

#24_2020_December_Newsletter 2

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Thank you for signing up to receive my 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: Bob.Wohlers@discoveroffroading.com. 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, or download them all!



This is a very long newsletter. Scroll down. Don't miss my review of Safe-Xtract's recovery kits.

Selling Out FAST! 2021 Four Wheel Camper Adventure Tours

The dates for the 2021 Four Wheel Camper Adventure Tours are listed and available for sale [HERE](#).

Off-Road Safety Academy, Inc. and Four Wheel Camper, LLC invite you to explore the remote backcountry with like-minded vehicle-supported adventurers.



Death Valley FWC Adventure Tour.

This is our third year offering these enormously popular tours. Come along and see new sights, camp in new locations, meet new friends, and learn how to off-road safely. Each tour includes unique evening campfire discussions on such topics as overlanding navigation, water disinfection, satellite communications, backcountry survival, and various 4WD driving topics.

Off-Road Safety Academy is a permitted BLM and National Park Outfitter and Guide.

You may signup and purchase Tours [HERE](#).

Three tours have already sold out:

- Ride to the Rim - Parashant National Monument & North Rim of the Grand Canyon Offroad Adventure
- Westward Ho on Applegate/Lassen Trail – Black Rock Desert Off-Road Adventure
- Camp Baja Beaches - (Winter) Introduction to Baja Mexico Adventure

If you have questions after reading all the Tour information [HERE](#), please call Bob at: 909.844.2583.

Tour spots for all



adventures are selling out fast. For more information, [CLICK HERE](#).

Black Rock Desert Hot Springs.



Camp Baja Beaches Adventure Tour. Camping right on the beach of the Sea of Cortez.

2021 4WD Safety Courses



Happy Students!

Want to learn more about your 4-Wheel Drive vehicle? Want to improve your off-road driving skills? Interested in keeping you and your loved ones safe while off-roading? Off-Road Safety Academy™ will safely teach you in one weekend what it takes most people years to learn on their own.



Learning Rock Crawling & Hill Climbing.

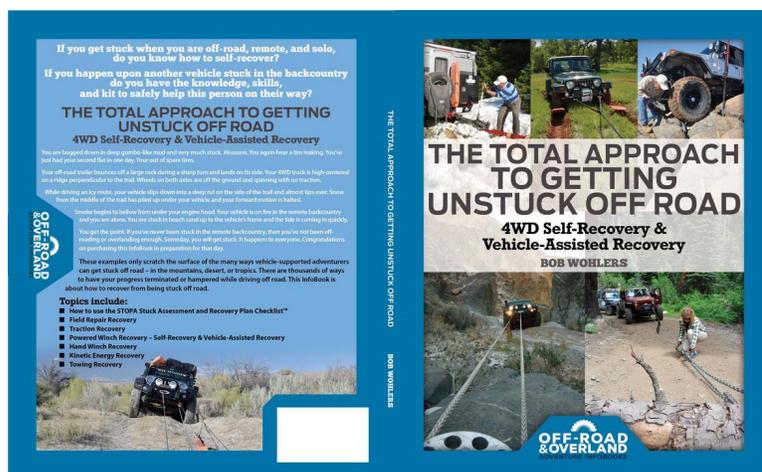
Discovery Course: Introduction to 4X4 Off-Roading - March 20-21 & April 10-11

The Discovery Course is Off-Road Safety Academy's two-day beginning 4WD offering. More advanced drivers will find this course useful as well.

This course is held at Prairie City State Vehicular Recreation Area (SVRA) near Folsom and Sacramento, California. Cost per person is \$450.

To sign up and pay for this course go [HERE](#) and click on the "March 20-21 OR April 10-11 Discovery Course" buttons.

Bob's Famous Two-Day Recovery Course is May 1-2, 2021



There's only one whole book on the entire planet dedicated to the topic of Recovery! Take a course from the man who wrote the book – *literally*. In two-days you will learn most of the skills outlined in Bob's book "The Total

Approach to Getting Unstuck." To read more about this course and sign up and pay, go [HERE](#). Click on the Recovery Course: May 1-2, 2021 link to pay by credit card.



Kinetic Energy Recovery.

