



# MAGISTRATES COURT *of* TASMANIA

## CORONIAL DIVISION

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### **Record of Investigation into Death (Without Inquest)**

*Coroners Act 1995  
Coroners Rules 2006  
Rule 11*

I, Leigh Mackey, Coroner, having investigated the death of Jesse Tyler Alexander

**Find, pursuant to Section 28(1) of the *Coroners Act 1995*, that**

- a) The identity of the deceased is Jesse Tyler Alexander (date of birth 1 September 2003);
- b) Mr Alexander died as a consequence of injuries he suffered in a motor vehicle collision;
- c) Mr Alexander died from multiple head, trunk and limb injuries he suffered in the collision;<sup>1</sup> and
- d) Mr Alexander died on 27 November 2021 at Brighton, Tasmania.

In making these findings I have had regard to the evidence gained in the investigation into Mr Alexander's death. The evidence includes:

- The Police Report of Death for the Coroner;
- Affidavits confirming identity;
- Affidavit of Dr Andrew Reid sworn 5 January 2022;
- Affidavit of Mr McLachlan-Troup sworn 22 December 2021;
- Medical records and Ambulance Tasmania records;
- Affidavit of Racheal Geard sworn 17 December 2021;
- Affidavit of Ryan Alexander sworn 17 December 2021;
- Affidavit of Michael Jandric sworn 9 December 2021;
- Affidavit of James Cooper sworn 3 December 2021;
- Affidavit of Philippa Micklem sworn 6 February 2022;
- Affidavit of Julie Crouch sworn 28 November 2021;
- Affidavit of Aaron Campbell sworn 16 February 2022;
- Affidavit of Jason Clark sworn 30 November 2021;

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<sup>1</sup> Affidavit of Dr Andrew Reid sworn 5 January 2022 page 11.

- Affidavits of attending members of Tasmania Police together with body worn camera and drone footage and photographs;
- Affidavit of First Class Constable McGuinness sworn 6 January 2022;
- Security camera footage;
- Collision Analysis Report dated 27 November 2021;
- Report on collision by Dr Shane Richardson dated 7 September 2023;
- Affidavit of Benjamin Hunt sworn 22 December 2021; and
- Phone and crash retrieval data.

## **Background**

Mr Alexander was the fourth of five sons born to Racheal Geard. His father is Adam Alexander. He had in some respects a difficult childhood. He experienced episodes of family violence, marital breakdown, involvement of child protective services and police. After the separation of his parents Mr Alexander resided at times with his father, at other times with his mother and for a period with his girlfriend and her family until he became subject of a Family Violence Order requiring him to leave. He was residing with his mother at the time of his death.

Mr Alexander's engagement with formal education was similarly disrupted. He demonstrated oppositional, defiant and disorganised behaviour and was eventually diagnosed with attention deficit disorder. He used drugs, typically cannabis and at times methylamphetamine. He disengaged from school and occasionally engaged in anti-social behaviour coming to the attention of the police as a youth.

Mr Alexander obtained his learners licence just prior to turning 18 years of age. By that time, he had significant driving experience off road on bush properties. Racheal describes him as being a good driver. She had driven with him approximately 20 times and considered that he was aware of his speed and the need to give way to others.<sup>2</sup> On 20 January 2021 Mr Alexander was arrested by members of Tasmanian Police for driving without a licence, On 20 September 2021 he was detected by Tasmania Police driving without a supervising driver, not displaying L plates and driving an unregistered vehicle. On 18 November 2021 he was intercepted by officers of Tasmania Police driving an unregistered vehicle, was not accompanied by a fully licenced driver and admitted that he had "*just smoked a bit of dope*".<sup>3</sup> On 23 November 2021 he was spoken to by officers from Tasmania Police for evading and driving at speed.

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<sup>2</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 5.

<sup>3</sup> Affidavit of First Class Constable McGuinness sworn 6 January 2022 page 2.

