

2019_November_Newsletter

Off-Road Safety Academy

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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 month's newsletter. If you have comments, please email me:

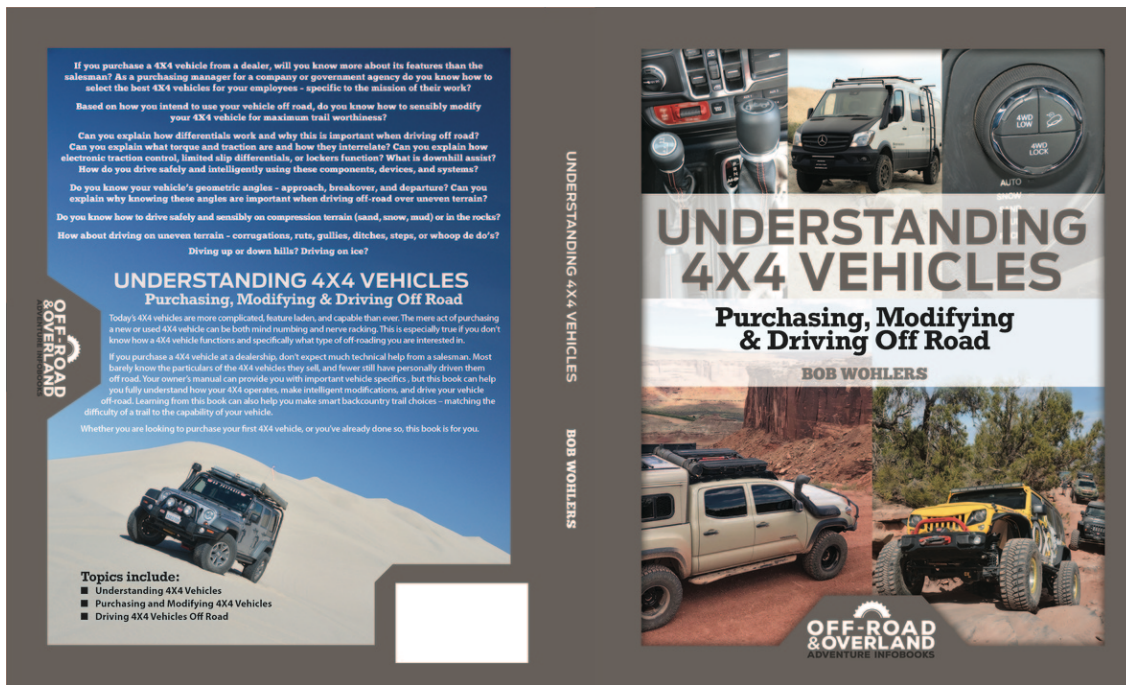
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You can access, download, and read previous newsletters on my website here: [NEWSLETTERS](#)

Look through the Newsletter Reference for a topic that may interest you. If you want to know what others have read in my Newsletters, download them all!



My Fourth Book is Coming in 2020



This fourth book will tie my entire Off-Road & Overland Adventure Infobook series together. While my previous three books were for both beginners and advanced drivers, this is THE book for all beginning off-roaders and overlanders.

Understanding 4X4 Vehicles – Purchasing, Modifying & Driving Off Road has key content for anyone interested in understanding the different types of 4X4 vehicles and how different 4X4 drivelines function. Today's 4X4 vehicles are more complicated, feature laden, and capable than ever. The mere act of purchasing a new or used 4X4 vehicle can be both mind numbing and nerve racking. This is especially true if you don't know how a 4X4 vehicle functions and specifically what type of off-roading you are interested in.

If you purchase a 4X4 vehicle at a dealership, don't expect much technical help from a salesman. Most barely know the particulars of the 4X4 vehicles they sell, and fewer still have personally driven them off road. Your owner's manual can provide you with important vehicle specifics, but this book can help you fully understand how your 4X4 operates.

Once a vehicle is purchased, many modify their 4WD for increased trail worthiness. But what intelligent modifications should you make based on how you intend to primarily use your vehicle off-road? This book helps you make priority modifications to match the types of terrain you will drive most often.

The third section in *Understanding 4X4 Vehicles – Purchasing, Modifying &*

Driving Off Road helps you drive different off-road terrain. This section includes:

- Map and GPS Use Basics
- Memorizing Your Vehicle's Interior Buttons and Levers
- Two Foot Driving Off-Road with an Automatic Transmission
- Properly Driving Off-Road with a Manual Transmission
- Hill Climbs
- Hill Descents
- Driving Over Compression Terrain – Sand, Snow, and Mud
- Driving Over Ice
- Rock Crawling
- Driving Over Uneven Terrain
- Diving Side Slopes
- Water Crossings
- Trailer Supported Adventures – Driving with Off-Road Trailers

Four Wheel Camper Owner? Sign Up for 2020 Tours NOW!