Equipment Review – Safe-Xtract Recovery Products and Kits

In Newsletter #22 I reviewed the new Factor 55 recovery kits. If you haven't read this newsletter, you might want to go to the Newsletter Archives page on my website (click [HERE](#)) and download my thoughts on these wonderful kits. Factor 55 makes great recovery equipment, and now they are one of the few “one-stop” shopping companies I direct my readers,



students, tour participants, and government clients to go to for purchasing quality recovery equipment.

As I mentioned in Newsletter #22, I work closely with Factor 55. However, I've never taken one dollar from the Factor 55. I am not a paid partner or employee. As most know "I only work for you" – my newsletter subscribers. I'm not on the payroll of any company, plus I don't take paid advertisements in my books or on my website. My opinions on equipment and accessories are only with you in mind. I don't flippantly become an "ambassador" for a product or company. I form my own opinions by actually using the products in the field, under actual off-road conditions. Period.

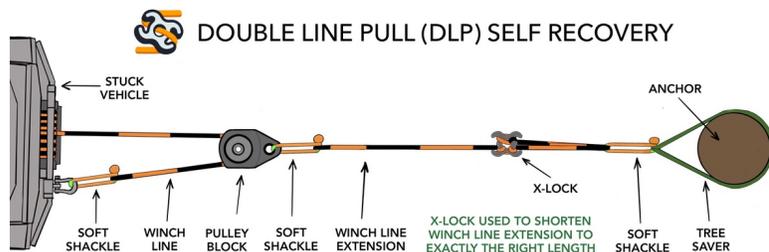
This is also true with this newsletter's review of the Safe-Xtract products and kits. I am not a paid partner or employee of Safe-Xtract. I'm simply an enthusiastic consumer and someone that uses the Safe-Xtract recovery products in my 4WD training courses. I will also be including Safe-Xtract products in my 2nd edition of "The Total Approach to Getting Unstuck Off Road – 4WD Self-Recovery & Vehicle-Assisted Recovery."

To be completely transparent, I purchased the Safe-Xtract products I own (see the Safe-Xtract website [HERE](#) and purchase products [HERE](#)). I also journeyed from California to New Mexico on my dime to receive an orientation from the inventor of the Safe-Xtract recovery products, and its owner Chris Cole. This was an invitation I could not pass up. Not only did he personally show me the specific uses and features of his recovery kit components, but I got to talk "vehicle recovery" for a couple of days and drink a whiskey in the evening. A total win.

Chris is also the President of the International 4 Wheel Trainer's Association (I4WDTA) and one of this nation's (and planet's) finest recovery experts. Although I have the only complete book on recovery (all 353 pages; see [HERE](#)), I have a keen interest in learning new techniques, methods, and safety procedures. No man is an island, and no book is perfect. Chris also honored me (as have several other recovery experts) by reviewing my book since it's published date and providing me with possible 2nd Edition comments and suggestions. If I'm really interested in getting the information in my book right for all my readers, why would I not listen to other experts like Chris? His review of my book makes it better. As John F. Kennedy once said in a famous speech, "A rising tide floats all boats." Chris and Safe-Xtract believe in the same mission I do – Protect People, Vehicles, and the Environment. If we believe in the same mission, why would I

not collaborate with him and him with me? It's that simple.

The Safe-Xtract System



Vehicle Recovery is dangerous, make sure you are properly trained and ensure all your recovery equipment is serviceable and properly rated.

Unlike most other recovery product manufacturers, Safe-Xtract has developed an exacting recovery methodology for those that use their products. This unique vehicle recovery SYSTEM includes: 1)

specifically engineered

products, 2) all-in-one kits, 3) a Recovery App (for IOS and Android), and 4) hands-on recovery skill training by seasoned recovery specialists focusing on Safe-Xtract products.

The Safe-Xtract Vehicle Recovery System is based on the understanding that although there are literally thousands of different winch rigging configurations that can be used in the field, there are basically three fundamental winch-recovery operations:

- Single Line Pull
- Double Line Pull
- Re-Direct

An Xtreme version of each of their kits is available that contains additional recovery products enabling users to set up the more complex "Spanish Burton" winch rigging. If you've read my book or closely examined the Safe-Xtract website, you know that the Spanish Burton rigging provides users with a remarkable 4:1 mechanical advantage to recover extremely high resistance loads and/or help the winch not work so hard. The Spanish Burton provides this 4:1 mechanical advantage with the use of only two pulley blocks. It's a study in physics. More on this in a moment.