Three days later, on the morning of 26 November 2021, Mr Alexander was at home and became distressed when he was told that his brother, Adam Alexander (“little Adam”) had stolen Melissa Hobson’s car and set it on fire the previous night. Melissa Hobson is the mother of Mr Alexander’s girlfriend Bree Douglas. Mr Alexander was enraged and decided to drive to little Adam’s house at Brighton to “...kill little Adam”.<sup>4</sup>

### **The vehicles**

Mr Alexander was driving a 1991 Toyota Corolla (“Corolla”) which had been given to him as an 18<sup>th</sup> birthday present by his father. The vehicle was unregistered. He kept the car at his home and despite holding a learner’s licence drove it at times without a supervising person present and whilst under the influence of cannabis. After the accident the Corolla was examined by Benjamin Hunt a Transport Safety and Investigation Officer with the Department of State Growth. The Corolla sustained significant damage in the accident. Mr Hunt found the Corolla to have had a bald left rear tyre, leaking rear brake wheel cylinders and an oversized rear brake drum at the time of the accident and was, as a result, in a non-compliant condition. He was unable to determine if any of the defects he identified contributed to or caused the accident.<sup>5</sup>

Michael Jandric was driving a 2020 Mitsubishi Triton utility vehicle (“Triton”). He was fully licenced, and the vehicle was registered. His 9-year-old son accompanied him and occupied the front passenger seat of the Triton. The Triton was inspected after the accident by Mr Hunt who identified that it had a broken left taillight lens, below minimum tread depth to the front right-side tyre and the load of steel pipe it carried in the cargo area exceeded the rear overhang by 50 mm. Mr Hunt concluded that these non-compliances neither caused nor contributed to the accident.<sup>6</sup>

James Cooper was driving a black 2014 Ford Territory station wagon (“Ford”). He held a full licence to drive and the Ford was registered. His friend Philippa Micklem occupied the front passenger seat of the Ford. The Ford was also inspected after the accident by Mr Hunt who identified non-compliances of leaking rear shock absorbers and severed left and right third row seat belt webbing and partially severed centre left seat belt webbing. In Mr Hunt’s opinion these issues neither caused nor contributed to the accident.<sup>7</sup>

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<sup>4</sup> Affidavit of Ryan Alexander sworn 17 December 2021 page 2.

<sup>5</sup> Affidavit of Benjamin Hunt sworn 22 December 2021 page 2.

<sup>6</sup> Affidavit of Benjamin Hunt sworn 22 December 2021 page 10.

<sup>7</sup> Affidavit of Benjamin Hunt sworn 22 December 2021 page 16.

## Elderslie Road

Elderslie Road has a northwest to southeast orientation. The Corolla was travelling along it toward Brighton in a southeasterly direction and the Triton in the opposite, northwesterly direction. Both vehicles were approaching the intersection to Rodbourne Road. Mr Jandric intended to turn right from Elderslie Road onto Rodbourne Road. To do so he was required to give way to the Corolla.

Elderslie Road is a straight rural road and “*provides a long and clear view of vehicles approaching the Rodbourne Road intersection from the northwest*”.<sup>8</sup> The line of sight from the Triton at the Rodbourne Road intersection to oncoming vehicles travelling southeasterly toward Brighton was measured at 720 m.<sup>9</sup>

The speed limit on Elderslie Road in the area where it intersects with Rodbourne Road is 100 km/h. For Mr Alexander, however, given his status as a learner driver, the applicable speed limit was 90 km/h.

The weather was clear and the road conditions dry at the time of the accident.

## The accident

On the morning of 27 November 2021 Mr Alexander left his mother’s house on Cockatoo Gully Road, Elderslie, driving the Corolla alone. Racheal was out but received a call telling her that Mr Alexander was “*really angry*” and had left the house.<sup>10</sup> Mr Alexander’s neighbour, Aaron Campbell, saw him drive away from the house that morning and describes him driving at high speed. Mr Campbell had, in the past, observed Mr Alexander’s driving and recalls him as a usually sensible driver and that he had not seen him drive previously in the manner he was that morning.<sup>11</sup> Mr Campbell thought that Mr Alexander was “*going to kill himself or someone else traveling (sic) at that speed*”.<sup>12</sup>

On the same morning, Mr Jandric loaded the Triton with metal poles to be delivered to a friend who resides on Rodbourne Road. He drove from Cambridge through Brighton and onto Elderslie Road. He was travelling in a generally northwesterly direction. As he approached the junction between Elderslie and Rodbourne Roads he reduced the speed of the Triton in preparation for turning right onto Rodbourne Road.

