

DRIVER'S HANDBOOK



U N E F

Produced under the authority of
Commander, United Nations Emergency Force,
by
Chief Logistics Officer, UNEF.

10. Driving through sand and drifts.

There is complete loss of steering and braking power while crossing sand drifts. To obtain better control and avoid wheel spins :

- a. Gear down to the most suitable gear.
- b. Avoid sudden braking action.
- c. If gears have no power, stop before the wheel spins begin and apply front axle drive.
- d. It is better to start with a jerk than with a smooth motion.
- e. Avoid high banks of sand.
- f. Sand is most deceptive. Where sand is level it may be found that vehicle wheels will sink deeper in it.
- g. IF VEHICLE STALLS, PUSH OR TOW IT OUT RATHER THAN USE ENGINE POWER WHICH WILL CAUSE WHEEL TO SINK DEEPER.

11 Cross-Country Driving.

Cross-country driving requires extra proficiency in use of gear, anticipation of ground condition and vehicle maintenance of the highest standard. Suggestions for cross-country driving are as follows :

- a Before entering patch of bad ground, change into 4-wheel drive.

- b Use suitable gear depending on driving conditions. It is easier to change into a lower gear ratio when the going gets tough than to come to a stop and change into 4-wheel drive.
- c Do not allow engine to labour under any circumstances.
- d Follow the speed limit regulation even if the country is flat and open.
- e Do not leave hard surface.
- f Do not drive through dust cloud raised by the preceding vehicle. Keep 30 yards clear vision to avoid collision in case the preceding vehicle stop suddenly.

12 Local Road Conditions.

Desert roads are also very deceptive. Avoid a false sense of security and be aware of unexpected turns caved-in roads or shoulders, obstacles, etc.

13. Steering into a skid.

In case of a skid, always steer your vehicle in the direction of the skid to regain control of your vehicle. Sometimes it helps to speed up slightly. Do not disengage the clutch or apply the brakes.

PART VIIIBREAKDOWN SERVICE

1. When a breakdown or accident occurs on the road while you are away from your unit, your message to your Officer Commanding should include the following information :
 - a. Type and make of vehicle.
 - b. UNEF number of vehicle.
 - c. Accurate location of your vehicle
 - d. Whether the vehicle is ditched, bogged or has a mechanical failure.
 - e. Details of mechanical defects.
 - f. Type of load, if applicable.
 - g. Name and unit of passengers.
 - h. Whether vehicle can be towed or if it has to be suspended.
2. Remain with your vehicle until help arrives. If the required assistance is received before the arrival of the recovery vehicle, you must inform your own unit at once and arrange for someone to wait for the recovery vehicle at the place to which it was called.
3. The following are the names and addresses from which you can obtain assistance in recovery and/or repair and you should contact the nearest one. However, do not forget to inform your own unit at the same time.

- a. 56 Cdn Inf Wksp UNEF Maint Area Rafah
RCEME Rafah Duty hrs.-43r2
After „ -44
- b. Yugo Recce Bn El Arish —
- c. LiaisonOffice-Cairo 16, Sharia Nabatat CAIRO 33276,
GardenCity, Cairo 33277 or 33278
- d. Liaison Office 24, Rechor Bet (B)
Street, Hakiryia Tel Aviv 29869
Tel-Aviv Tel Aviv
- e. Movement Control International BEIRUT 20500
Office, Beirut Airport, Beirut Extension 45

REFUELLING FACILITIES

For all POL requirement contact MC Officer

(a) PORT SAID

Shell Service Station,
Rue El Goumhouria
Port Said, U.A.R.

(b) CAIRO

For all POL requirement contact
Liaison Officer, Cairo

(i) Shell Metro Station
Khalek Sarwat Street
Cairo, U.A.R.

(ii) Shell Metro Station
Adly Pasha
Cairo, U.A.R.

(c) BEIRUT

Contact Liaison Staff Officer, Beirut, Lebanon.

(d) EL ARISH

Yugo Recce Battalion.