The Safe-Xtract Vehicle Recovery System includes instruction and products that

allow the user to also perform two different non-winch recovery methods:

- Momentum Xtraction, and
- Traction Xtraction

“Momentum Xtraction” is Safe-Xtract’s term for Kinetic Energy Recovery. The Safe-Xtract kits include a top-quality Kinetic Energy Rope, sized to the Gross Vehicular Weight Rating (GVWR) of your vehicle.

“Traction Xtraction” is the practice of using the traction of a working/unstuck vehicle (“assist vehicle”) to recover a stuck vehicle or tow a disabled vehicle off-road all the way to the pavement.



Traction Xtraction



Traction Xtraction & Disabled Vehicle Towing

The Safe-Xtract Recovery Kit Components

Safe-Xtract has eleven primary components available as part of its recovery system. Of course, some of these primary components are available in different sizes – diameters, widths, lengths, minimum tensile strengths (MTSs), and working load limits (WLLs). To choose the right components for your vehicle, you'll need to know:



1. The manufacturer maximum rating of your winch (for properly sizing Safe-Xtract's synthetic rope winch line, winch line extension, soft shackle, and pulley block).
2. The Gross Vehicular Weight Rating (GVWR) of your vehicle (for properly sizing Safe-Xtract's Kinetic Energy Rope).

At this point in time, the Safe-Xtract's products you may purchase include:

1. 60' Winch Line
2. 60' Winch Line Extension
3. 10' Tree Saver
4. 20' Kinetic Energy Rope
5. Soft Shackle
6. 12' Safety Lanyard
7. Pulley Block
8. X-Lock©
9. Winch Line Lock
10. Splicing Tool (Safe-Xtract uses the Factor 55 "Fast Fid")
11. Gear Bag

Click [HERE](#) to purchase Safe-Xtract kits and individual products.

When talking to Chris, he made a special effort to let me know that all of the products he offers for sale are not only assembled in the USA, but that all of the rope/strap fibers and materials are also 100% manufactured in the USA. There are NO cheap overseas fibers or materials in any of his products. Because of this fact, Safe-Xtract products comply with the "Buy American Act" (BAA) and the "Country of Origin" (COO) requirements in Federal Government contracts. This compliance comes at a higher cost of sourced materials – fibers, aluminum, etc. This means his products are a bit more expensive than similar items that are not USA made. However, this increased cost speaks to buyer confidence when purchasing Safe-Xtract products. You can be assured that you're getting the finest sourced materials available for manufacture and the products are assembled and tested right here in the USA. This assembly and testing in the USA speak to greater quality control.

Further, Chris is proud to say that his recovery products and training system is used by US SOCOM (Special Operations Command) and various other Federal and State military groups and agencies. You can read more about Safe-Xtract [HERE](#). You may purchase individual Safe-Xtract products from ASR (Advanced Synthetic Rigging) [HERE](#).



<Made in the USA
<Berry Amendment compliant.
<Buy American Act compliant.



Recommended by the
<International 4WD
Trainers Association.



<Manufactured in alignment with
ISO 9001:2008 requirements.



<In service with US
Military/SOCOM units.



<Veteran-owned
suppliers.

SX-20000 VEHICLE RECOVERY KIT®

P/N #SX-20000

Weight: approx 35 lb

COMPONENT INVENTORY

SX-20000A: 7/16" X 60' Winch Line (one)
 SX-20000B: 7/16" X 60' Winch Line Extension (one)
 SX-20000C: 3" X 10' Tree Saver (two)
 SX-20000D: 7/8" X 20' Kinetic Recovery Rope (one)
 SX-20000E: 7/16" X 10" Soft Shackle (four)
 SX-20000F: 3/8" X 12' Safety Lanyard (two)
 SX-20000G: Pully Block [patent pending] (one)
 SX-20000H: X-Lock® [patent pending] (one)
 SX-20000I: Medium SX Gear Bag (one)
 SX-0001: Splicing Tool (one)
 SX-0002: Winch Line Lock (one)



Compatible with the
<Safe-Xtract Vehicle
Recovery App.