If you are a Four Wheel Camper Owner and have a 4WD truck, you may now sign up for the first three of these tours in 2020.

As a permitted National Park and BLM Guide, I can only take 12 total vehicles on any one tour. Once you've paid for a tour, you are officially enrolled.



2019 Mojave Road Tour

[Click Here To Pay For A Tour](#)

My Third Book Is For Sale On AMAZON (And It's A Monster – 352 Pages!)

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

OFF-ROAD & OVERLAND
ADVENTURE INFOBOOKS

My third book in the series is here! There is NO other book like this on the market, anywhere on the planet. _The Total Approach to Getting Unstuck Off Road_ is 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!

My Torture Test Of The Geolander M/T G003 Mud Terrain Tires



Can You Believe These Tires Have 35K Miles On Them?

Thirty-two thousand miles ago, I was in the hunt for an E-Load Range (10 ply) tire for my PowerWagon that had a newly purchased Four Wheel Camper on the bed. I won't mention the brands, but for several years I'd been unimpressed with the mud-terrain tires I had purchased



for my two Jeeps. I was also unimpressed with the Wrangler Duratracs that came stock with my PowerWagon. The Duratracs were a D-Load Range tire so they had to be replaced once I put the weight of a camper on the truck. Regardless, after only a few hundred miles on these tires and a couple of excursions in the rocks, the tread lugs on these tires began to chip and wear quickly even prior to the placing the camper on my truck.

At Overland Expo West 2018 I stopped by the Yokohama booth to check out their new line of off-road tires. At first blush, I was impressed. I liked the look of their new Geolander tires, and if they lived up to the hype I was hearing from the Yokohama experts these might be worth a try. That year, I got a set of five Yokohama Geolandar M/T G003s for my PowerWagon.

In 2019 I had on my calendar some downtime that included an excursion up to Prudhoe Bay Alaska after teaching at the BC Overland Rally. Prudhoe Bay is as far north as you can take a vehicle above the Arctic Circle in North America. It's kind of a "bucket list" thing.

The famous Dalton Highway leading up to Prudhoe Bay can be a "tire killer" with its really sharp rock and extreme potholes. I also wanted to venture off the Dalton to explore some extreme side routes. With this in mind, I wanted new rubber on my truck prior to my departure to Alaska. After nearly a month in the Yukon, British Columbia, and Alaska I had ZERO tire problems. Further, upon returning home I noticed that the tires were wearing well, and to my surprise the sidewall and tread lugs had basically NO chips. The tread lugs were as square and angular as they were new. In my opinion, this is totally amazing. I've never had a tire wear so well on such torturous terrain.

Since my trip to Alaska, my new Yokohama M/T's have three times traversed Steel Pass near Death Valley. If you've ever traveled over Steel Pass, you know that's its a long afternoon of difficult rock crawling. In a short wheelbase 4WD vehicle, Steel Pass isn't that hard. But, in a full-size truck with a heavy camper on the bed, the route can be murderous. The PowerWagon with my Yokohama tires have also been on the Mojave Road a few times, and I've just returned from Baja.

Prior to this newsletter, I've never endorsed a certain brand or tire style. Now, I'm happy to do so. My Yokohama Geolandar M/T G003 tires are the best I've ever owned. Yokohama's new Geolandar lineup of off-road tires actually includes four

very different styles.

If you don't want a mud terrain tire like my Geolandar M/T's, consider their Geolandar A/Ts. This all-terrain tire has been engineered to give you ultimate traction across conditions, whether you're rolling down the highway or leaving the pavement behind. In-between Yokohama A/Ts and M/Ts, is their X-A/T. Yokohama's X-AT is built to conquer serious off-road terrain without compromising on-road comfort. If extreme rock crawling and mudding is your thing, try Yokohama's X-MT. This is the most aggressive tire Yokohama has ever manufactured.

As a side note, I moved up to a 35-inch tire for my PowerWagon. In doing so I mounted the tires to new American Expedition Vehicle wheels. My AEV rims were designed for my RAM 2500 truck with the correct backspacing and width. These are GREAT wheels. I highly recommend them to all truck and Jeep owners.

[Click Here To See Yokohama Off-Road Tires](#)

[Click Here To See AEV Rims](#)



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