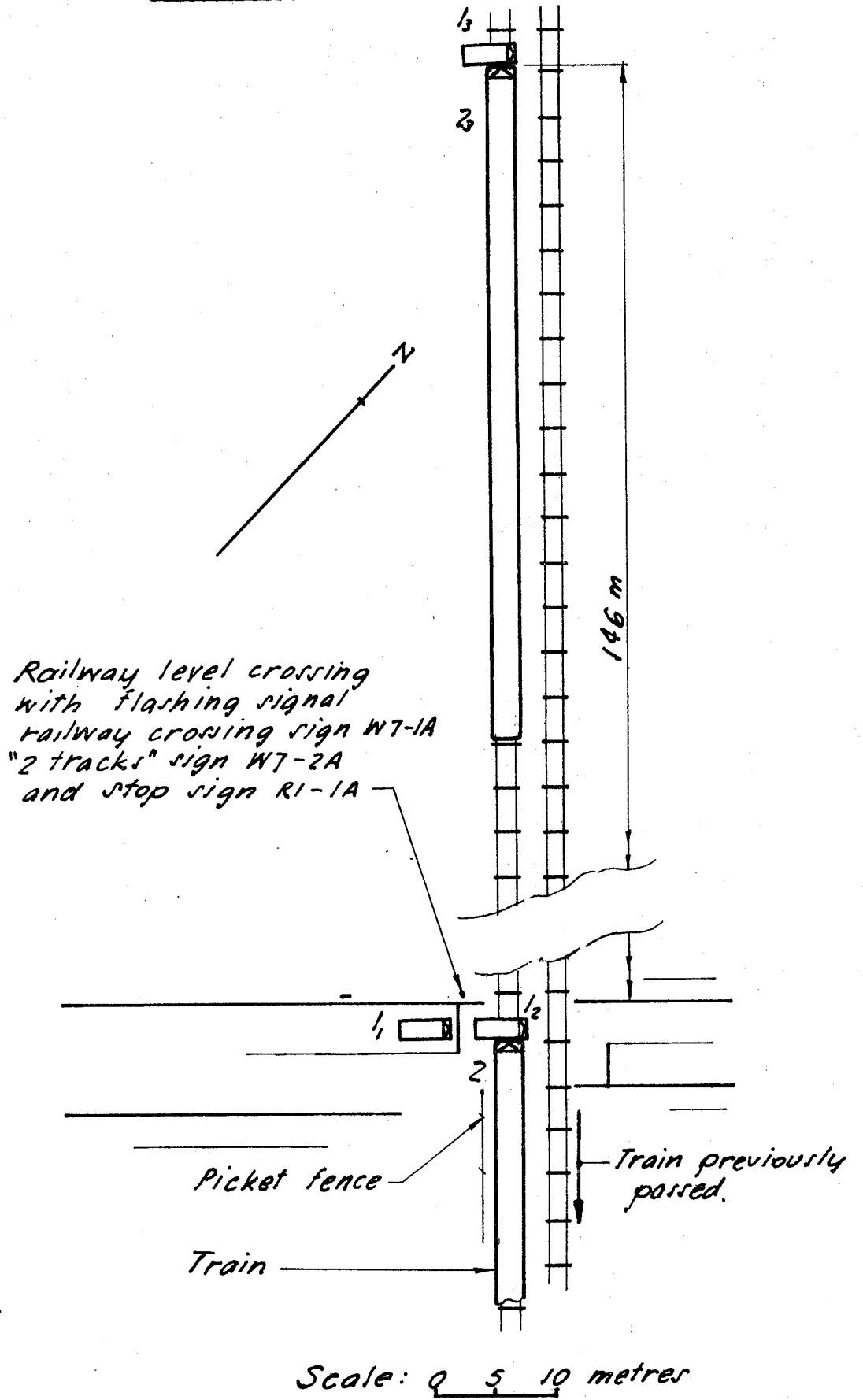
Driver: M18; BAC zero; belt available, unknown if worn. Fatal lesion plus one region with serious injury.

Passenger: LF; M11; belt available, unknown if worn. Moderate, non-dangerous injuries; ISS = 12; hospital 3 days; restriction unknown, no permanent disability.

Unit 2: Train of 3 Red Hen railcars.

Driver: M53; BAC unknown. Uninjured.

ACCIDENT NO. 264



The driver of Unit 1 was unable to recall the details of his manoeuvre but claimed that he was intending to turn left after leaving the car park. The driver of Unit 2 saw Unit 1 turn right and, striking the kerb, continue across the road into her path. The driver of Unit 2 applied the brakes but clipped the left rear corner of Unit 1 which left the carriageway and dropped into the river.

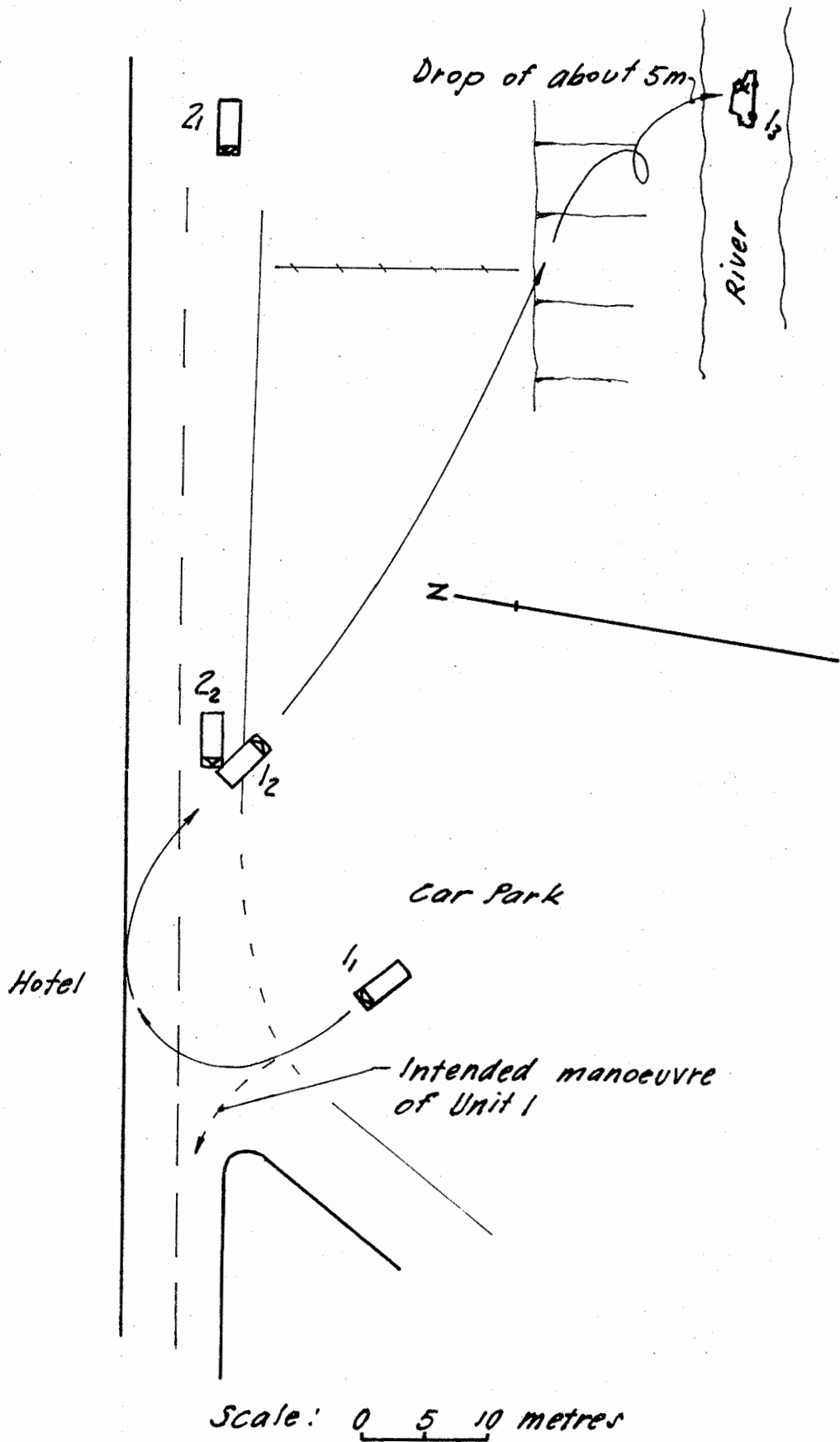
Unit 1: GMH Gemini TX 4 door sedan, 1975. RARU-VDI: 10LBEC007
13LDAW999

Driver: M72; BAC 0.13; belt available, probably not worn. Moderate, non-dangerous injuries; ISS = 5; hospital 1 day; restricted activity 7 days; no permanent disability.

Unit 2: Volkswagen 1300 Beetle 2 door sedan, 1968.
RARU-VDI: 11FLEC010

Driver: F32; BAC zero; belt available, worn loosely. Uninjured.

ACCIDENT NO. 265



The driver of Unit 2 was travelling quite slowly as he approached the intersection. He saw Unit 1 approaching, also travelling slowly and considered that the driver of this vehicle would give way to him. Although the driver of Unit 1 claimed that she did not see Unit 2 until she was almost entering the intersection, it is likely that she was unable to stop owing to her vehicle having defective brakes.

Unit 1: Holden EJ 4 door sedan, 1963. RARU-VDI: 1FZEW016

Driver: F17; BAC zero; belt available, worn correctly. Minor injuries; ISS = 1.

Passenger: CF; F19; no belt available.
Moderate, non-dangerous injuries; ISS = 4;
hospital 7 days; restricted activity
60 days; no permanent disability.

Passenger: LF; M16; belt available, worn correctly.
Uninjured.

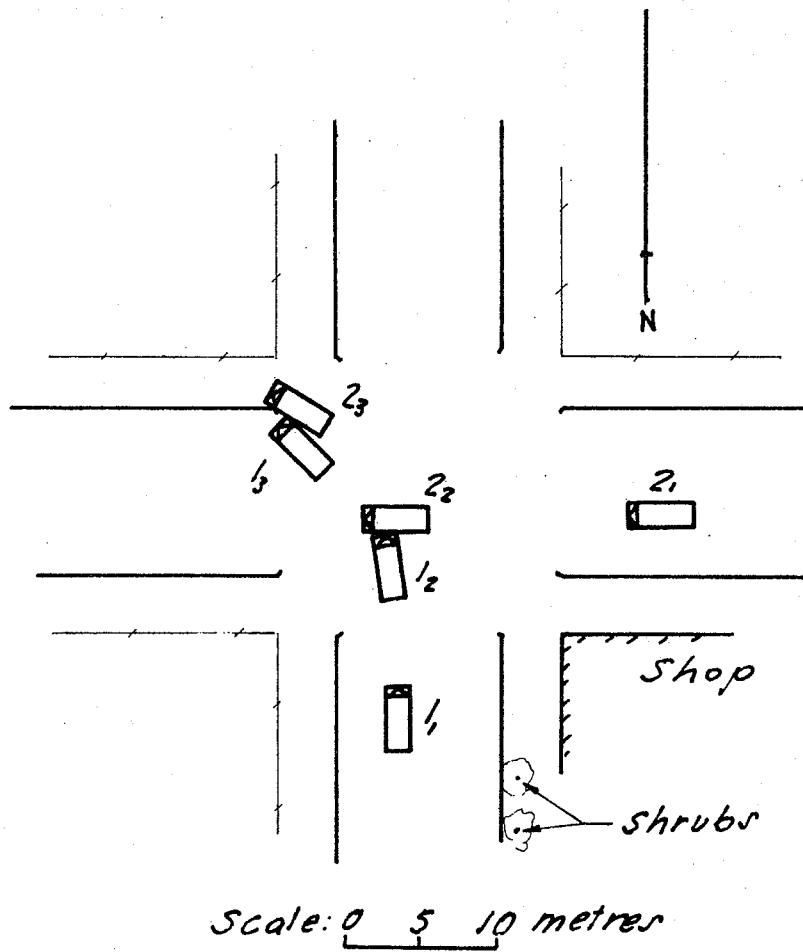
Unit 2: Holden EH 4 door sedan, 1964. RARU-VDI: 9LYEW015

Driver: M30; BAC 0.02; no belt available. Uninjured.

Passenger: LF; F19; no belt available.
Moderate, non-dangerous injuries; ISS = 1;
restricted activity greater than 96 days;
minor permanent disability.

Passenger: LF; F10 months; on mother's lap.
Minor injuries; ISS = 1.

ACCIDENT NO. 266



ACCIDENT 267

1731 hrs, day, dry road.

Unit 1 a panel van, was travelling at about 45-50 kph as it crossed the spoon drain. Shortly after, the driver heard the noise of the tailgate dropping and was informed by a passenger that the other passenger, who had been leaning on the tailgate, had fallen out.

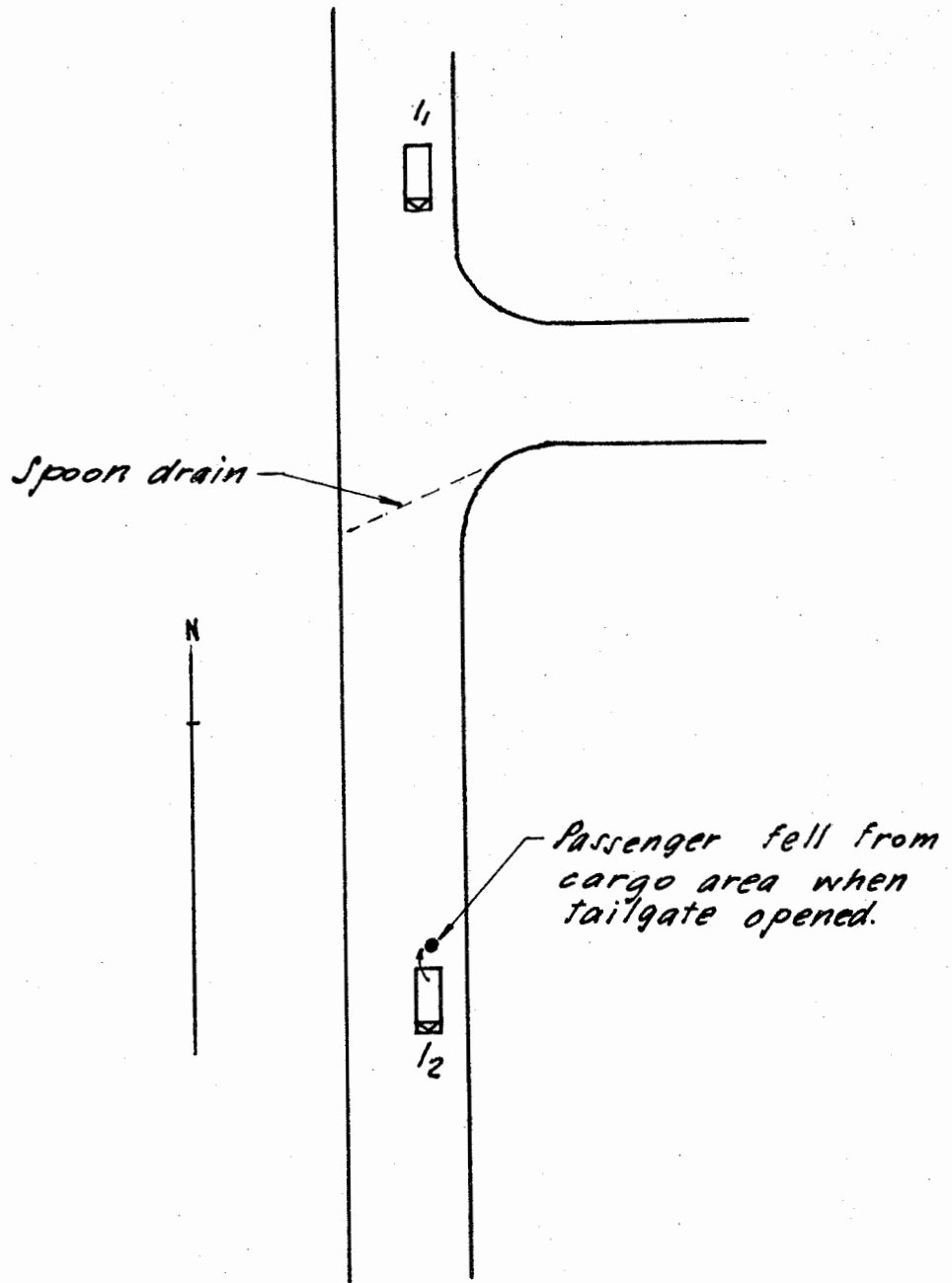
Unit 1: Holden EK panel van, 1962. No damage.

Driver: M20; BAC zero; no belt available.
Uninjured.

Passenger: LF; M21; no belt available. Uninjured.

Passenger: see text; M20.
Moderate, non-dangerous injuries; ISS = 5;
hospital 1 day; restricted activity 2 days.

ACCIDENT NO. 267



Scale: 0 5 10 metres

Unit 2 was initially stationary waiting to turn right. The driver let one car pass from his right and saw Unit 1 approaching from a considerable distance away. As there was cross traffic from his left he proceeded to cross slowly to the median gap. The driver of Unit 1 claimed she did not notice Unit 2 move out from her left and only detected its presence shortly before the collision.

Unit 1: Ford Cortina TD 4 door sedan, 1975. RARU-VDI: 11FDEW005

Driver: F22; BAC unknown; belt available, probably worn. Uninjured.

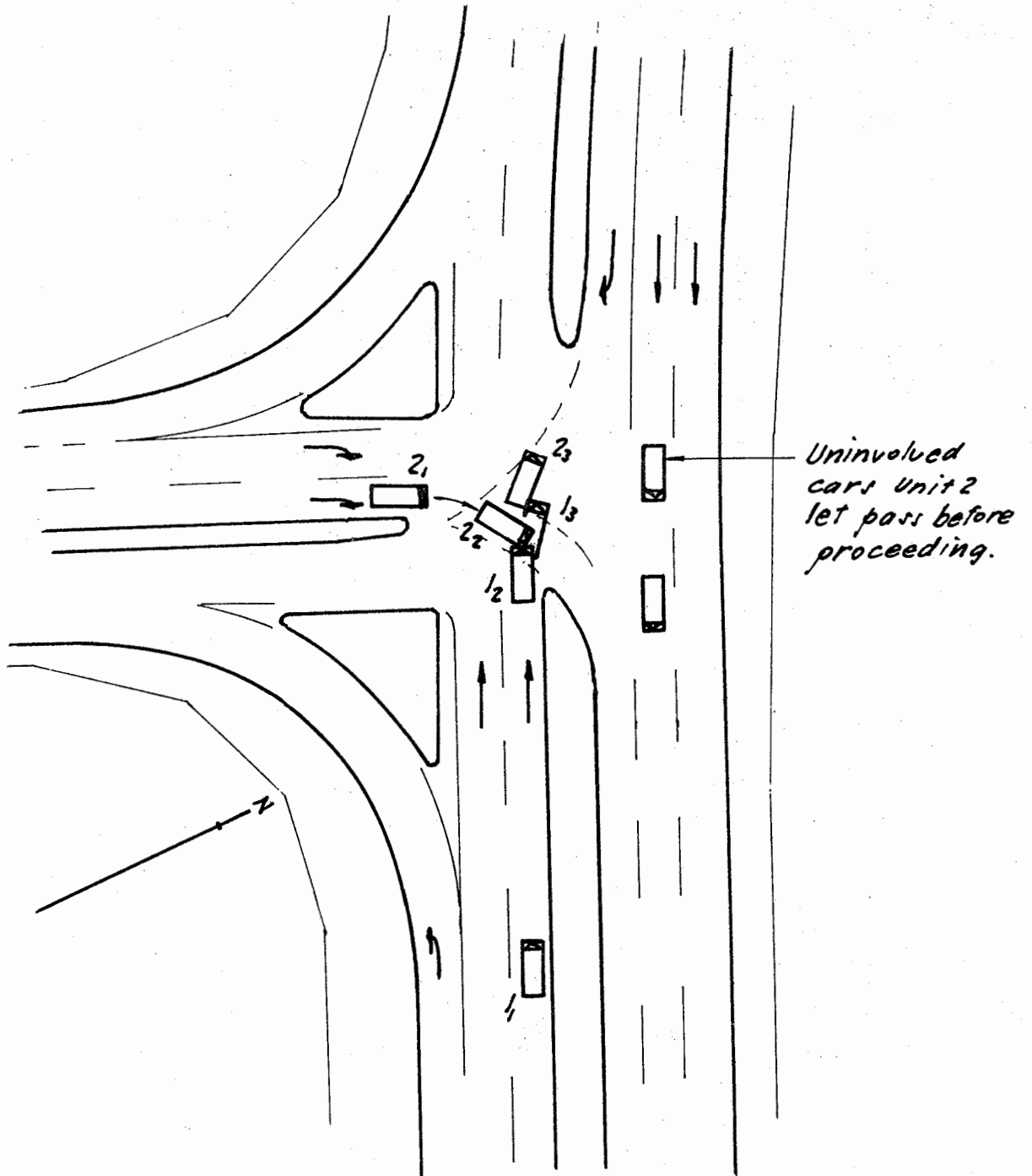
Passenger: LF; F (young child); belt available, unknown if worn. Uninjured.

