

2019_March_Newsletter

Off-Road Safety Academy

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Inbox

To:bob.wohlers discoveroffroading.com <bob.wohlers@discoveroffroading.com>;





Hello Newsletter Subscribers,

Thank you for signing up to receive my training-centric newsletters. I hope you've found the previous editions informative and helpful for your vehicle-supported adventures. I trust you will enjoy this months newsletter. If you have comments, please email me: Bob.Wohlers@discoveroffroading.com.

Upcoming Death Valley Miner's Cabin Tour - April 12-14



There's still time to sign up. A few spots are available! This is a *not to be missed* backcountry tour. You will be shown the location of several miner and adopt-a-cabins in the Panamint and Death Valley areas. This tour is for short wheel base 4WD vehicles with 4-Low gearing capability, moderate

ground clearance, and front and rear frame-mounted recovery points. This tour will be based each night from Panamint Springs Resort. To go DiscoverOffRoading.com to sign up and pay (\$350 per vehicle).





CB Radio for Car-to-Car Communications



CB Radio is the preferred Car-To-Car communication during off-road adventures.

CB (Citizen Band) Radio is old technology – it's been around since the late 1940's. and took off as fad in the 1970's. That said, CB Radio is still the most common, inexpensive and unrestricted (think: *no need for a license*) car-to-car communication equipment for off-roaders. Practically all off-road clubs use CB, along with most organized tours into the backcountry –

including my remote adventure tours. I've thought about requiring other types of two-way radios, but then I'm not doing my clients a favor by preparing them for organized adventures beyond mine. Other radio types include Family Radio Service (FRS), General Mobile Radio Service (GMRS), and Amateur Radio (HAM). Of these, GMRS and HAM require some sort of licensing procedure. Another nice aspect of CB Radio is that you can generally operate this type of car-to-car radio unrestricted in most countries.



A quick note of caution... CB Radio is, in my opinion, no replacement for long-range emergency communications. Could CB Radio help you in an emergency? Perhaps. But after a couple of miles at best, CB Radio signals fade horribly. CB Radio will probably not help bring the "Calvary" to your location in an emergency. For that you need either a cell phone with reception, HAM radio, or some sort of satellite communicator (Personal Locator Beacon, Satellite Emergency Notification Device, or SatPhone). If you want to know the full skinny on satellite communication, then buy my book: *Live*

*Long to Wander –
Basic Survival for
Vehicle-Supported
Adventures on
Amazon. Click Here to
Purchase*

I get lots of questions about which CB Radio to purchase and how to mount radios in and antennas on your vehicle. When I get questions from now on, I'll simply direct folks to this newsletter.

As you might imagine, there are lots of YouTube videos on radio and antenna installation, plus how-to-tune an antenna. In my opinion, here are some good ones:

CB Basics

Tuning a CB Antenna

Here's My Recommendations for CB Beginners

- Avoid purchase of a handheld CB Radio. Rather, purchase an in-cab mounted radio. If you get a handheld radio, use an external antenna and purchase a way to power the radio in the cab (12 volt cigarette-lighter cord). To mount your in-cab radio, take your time to plan out how to mount and organize your 12-volt power and coax antenna wiring.



- Purchase a “simple” radio. Avoid CB Radios with tons of dials and switches unless you are really going to take the time to learn all the radio’s features. I have owned and like these radios: Uniden CMX660 Bearcat, Uniden Pro505XL, and Uniden CMX560 Bearcat. (As you can see, “anything” Uniden. They make great radios.)



- Purchase a really good external antenna. Don’t go cheap. Since all CB Radios transmit at the same power



(4 watts), it's generally your antenna and not that radio that determines your transmission range. So, get a LONG antenna and choose your mounting location carefully. In essence, your antenna is more important than your radio – especially for off-roading. I like permanently mounted fiberglass antennas on a spring base. If you have metal roof on your vehicle, then there's nothing wrong with a quality magnet-mounted roof antenna. Fiberglass antennas are VERY hardy and will withstand scraping bushes and twigs, plus bad weather. I like the tune-able Firestick brand CB Radio antennas.

- Tune your antenna! Don't fail to do this or you may ruin your radio. To tune your radio you will need an inexpensive SWR (Standing Wave Ratio) meter.
- Purchase an external speaker. The built-in speakers in all CB Radios leave something to be desired. Mount the speaker so you can hear it easily.
- Find a way to "hang" your microphone on a coiled or retractable cord

while off-roading. Doing so will allow you to keep your eyes on the road while you reach for your radio's microphone to talk.

- Don't talk with the microphone close to your mouth. Turn it sideways to talk into the microphone and have it about 4-5 inches away.
- Please don't pick the "handle" (think: *call sign*) "Cotton Tail" or "Maverick." Thank you. (Kidding – we don't use "handles" any more.)