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<sup>8</sup> Collision Analysis Report dated 27 November 2021 page 12.

<sup>9</sup> Collision Analysis Report dated 27 November 2021 page 11.

<sup>10</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 4.

<sup>11</sup> Affidavit of Aaron Campbell sworn 16 February 2021 page 1.

<sup>12</sup> Affidavit of Aaron Campbell sworn 16 February 2021 page 2.

Mr Jandric was familiar with the intersection, having driven through it many times.<sup>13</sup> He was aware of his obligation to give way to traffic travelling in a southeasterly direction heading toward Brighton before turning right onto Rodbourne Road. He recalls to his right the presence of the Ford stopped on Rodbourne Road at the intersection waiting to turn onto Elderslie Road. He recalls looking along Elderslie Road and not seeing any oncoming vehicle.

Mr Cooper was familiar with and frequently drove on Rodbourne and Elderslie Roads. Shortly after 9.18am he and his front seat passenger, Philippa Micklem, left Ms Micklem's home intending to turn left from Rodbourne Road onto Elderslie Road and head toward Brighton and from there to a dog show being held in Westbury. The Ford was loaded with 10 dogs in crates. To turn left onto Elderslie Road and head toward Brighton the Ford was required to give way to any vehicles to its right travelling south easterly toward Brighton on Elderslie Road. Whilst stopped and checking for vehicles Mr Cooper saw the Corolla. He and his passenger noted that the sun cast shadows from trees lining the side of Elderslie Road which had the effect of making the Corolla "*flicker*"<sup>14</sup> and whilst Mr Cooper could see the Corolla as it approached the intersection "*the shadows made it a bit harder to see it*".<sup>15</sup> Mr Cooper noted that the Corolla was travelling at a fast speed and remarked to his passenger "*Shit that car's coming fast*".<sup>16</sup> After having seen the oncoming Corolla to his right Mr Cooper, remained on Rodbourne Road, looked to his left and observed the approaching Triton which had slowed to effect a turn onto Rodbourne Road. Mr Cooper describes then looking beyond the Triton to check for any other road users that may have been approaching the intersection when he felt an impact to the Ford from the collision between the Triton and the Corolla.

As the Triton entered the southeastern bound lane of Elderslie Road it collided with the Corolla. That impact caused the Corolla to then impact the Ford. Messrs Alexander, Jandric and Cooper, and their passengers, were all wearing seatbelts at the time of the collision.

### **The investigation**

The accident scene was attended by officers of Tasmania Police including crash investigation and forensic services. The circumstances of the accident were investigated by Senior Constable Keygan, a qualified and experienced collision

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<sup>13</sup> Affidavit of Michael Jandric sworn 9 December 2021 page 2.

<sup>14</sup> Affidavit of James Cooper sworn 3 December 2021 page 2.

<sup>15</sup> Affidavit of James Cooper sworn 3 December 2021 page 2.

<sup>16</sup> Affidavit of James Cooper sworn 3 December 2021 page 2.

analyst. Senior Constable Keygan observed that Elderslie Road is a straight rural road and provided a long and clear view of vehicles approaching the Rodbourne Road intersection from the northwest. He measured the distance of visibility as 720 m.<sup>17</sup>

A reconstruction was undertaken to ascertain the line of sight between the Triton and Corolla at the Elderslie and Rodbourne Road intersection in the five seconds leading up to the collision. The reconstruction used similarly sized vehicles to those involved in the accident and was undertaken at 8.50 am on 26 February 2022 in fine weather with some scattered cloud cover. It was observed by the driver of the Triton involved in the reconstruction that an oncoming vehicle travelling at speeds between 100 km/h and 150 km/h was easily observable.<sup>18</sup>

Further it was calculated that a vehicle travelling at 172 km/h would take 15 seconds to travel 720 m (the sight distance) to reach the point of collision which gave Mr Jandric sufficient time to perceive and react to the presence of the Corolla on Elderslie Road.<sup>19</sup>

Mr Jandric does not have a specific recollection of entering the southeast bound lane of Elderslie Road. He must, however, have done so. The point of collision between the Triton and Corolla was identified by a gouge mark on the road surface produced by the conversion of the forward momentum of the Corolla to downward pressure by the impact causing the Corolla's transmission housing to contact the road surface.<sup>20</sup> The gouge mark was in the southeast bound lane.