Unit 2: Leyland Marina 4 door sedan, 1973. RARU-VDI: 1RGEW021

Driver: M49; BAC zero; belt available, worn loosely. Minor injuries; ISS = 1.

Passenger: LF; F39; belt available, unknown if worn. Minor injuries; ISS = 1; restriction unknown; no permanent disability.

ACCIDENT NO. 268



Scale: 0 5 10 metres

The view to the right of Unit 1 was restricted by stationary vehicles banked around the corner waiting to proceed to the west. Although he looked to the right the driver of Unit 1 claimed he saw no cars approaching in the centre lane. The driver of Unit 2 saw no vehicles approaching from the right and so assumed that the way was clear for him to proceed through the intersection.

Unit 1: Holden HK station wagon, 1968. RARU-VDI: 1FYEW040
Driver: M35; BAC unknown; belt available, not worn.
Uninjured.

Passenger: LF; F39; belt available, not worn.
Uninjured.

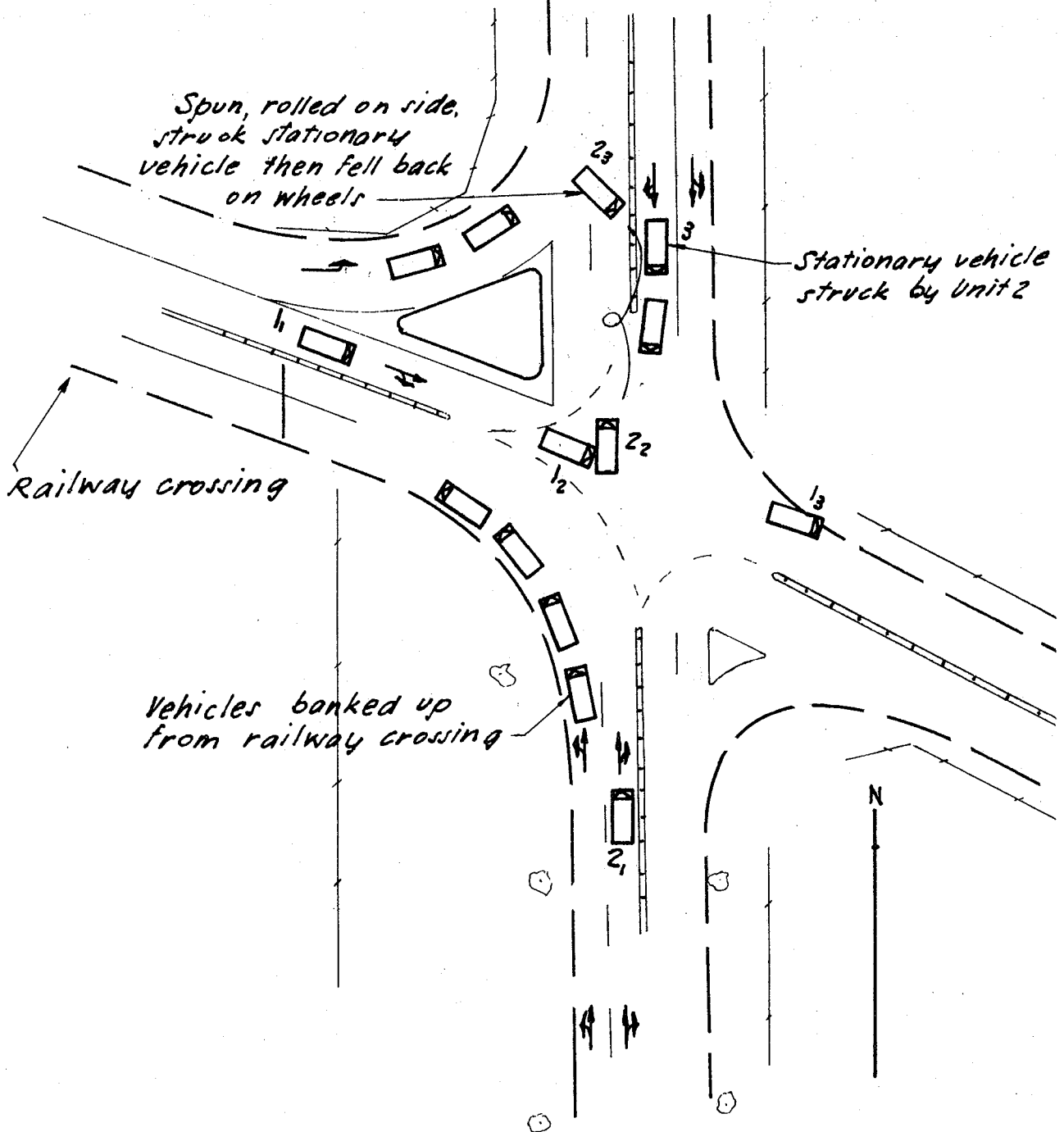
Unit 2: Holden EJ 4 door sedan, 1963. RARU-VDI: 11LHEW012

Driver: M58; BAC zero; no belt available.
Severe, non-dangerous injuries; ISS = 9;
hospital 73 days; restricted activity
96 days; no permanent disability.

Unit 3: Land Rover hard top, year unknown. Minor damage.

Driver: M44; BAC unknown; belt details unknown.
Uninjured.

ACCIDENT NO. 269



Spun, rolled on side,
struck stationary
vehicle then fell back
on wheels

Stationary vehicle
struck by Unit 2

Railway crossing

Vehicles banked up
from railway crossing

Scale: 0 5 10 metres

ACCIDENT 270

1132 hrs, day, dry road.

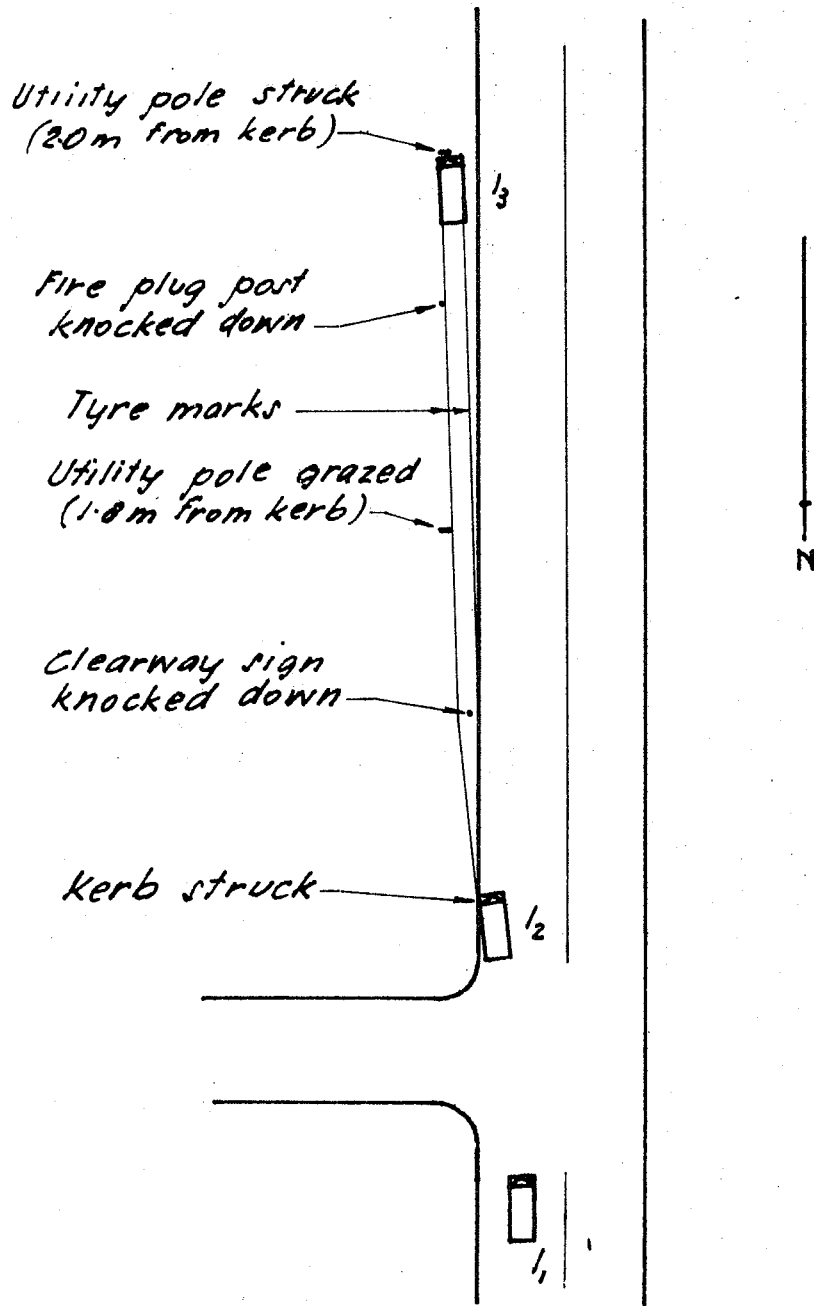
Unit 1 ran off the road as a result of the driver having a dizzy spell associated with a chronic medical condition.

Unit 1: Ford Escort 4 door sedan, 1976. RARU-VDI: 11LJMN004
12FDEN028

Driver: M65; BAC zero; belt available, worn correctly.
Minor injuries; ISS = 1; hospital 1 day;
restricted activity 1 day; no permanent
disability.

Passenger: LF; F64; belt available, worn correctly.
Minor injuries; ISS = 1; hospital 1 day;
no restriction or disability.

ACCIDENT NO. 270



Scale: 0 5 10 metres

ACCIDENT 271

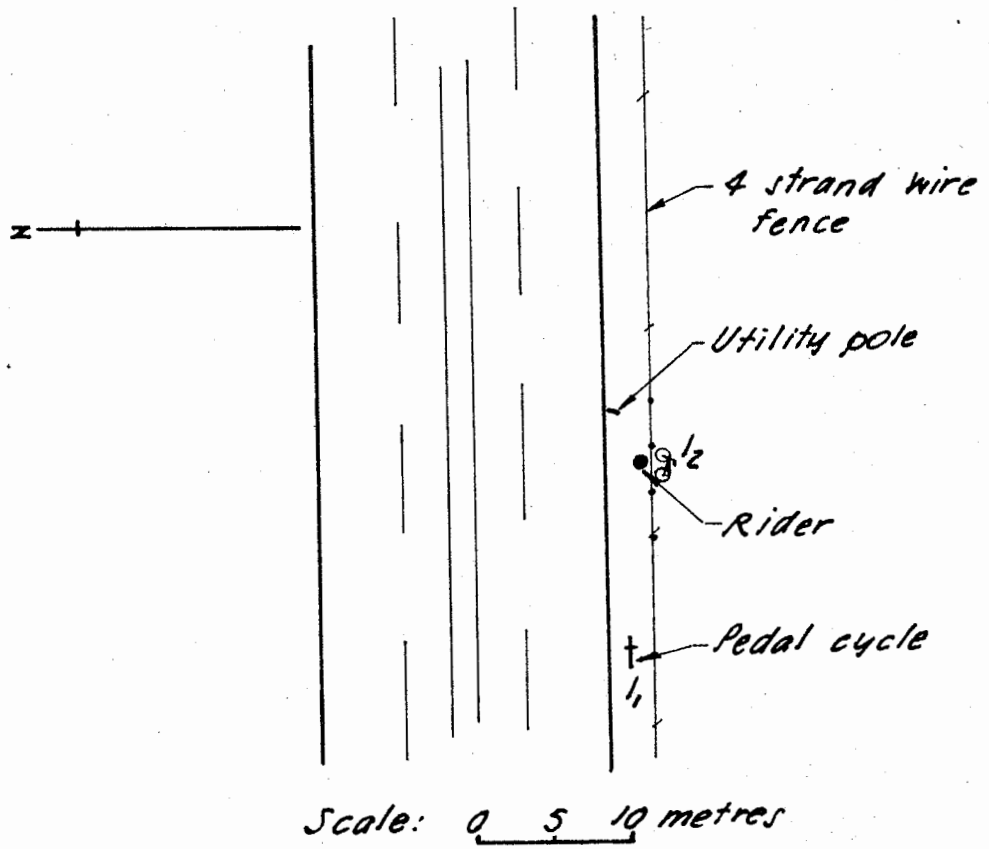
1503 hrs, day, dry road.

While riding along the footpath the pedalcyclist suffered a stroke which caused him to fall from his bicycle.

Unit 1: Men's 26" pedalcycle, make unknown.

Rider: M69; BAC unknown; no head protection worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 271



ACCIDENT 272

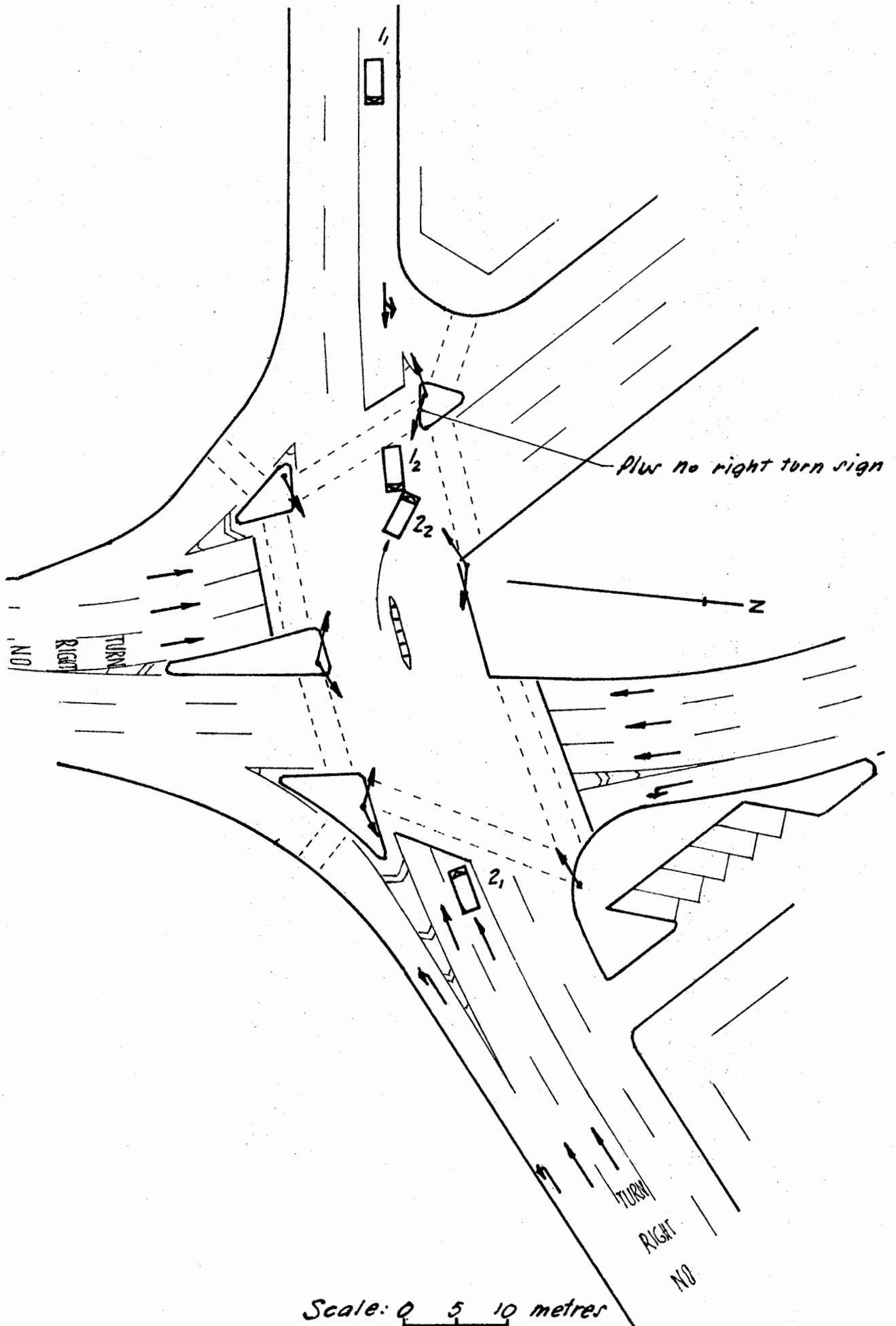
2005 hrs, day, dry road.

Unit 2 turned right into the path of Unit 1 despite the presence of signs prohibiting this manoeuvre. The driver failed to stop after the accident but later reported it to the police.

Unit 1: Peugeot 504 4 door sedan, 1976. RARU-VDI: 1ØFLEWØ14
Driver: M24; BAC zero; belt available, unknown if worn. Uninjured.
Passenger: LF; F19; belt available, unknown if worn. Minor injury; ISS = 1.

Unit 2: Humber Super Snipe 4 door sedan, 1964.
RARU-VDI: 1ØLFEC999
Driver: M22; BAC unknown*; belt details unknown. Uninjured.

* Driver of Unit 2 was believed to have a BAC greater than .08 but no BAC reading was taken.



ACCIDENT 273

0049 hrs, night, dry road.

Unit 1 struck the rear of a parked vehicle, and both the driver and rear seat passenger absconded from the scene. The police later arrested one of these two, who was a known drug offender, but no details could be obtained regarding the circumstances of the collision.

Unit 1: Hillman Minx 4 door sedan, 1965. RARU-VDI: 12FYEW050

Driver: Male, belt available, not worn.

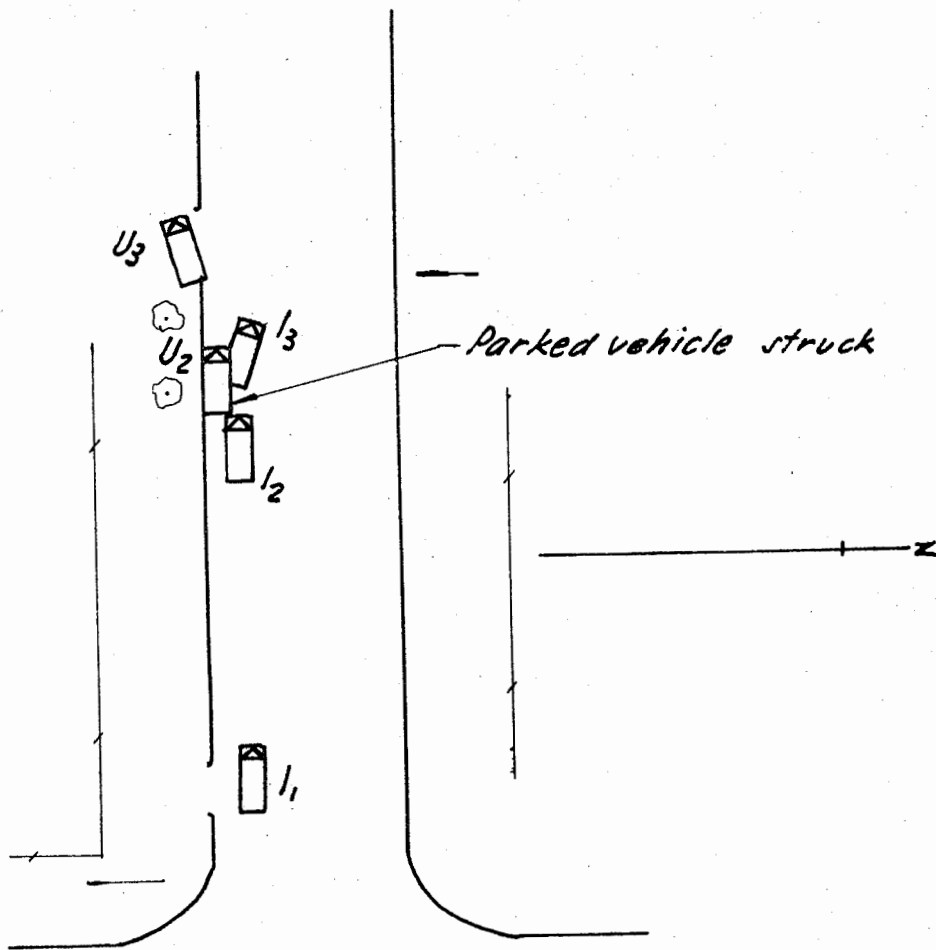
Other details unknown.

Passenger: LF; F20; belt available, not worn.

Moderate, non-dangerous injuries; ISS = 2;
restriction unknown; no permanent disability.

Passenger: LR; Male; no belt available. Other
details unknown.

ACCIDENT NO. 273



Scale: 0 5 10 metres

The driver of Unit 2 had been indicating a right hand turn and as he commenced to execute the turn he noticed a motorcyclist approaching. He then stopped, but his vehicle was angled across the path of Unit 1. When the motorcyclist noticed Unit 2 beginning to turn he applied the brakes. Noting the position of Unit 2 when it stopped, the rider, considering that he could not manoeuvre to the left, veered right and then laid his motorcycle down on its right side prior to the impact.

Unit 1: Honda XL350 trail, 1975.