The SX-20000 Kit is design-built as an interoperable component of the Safe-Xtract® Vehicle Recovery System. It is sized for use w/ winches rated between 4,000-12,500 lbs, and facilitates the Single Line Pull, Double Line Pull, Redirect, Traction Xtraction & Momentum Xtraction recovery techniques.

The Safe-Xtract Kits

As of this date there are twelve possible Safe-Xtract kits to choose from. The twelve kit offering is very carefully thought out. The Safe-Xtract kits aren't simply a bunch of recovery products stuffed in a bag.

You purchase a specific kit based on the manufacturer maximum rating of your winch. The SX-8000 kits are sized for winches up to 4,000 lbs (Powersport vehicle winches - ATVs, Side-By-Sides), SX-20000 kits are sized for winches between 4,000 to 12,500 lbs (like my Jeep TJ and JKU), SX-30000 kits are sized for winches between 12,500 to 18,000lbs (this is the size kit I purchased for my RAM PowerWagon with a Ramsey 15,000lb winch), and finally their SX-40000 kit is for monster winches between 18,000 to 25,000 pounds (Unimogs, EarthRoamers, converted military trucks, etc.).

You may purchase Safe-Xtract recovery kits directly from ASR ([HERE](#)). Your kit options are:

- SX-8000 MX/TX
- SX-8000
- SX-8000X (Xtreme)
- SX-20000 MX/TX
- SX-20000
- SX-20000X (Xtreme)
- SX-30000 MX/TX
- SX-30000
- SX-30000X (Xtreme)
- SX-40000 MX/TX
- SX-40000
- SX-40000X (Xtreme)

MX/TX Kits. The MX/TX kits are designed for those users that do not have a winch OR want to add to their own winch recovery kit that does not include products for “Momentum Xtraction” (nylon kinetic energy recovery) or “Traction Xtraction.” Traction Xtraction is the use of an unstuck recovery vehicle’s traction to recover a stuck vehicle and tow a disabled vehicle off-road with specially designed low-stretch polyester tree straps. All of these kits include:

- Two tree saver straps
- One kinetic recovery rope
- Four soft shackles
- Properly sized gear bag

Fundamental Recovery Kits. These are the SX-8000, 20000, 30000, and 40000 kits. The Safe-Xtract fundamental kits will allow you to organize these recovery setups:

- Single line, double line, and redirect winch pulls
- Momentum Xtraction
- Traction Xtraction

Each fundamental kit includes everything found in the MX/TX kit, plus:

- One 60’ synthetic rope winch line (to replace your steel cable or a worn or weaker synthetic rope winch line)
- One 60’ winch line extension
- Two safety lanyards
- One pulley block
- One X-Lock©
- One synthetic rope splicing tool
- One Winch Line Lock
- Properly sized gear bag

Xtreme Recovery Kits. These are the kits labeled with an “X” after the kit part number and are the most complete kits you can get from Safe-Xtract. If you are looking to replace all or most of your recovery accessories or you’ve never owned any at all, these are the kits for you. You’d be very hard pressed to find a more complete, all-in-one recovery kit offering.

These kits include everything found in the MX/TX AND fundamental recovery kits outlined above, plus:

