

B.A.D.D.
Canyon cruising Guidelines
By Mods and Admin

Preface

Canyon cruising can be a great way to connect with others and experience the performance aspect of cars. But it has the potential to be dangerous without proper knowledge, or preparation. This guide is designed to help you get the most out of your driving time and most importantly, ensure everyone's safety.

Rules & Guidelines

- 1) **No dying allowed.** We are not liable for your driving decisions.
- 2) **Drive within your limits**, if you are left behind do not push it hard to catch up. **Never drive at 100% capacity.** Unlike the race track or autocross, canyon roads will have unpredictable hazards.
- 3) **Do not pass on blind corners or crests.**
 - You may see a leading car pass traffic - do not follow.
- 4) **You are responsible for the safety of your passengers.**
 - Be more careful while carrying passengers as it changes the braking distance and handling characteristics of the car.
- 5) **Be aware of drivers around you.**
 - Understand the danger you're putting yourself into - don't put other cars in that same situation. One crash in the oncoming lane can destroy the touge scene in that area.

Canyon cruising Etiquette

- **Move over for faster cars if they flash high beams.**
 - Right turn signal to allow pass in an open area.
 - Flash high beams three times if you want to pass. Be patient, drivers are focused on the road and may not notice your signals right away.
 - If a car in front turns on warning lights, turn on yours and slow down.
 - If following another vehicle, ask the driver in front of you if it all right to use high beams.
 - Generally, do not swerve to avoid animals. They may get confused and run into your driving line. Instead, **hard brake in a straight line** if possible with hazard lights for the car behind you.
 - Driving in the daytime is highly recommended for learning unknown roads.
 - For motorcycles, tapping the top of the helmet means “patrol ahead”. For cars, tapping the roof means the same thing.
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If you're new to this, we understand you forget some of the etiquette - all of our drivers are here to help with the learning process.

Please take a look at the rest of this document since it contains *extremely important* information to help better prepare yourself!

The rest of this file contains the following:

- Car control guide
- Checklist before driving
- Stuff to bring

Before you begin driving - understanding car control:

It is *strongly recommended* that you understand basic driving theory before going above cruising pace on canyon roads. This is also for the safety of those around you. At the absolute minimum, read through the following pages and make sure you understand these concepts of car control:

- 1) [Driving Line](#)
- 2) [Smooth Driving](#)
- 3) [Correcting Understeer](#) (especially FWD/AWD users)
- 4) [Correcting Oversteer](#) (especially RWD users)

Want to be even better? The full list of categories is found [here](#). The full book is usually \$15 but you can download the PDF (mobile friendly) [here](#) for free!

Yes - reading can be dry sometimes. But as a car enthusiast, this is valuable information that will carry on for the rest of your life. If you ignore car control theory, you'll never be faster than a stock minivan *and* will be more prone to crashing. Reading this stuff even on a bathroom break will go a long way.

In a nutshell:

- Understand what a driving line is.
- Drive smoothly. Jerking the wheel & oversteering may feel fast but it's usually not
- Do the majority of your braking in the straights, *before* a corner.
- You can practice all this in racing games & simulators too

Techniques to practice now:

- If you drive manual cars, practice [rev matching](#), then [heel & toe shifting](#) in traffic - it will guarantee a smoother corner entry.
- If you drive automatics, consider practicing left-foot braking to build your muscle memory. It's especially useful for FWD, AWD, and 4WD.

Checklist before driving - Tech inspection:

There are no tech inspectors for canyon driving, so it is up to you to determine if both you *and* your vehicle are safe to drive. Here's a guide of a mental checklist to go through:

- Are you fatigued or tired? Consider skipping the drive or going at a slower pace.
- Are you under the influence of alcohol? *Definitely skip out.*

Checklist - Tire inspection

Regularly check the tread depth of your tires. The more 'bald' or smooth your tires are, the more prone they are to debris damage. In wet conditions, shallower grooves means water can't be evacuated as quickly and hydroplaning (steering loss) can occur. Excessive tire heating can occur since the grooves act as airflow/cooling channels. Conductive heat resistance is also diminished since there's less material.