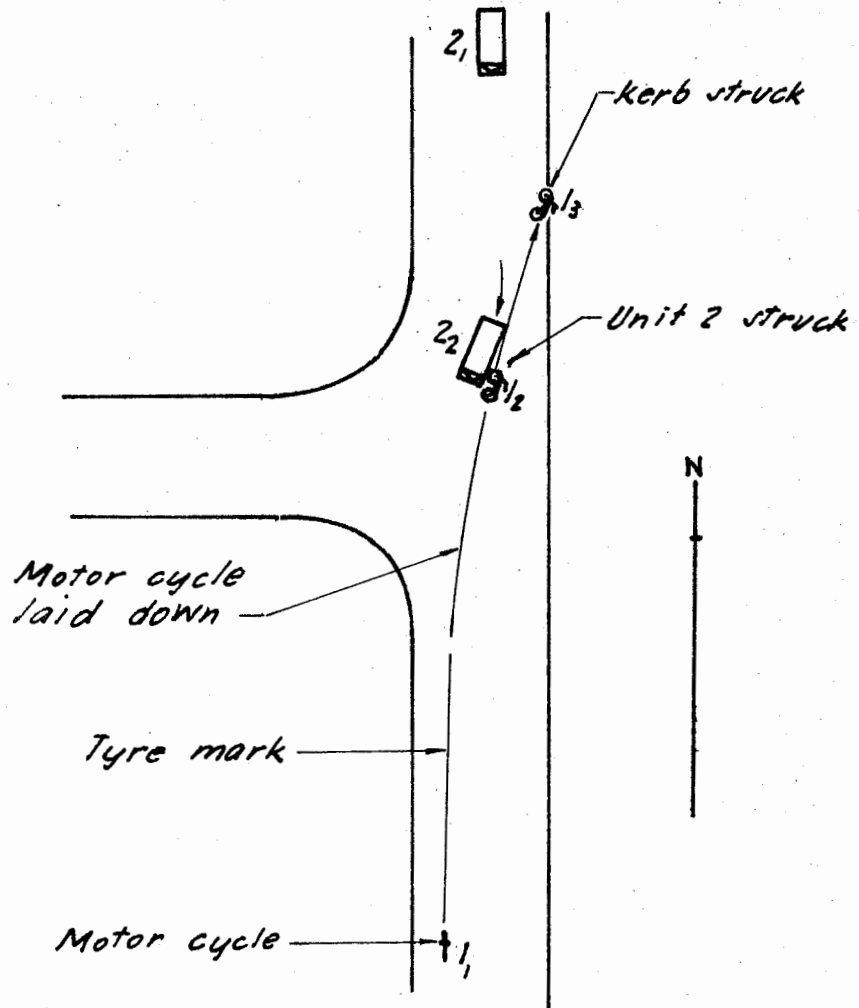
Rider: M23; BAC 0.17; jet helmet worn, strap buckled. Minor injuries; ISS = 1; restriction unknown; no permanent disability.

Unit 2: Holden HG station wagon, 1971. RARU-VDI: 11LFLN001

Driver: M27; BAC zero; belt available, worn correctly. Uninjured.

Passenger: LF; M13; belt available, unknown if worn. Uninjured.

ACCIDENT NO. 274



Unit 1 apparently clipped the rear of Unit 2 and spun it clockwise. Unit 1 continued across the carriageway and struck a parked vehicle on the opposite side of the road. The driver of Unit 1 claimed he could not remember any details concerning the circumstances of the collision. Unit 2 had been subsequently shifted and exact details of its resting position after the impact are not known. Skidmarks left by Unit 1 suggest that it was travelling in excess of the 60 kph speed limit.

Unit 1: Holden HQ utility, 1972. RARU-VDI: 12FZEW080

Driver: M20; BAC 0.05; belt available, not worn.
Minor injuries; ISS = 6; hospital 1 day;
no restriction or disability.

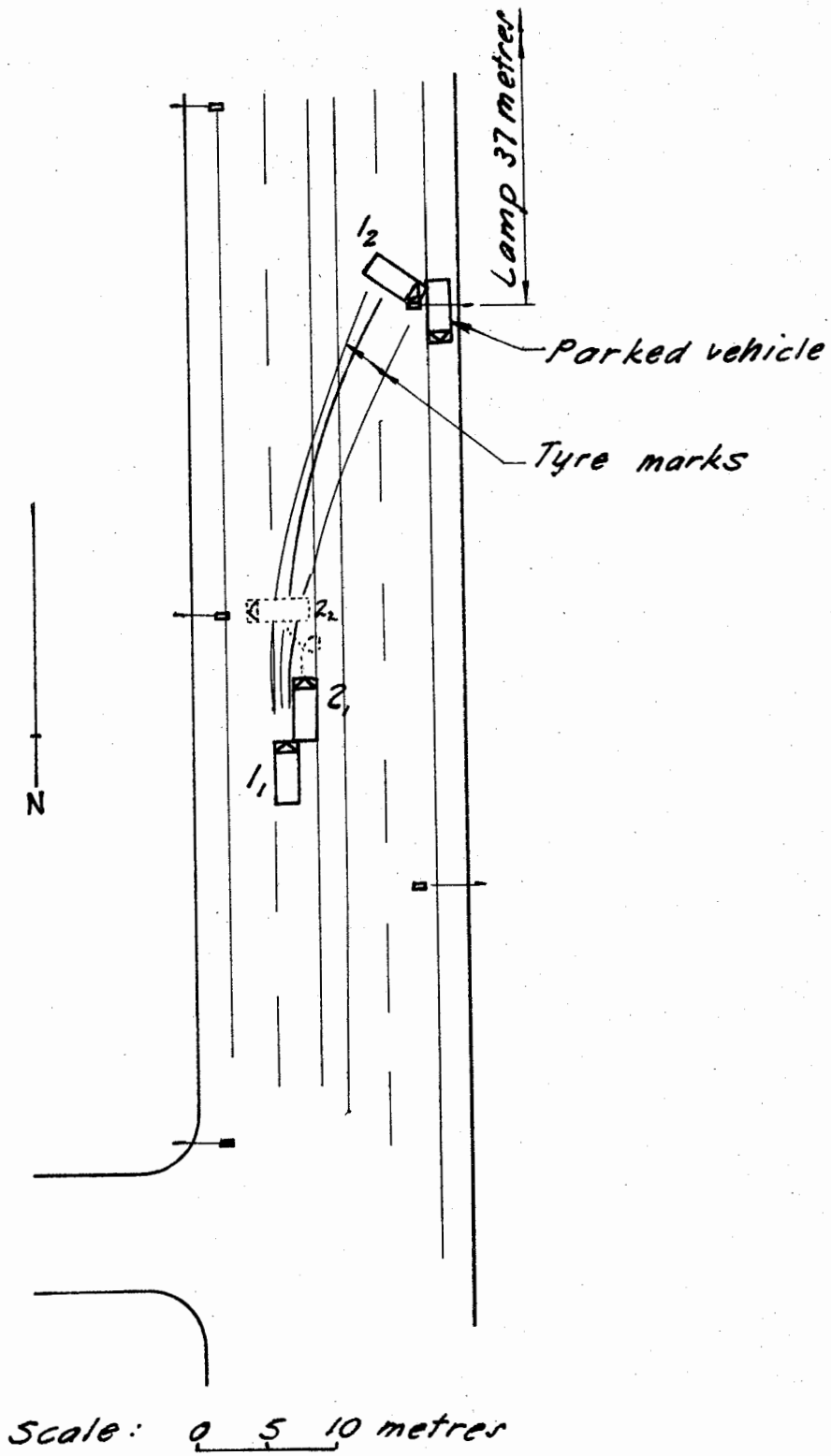
Passenger: CF; F18; belt available, not worn.
Uninjured.

Passenger: LF; M18; belt available, not worn.
Uninjured.

Unit 2: Datsun 1000 4 door sedan, 1969. RARU-VDI: 6BYEW048

Driver: F25; BAC zero; belt available, unknown
if worn. Moderate, non-dangerous injuries;
ISS = 5; restricted activity greater than
96 days; minor permanent disability.

ACCIDENT NO. 275



ACCIDENT 276

1914 hrs, day, dry road.

The driver of Unit 1 was aware of the pedalcyclist ahead of him and slowed his vehicle as a precaution. However as he was about to overtake, the pedalcyclist turned to the right without warning. The driver braked and swerved right but struck the cyclist with the left front corner of his car. The young rider claimed he did not think that there were any motor vehicles in the vicinity and consequently had not looked to his rear prior to his manoeuvre.

Unit 1: Toyota Corona 4 door sedan, 1972. RARU-VDI: 12FLKN001

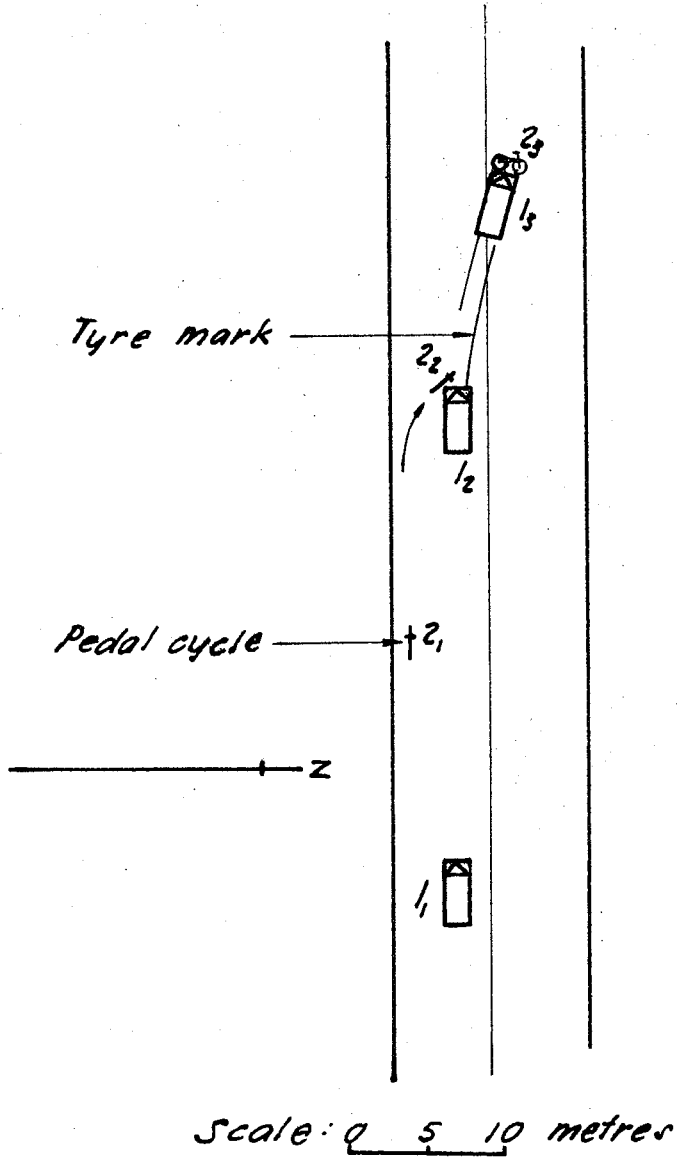
Driver: M20; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: LF; F15; belt available, unknown if worn. Uninjured.

Unit 2: H.L.B. hiriser type 20" pedal cycle.

Rider: M9; no head protection worn.
Severe, non-dangerous injuries; ISS = 22;
hospital 56 days; restricted activity
greater than 96 days; minor permanent
disability.

ACCIDENT NO. 276



The driver of an uninvolved vehicle had apparently missed the previous street on his right and so stopped his vehicle to execute a 'U' turn. As the left lane was partially obstructed by parked cars, the driver of Unit 2 stopped behind him. The third driver apparently did not notice the stationary vehicles until he was quite close and applied the brakes just prior to impacting Unit 2.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 12FYEW010

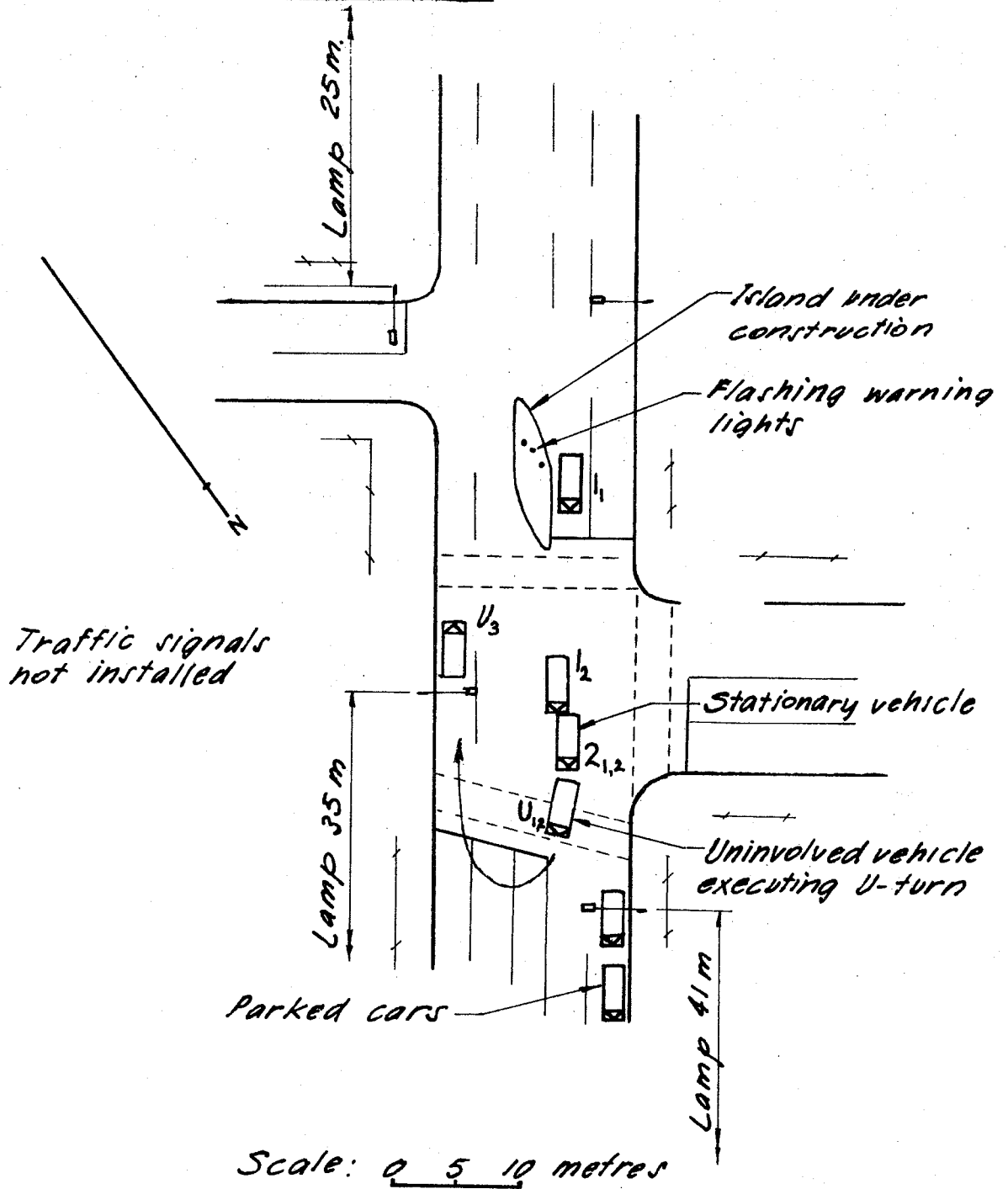
Driver: M24; BAC unknown; belt available, unknown if worn. Uninjured.

Passenger: LF; F21; belt available, unknown if worn. Moderate, non-dangerous injuries; ISS = 4; hospital 2 days; restriction unknown; no permanent disability.

Unit 2: Ford Falcon XB 4 door sedan, 1973. RARU-VDI: 6BZEW005

Driver: M65; BAC zero; belt available, worn loosely. Uninjured.

ACCIDENT NO. 277



The motorcyclist saw Unit 2 moving slowly forward from his left. He considered that the vehicle would continue and so steered left to travel behind it. However the driver suddenly became aware of the motorcyclist approaching and stopped. The rider braked but the rear wheel locked and slid to the left, following the camber of the road, prior to impact.

Unit 1: Kawasaki Z1 900 Super 4 road, 1972.

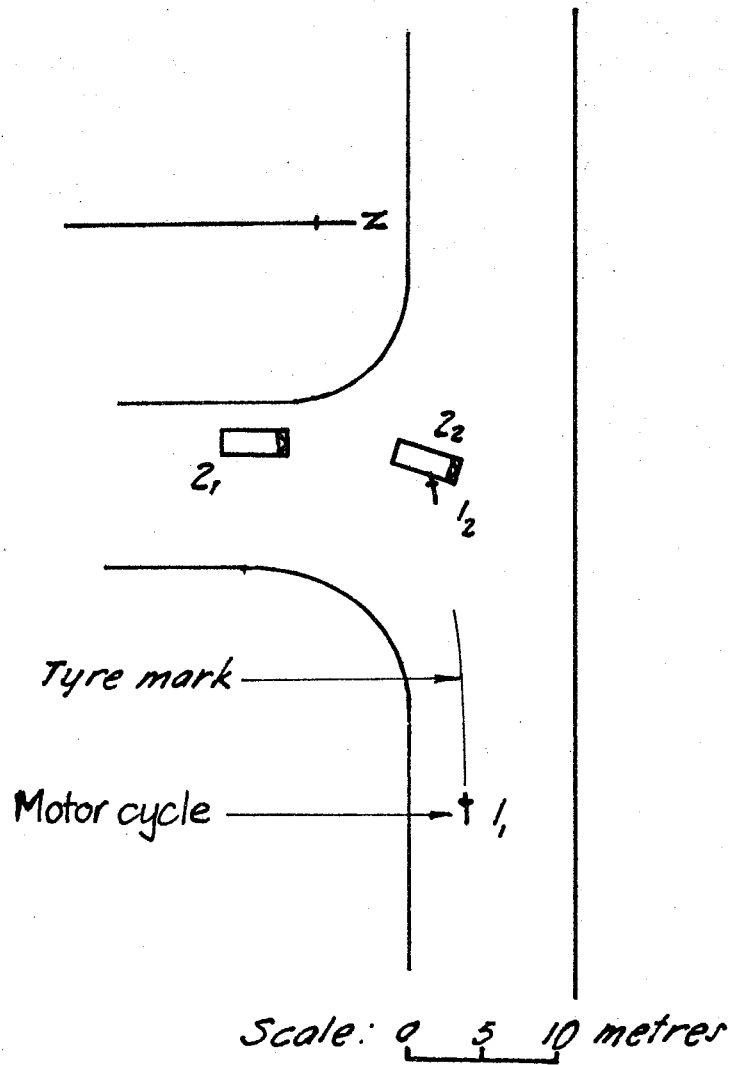
Rider: M21; BAC zero; full face helmet worn, strap buckled. Severe, non-dangerous injuries; ISS = 14; hospital 10 days; restricted activity 54 days; minor permanent disability.

Unit 2: Ford Cortina 4 door sedan, 1964. RARU-VDI: 2RJEN009

Driver: F20; BAC unknown; no belt available. Uninjured.

Passenger: LF; M17; no belt available. Uninjured.

ACCIDENT NO. 278



ACCIDENT 279

1728 hrs, day, dry road.

The driver of Unit 1 was proceeding to make a right turn from the stem of a T-intersection, through a line of banked up vehicles, having been beckoned on by the driver on his right. He proceeded slowly, allowing traffic from the south to pass, and in so doing crossed the path of Unit 2 which had approached from the north on the outside of the banked up traffic. Neither claims to have seen the other until momentarily before impact.

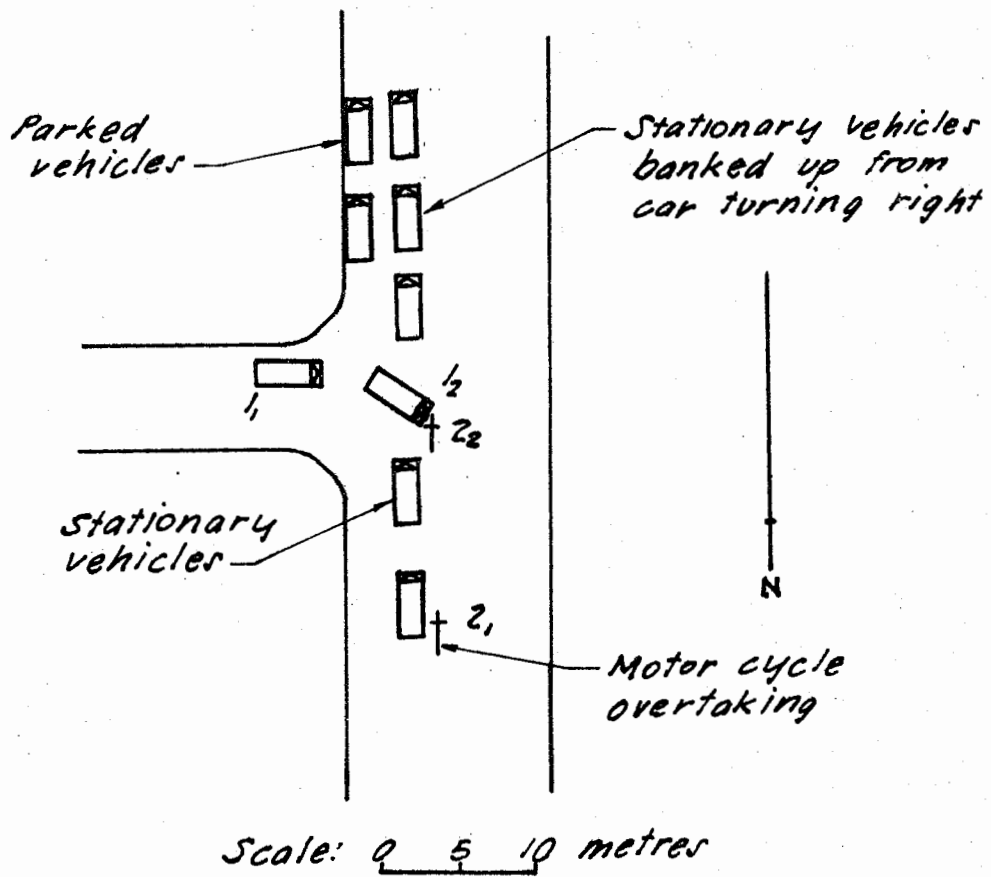
Unit 1: Holden FB utility, 1960. RARU-VDI: 2FRLN005

Driver: M37; BAC zero; belt available, worn loosely.
Uninjured.

