

If you are going to be driving through any large cities via multiple lane highways, check out the route in advance and using metropolitan blowups, determine the lanes you should be in at critical points. Remember that now you have another vehicle in tow and you cannot "jump" lanes at the last moment.

Never change lanes without first turning on indicators, looking to insure that you are going to be clear, and then cautiously proceed. If you miss a freeway exit because you are in the wrong lane, just miss it and get off at the next convenient one. If you continually "challenge" traffic and take chances in order to get the right of way, sooner or later you may encounter someone just as bullheaded as you and it may needlessly involve you and your family in a serious accident. Plan ahead, take it easy, and be courteous.

When driving over two-lane roads, take special care in passing. Remember that your car-trailer combination cannot accelerate as fast as the car alone. Be sure you have plenty of clear space for passing and don't return to the right-hand lane until you are sure your trailer clears the passed vehicle. Truck drivers often flash their headlights to indicate clearance for safe return to the right-hand lane. Many trailerists return the favor.

Drive sensibly when it comes to speed. You may need more space to safely stop a trailer combination than your car by itself — allow for this. Trailer brakes should be adjusted to set-in well ahead of tow vehicle brakes. Be especially cautious about applying brakes heavily when in anything but a straight line position. Slow down on wet surfaces.

When turning with trailer attached, the trailer will "cut inside" of the tow vehicle track. Remember to allow for this when making sharp turns around obstacles such as curbs, trees and gas pumps.

Make full use of a convex mirror at least on the right side. This will give you vision where the flat mirror may not. On viewing moving traffic in the convex mirror, be especially cautious until you become accustomed to the perspective it displays. Vehicles appear to be a greater distance behind you than they are when viewed through the convex mirror.

If your model trailer is a "wide track," take extra care when towing on narrow roads. Your car wheels could be well on the concrete while the trailer wheels are off and on the shoulder. In some areas, shoulders are extremely soft after heavy rains and you must make every effort to keep the trailer on hardtop. If the hardtop has a sharp edge with a drop of several inches to the soft shoulder, don't try bringing the trailer back onto hardtop until you have reduced your speed. If a trailer is sharply returned at high speed, sometimes it will "catch" the concrete edge suddenly and swerve dangerously towards the other side of the highway before finally straightening out!

Avoid driving on ice-covered highways. Driving on packed dry snow is not advisable but you can be reasonably safe under these conditions if you are used to them and use caution. Sometimes a highway is ice free but

overpasses and bridges are frozen over. When crossing iced bridges maintain constant speed in a straight line to avoid skidding.

TOWING - OFF HIGHWAY USE

When traveling off the hard surface road, remember that gravel, sand or dirt offer less traction to your wheels in both accelerating and stopping situations and especially in hill climbing. If you must take your trailer to the bottom of a steep hill, be sure the return route up to the top of the hill is straight enough that you can make a run for it. Loosening your equalizer bar chains or adding rocks or other weights to your car trunk might get you out of a tight spot if you stall, slipping your drive wheels on a very steep hill — if not, you may have to call for help from another tow vehicle. Roads causing this kind of problem are rare but some of the most beautiful campgrounds might have just such an entrance.

A good rule to follow on deciding whether to go "down into" a camp area from a major road, is to stop on the main road and walk down first. Observe the size trailers already parked and what type tow vehicles brought them in. If yours is comparable, it's reasonable to assume you can get in and out also. Take a good look at where you can park and plan your approach to maneuver for parking. Take into consideration any sharp turns, low branches, large boulders on road's edge or any other obstacles on which to avoid contact. If you have a heavy trailer and all you see in camp is lightweights, you had better check and make a careful estimate on whether you can navigate the route through camp and also whether you can get out over any steep loose graveled grade. Remember that now you are dealing with the requirement for traction and unless you can get it, all the horsepower in that oversized engine won't help one bit. If you are careful not to compromise yourself into getting committed into a situation you cannot get yourself out of without help, then almost all regularly designated camp areas are open to you.

Some RVs have better clearances than others. If your model vehicle has an extra low holding tank and/or plumbing traps, etc., take that into consideration when traveling unsurfaced roads. Roads with a high center crown containing boulders can damage under chassis plumbing.

When navigating through camp areas, be aware of overhead obstacles which could cause extensive damage to roof mounted TV antennas in folded position, vents, etc. Trees that lean in towards the roadway at an angle can be deceiving and it is easy to misjudge clearance and badly scrap a top edge. If you have an expensive awning on that top edge, damage can be extensive. A good way to pass by obstacles is to position an observer where they can guide you by safely. If you have a side mounted TV antenna, watch out for clearances on that side.

You are going to be amazed at the size of RVs you'll find in the remote area campgrounds. The people operating them have probably had a lot of