- A second X-Lock©
- A second Winch Line Lock

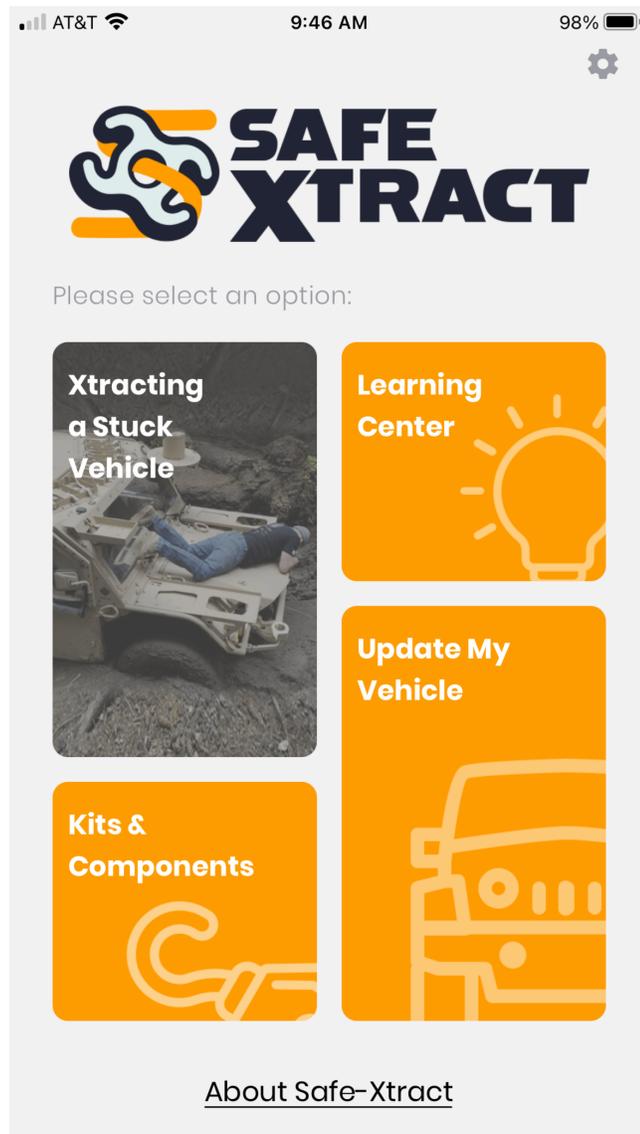
- A second pulley block (with a larger WLL for extreme resistance loads – e.g., in a Spanish Burton winch rigging set up)
- A second winch line extension (with a larger diameter/MTS for extreme resistance loads – e.g., in a Spanish Burton winch rigging set up)
- Two more soft shackles (with a larger diameter/MTS for extreme resistance loads (e.g., in a Spanish Burton winch rigging set up)

How Products are Used

I could go on and on here about how to perform the various recovery configurations emphasized by the Safe-Xtract Recovery System, but this is best done by purchasing and downloading their App on Apple's App Store or Google Play. The App is very inexpensive for what you get – just \$10.00 US. Even if you don't have Safe-Xtract recovery products or kits, the App is still very handy.

Within the App you can plug in such parameters as:

- Are you self-recovering?
- Are you conducting vehicle-assisted recovery (helping another vehicle)?
- The GVWR of your vehicle
- The gradient (slope) you are on
- The number of wheels on your vehicle, the number damaged/missing, and the number buried
- The ground condition (e.g., grass, hard wet sand, gravel, loose dry sand, etc.)
- Your winch capacity from the factory



Home Screen of Safe-Xtract's App

Once you plug in these parameters, you can click the button “Recovery Options” to show you rigging set-ups or recovery methods you may use to get unstuck.

The App also includes a “Learning Center” where you’ll either be able to view still photo/illustration step-by-step tutorials or videos of how to perform recovery techniques or methods with Safe-Xtract recovery products.

There are a couple of special Safe-Xtract products and product attributes I would like to emphasize. Allow me to share.



Unique Safe-Xtract Soft Shackle

Winch Line and Winch Line Extensions. I know what you’re thinking, “What’s so special about synthetic rope winch line?” Relative to the rope sold by Safe-Xtract, there are several attributes of note. First the rope is made of Plasma HMPE (High Modulus Polyethylene). Plasma has:

- Unparalleled strength for its weight (stronger than steel cable but six times lighter).
- The best UV resistance of any popular synthetic fiber used in rope.
- The ability to be used in very cold applications without a strength reduction.

Safe-Xtract also coats their rope with alternating neon orange and black colors so it’s obvious to observers when the winch line is moving or static. The coating also serves to resist abrasion, resist water absorption, and increase the rope’s UV protection. The eyes of the winch line are also dipped in a rubberized material for increased durability.