Unit 2: Honda CB400F road, 1975.

Rider: F20; BAC zero; full face helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 9; restricted activity greater than 96 days; minor permanent disability.

ACCIDENT NO. 279



ACCIDENT 280

2304 hrs, night, dry road.

The driver of Unit 1 claims he observed a pedestrian who appeared to be about to cross the road and slowed the vehicle. As Unit 1 approached, the pedestrian ran in front of the car and jumped onto the bonnet. This appears to have been a deliberate action following a heated argument between the pedestrian and his girlfriend shortly before the incident.

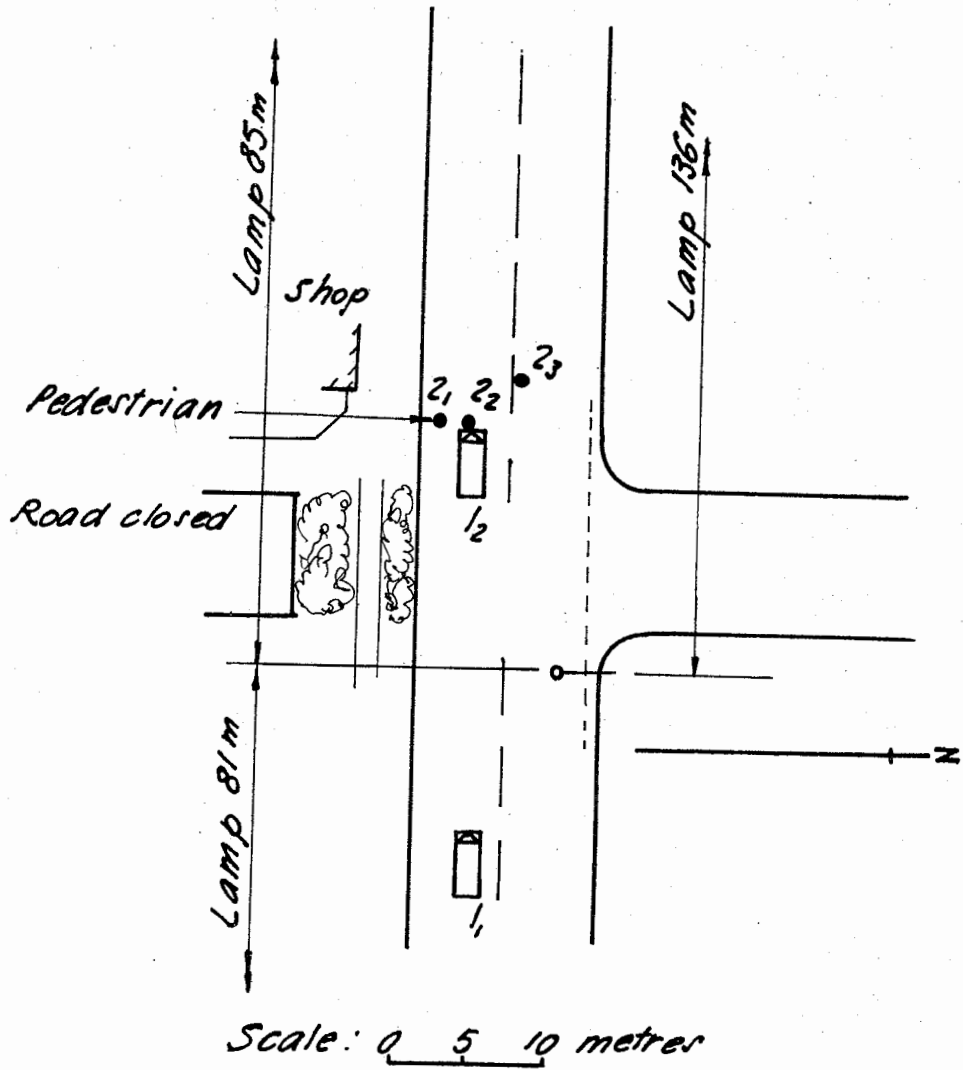
Unit 1: Holden HK station wagaon, 1968. No damage.

Driver: M52; BAC unknown; belt available, worn loosely. Uninjured.

Passenger: LF; F49; belt available, worn loosely. Uninjured.

Unit 2: Pedestrian: M19; BAC 0.10. Minor injuries; ISS = 1.

ACCIDENT NO. 280



The driver of Unit 1 inspected for traffic approaching from the rear and, seeing none, accelerated across the road preparatory to executing a 'U' turn through the median strip. The motorcyclist had been stationary at an intersection a short distance back. When the traffic lights changed to green he accelerated forward, indicated his intention to move to the right lane, and was in the process of doing so when struck by Unit 1. Neither operator saw the other Unit prior to the collision.

Unit 1: Ford Falcon XB 4 door sedan, 1974. RARU-VDI: 3RFKN005

Driver: M54; BAC zero; belt available, probably not worn. Uninjured.

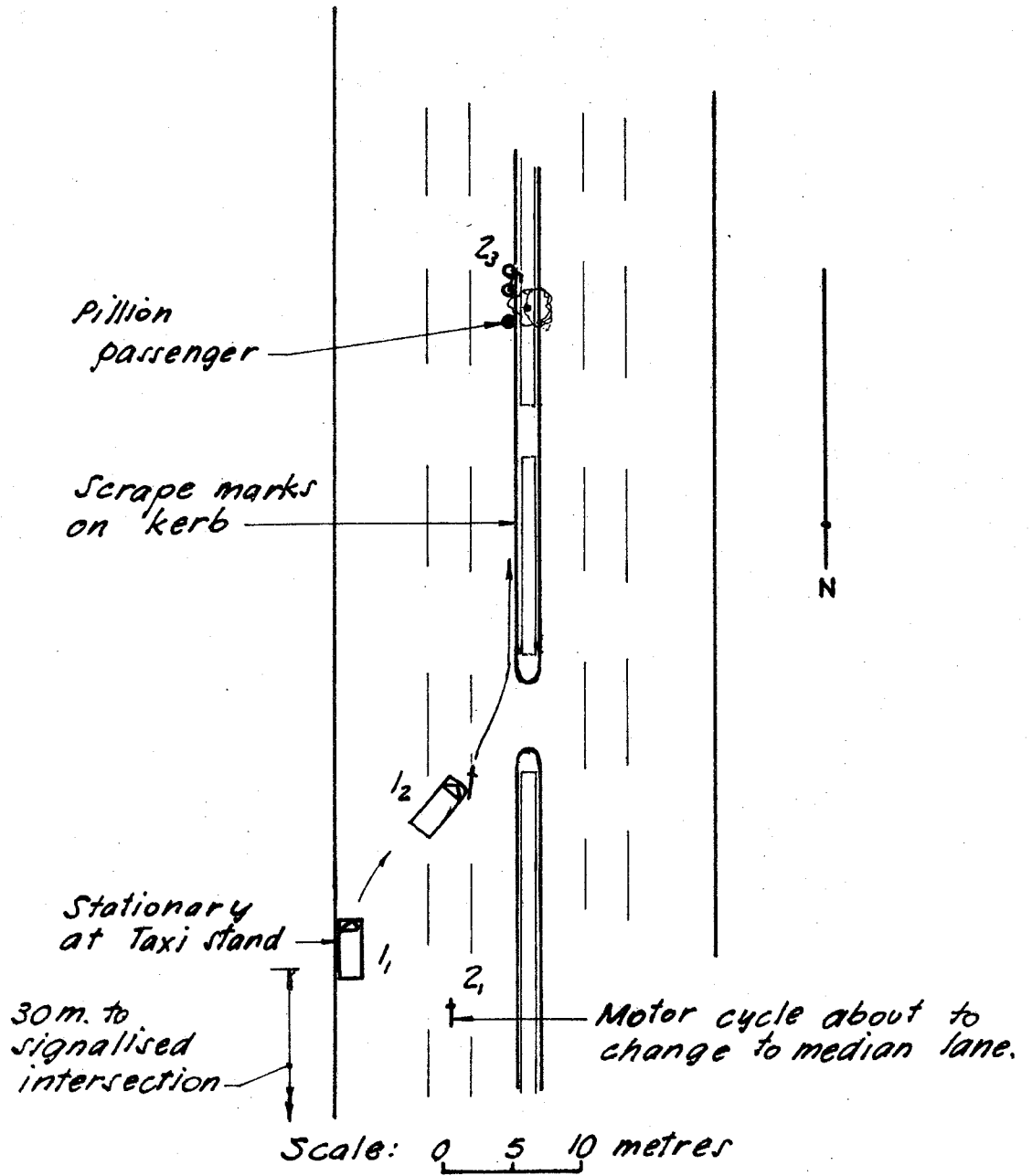
Passenger: LF; M age unknown; belt available, unknown if worn. Uninjured.

Unit 2: Yamaha XS 500C road, 1976.

Rider: M27; BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 1; restricted activity greater than 96 days; minor permanent disability.

Pillion: F25; jet helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 4; hospital 8 days; restricted activity 74 days; minor permanent disability.

ACCIDENT NO. 281



Neither operator slowed sufficiently to allow a safe negotiation of the intersection. When the car driver saw the motorcycle emerge from his left he braked and swerved. The motorcyclist thinks he attempted to accelerate but had little time to do anything prior to the collision.

Unit 1: Holden EJ station wagon, 1963. RARU-VDI: 1FZEW009

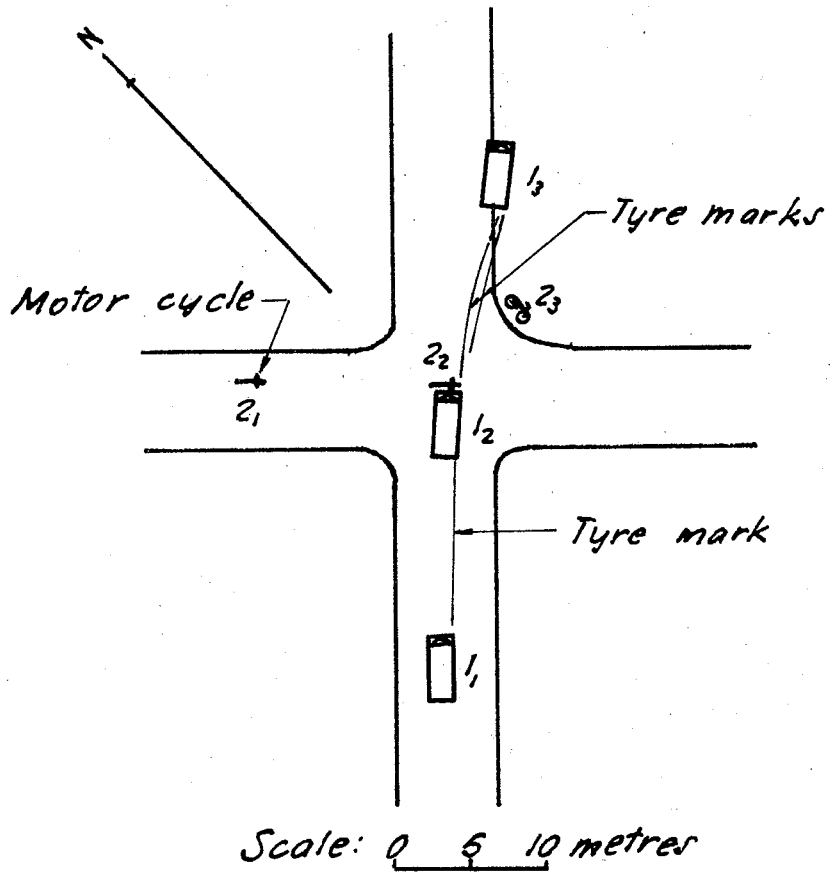
Driver: M21; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: LF; M22; belt available, worn correctly.
Uninjured.

Unit 2: Honda CB175 road, 1970.

Rider: M16; BAC zero; full face helmet worn,
strap buckled. Minor injuries; ISS = 1;
restricted activity 14 days; no permanent
disability.

ACCIDENT NO. 282



ACCIDENT 283

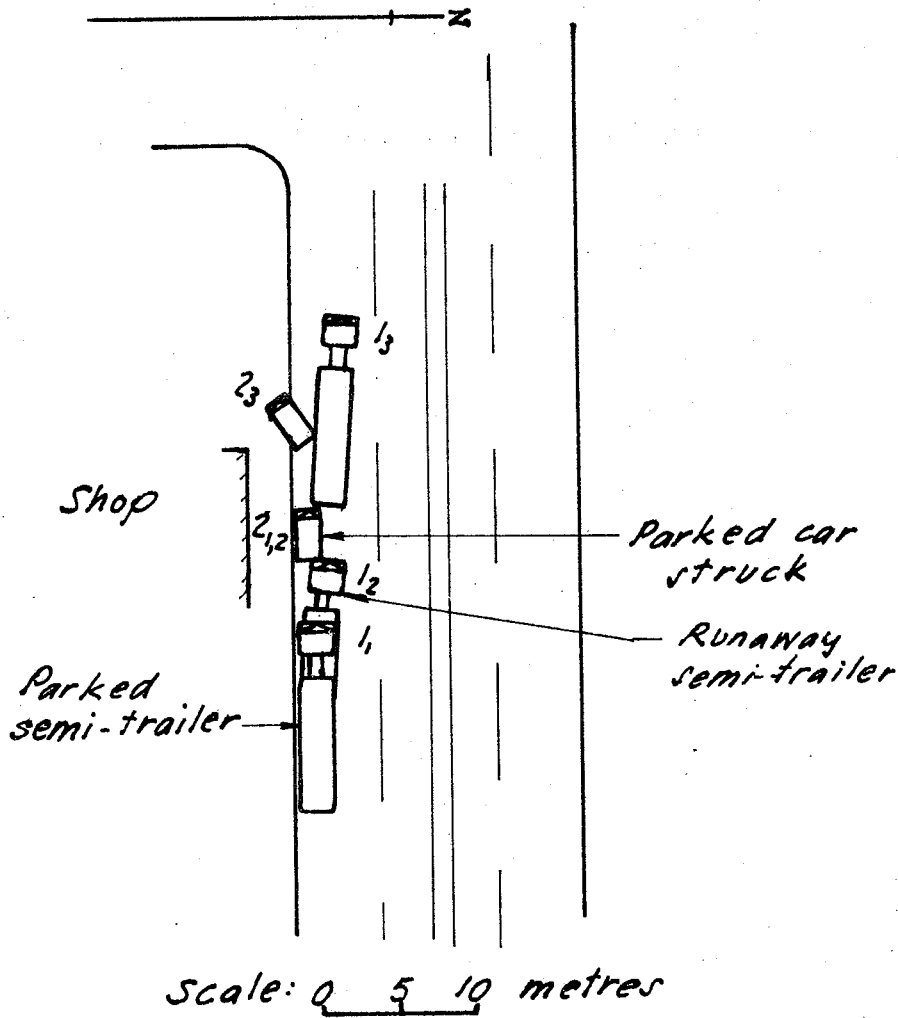
1433 hrs, day, dry road.

The driver of the semi-trailer parked his vehicle on a slight down-grade and went into a shop. When he emerged the unit was rolling forward and just about to strike a parked car. The driver leapt through the passenger side door and applied the air brakes. It was later claimed that, unbenown to the driver, the mechanical handbrake was faulty and that the worn transfer box had slipped out of gear.

Unit 1: Leyland prime mover with trailer, 1965.
SAE-VDI: 12FLLE1

Driver: M38; BAC unknown; not seated.
Minor injury; ISS = 1.

ACCIDENT NO. 283



The pedalcyclist was riding on the concrete gutter which joins the kerb. He was concentrating on negotiating the ridge while crossing to the bitumen and when he looked up he saw a car turning in front of him. The single brake on the rear wheel was not effective in stopping him before impact. Traffic was quite heavy at the time and the car driver had not inspected adequately for approaching traffic. His concentration was centred mainly on his manoeuvre into the crowded shopping centre.

Unit 1: KW pedal cycle; wheels 26" front, 20" rear, speedway type handlebars.

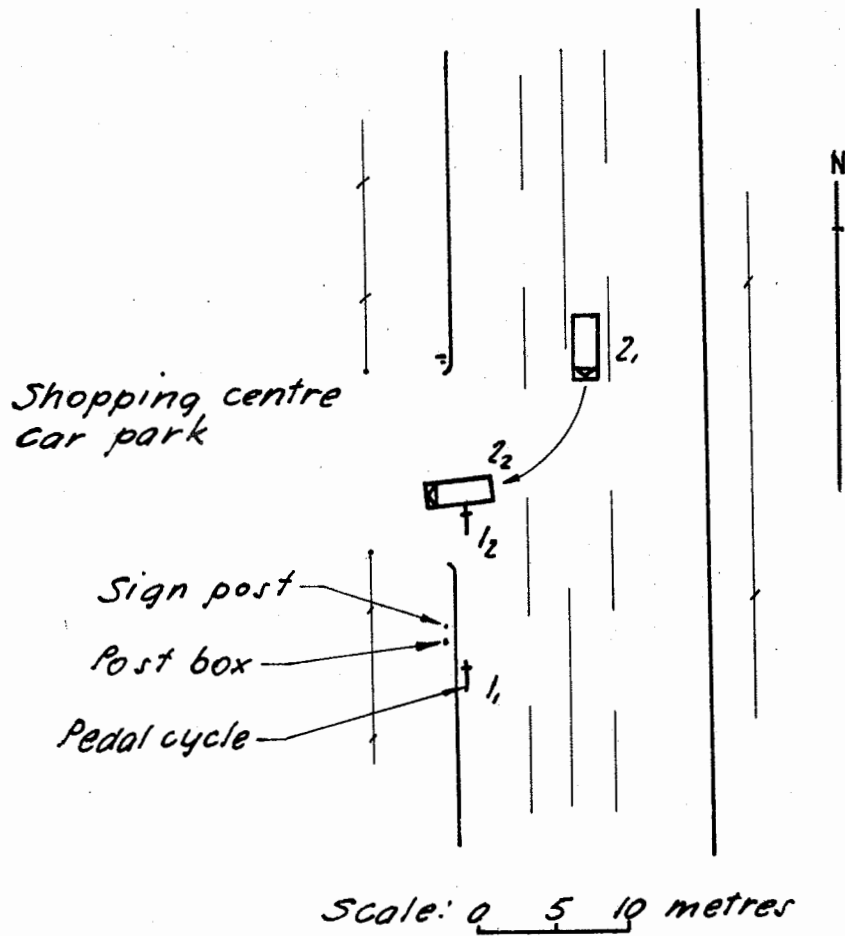
Rider: M15; BAC zero; no head protection worn. Moderate, non-dangerous injuries; ISS = 4; restricted activity 20 days; no permanent disability.

Unit 2: Holden EH 4 door sedan, 1964. No damage.

Driver: M17; BAC zero; belt available, unknown if worn. Uninjured.

Passenger: LF; F16; belt available, unknown if worn. Uninjured.

