

## **CONVOY DRIVING TIPS**

### **KEEP THE VEHICLE BEHIND YOU IN SIGHT**

At all junctions and turns, make sure the vehicle behind you knows which way to go. Ensure they follow you through; remember they may have to wait for the rig behind them!

Use CB radios or other means of communication between rigs.

Do not split the group up unless discussed before. Stay together.

Do not TAILGATE. Leave plenty of space for tumbling rocks or back slides.

Learn the SPOTTER's hand signals. Ask for help. *Use one spotter at a time.*

One vehicle at a time on steep climbs and descents. Radio back when clear for the next rig.

Park out of the way once through an obstacle, leaving enough room for the rest of the following vehicles.

Notify the group of ONCOMING traffic and obstacles using the radio.

Do not do anything you are unsure, uncomfortable or just plain afraid of. Realize the type of trip you signed up for before you are already in it!

Recognize that all vehicles on the trip are set up and driven differently. Be patient. Ask before attempting an obstacle or watch the others first before going through with it.

Be self-sufficient and reliable. Except for first timers who may need a hand, understand the nature of the event in which you are participating.

Be on time. Be ready to move out after stops. Be organized.

Keep moving. Photo stops, obstacles, potty breaks, mechanical failure, meals and rest breaks all take time. Schedule proper time allotment for such events. Communicate via radio the why, where, when and how long of each stop so the group is in on the reason; they may want to take a photo of the same thing you see!

## 4-Wheeling America Driving Tips

by Bill Burke

- Drive as slow as possible, but as fast as necessary.
- Get to know your vehicle and its performance potential. SQUEEZE the accelerator gently to avoid wheelspin, backing off the pedal when spin does occur, then gaining traction again.
- Survey the trail ahead to avoid any "surprises." When in doubt, get out.
- Select low range in the transfer case and the proper gear before driving into a difficult section. Don't use a lower gear than needed, and keep the wheels from spinning. Usually second or third work better than first (except for rock crawling).
- Keep the use of the brakes to an absolute minimum to keep the wheels from locking up on wet, muddy and loose rock. Descend steep slopes in low range and first gear. Rely on engine compression to slow the vehicle. If sliding occurs, drive the vehicle forward to gain traction once again.
- Reduce the tire pressure to improve traction in all conditions, especially sand. Remember that ground clearance has been compromised. Reinflate before driving on the pavement.
- Drive directly up and down hills. Traveling diagonally may result in a sideways slide-worst case, a rollover.
- Do not oversteer while in ruts or deep tracks. The steering wheel may look centered, but the tires may be at full turn. Murphy's law says that when traction is gained, there will be a big tree or rock at that point.
- Cross ditches or logs at an angle so that one wheel at a time goes over the obstacle; the other three help the one wheel to climb over.
- Make slow, steady progress through deep water to create a "bow wave" and an air pocket in and around the engine compartment and front wheels. This minimizes risk of water drowning the engine. Water does not compress as well as air. Don't let hydrostatic lock ruin your day. Check the brakes after coming out.
- Do not wrap your thumbs around the steering wheel. Your thumbs could break if the wheel kicks around from rocks or other obstacles.
- Avoid lengthy wheel spin; digging into the track only gets you more stuck and ruins the environment. If stuck into the track, use a jack to lift the vehicle. Build up the ground under the tires; placing brushwood and blankets, etc., under the tires will sometimes help with clearance.
- Please TREAD Lightly! on public and private lands. Drive only on trails designated for 4WD.

### Winter Driver's Survival Tips

#### HOME MADE SURVIVAL KIT FOR YOUR VEHICLE

All items needed for the kit can be packed into an empty three-pound coffee can. The can, in addition to being a container for survival supplies, could be an improvised kettle for melting snow and heating food. Before filling the coffee can, punch three holes around the top edge of it in a triangular pattern. By fastening a cord, string or wire (stored inside the can) through the punched hole, it can be used to heat soups and water if stranded for an extended period of time. You could, for example, hang the can from the rear view mirror, leave enough string so a candle or canned heat on the dashboard, transmission hump or center console directly under the can will heat its contents.

Kit should be kept inside vehicle. Your trunk or door may be jammed by collision or buried in the snow.

#### KEEP THESE SUPPLIES IN THE CAN:

- o Matches, several candle stubs, and canned heat
- o Small sharp knife
- o Facial tissue, paper towels and toilet paper
- o Large size plastic garbage bags (use for rain or wind protection or as a container). Also you can cut a hole in the bottom large enough for your head and wear it as a poncho.
- o Safety pins, spoon, aspirin (labeled), pencil stub, and a plastic whistle.
- o Flashlight (non-metal) with batteries kept outside of flashlight to avoid corrosion. Batteries work best if they are warm.
- o Tape coins under the can lid for use in pay telephones.
- o Compass (even a toy one will point north if it is away from metal.)
- o Small wire and/or string or parachute cord.
- o A small roll of duct tape.
- o Snacks to nibble on to help keep morale up - semi-sweet chocolate, raisins in small packages, energy bars like Cliff bar or similar, wrapped hard candy, honey, instant beverage, instant soup, canned meat and chewing gum.

Remember that the stored can and its contents may be frozen and heated many times while in the vehicle over time before it is needed. Do not include items that will easily melt or freeze and burst open.

In addition to the above items, **mittens, scarf and stocking cap** may be tied around the can with 30 ft. or more of parachute cord or strong nylon string. If you must leave the vehicle to inspect outside conditions the long cord can be tied to the vehicle and then yourself so you can find your way back.

Remember that you can live **three weeks without food, three days without water**, but only a **few hours without shelter**. Shelter and water are more important than food -- stay with the vehicle if possible. Being out in a severe storm is very dangerous and exhaustion can overcome a person in a short period of time. Think again before you leave the shelter of your vehicle. Don't forget to **clear the snow from your vehicle's tail pipe, and to keep the radiator and engine compartment free of clogging snow**. Your engine can overheat even in extreme low temperatures.

#### A Few Extra Items You May Want To Carry In Your Trunk

Sleeping bag or extra blankets. Extra overcoat, thick socks, insulated gloves. Playing cards, CB radio, Cell phone, FM/GMRS/FRS radio. Jumper cables, Flares. Signal mirror, Spare fuel, Shovel and tools. Oxygen activated hand warmers (the type that comes in a small plastic bag).

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