

LEFT AND RIGHT

I've seen some arm-waving, body-twisting, facial-contorting, noisy guidance attempts that would have puzzled Freud. My recommendation is kinda like learning to rub your stomach and pat your head at the same time. It's a coordination challenge, but once mastered, you've got all bases covered.



Safety

First, be acutely aware you and the spotter are facing *different* directions. This can lead to left-right confusion. This also means backing needs left-right clarification, too.

I use the same left-right meaning for reverse and forward. If I point left, that means turn the wheel left, regardless of the direction of 4X travel.

ONE SPOTTER ONLY

Also, let there be only one spotter. There is nothing more complicated for the driver than multiple spotters. This only leads to more confusion. The spotter should definitely listen to others, and maybe ask for blind-spot assistance, but the driver should only follow one guide.

As the driver, discard all but the most panic-ridden verbal commands from others. Try to zero in on visual guidance cues. Direct others to help the spotter, not the driver. I've seen panic beset the most experienced driver when confronted with too many traffic cops, verbal or visual.



Tip

HAND SIGNALS

I recommend you use one hand for movement and the other for direction. I think it best to use your better-coordinated writing hand for movement and the other for direction information.

Face your flat palm or opposite side (that's the knuckle-side) at the driver for movement information. You motion *continued* movement with a *knuckle-side* wave. Use the *non-thumb edge* of the other hand to indicate *direction*. These are two distinctly different shapes and easy to distinguish in times of stress. The exception is when you want an *immediately stop*, then you get both *palms or fists* in the face. When I want you to *slow down*, it's like starting *toe-touches* with both palms flat to the ground. I push down toward my knees.

The figures show all the hieroglyphics and what they mean. I learned the *nibbler* while on a Ford assignment at Camp Pendleton Marine Corps Base. Tanks and amphibious assault vehicle controllers use hand signals. Unofficially, they use the nibbler, which means *ultra slow* and very controlled movement. I like it. It represents a third distinct hand shape that easily tells others, "Just a little bit!"



Continue straight, slowly



Right



Left



Slow down



Very slow



Stop, hold, don't move