ACCIDENT NO. 284



ACCIDENT 285

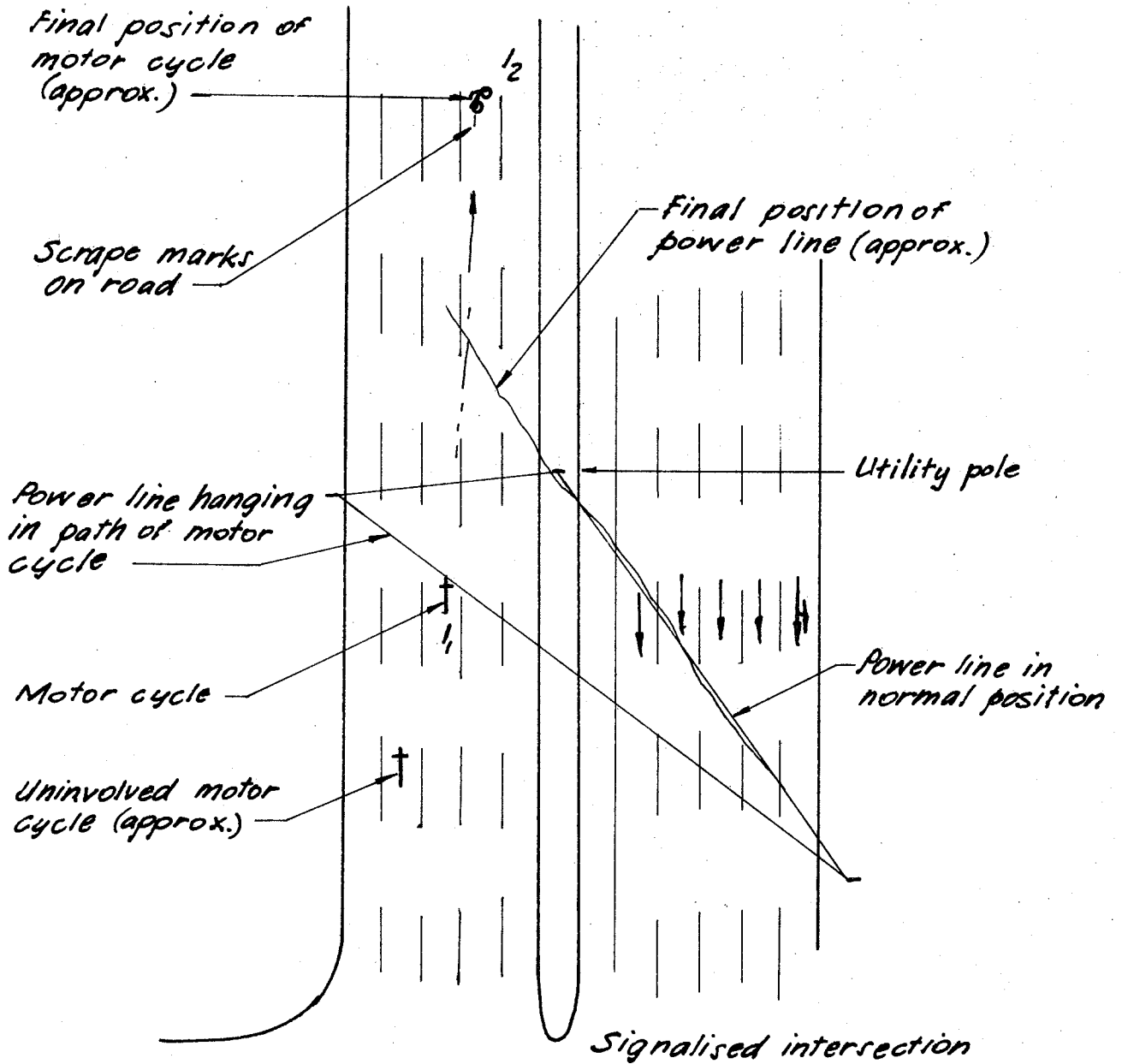
1902 hrs, day, dry road.

The motorcyclist was initially travelling at about 60 kph. He suddenly noticed a power line suspended across the road at about head height. He attempted to brake but was unable to effect braking prior to colliding with the wire. Contact was made with the face of the helmet and subsequently across the rider's neck, causing him to fall from his machine.

Unit 1: Ducati 750 Sport, 1973.

Rider: M20; BAC zero; full face helmet worn, strap buckled. Moderate, non-dangerous injuries; ISS = 5; restricted activity 14 days; minor permanent disability.

ACCIDENT NO. 285



Scale: 0 5 10 metres

ACCIDENT 286

1953 hrs, dusk, dry road.

Owing to concussion sustained in the accident, neither driver remembers any detail concerning the cause of the collision. However the driver of Unit 1, who was unfamiliar with the area, had intended to turn right at this intersection. A witness stated that Unit 1 entered the intersection at about 60 kph, suggesting that the driver had not detected the cross-road.

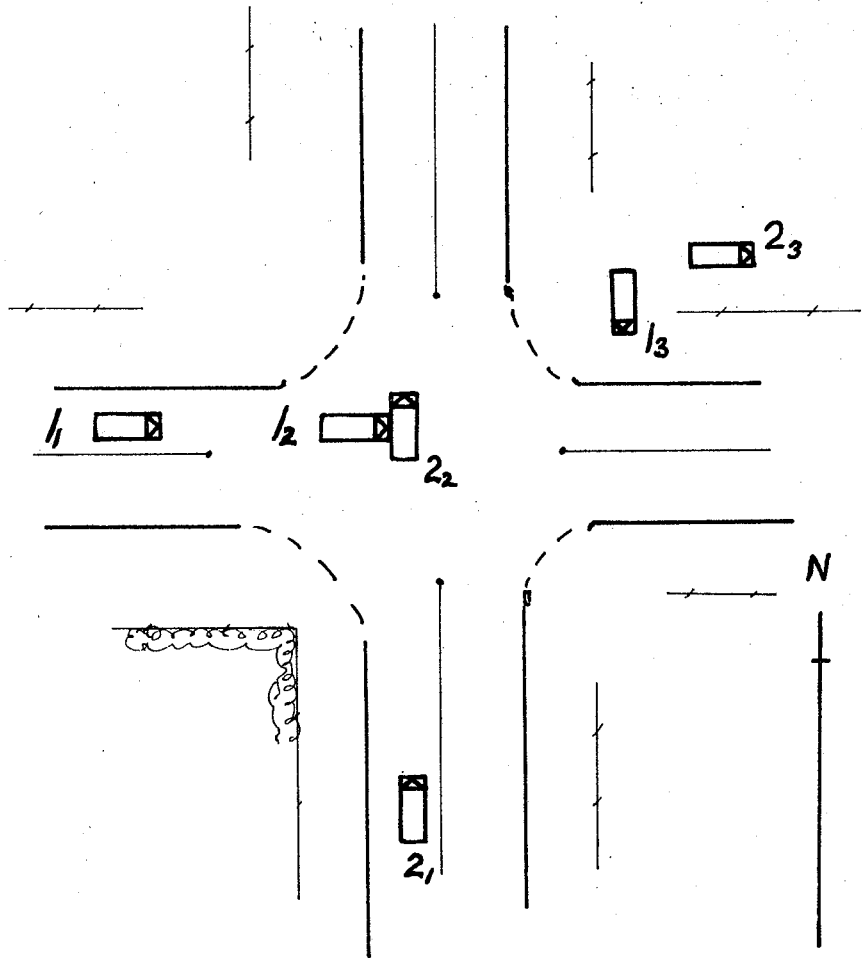
Unit 1: Ford Falcon XA 4 door sedan, 1972. RARU-VDI: 1FDEWØ14

Driver: M44; BAC Ø.Ø3; belt available, unknown if worn. Serious, dangerous injuries; ISS = 18; hospital 11 days; restricted activity 42 days; minor permanent disability.

Unit 2: Volkswagen 1600 Super Bug 2 door sedan, 1971.
RARU-VDI: 11LDEWØ62

Driver: M19; BAC zero; belt available, worn very loosely. Serious, dangerous injuries; ISS = 22; hospital 14 days; restricted activity 42 days; minor permanent disability.

ACCIDENT NO. 286



ACCIDENT 287

1911 hrs, day, dry road.

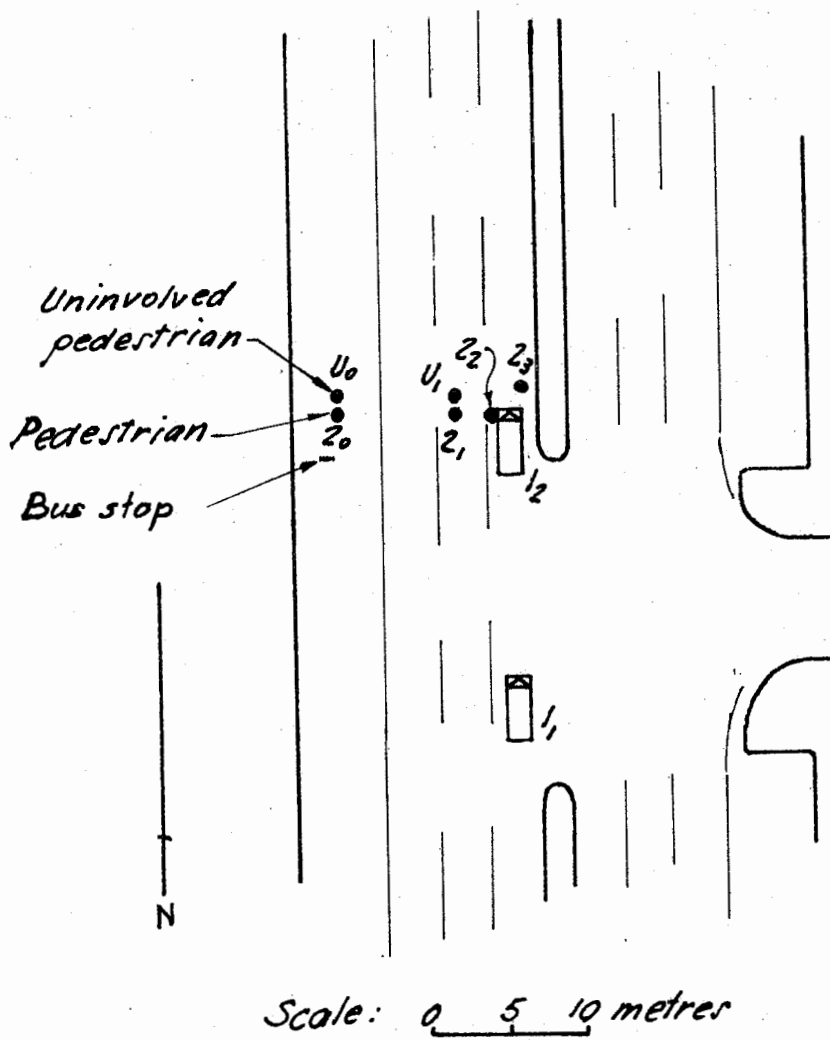
The car driver saw the pedestrians beginning to cross but thought that they would let her through. She slowed but was looking to the right, as she intended to turn at an intersection ahead. The car was moving quite slowly when the pedestrian walked into the left front fender. Neither pedestrian claimed to have seen the car approaching, however the struck pedestrian was severely mentally retarded.

Unit 1: Austin 1800 4 door sedan, 1968. No damage

Driver: F30; BAC 0.13; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: F36; BAC zero. Moderate, non-dangerous injuries; ISS = 4; hospital 1 day; restricted activity 33 days; no permanent disability.

ACCIDENT NO. 287

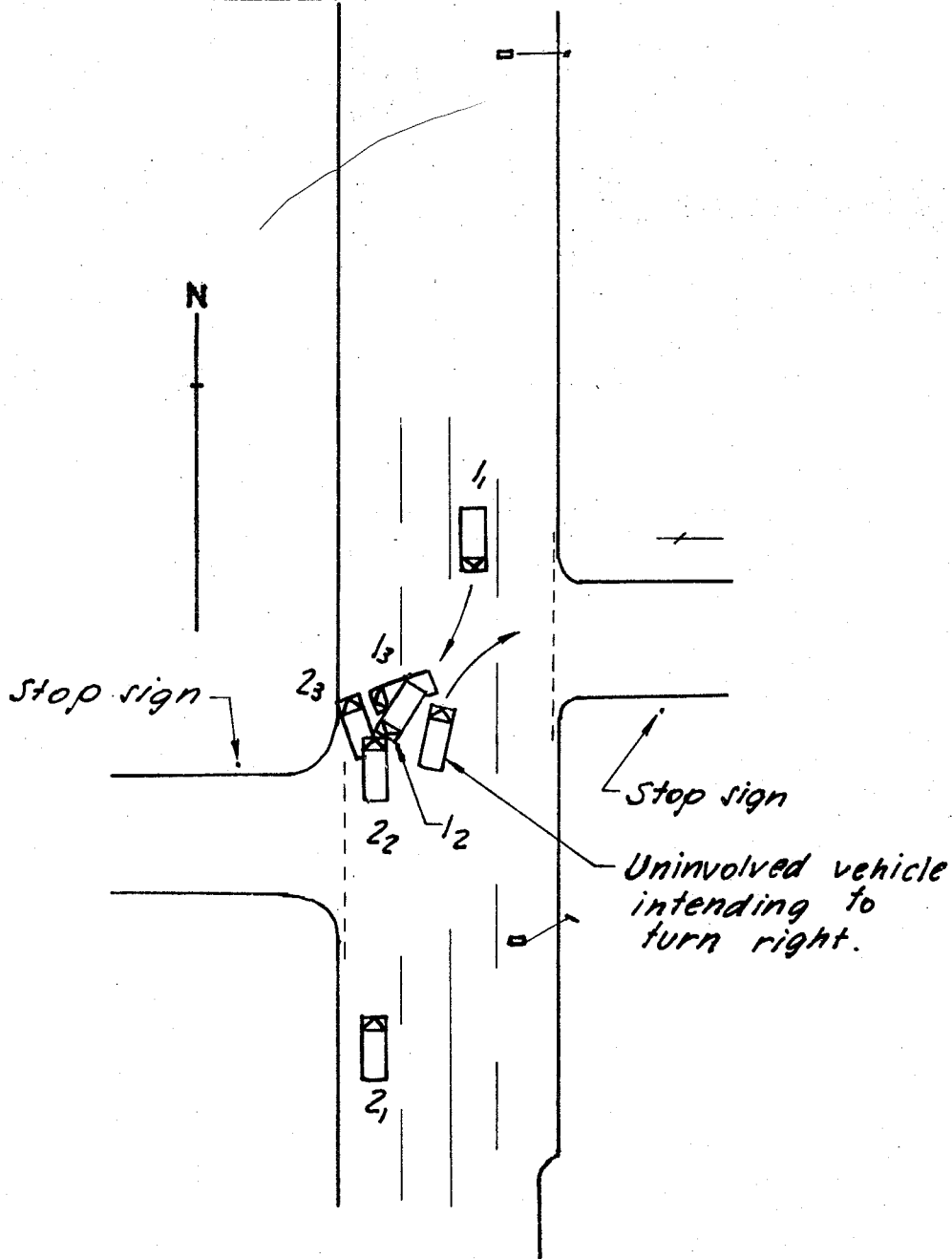


When the driver of Unit 2 saw a stationary vehicle in front of her she changed from the centre to the left lane. As she was about to overtake the vehicle she became aware of Unit 1 turning across in front of her and applied the brakes. The other driver had intended to turn right into the side street, but owing to the presence of the uninvolved vehicle he did not see Unit 2 until shortly before the collision.

Unit 1: Holden HK 4 door sedan, 1968. RARU-VDI: 11FLEK010
Driver: M17; BAC zero; belt available, worn very loosely. Uninjured.
Passenger: LF; F14; belt available, unknown if worn. Uninjured.
Passenger: RR; M17; no belt available. Uninjured.
Passenger: LR; F15; no belt available. Uninjured.

Unit 2: Holden HR 4 door sedan, 1967. RARU-VDI: 1FRECO50
Driver: F29; BAC zero; no belt available.
Minor injuries; ISS = 2; restricted activity 21 days; no permanent disability.
Passenger: LF; M29; no belt available. Minor injuries; ISS = 1; restricted activity 7 days; no permanent disability.
Passenger: LR; M7 weeks; in unrestrained bassinet. Severe, non-dangerous injuries; ISS = 9; hospital 17 days; restricted activity 35 days; no permanent disability.

ACCIDENT NO. 288



Scale: 0 5 10 metres

ACCIDENT 289

2347 hrs, night, dry road.

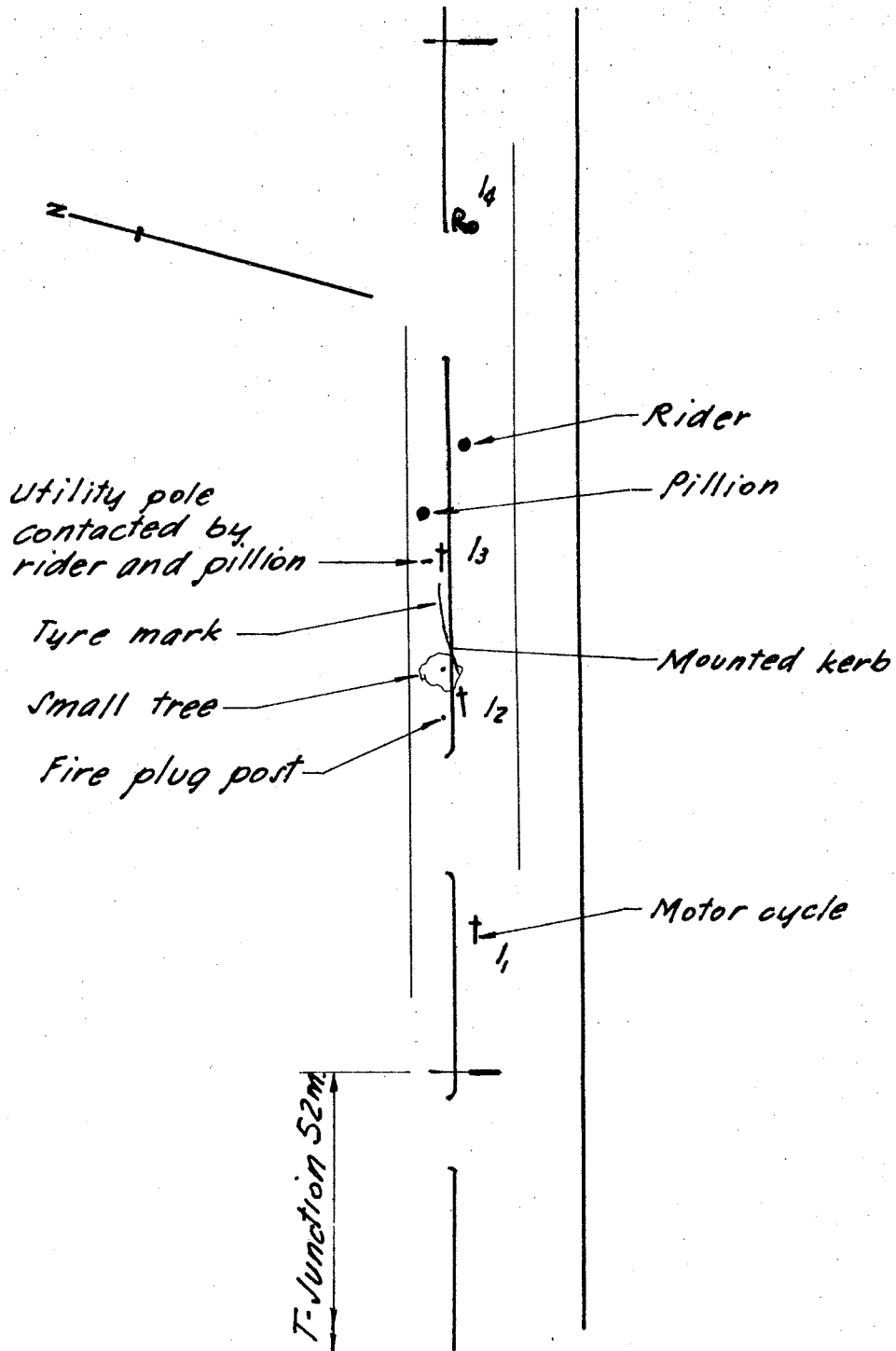
The rider had turned right into the stem of a T-junction. Fifty metres further on the motorcycle veered to the left and mounted the kerb. As it continued along the loose-surfaced footpath the rider steered to the right to try to avoid a utility pole. The motorcycle missed the pole but both rider and passenger struck their heads on the pole.

Unit 1: Yamaha RD350 road, 1973.

Rider: M16; BAC \emptyset .14; jet helmet worn, strap buckled.
Fatal lesions in two regions.

Pillion: M16; full face helmet worn, not retained.
Fatal lesion plus one critical injury.

ACCIDENT NO. 289



ACCIDENT 290

1257 hrs, day, dry road.

The driver of Unit 1 was proceeding north at about 60 kph when he suddenly became aware of a pedalcyclist turning in front of him. The driver braked and swerved to the left, thus avoiding the cyclist, but was unable to straighten up before striking a tree.

