



A MOTORHOME IS NOT DIFFICULT TO DRIVE

...however, it is substantially wider, longer, and heavier than an automobile. These differences do call for special driving procedures. The procedures are easy to master and make your trip that much more enjoyable.

- **The driver sits higher in a motorhome.** This is a distinct advantage because you can see farther and react more quickly. It does take longer to accelerate and stop, therefore, do not follow too close in traffic.
- **The driver is farther to the left of the center of the vehicle.** This causes most drivers to drive too far to the right side of the road. Be aware of this and make the necessary adjustments.
- **MINIMUM height clearance is 11 feet on a motorhome.** Be on the alert to avoid hitting overhanging tree branches, carport roofs, and low roofs over filling stations, motels, etc. Keep in mind that the rear air conditioner is sometimes higher than the front. Allow for plenty of clearance.
- **Due to the length of a motorhome, its turning radius is greater.** Also, when driving from a flat surface up an incline or vice versa, the rear end will drag.
- **Be aware that a motorhome is buffeted by cross winds and air currents created by passing trucks.** Slow down driving speed. Anticipate these effects and compensate for them.
- **When backing the vehicle use the side mirrors and have someone watch out the back window.** In close quarters, have someone give directions from outside, while you view things through a side view mirror.



MOUNTAIN DRIVING

Watch the engine temperature carefully. If the engine overheats, immediately pull off to the right side of the road and wait for the engine to cool. Check the engine for coolant. Use low gear on inclines where the transmission is repeatedly upshifting and downshifting. The proper way to descend is to put the transmission in low gear, thus avoiding the over use of the brakes. If at any time it appears that the brakes are fading, the coach should immediately be stopped and the brakes allowed to cool before proceeding.

GRAVEL ROADS

Motorhomes operate reasonably well on dirt and gravel roads. However, on such roads, gravel thrown up by oncoming traffic can produce dents in the fiberglass or windshield damage.

SLIPPERY ROADS

Motorhomes are actually better at negotiating slippery road conditions than are automobiles. The fact that a higher percentage of the weight of the coach is on the rear wheels means that the traction will be good. However, slow down and exercise extra caution when you encounter slippery conditions. Traction may be better due to weight, but if you start to slide, the same extra weight will carry you farther than a car.

BACK COUNTRY ROADS

Motorhomes are not suited for traveling on really rough roads. These roads frequently wind through woods which have not been cleared sufficiently to permit the huge bulk of a motorhome to pass. Also, due to the height of a motorhome, any unevenness in the road, especially side to side unevenness, may result in a constant throwing about of all items stored in the upper part of the coach.

HIGHWAY DRIVING

Frequently, long lines of cars collect behind a motorhome. When this happens, the driver should pull off the road to let the cars go by. If you do not do this, particularly daring drivers will take a dangerous risk to get by and the motorhome will be the focal point of a potential accident.