You can check tread depth with a tire depth meter, slide caliper, or ruler. The most convenient way is to use coins. The numbers shown are in inches:



**Always measure the shallowest part of the tire.*

Measure both the inner and outer parts of the tires since they can wear unevenly. A tread depth under 4/32" can be considered unsafe in wet canyons depending in how hard you're pushing the tires*. Also consider the weight of your vehicle: a stock BMW 5-series or SUV will use more tires under braking/cornering than a Miata for example. In the worst-case scenario, prepare to use up to 5/32" in one session. **Remember to check for sidewall damage as well.**

**There are some exceptions such as tires with a TW (treadwear rating) of 100 and below.*

Checklist - Tire pressure

Too many people skip this important step - it's the easiest way to tune your car and it's free! A larger contact patch between the tires and ground means you get more grip. Therefore, you should always adjust tire pressures to maximize this:



Your tires pressures will increase with temperature when they're pushed. A good baseline is to adjust tires to 2 psi (pound-force per square inch) below manufacturer's recommended specs. Afterwards, check tire pressures with a gauge after a canyon run to see its increase. Additional tips:

- For most cars, you can find the recommended specs on the driver-side door jamb.
 - 10 psi hot over recommended specs is usually overinflated.
 - Manufacturer specs may not be a good baseline when running aftermarket wheel & tire dimensions.
- Low-volume tires will heat up and increase pressure faster.
- Front tires will almost always heat up and increase pressure faster than the rear tires, for FWD, AWD, 4WD, and heavy RWD cars. Consider running front tires at a lower initial pressure and see if it matches your driving style
 - Drifting or excessive throttle on exit will heat up rear tires in RWD cars.
- Someone else's settings in the exact same car may not work best for you. For example, a driver that uses trail braking will heat the rear tires more and would have a lower pressure *difference* between front and rear tires.
- You should also check for leaks this way.

Checklist - Brakes

You don't have to check your brake pad life *every time* but do it somewhat regularly and just be aware of what condition they're in.

- If your brake pedal feels squishier than usual, there could be air in your brake lines. If it's not horribly bad, you can proceed with caution and do a flush later.
- If you hear a metallic sound when braking, it could be the wear indicator telling you to install new pads. Skip the drive if you care about the car's rotors.
- If you hear that metallic sound and *know* that you brakes aren't faded or faulty, there could be a rock in your caliper and it should eventually fall off.
- If your car is shaking, check for warped rotors.

Checklist - Everything else

- *Have enough gas!!!*
- *Make sure you have a proper seating position.* Read [Chapter 1](#) or watch [this video](#) for the full rundown.
 - In a nutshell - knees should be have a slight bend when pushing the clutch pedal (for automatics, pedal of furthest travel). Your wrist should be able to rest on the wheel at the 12 o'clock position.
- Consider folding your outer mirrors and pointing your visor mirror down, if the car behind you has bright lights. Sometimes the reflection of their lights get caught in your eyes when looking at the corner apex.
- Check fluids (engine, transmission, brakes) regularly, especially in older cars without onboard indicators.
- Opening the windows and turning music off will help with auditory feedback from tires, brakes, and engine. You may not want them fully open if the car in front is throwing pebbles from its tires. They'll hurt.
- Secure objects in the car so <https://youtu.be/0V-7QGqCpAM?list=PLex4VDrW8lp73N5bWCQ7v0kMMMMXBo6by&t=187> they don't distract you or fall near your pedals.
- If you have ANY concerns at all, speak up before the drive. Communicating during a drive can be distracting or impossible.

Stuff to bring

There's a high chance that people will have these items in large group drives, but it's a good idea to have these in your car:

- Tire pressure gauge
- Air compressor for tires
- Walkie-talkie(s) - FRS/GMRS radios
- Drinkable water
- Snacks
- Engine oil (Especially older cars)
- Coolant
- Sunglasses (Daytime driving)

AWDfreak's emergency kit list:

- [Seatbelt cutter/window breaker / Keychain Option](#)
- [Bright Green Road Flare Glowsticks \(brighter than red\)](#)
- [Emergency Roadside kit](#)
- [Severe bleeding & CPR kit](#)
- Small securely fastened fire extinguisher