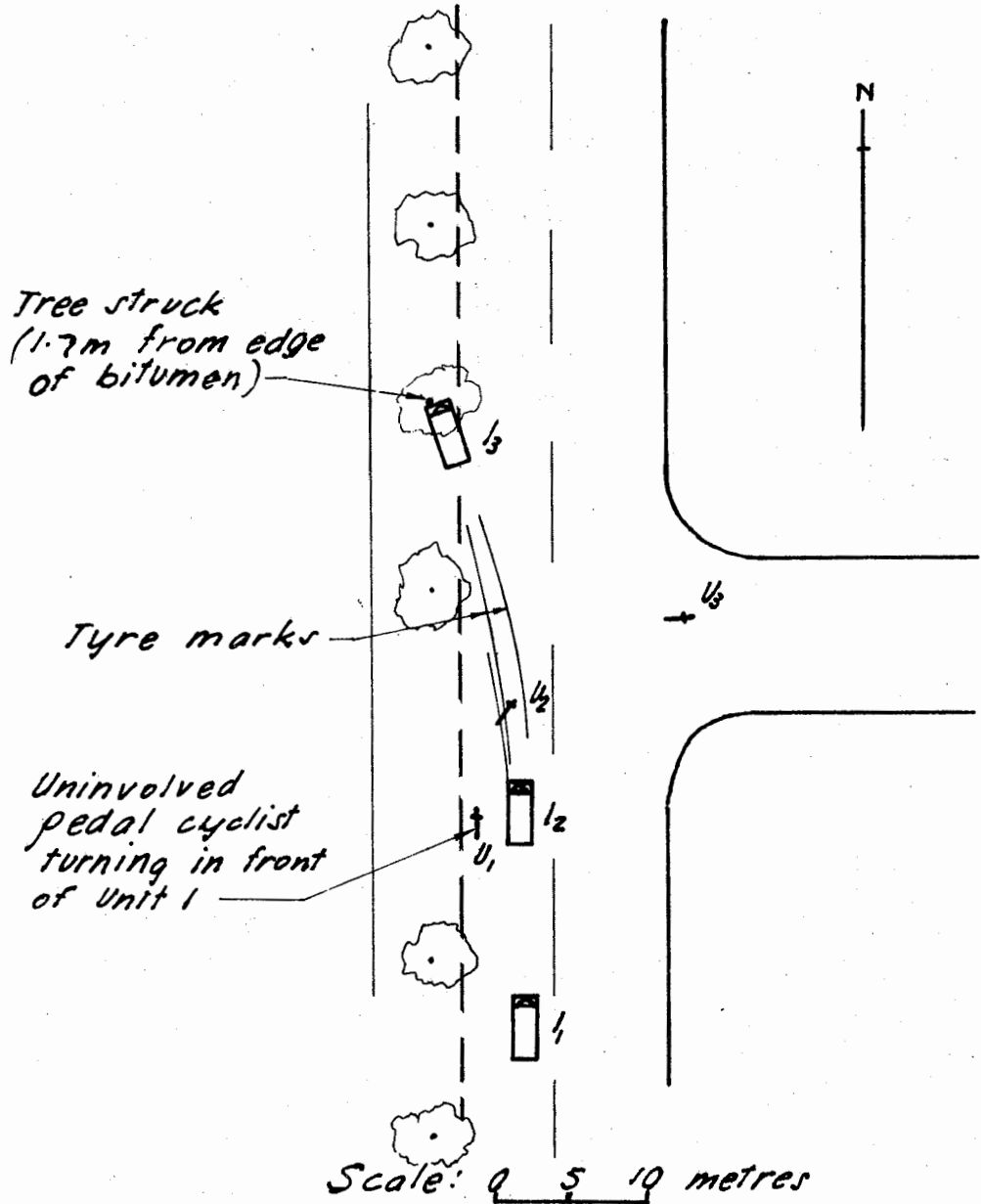
Unit 1: Vauxhall Velox 4 door sedan, 1957. RARU-VDI: 12FLENØ65

Driver: M57; BAC zero; no belt available.
Moderate, non-dangerous injuries; ISS = 12;
hospital 2 days; restricted activity 46 days;
no permanent disability.

Passenger: LF; M16; no belt available. Severe,
non-dangerous injuries; ISS = 10; hospital
2 days; restricted activity 96 days;
no permanent disability.

Passenger: LR; F56; no belt available. Minor
injuries; ISS = 2; restriction unknown;
no permanent disability.

ACCIDENT NO. 290



ACCIDENT 291

1732 hrs, day, dry road.

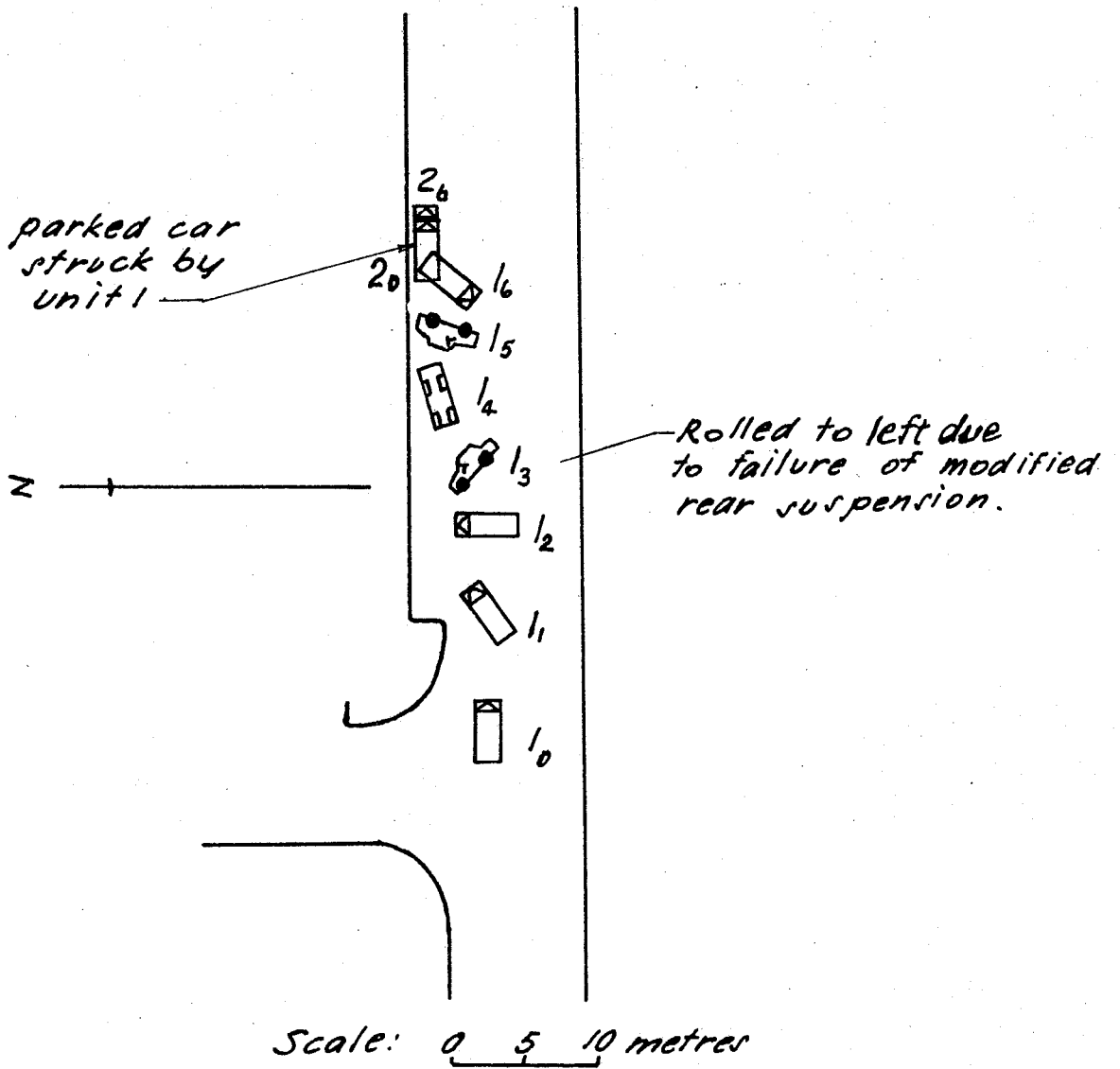
Unit 1 had a modified rear suspension, the failure of which appears to have precipitated the accident. 'U' bolts holding the rear axle to the right hand spring failed, causing the axle to move to the rear on this side. The vehicle spun anticlockwise and rolled over, striking a parked car.

Unit 1: Chrysler Galant GA 4 door sedan, 1972.
RARU-VDI: 13RBEWØØ2 9LLGWØ1Ø

Driver: M21; BAC zero; belt available, worn correctly.
Uninjured.

Passenger: M22; belt available, worn loosely.
Minor injuries; ISS = 1; hospital 1 day;
restricted activity 21 days; no permanent
disability.

ACCIDENT NO. 291



ACCIDENT 292

1924 hrs, night, dry road.

The motorcyclist's view of Unit 2 was restricted both by an oncoming uninvolved vehicle to his right, and by a van parked at the kerbside. He does not recall seeing Unit 2 at all before the collision. When the driver of Unit 2 saw the motorcyclist emerge from her left she attempted to veer to the right to avoid him, but did not brake prior to impact.

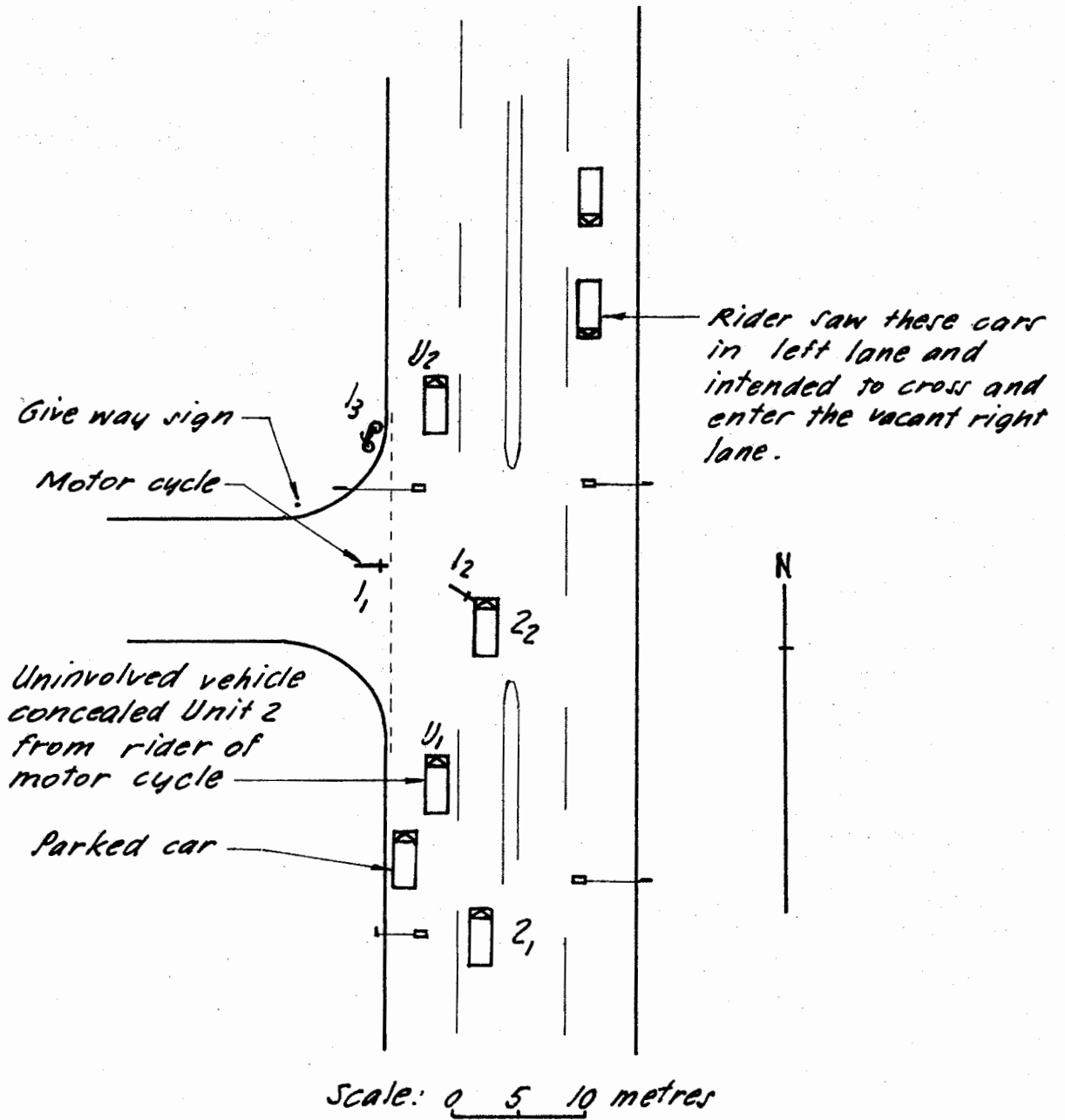
Unit 1: Kawasaki Z1 900 Super 4 road, 1972.

Rider: M22; BAC 0.01; jet helmet worn, strap buckled.
Moderate, non-dangerous injuries; ISS = 8;
hospital 1 day; restricted activity 14 days;
minor permanent disability.

Unit 2: Mazda 1200 4 door sedan, 1969. RARU-VDI: 11LFEN019

Driver: F23; BAZ zero; belt available, worn
incorrectly. Minor injuries; ISS = 1.

ACCIDENT NO. 292



The driver was travelling at about 100 kph down a suburban street when he suddenly realised that there was a sharp left hand corner ahead. He braked and turned left into the corner but the car slid to the right hand side of the road, mounted the kerb, knocked out a tree and struck a masonry fence.

Unit 1: Holden HT 4 door sedan, 1970. RARU-VDI: 11FREC018

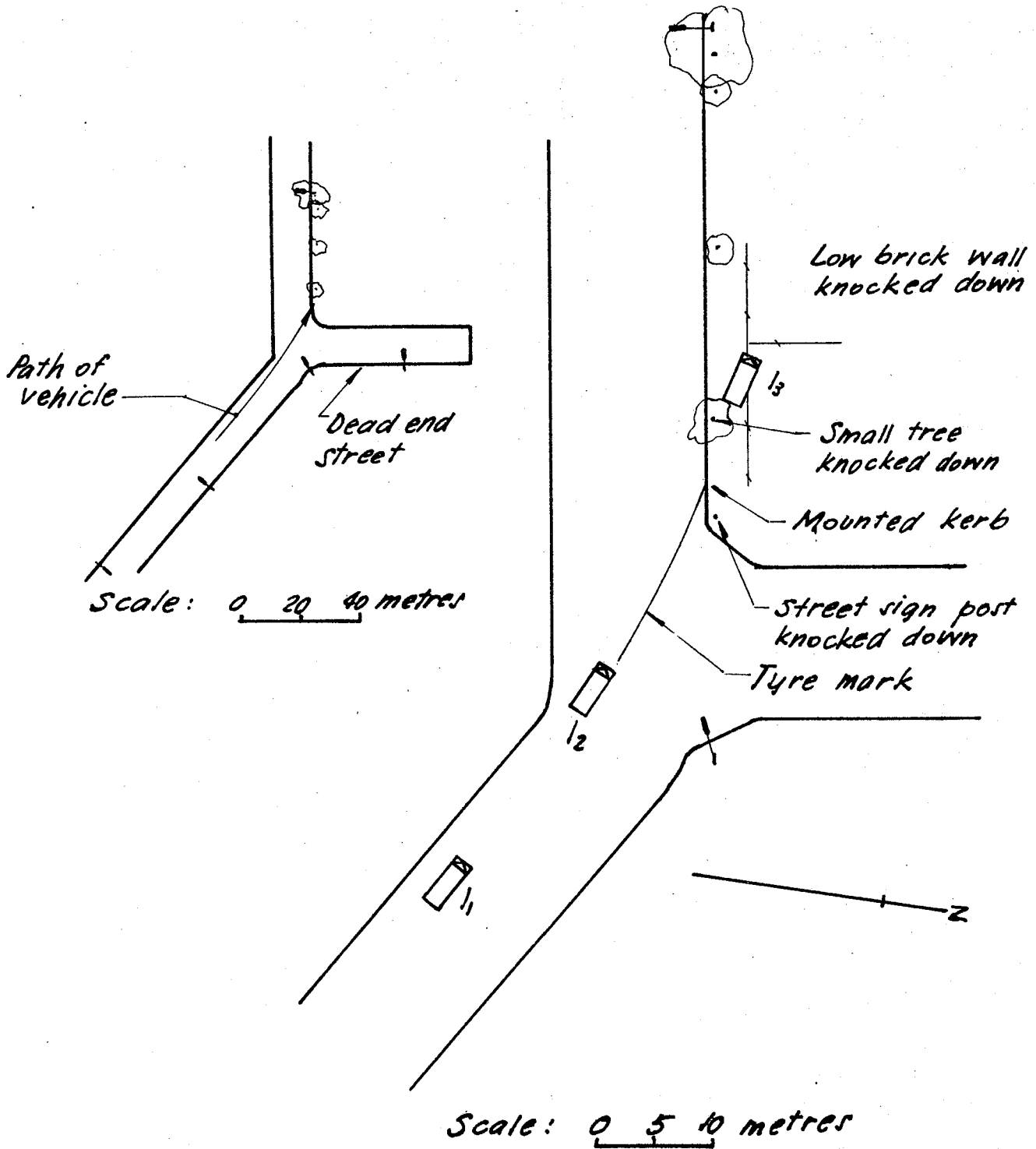
Driver: M16; BAC zero; belt available, worn loosely.
Uninjured.

Passenger: LF; M10; belt available, probably worn.
Uninjured.

Passenger: LR; M15; no belt available. Moderate,
non-dangerous injuries; ISS = 8;
hospital 4 days; restricted activity
16 days; no permanent disability.

Passenger: RR; M8; no belt available. Minor
injuries; ISS = 1; restriction unknown;
no permanent disability.

ACCIDENT NO. 293



ACCIDENT 294

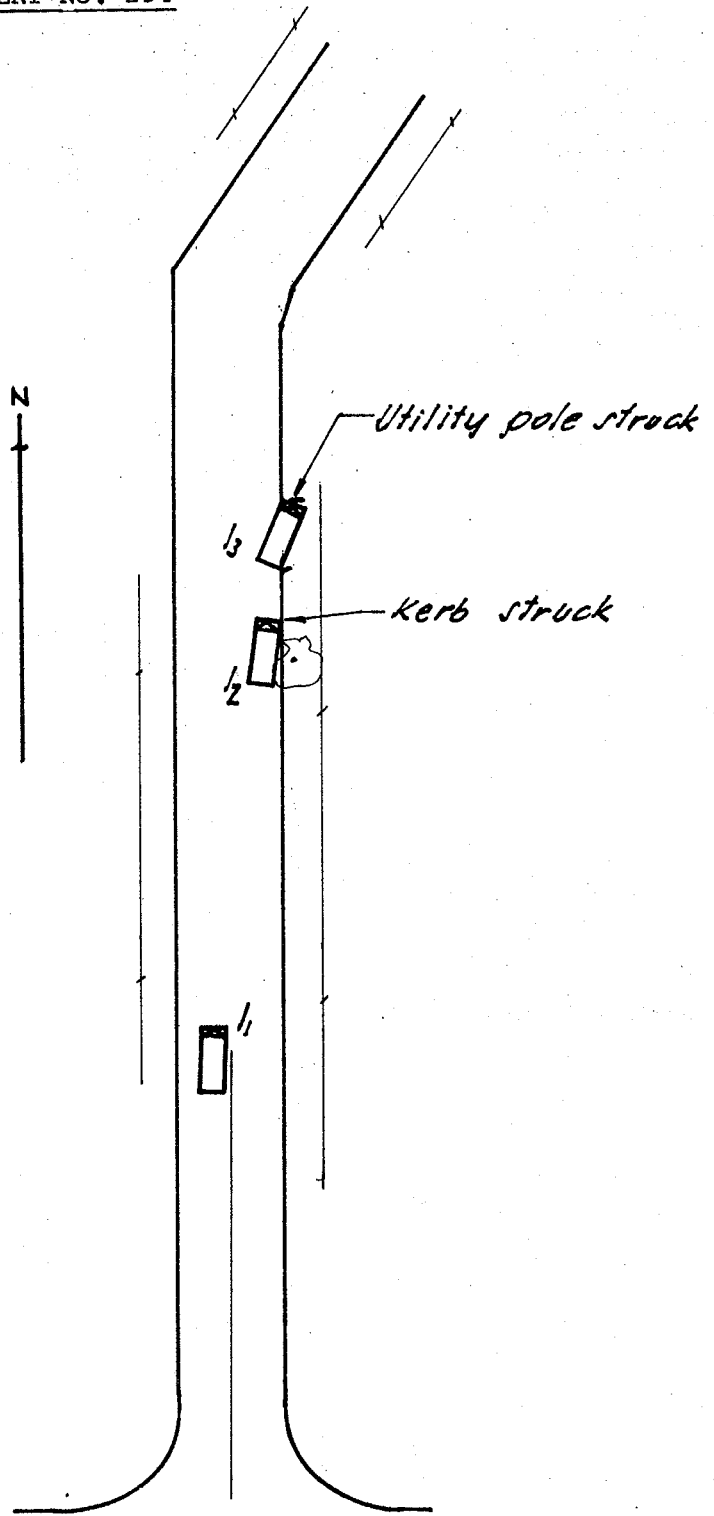
0650 hrs, day, dry road.

The driver had just entered the street and was proceeding north when he reached down to pick something up from the floor. When he looked up again he saw that he had veered across to the right hand side of the road and was about to strike a stobie pole. He was unable to effect any braking prior to impact.

Unit 1: Chrysler Valiant VJ station wagon, 1975.
RARU-VDI: 12FCEN035

Driver: M21; BAC 0.05; belt available, not worn.
Minor injuries; ISS = 1.

ACCIDENT NO. 294



Unit 2 was initially stationary but when the traffic lights changed to green, moved to the centre of the intersection. The driver allowed a west-bound vehicle through, and had commenced to turn before she saw the approaching motorcyclist. Her attempt to accelerate out of the way was unsuccessful. The motorcycle rider had seen her waiting to turn but assumed that she had seen him. When she accelerated across his path the rider attempted to swerve across behind her.

Unit 1: Honda CB750 road, 1971.

Rider: M21; BAC zero; helmet details unknown.
Minor injuries; ISS = 1; restricted activity
4 days; no permanent disability.