The accident was also investigated by Dr Shane Richardson at the request of solicitors acting on behalf of Mr Jandric in response to a charge of causing death by negligent driving. Dr Richardson is a forensic engineer with expertise in crash reconstruction and incident analysis. Dr Richardson observed that once Mr Jandric had commenced his turn into Rodbourne Road and as he crossed onto the southeast bound lane of Elderslie Road, Mr Jandric's gaze and attention would have been forward toward Rodbourne Road.<sup>21</sup> The need to identify the Corolla as a risk occurred at 2.6 seconds to 3.8 seconds prior to the collision when the Corolla was approximately 125 m to 182 m away.<sup>22</sup> Accordingly Dr Richardson concluded that at the time Mr Jandric needed to perceive the Corolla as a hazard before starting to

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<sup>17</sup> Collision Analysis Report dated 27 November 2021 page 12.

<sup>18</sup> Collision Analysis Report dated 27 November 2021 page 15.

<sup>19</sup> Collision Analysis Report dated 27 November 2021 page 11.

<sup>20</sup> Collision Analysis Report dated 27 November 2021 page 7.

<sup>21</sup> Report on collision by Dr Shane Richardson dated 7 September 2023 page 30.

<sup>22</sup> Report on collision by Dr Shane Richardson dated 7 September 2023 page 31.

turn the Triton to head into Rodbourne Road the Corolla was at least 125 m to 182 m from the point of impact. If Mr Jandric was driving at 14 km/h and the Corolla at 100 km/h he would have travelled safely across the intersection before the Corolla's arrival at this distance.<sup>23</sup> In light of Dr Richardson's analysis the charge of causing death by negligent driving against Mr Jandric was discontinued.

## Speed

As of 27 November 2021, Mr Alexander held a novice driver learners' licence and was not permitted to drive a vehicle at a speed greater than 90 km/h. Witnesses who observed Mr Alexander's driving on the morning of 27 November 2021 state that he was driving at significant speed and/or that he was likely to have an accident.<sup>24</sup> Footage of the Corolla travelling along Elderslie Road was extracted from security cameras located at 568 Elderslie Road, 620 m prior to the Elderslie and Rodbourne Roads intersection. By using the distance between two known markers shown on the footage the speed of the Corolla was able to be calculated at 172 km/h.<sup>25</sup>

The Corolla sustained significant damage in the accident. The force of the accident caused the engine block and firewall of the Corolla to intrude into the passenger compartment and damage to all sides of the vehicle, its front, rear, underside and roof. The extent of the damage to the Corolla reflects that it was travelling at significant speed at the time of the collision.

Due to the speed at which he was driving the Corolla Mr Alexander exposed himself and other road users in his vicinity to a significant risk of accident and injury. He had less than optimum control of the Corolla, deprived himself of the opportunity to respond safely to other road user or environmental events, and specifically the opportunity to safely stop, control or alter the Corolla's course to avoid the accident once he perceived that the Triton was turning into his lane of travel. Also, due also to his speed other road users were less able to predict the time available to them were they, as Mr Jandric was, required to give way to him. It is noted that Mr Jandric has no memory of sighting the Corolla at all prior to the collision.

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<sup>23</sup> Report on collision by Dr Shane Richardson dated 7 September 2023 page 33.