Soft Shackles. Safe-Xtract soft shackles have a couple great attributes. First, I have found that their design makes it extremely easy to open the loop for the knot to be

threaded through. This is not so with all soft shackle designs – you have to fight to open the loop large enough for easy knot threading. Second, each shackle has an innovative “green stripe” to highlight where a load should be positioned (see photo). If positioned as intended, you will place the loop and knot in the correct location on any rigging set up.

X-Lock©. The extremely innovative X-Lock© can be used to safely join two synthetic lines with eyes, help shorten a synthetic rope winch line, create a v-bridal configuration in a winch rigging set up, and manually belay a vehicle down an incline in a controlled manner, by hand. The Safe-Xtract X-Lock© is machined in the USA using a single block of high-strength



X-Lock Used to Shorten Winch Line

aluminum alloy. I can assure you that the X-Lock© will become a standard item in my personal custom recovery kit. The X-Lock is simply a GREAT piece of recovery equipment. There are a number of different ways to shorten winch line in rigging set-ups, but the X-Lock is probably the best.

Winch Line Lock.

Although multiple items can successfully be used like the Winch Line Lock (hitch pins, dowels, etc.), this specific Safe-Xtract



Winch Line Lock

product is well tested and has the proper shape. The Winch Line Lock, made from strong Delrin plastic, is perfect for use when shortening a synthetic rope winch line using a either a daisy chain or chain sinnet (AKA monkey braid) knot. Safe-Xtract is also releasing a Winch Line Lock made of aluminum for larger kits.

Pulley Block (Patent Pending). At this writing, my thoughts are that the Safe-Xtract split-leg pulley block is one of the best on the market – especially for its light-weight design. The sliding split-leg plates are machined from strong billet 6061 aluminum with “eyes” that are smooth

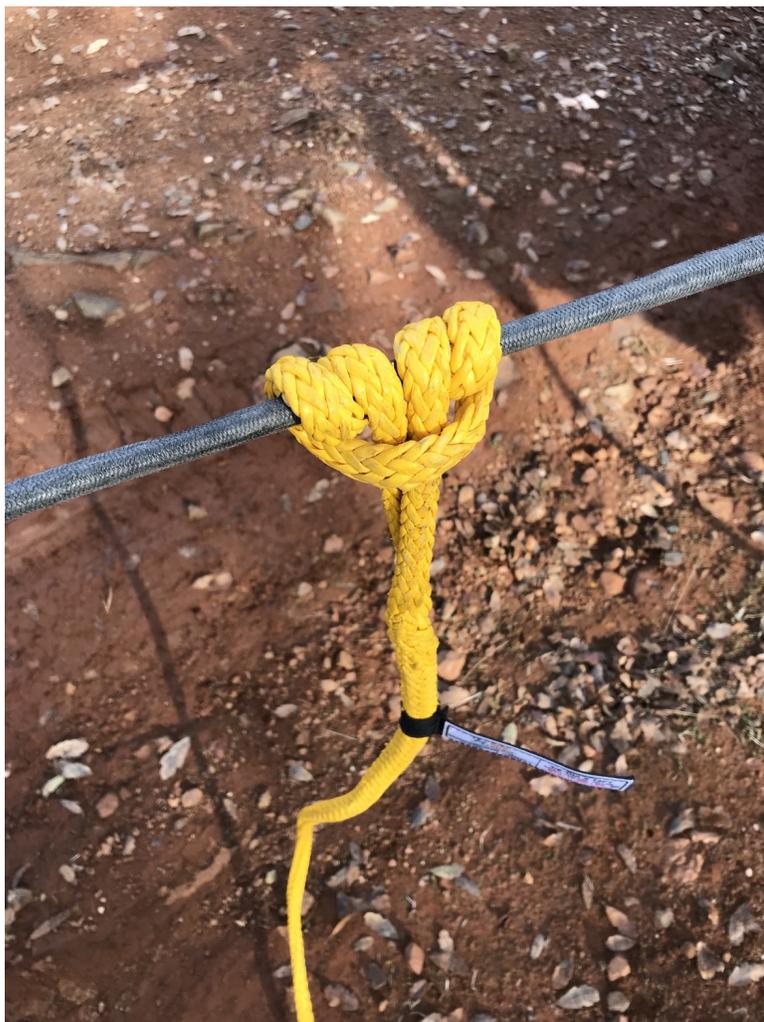
enough to be used with soft shackles. In fact, all the edges of the pulley block are rounded so as not to harm synthetic rope. The “eyes” of the pulley block are also properly sized to show the user the correct diameter of a screw-pin anchor shackle to be used and how to position the metal shackle properly in the pulley (shackle pin through “eyes”).