Unit 2: Holden HR 4 door sedan, 1967. RARU-VDI: 1ØLBENØ27

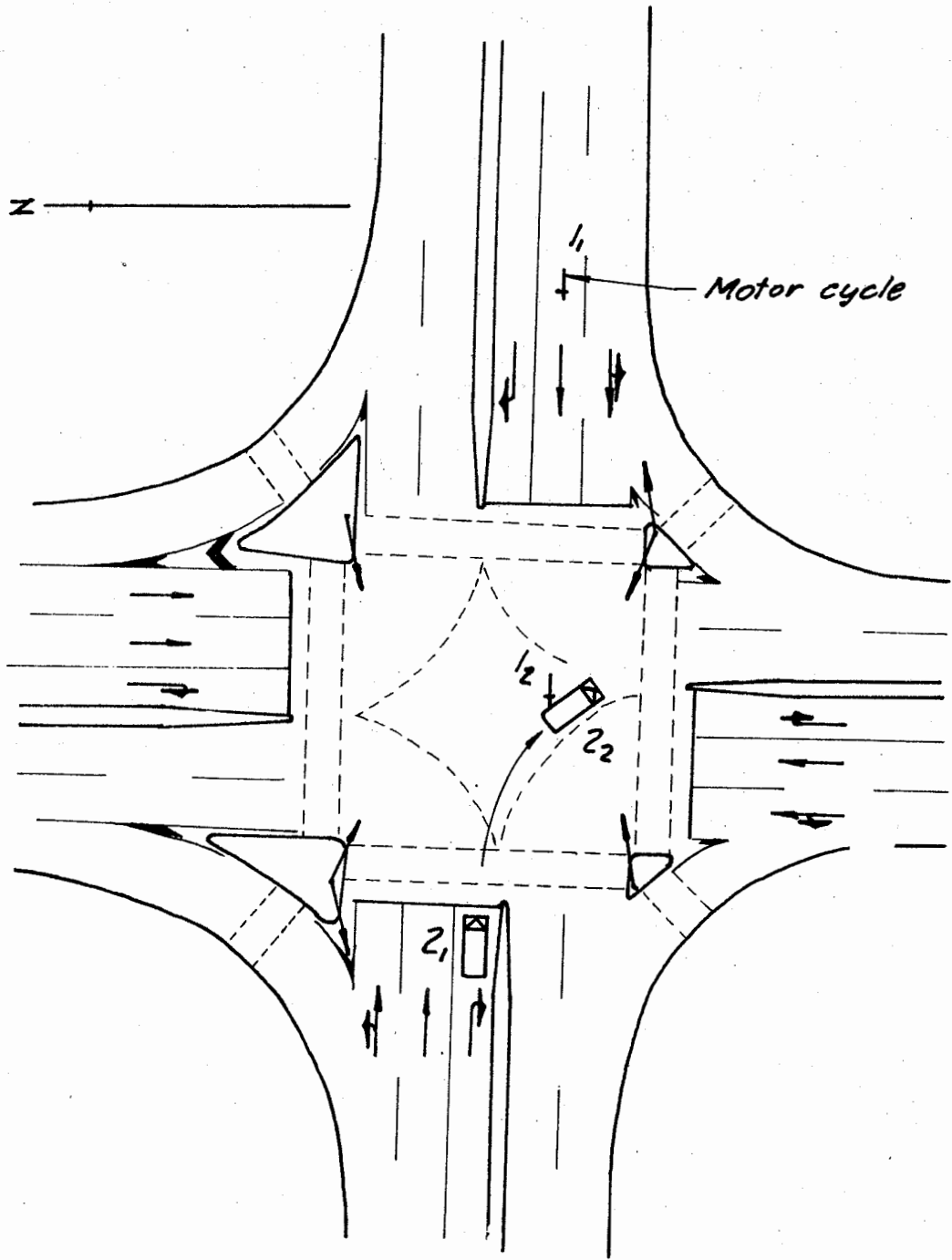
Driver: F22; BAC zero; belt available, probably worn.
Uninjured.

Passenger: RR; F3; no belt available. Uninjured.

Passenger: CR; M4; no belt available. Uninjured.

Passenger: LR; F6; no belt available. Uninjured.

ACCIDENT NO. 295



Scale: 0 5 10 metres

ACCIDENT 296

1658 hrs, day, dry road.

Unit 1 was only travelling at about 30 kph as the driver had just set out from a friend's place a few houses back up the road. The pedalcyclist was in a hurry and failed to check for approaching traffic when emerging from the side street.

Unit 1: Holden HQ 4 door sedan, 1972. RARU-VDI: 12FRKN005

Driver: F28; BAC zero; belt available, probably not worn. Uninjured.

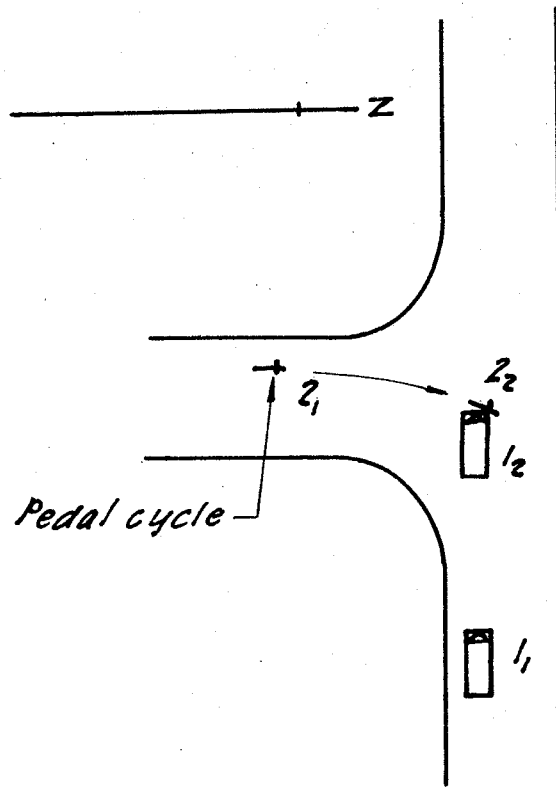
Passenger: CF; F7; no belt available (removed). Uninjured.

Passenger: LF; M10; belt available, not worn. Uninjured.

Unit 2: Super Elliot Brumby 20" pedalcycle.

Rider: M9; no head protection worn. Moderate, non-dangerous injuries; ISS = 5; hospital 2 days; restricted activity 7 days; no permanent disability.

ACCIDENT NO. 296



Scale: 0 5 10 metres

The pedalcyclist decided to take a short cut to his home through a petrol station. He looked to the rear but his inspection was far too brief to allow an accurate judgement of the position of the approaching motorcycle. He then veered across the road without having given any prior warning. The motorcyclist attempted to swerve right and to brake but it was too late to avoid a collision.

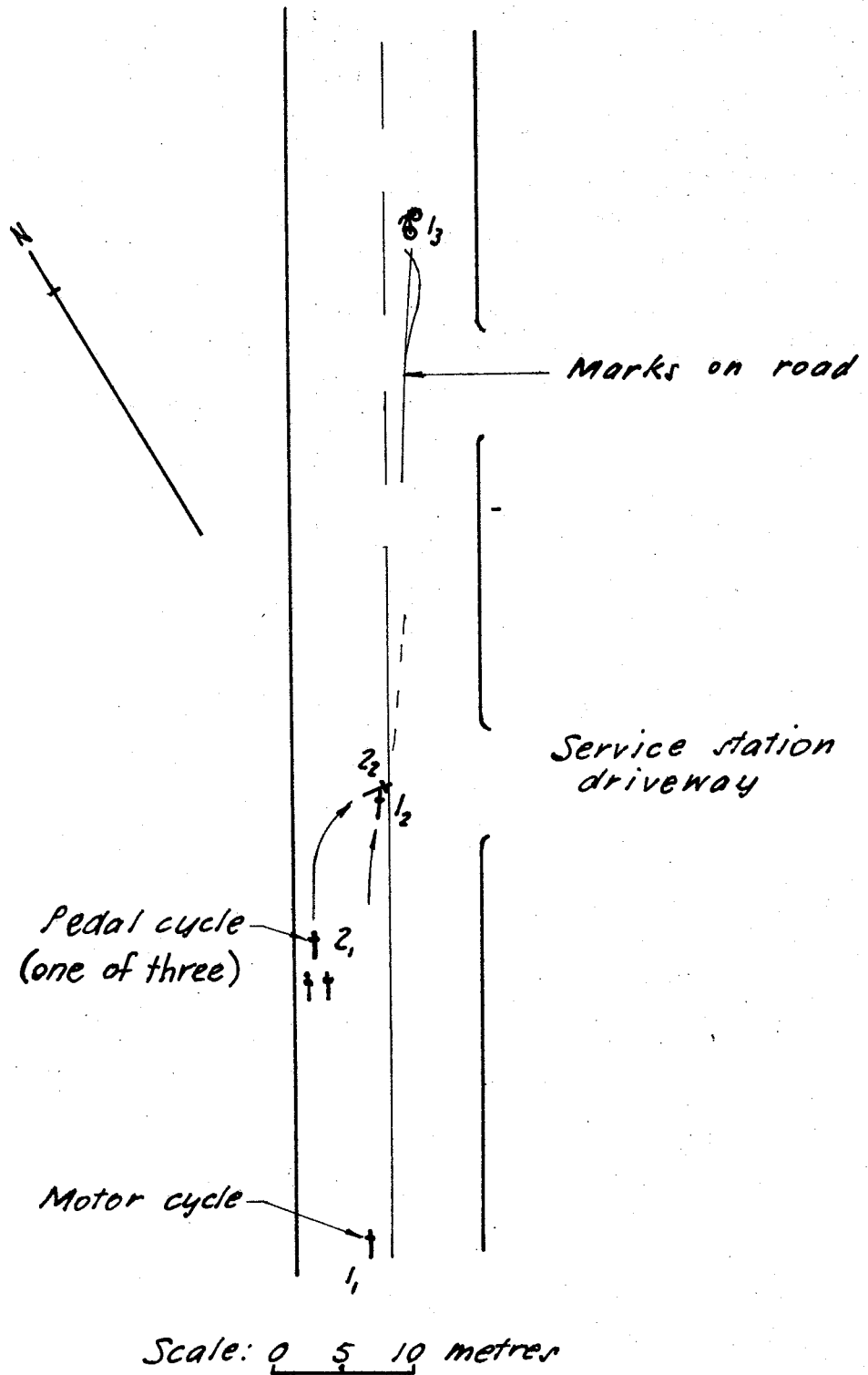
Unit 1: Honda XL250 trail, 1972.

Rider: M17; BAC zero; full face helmet worn, strap buckled. Minor injuries; ISS = 1; restricted activity 7 days; no permanent disability.

Unit 2: Krystal Racer 27" pedal cycle.

Rider: M12; no head protection worn. Moderate, non-dangerous injuries; ISS = 9; hospital 24 days; restricted activity 28 days; no permanent disability.

ACCIDENT NO. 297



ACCIDENT 298

1554 hrs, day, dry road.

When the pedalcyclist moved across a little to the right, the rider of Unit 1 assumed that the cyclist was moving wide to pass a parked car. Consequently the motorcyclist moved to the centre of the road with the intention of overtaking both Unit 2 and the parked car. As he neared the cyclist, however, she veered across without warning toward the driveway of an adjacent house. Despite braking, the motorcyclist was unable to avoid her.

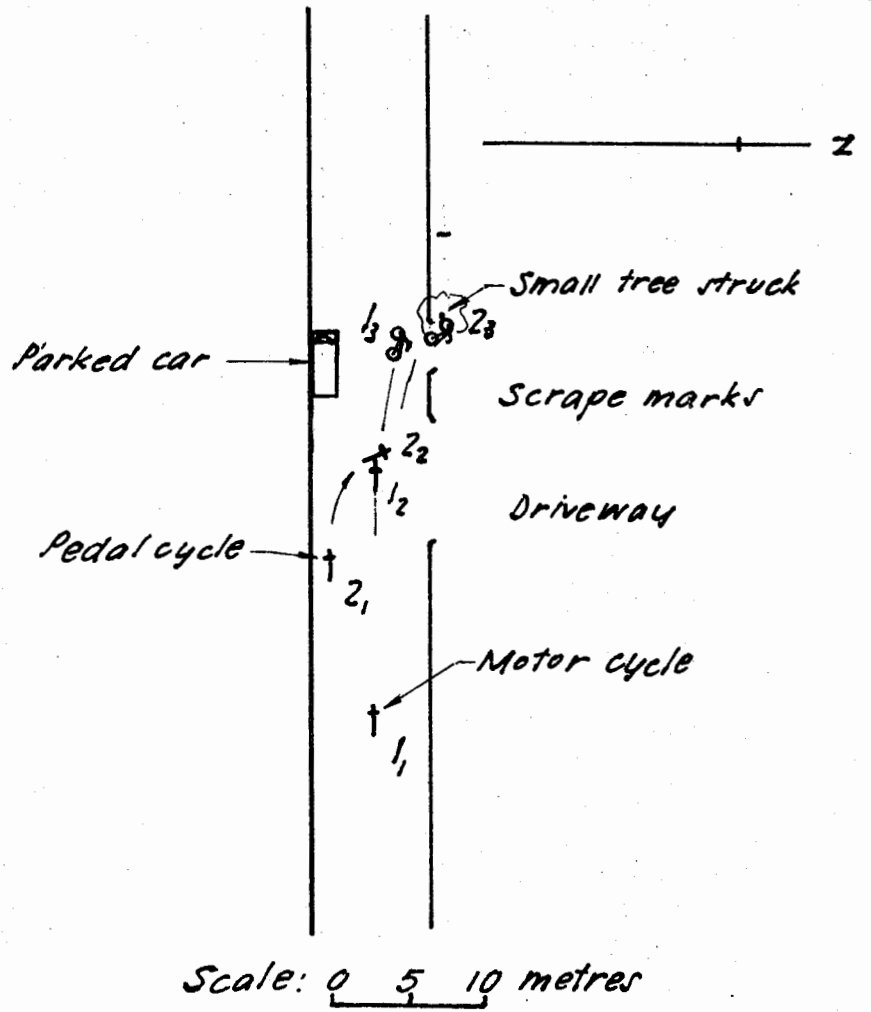
Unit 1: Honda CB500 K1 road, 1972.

Rider: M26; BAC zero; full face helmet worn,
strap buckled. Minor injuries; ISS = 1.

Unit 2: Porsche 27" pedal cycle; ladies type handlebars.

Rider: F13; no head protection worn.
Moderate, non-dangerous injuries; ISS = 5;
hospital 4 days; restricted activity 14 days;
no residual disability.

ACCIDENT NO. 298



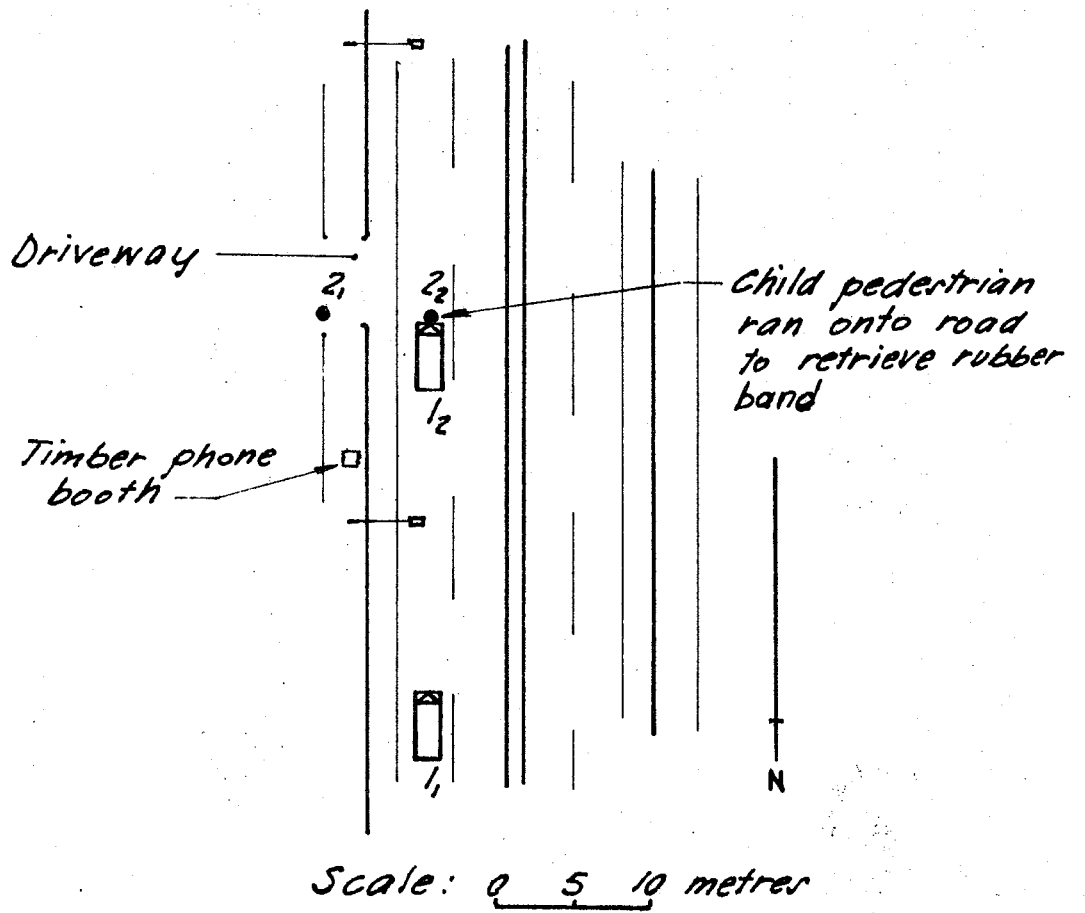
The pedestrian involved in the accident was playing with another child in the front yard of a private property. He fired a rubber band at the other child but it missed and landed on the road. As he ran towards the road to retrieve it he glanced to the right but his view of approaching traffic was restricted by a boundary fence and a telephone box. He only became aware of the presence of Unit 1 when he heard the sound of the tyres squealing as the driver braked in an attempt to avoid him.

Unit 1: Holden HT 4 door sedan, 1969. No damage.

Driver: M28; BAC zero; belt available, worn correctly.
Uninjured.

Unit 2: Pedestrian: M9. Moderate, non-dangerous injuries;
ISS = 4; hospital 4 days; restriction
unknown; no permanent disability.

ACCIDENT NO. 299



ACCIDENT 300

1759 hrs, day, dry road.

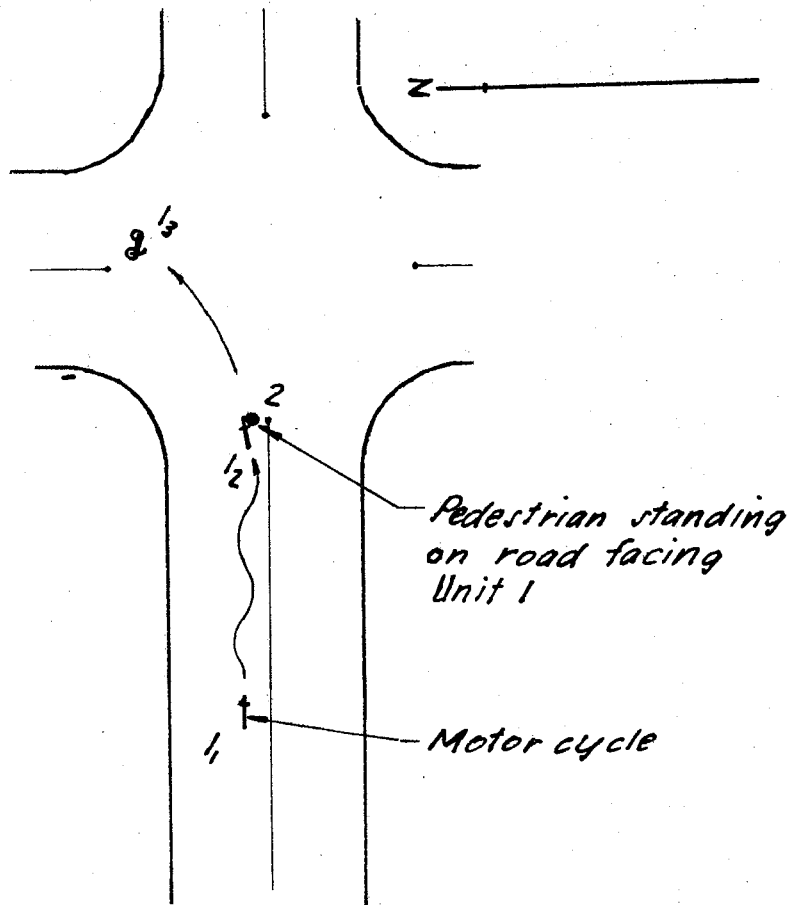
The pedestrian was playing tennis with her boyfriend in the middle of the street. The motorcyclist with whom she was acquainted approached, and rode directly at her thus provoking a game of 'chicken'. As he neared her the rider braked but she incorrectly anticipated the movements of the motorcycle and apparently became entangled in the shoulder bag the rider was wearing. Both participants were dragged to the ground.

Unit 1: Yamaha DT175B trail, 1975.

Rider: M19; BAC zero; full face helmet worn,
strap buckled. Minor injuries; ISS = 1.