<sup>24</sup> Affidavit of Julie Crouch sworn 28 November 2021 page 2, "*I could see that the car's suspension was rocking, as though it wasn't properly hugging the road, like you might see in a car that is going around a corner. This made me think that the car appeared to have been going very, very fast then*"; Affidavit of Aaron Campbell sworn 16 February 2022 page 2, "*I had never seen him drive like that before, and when I did then, I had a feeling that something bad was going to happen*"; Affidavit of Jason Clark sworn 30 November 2021 page 1, "*I said to my son, something like, 'we will get down the road and he will have an accident'*".

<sup>25</sup> Collision Analysis Report dated 27 November 2021 page 9.

## **Cannabis**

A sample of Mr Alexander's postmortem blood was analysed and revealed the presence of cannabis.<sup>26</sup> Cannabis affects the central nervous and cardiovascular systems and causes cognitive, perceptual and behavioural changes including by impairing co-ordination, reaction times and judgement.<sup>27</sup> Cannabis was present in Mr Alexander's blood. He was a regular user of cannabis and had, in the past, been detected by officers of Tasmania Police operating a vehicle after having used cannabis.

It is possible that Mr Alexander's extreme reaction to the information he had been given regarding little Adam, his lack of judgement shown in driving at high speed in the Corolla to confront him, and his inability to react in time to avoid the incursion of the Triton into his lane of travel was contributed to by his use of cannabis.

## **The phone call**

Racheal recalls calling Mr Alexander on his mobile phone at 9.20am on 27 November 2021. At that time, he was driving the Corolla.<sup>28</sup> The call lasted just under 1 ½ minutes.<sup>29</sup> In that call Mr Alexander told Racheal he was driving at "*speed*" and he was going to "*kill little Adam for stealing Mel's car and burning it out*".<sup>30</sup> He sounded "*very upset and angry*".<sup>31</sup> He terminated the call and later attempts to contact him were unsuccessful.

The footage of the Corolla taken from 568 Elderslie Road, 620 m from the point of collision, was time stamped 7:19:22am. The hour shown on the timer was incorrect by two hours. The accuracy of the minutes and seconds of the time recorded is not known. Racheal identified the time of her call from her phone records. I find it likely that Racheal's call to Mr Alexander occurred and was terminated moments before the collision. The use by Mr Alexander of his telephone in those moments is likely to have been a source of distraction to him.

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<sup>26</sup> Affidavit of Mr McLachlan-Troup sworn 22 December 2021 page 1.

<sup>27</sup> Affidavit of Mr McLachlan-Troup sworn 22 December 2021 page 2.

<sup>28</sup> Affidavit of Racheal Geard sworn 17 December 2021.

<sup>29</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 4.

<sup>30</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 4.

<sup>31</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 4.

## **Should Mr Jandric have entered the southeastern bound lane of Elderslie Road?**

No drugs or alcohol were detected in Mr Jandric's blood immediately after the accident. The traffic crash investigation concluded that despite the speed of the Corolla's travel Mr Jandric had time in which to detect the Corolla on the roadway before entering the southeast bound lane to turn into Rodbourne Road.

Data taken from the Triton reflects that Mr Jandric slowed to 14 km/h in preparation for entering the intersection with Rodbourne Road. Mr Jandric states that he looked for oncoming vehicles and saw none and he checked Rodbourne Road and saw the Ford sitting stationary at the intersection. He estimates that he took six seconds to undertake checks of the presence and movements of vehicles on the road. Given the distance available to him to see oncoming vehicles on Elderslie Road and noting the speed of the Corolla at 172 km/h Mr Jandric should have seen the Corolla during this survey of the road. However, I accept the analysis of Dr Richardson that the perception by Mr Jandric of the Corolla as a risk needed to have occurred 2.6 seconds before the collision being before Mr Jandric commenced his turn at which point his gaze would have been forward along Rodbourne Road. At this time the Corolla would have been 125 m to 182 m from the point of collision, a distance that, had Mr Alexander being driving at 100 km/h, would have allowed the Triton sufficient time to cross the southeasterly bound land of Elderslie Road and enter Rodbourne Road, avoiding a collision.<sup>32</sup>