Off-Road Safety Academy Has Partnered With Four Wheel Campers to Lead Backcountry Tours in 2019

Off-Road Safety Academy and Four Wheel Campers have teamed up together to produce backcountry tours specifically for Four Wheel Camper owners. The remaining 2019 tour

destinations are Parashant National Monument (North Rim of the Grand Canyon), and Death Valley. These tours are for anyone with a Four Wheel Pop-Up Camper on their 4WD truck. All trucks must have 4-Lo gearing capability, reasonable ground clearance, plus front and rear frame-mounted recovery points. For more information, dates, tour payment, details, and terms and conditions, go to discoveroffroading.com.



My Third Book Is In Layout!

If you get stuck when you are off-road, remote, and solo, do you know how to self-recover?

If you happen upon another vehicle stuck in the backcountry do you have the knowledge, skills, and kit to safely help this person on their way?

THE TOTAL APPROACH TO GETTING UNSTUCK OFF ROAD
4WD Self-Recovery & Vehicle-Assisted Recovery

You are bogged down in deep gumbo-like mud and very much stuck. Hissssss. You again hear a tire leaking. You've just had your second flat in one day. Your out of spare tires.

Your off-road trailer bounces off a large rock during a sharp turn and lands on its side. Your 4WD truck is high centered on a ridge perpendicular to the trail. Wheels on both axles are off the ground and spinning with no traction.

While driving an icy route, your vehicle slips down into a deep rut on the side of the trail and almost tips over. Snow from the middle of the trail has piled up under your vehicle and your forward motion is halted.

Smoke begins to bellow from under your engine hood. Your vehicle is on fire in the remote backcountry and you are alone. You are stuck in beach sand up to the vehicle's frame and the tide is coming in quickly.

You get the point. If you've never been stuck in the remote backcountry, then you've not been off-roading or overlanding enough. Someday, you will get stuck. It happens to everyone. Congratulations on purchasing this InfoBook in preparation for that day.

These examples only scratch the surface of the many ways vehicle-supported adventurers can get stuck off road - in the mountains, desert, or tropics. There are thousands of ways to have your progress terminated or hampered while driving off road. This InfoBook is about how to recover from being stuck off road.

Topics include:

- How to use the STOPA Stuck Assessment and Recovery Plan Checklist™
- Field Repair Recovery
- Traction Recovery
- Powered Winch Recovery - Self-Recovery & Vehicle-Assisted Recovery
- Hand Winch Recovery
- Kinetic Energy Recovery
- Towing Recovery

THE TOTAL APPROACH TO GETTING UNSTUCK OFF ROAD
4WD Self-Recovery & Vehicle-Assisted Recovery
BOB WOHLERS

THE TOTAL APPROACH TO GETTING UNSTUCK OFF ROAD

BOB WOHLERS

My third book in the series is coming! It will be available in late April and I'll have it for sale at Overland Expo in May. There is NO other book like this on the market, anywhere on the planet. *The Total Approach to Getting Unstuck Off Road* will be the MOST complete treatise on the subject ever.

Topics will include:

- * How to use the STOPA Stuck Assessment and Recovery Plan Checklist
- * Field Repair Recovery
- * Traction Recovery
- * Powered Winch Recovery - Self-Recovery & Vehicle-Assisted Recovery
- * Hand Winch Recovery
- * Kinetic Energy Recovery
- * Towing Recovery

You NEED this book!

The screenshot shows the website for 'Truck Camper Adventure'. The header includes navigation links: ABOUT US, OUR RIG, TCA FAQ, BLOG, CONTACT US, and social media icons for Facebook, YouTube, Instagram, and RSS. The main navigation menu includes: HOME, FORUM, TRUCK CAMPERS, TRUCKS, MODS, TECH, LIFESTYLE, TRAVEL, REVIEWS, and FEATURES. A 'WHAT'S NEW' section highlights 'New Cooper Tires For the Truck Camper Adventure Rig'. The main content area features a blog post titled 'Back to School With Bob Wohlers' with a sub-headline 'INSTRUCTING AND EXPLORING IN A FOUR WHEEL CAMPER HAWK' and a date of February 11, 2019. The post includes a large image of a red truck with a camper shell on a rocky trail. To the right, there is a 'SUBSCRIBE TO OUR NEWSLETTER' form with an email input field and a 'SUBSCRIBE!' button. Below the form are three promotional images: one for 'Lance LIVE LANCE LIFE' featuring a white camper, one for 'Adventure More' featuring a campfire and a 'BUNDUTECH USA' logo, and one for 'DRAMA FREE DRIVING' featuring a yellow truck.

Truck Camper Adventure Online Magazine recently interviewed me. This was an honor to be interviewed by this wonderful magazine! Read the interview by clicking [HERE](#).



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