Unit 2: Pedestrian: F18; BAC zero. Minor injuries; ISS = 2.

ACCIDENT NO. 300



Scale: 0 5 10 metres

ACCIDENT 301

2016 hrs, night, dry road.

When interviewed, the driver was rather vague about the circumstances in which his vehicle struck the post but the rear seat passenger claimed that the driver was talking at the time. It is apparent that he was not attending sufficiently to the driving task.

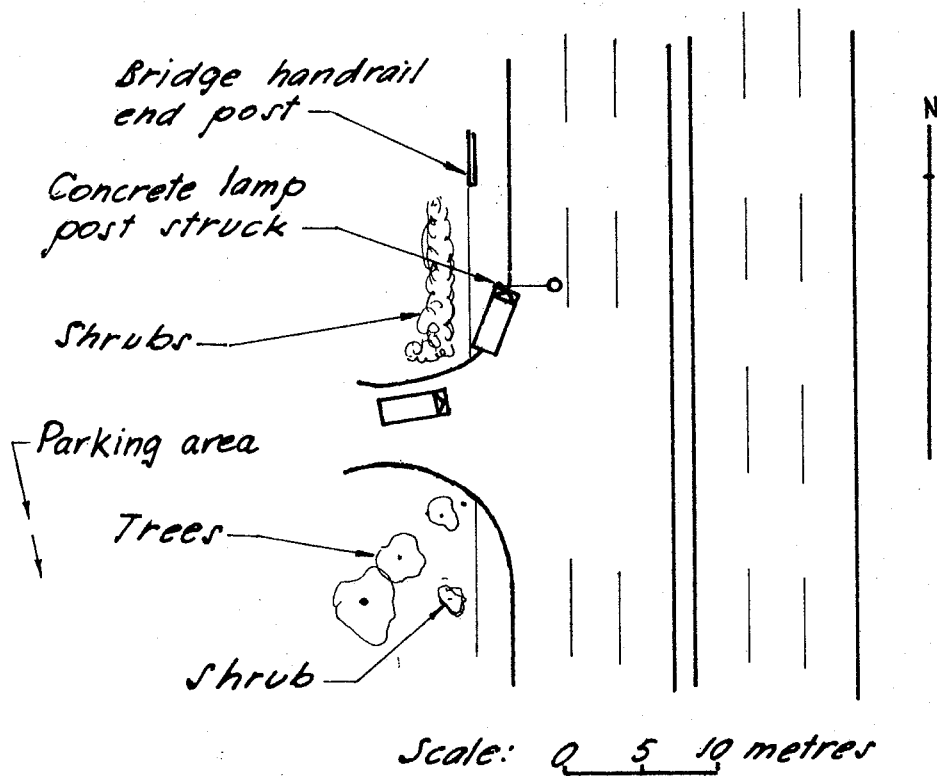
Unit 1: Holden HJ 4 door sedan, 1975. RARU-VDI: 11FYEN019

Driver: M54; BAC 0.14; belt available, worn correctly. Uninjured.

Passenger: LF; F59; belt available, not worn. Minor injuries; ISS = 1.

Passenger: LR; F47; belt available, not worn. Minor injuries; ISS = 1; restriction unknown; no permanent disability.

ACCIDENT NO. 301

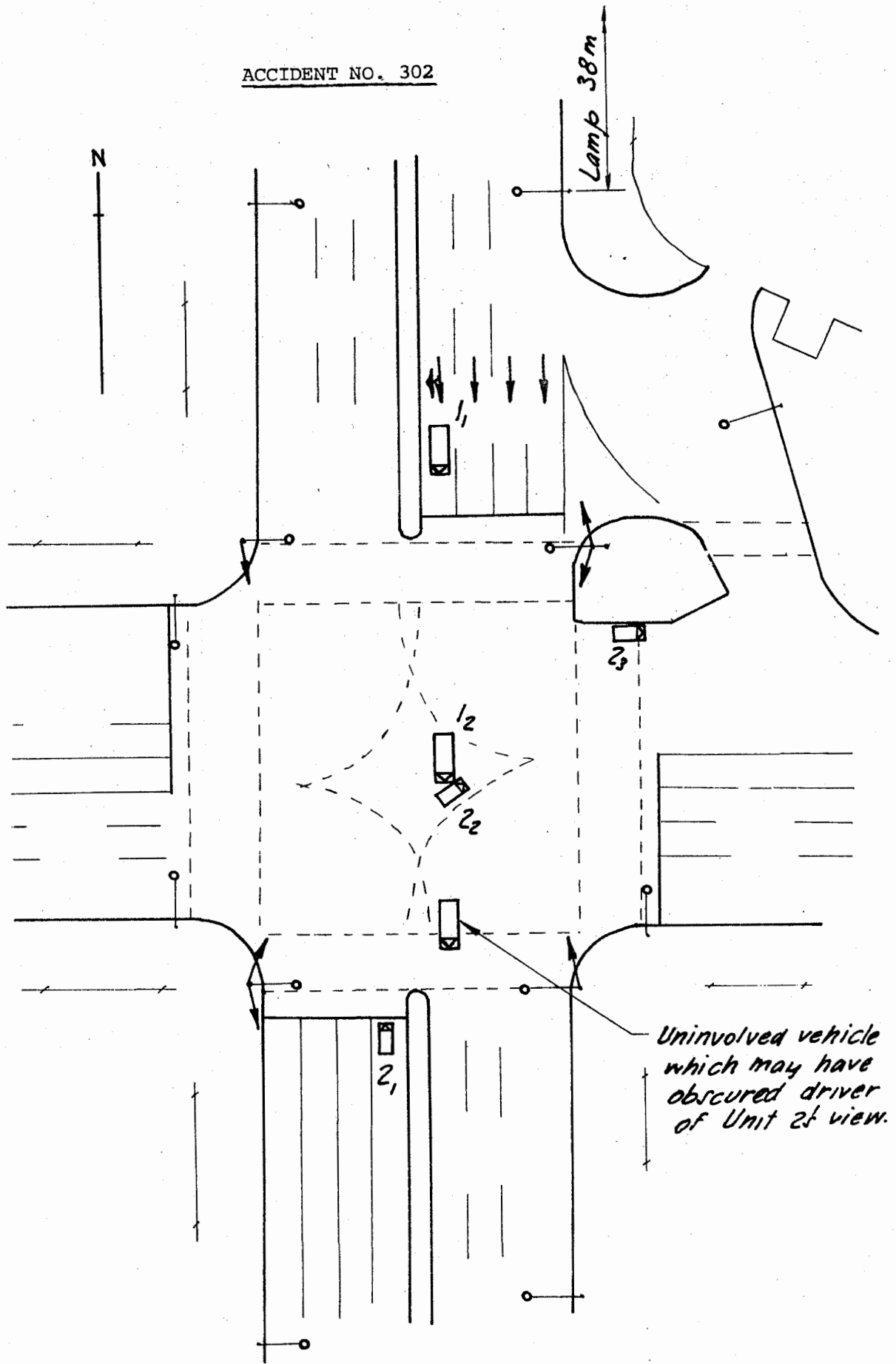


The driver of Unit 2 had the right turn indicator operating as she approached the intersection. She remembers allowing an uninvolved vehicle to pass and then commencing to turn. However, she was involved in a conversation with her passengers and was not concentrating adequately on the driving task. Consequently she did not see Unit 1 prior to impact. The other driver had seen Unit 2 approaching but expected that he would be allowed to pass. He nevertheless managed to apply his brakes shortly before the collision.

Unit 1: Renault 12 4 door sedan, 1976. RARU-VDI: 1FLEC009
Driver: M23; BAC zero; belt available, probably worn.
Uninjured.

Unit 2: Morris Mini 2 door sedan, 1966. RARU-VDI: 11LYEK018
Driver: F16; BAC zero; belt available, worn very
loosely. Moderate, non-dangerous injuries;
ISS = 5; hospital 2 days; restricted activity
7 days; no permanent disability.
Passenger: LF; M19; no belt available. Uninjured.
Passenger: LR; F16; no belt available. Uninjured.

ACCIDENT NO. 302



Scale: 0 5 10 metres

ACCIDENT 303

1915 hrs, night, dry road.

The driver of Unit 1, who was indicating his intention to make a right turn, swung suddenly across in front of the motorcyclist who had no time to take any effective avoiding action. The driver, who was reported to have shown obvious signs of intoxication, absconded from the ambulance taking him to hospital and later refused to cooperate with the research team.

Unit 1: Triumph Bonneville T140V (750 cc), 1973.

Rider: M20; BAC zero; full face helmet worn, strap buckled. Severe, non-dangerous injuries; ISS = 4; hospital 12 days; restricted activity 41 days; no permanent disability.

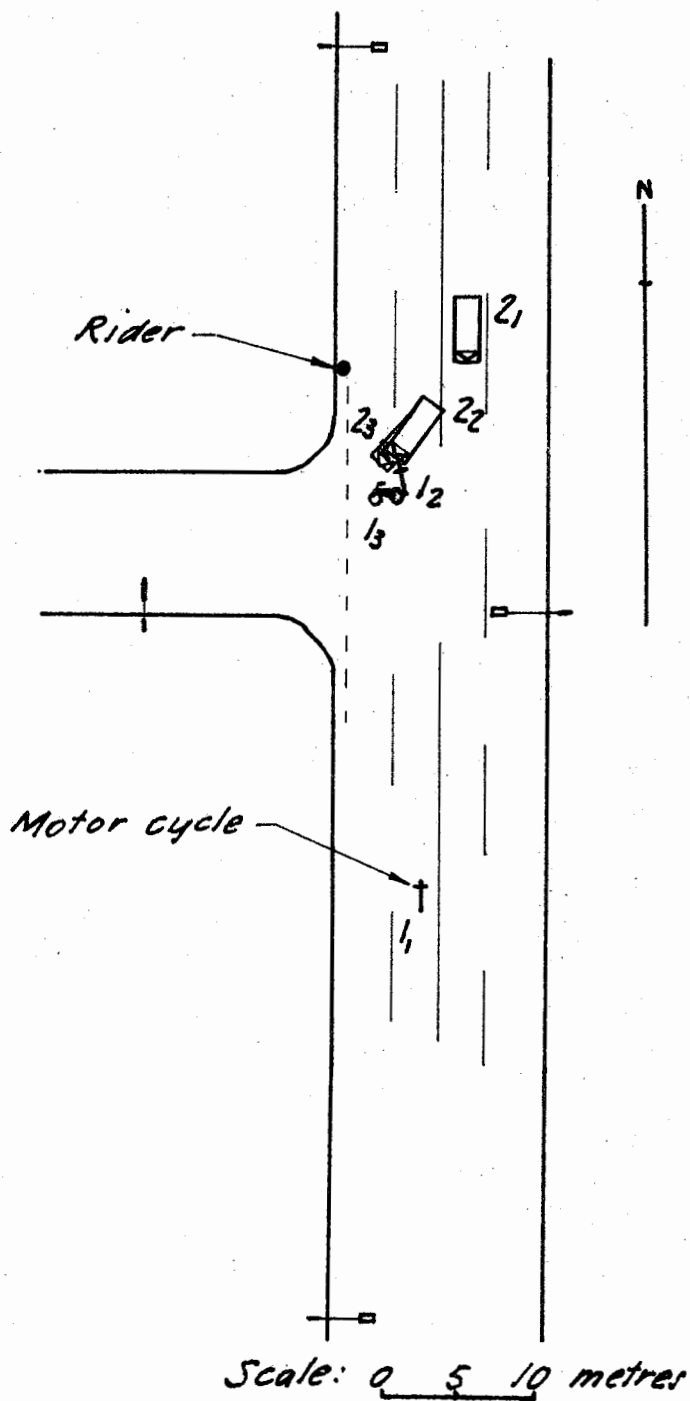
Unit 2: Volkswagen 1300 Beetle 2 door sedan, 1967.

RARU-VDI: 11FLENØ11

Driver: M middle aged; BAC unknown*; belt available, probably not worn. Minor injuries; details unknown.

* Driver of Unit 2 was believed to have a BAC greater than .08 but no BAC reading was taken.

ACCIDENT NO. 303



ACCIDENT 304

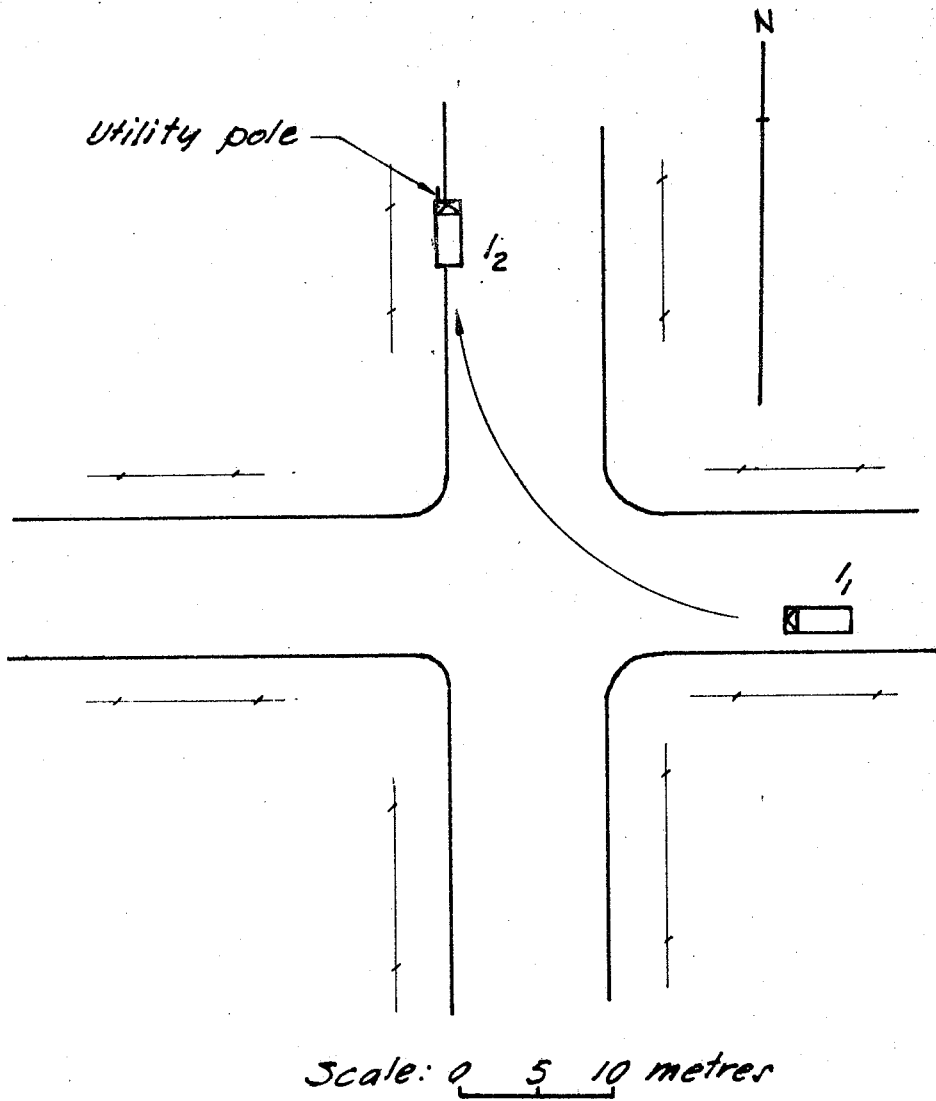
2019 hrs, night, dry road.

The highly intoxicated and hysterical driver claimed she had deliberately driven into the pole in an attempt to commit suicide. She was later most uncooperative when interviewed.

Unit 1: Renault R10 4 door sedan, 1969. RARU-VDI: 12FLENØ45

Driver: F53; BAC Ø.23; belt available, probably not worn. Minor injuries; ISS = 2; restriction unknown; no permanent disability.

ACCIDENT NO. 304



ACCIDENT 305

1943 hrs, night, dry road.

Due to conflicting descriptions of the accident by the two participants it is difficult to formulate an accurate account of what happened. The driver claimed the pedestrian staggered onto the crossing and fell over, whereas the pedestrian claimed he only noticed that the truck was not stopping just prior to impact and tried to leap out of the way.

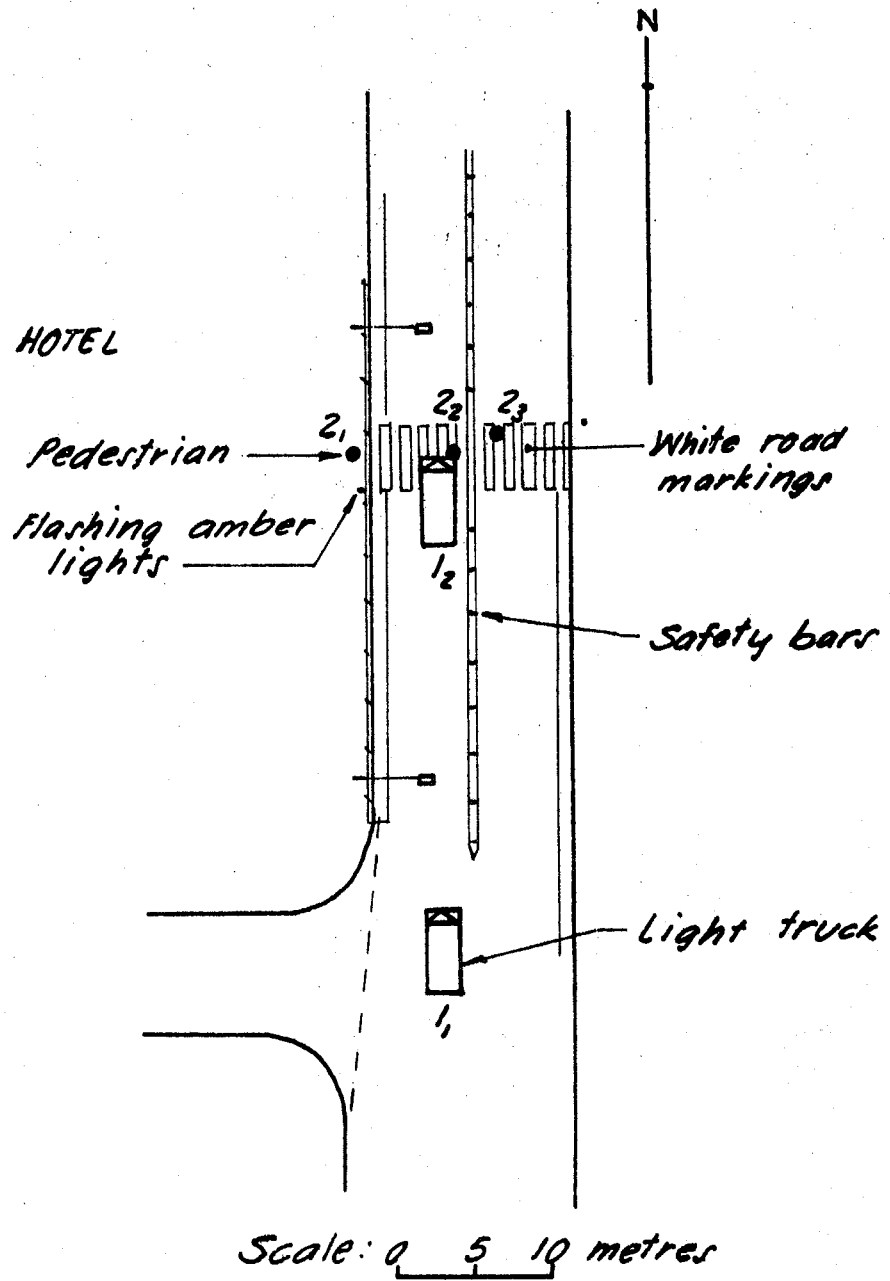
Unit 1: Ford D0710 light truck, 1976. No damage.

Driver: M21; BAC zero; belt available, not worn.
Uninjured.

Passenger: LF; M16; no belt available. Uninjured.

Unit 2: Pedestrian: M23; BAC 0.10. Severe, non-dangerous injuries; ISS = 13; hospital 2 days; restricted activity 96 days; major permanent disability.

ACCIDENT NO. 305



3. OTHER REPORTS ON THIS IN-DEPTH STUDY

Other reports on this in-depth study cover the following areas:

- An Overview
- Pedestrian Accidents
- Pedal Cycle Accidents
- Motorcycle Accidents
- Commercial Vehicle Accidents
- Car Accidents
- Road and Traffic Factors
- Summary and Recommendations
- Data and Data Codes



























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Crash Injury Research, Report prepared for the Commonwealth
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_____ (1972), Collision Deformation Classification, SAE J224a,
Recommended Practice, Soc. Automotive Engrs., New York.

APPENDIX

Legend for Scale Plans

	Semi-trailer		Separation line
	Bus		Kerb/Stop line
	Car		Unkerbed pavement edge
	Small car		Lane markings
	Motor cycle/ Pedal cycle		Boundary/Fence
	Motor cycle on side		Building
	Pedal cycle on side		Vehicle aspect) Traffic
	Pedal cycle on side		Pedestrian aspect) Signals
	Subscripts denote accident sequence		Type of street lamp: fluorescent
	Person		mercury vapour
	Unit number with subscript indicating time sequence		sodium vapour
			incandescent
			Utility pole
	Uninvolved vehicle		Tree