## **The chop injury**

A postmortem examination of Mr Alexander was conducted by Dr Andrew Reid, State Forensic Pathologist. Dr Reid identified one of the injuries suffered by Mr Alexander to his head had the features of a "chop" injury, being an injury suffered from a combination of blunt and incised sharp forces.<sup>33</sup> Chop injuries are most commonly caused by an axe, machete or boat propeller, Dr Reid noted that a strike from a heavy item, unsecured in the vehicle at the time of the accident, could have caused of the chop injury.<sup>34</sup>

Mr Alexander enjoyed tinkering with cars and motorbikes and was quite capable in this regard.<sup>35</sup> He often kept various mechanical parts in the boot of the Corolla.<sup>36</sup> The

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<sup>32</sup> Report on collision by Dr Shane Richardson dated 7 September 2023 page 33.

<sup>33</sup> Affidavit of Dr Andrew Reid sworn 5 January 2022 page 11.

<sup>34</sup> Affidavit of Dr Andrew Reid sworn 5 January 2022 page 11.

<sup>35</sup> Affidavit of Racheal Geard sworn 17 December 2021 page 5.

<sup>36</sup> Affidavit of Racheal Geard sworn 17 December 2021.

collision with the Triton and Ford generated significant forces to the Corolla including a sudden stop in momentum of the vehicle and a centrifugal force as the vehicle rolled. These forces would cause any items unsecured in the Corolla to become airborne and present a significant risk for impact with the body of Mr Alexander.

Whilst there is no evidence as to the contents of the cabin of the Corolla at the time of the accident, or if mechanical items kept in the boot could have been released by the force of the impact, the fact that Mr Alexander suffered a chop injury is consistent with him being struck by a heavy object with both sharp and blunt characteristics and which was unsecured in the cabin of the Corolla.

### **Comments and Recommendations**

As he drove the Corolla along Elderslie Road toward Brighton on the morning of 27 November 2021 Mr Alexander was in breach of several road, safety, traffic and vehicle rules and regulations; he was driving an unregistered vehicle; he was driving a vehicle in breach of the conditions of his learners novice licence, he failed to display L plates, was driving in excess of 90 km/h and was not accompanied by the holder of a full driver's license; his vehicle was displaying two false registration plates; he used a mobile phone whilst the vehicle was moving; he was driving whilst under the influence of cannabis; he was driving negligently and/or recklessly and he was speeding. Factors of inexperience, immaturity and speed, are associated with an increased incidence of injury and death on the State's Road network.

Rules around the licencing of a person to drive is primarily directed toward developing competency in a youthful and/or inexperienced driver by a staged approach. The intent is to ensure that by the time a person is fully licenced they have sufficient driving experience, maturity and knowledge of road traffic rules to be a competent and safe road user. The experience gained by Mr Alexander driving in the bush is not a substitute for learning to drive responsibly and safely on public roads. This is evident in the way Mr Alexander drove on 27 November 2021. He demonstrated at that time a lack of insight and maturity by failing to recognise that driving with heightened emotion, at speed, distracted at times by his phone, under the influence of cannabis and unaccompanied gave rise to a significant risk of harm to himself and to other road users in his vicinity. Whilst there was a failure by Mr Jandric to perceive the presence of the Corolla on Elderslie Road as a risk the actions of Mr Alexander driving the Corolla at significant speed deprived Mr Jandric time to react to the risk of collision and the capacity to avoid the collision or the ability of Mr Jandric to clear the lane and enter Rodbourne Road.

It is likely that Mr Alexander had items in the cabin of the Corolla immediately prior to the accident which were unsecured and which, by virtue of the forces expended in the collision, became airborne and struck him. The occurrence of a motor vehicle accident is not capable of prediction and items within a vehicle, particularly if sharp or heavy, are required to be secured to avoid becoming an airborne projectile if a collision occurs.

I extend my appreciation to investigating officer Constable Richard Keygan for his investigation and report.

The circumstances of Mr Alexander's death are not such as to require me to make any recommendations pursuant to Section 28 of the *Coroners Act* 1995.

I convey my sincere condolences to the family and loved ones of Mr Alexander.

**Dated:** 5 June 2026 at Hobart, in the State of Tasmania.

**Leigh Mackey**  
**Coroner**