This is an Exceptional Pulley Block

The actual pulley itself is also made from aluminum or a strong polycarbonate. The pulley has six embedded Delrin plastic pucks on each side, helping to wipe dirt out from between the insides of the split-leg side plates. The pulley’s axle is made from hardened stainless steel. The self-cleaning bushing, pressed into the split-leg side plates, is grooved (“rifled”) to eject dirt. Each pulley block may be easily disassembled for cleaning or inserting spare parts as may be needed due to hard use.

Safety Lanyard. This Safe-Xtract twelve-foot lanyard is used in lieu of or in concert with a recovery damper. I have to admit, I show my students how to use recovery dampers on winch rigging set ups, but I’ve never been that enthusiastic



Safety Lanyard's Prusik Knot

with their current design. Even under the best conditions, a broken winch line can slide right through a recovery damper, leaving it to lay on the ground. Often recovery dampers don't restrain a broken winch line at all.

Safe-Xtract promotes the use of a "safety lanyard" on winch rigging set ups – to restrain a broken winch line should it fail during a pull. To use the lanyard, one needs to know how to tie a Prusik knot around the winch line. This knot grabs the winch line securely,

even if it breaks. The secret of these lanyards is that the loop on one end is very large, enabling the user to adequately tie a Prusik knot around the winch line. The other loop is sized smaller to attach to a frame-mounted recovery point with perhaps a soft shackle.

Durable Data Tags. If you are one of my past students or have read some of my recovery product rants on social media, you know that I actually deride those recovery product

companies that put paltry and misleading data tags on their items. Some even put tags on their product that practically fall off just by storing them in a bag. I know of some recovery product companies that don't even have data on their products (with information such as WLLs, MTS, type of material used in the



Great Information on Safe-Xtract Tags

product, diameter, serial number, batch number, imperial AND metric units listed, and appropriate warnings, etc.). Are you listening Hi-Lift Jack, ARB, and others? In my humble opinion, these companies need to get with the program before the government steps in and makes you mark your products appropriately – like in Australia.

This is not the case with Safe-Xtract – otherwise the company wouldn't even merit a review in my newsletter. Safe-Xtract more than appropriately labels each of their products with highly durable data tags. Some of the tags (such as the one pictured) have with information on how to use the product properly. The only recommendation I have on the Safe-Xtract tags is to also list metric measurements, not just imperial.

Hands-On Skill Training

Of course, I will be showing and using Safe-Xtract products in all my Off-Road Safety Academy courses and at off-road/overland shows I train at – along



with other brands of recovery equipment I have personally used in the field and products that meet my standards. I will orient all my students to Safe-Xtract's fine products and help students use them in "best practices" scenarios. For information on

Off-Road Safety Academy Recovery Courses and the off-road shows I train at, go [HERE](#).

Like Off-Road Safety Academy, Safe-Xtract is a firm believer that Vehicle Recovery is a dangerous activity, and that people should be professionally trained on recovery gear before they use it in the field. To that end, Safe-Xtract has developed a professional training course that covers most aspects of vehicle recovery and use of all vehicle recovery components found in the Safe-Xtract Vehicle Recovery Kit. This Safe-Xtract Vehicle Recovery Training Course is offered only through select I4WDTA Instructors who have subsequently been certified to become Safe-Xtract Instructors. The Safe-Xtract Vehicle Recovery Training course includes both conceptual and practical instruction, with a morning spent in the classroom setting followed by hands-on instruction in the field. For more information on this training and the individuals conducting this specialized training, click [HERE](#).

Off-Road Safety Academy doesn't care who you get trained by, so long as you go NOW to get professionally trained in the art of vehicle recovery. Take a course from Off-Road Safety Academy or through I4WDTA Instructors. Don't wait until you need these skills in the field and have to guess the right way to perform a vehicle recovery.



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