



# Corvette ANNAPOLIS

## GUIDELINES AND PRECAUTIONS FOR CORVETTES IN CAVARAN(S)

**Corvette Annapolis** endorses safe driving in all of our events. We are careful to plan trips that adhere to proper safe driving guidelines and for the enjoyment of our trips. We encourage all of our CA members to drive safely - always. Members are responsible for their own road safety on trips by obeying the driving laws of any state or region where we take our trips.

Below is a set of road guidelines recommended for our Corvette daylight outings and trips.

### CARAVAN ROAD GUIDELINES

1. At the assigned time, all participants should meet and/or rendezvous at a designated meeting area.
  - Arrive with a full tank of fuel.
  - Bring a portable battery-powered **FRS/GMRS two-way radio** tuned to **Channel 13 Code 0 (zero)**, and extra batteries.
  - Be ready to leave on time. Listen carefully at the **Drivers' Meeting** to the description of the route and safety precautions.
  - Advise the **Event Coordinator** if you are going to meet the group along the route or leave before the end of the tour.
  - Arrange caravan with Corvettes ahead of any participating non-Vette vehicles, such as SUVs.
2. The Event Coordinator, aka Caravan Captain, most often (but not always) "**Leads**" the caravan.
  - The Event Coordinator should be prepared to hand out written driving instructions, and have a short Drivers' Meeting to sign NCCC waivers, to explain the route, review radio formats, and discuss safety precautions.
  - Recommend that one or more additional drivers know the route, and distribute route maps with directions.
  - The planned route should allow for rest stops and avoid rest areas or stops which require the caravan to cross oncoming traffic. Minimize left turns, if practical.
  - Recommend a radio-check prior to drivers being staged so that radios can be dispersed evenly throughout the length of the caravan.
3. Prior to departing from the designated meeting area, the Event Coordinator should "stage" the cars onto the caravan lineup for the trip. Considerations should include:
  - Assign the "**Tail**" car, which is responsible to stay in frequent contact with the "**Lead**" car in congested areas and let the "**Lead**" car know all cars have cleared a controlled intersection, as well as advise the "**Lead**" car if the pace is too fast or too slow.
  - If there are more than twenty (20) cars for the event, consider breaking up the caravan into two or more groups.
    - A caravan of just twenty (20) cars may stretch over 1-2 miles of freeway or highway.
    - If the group is too large, divide into two or more groups of ten (10) or less if possible, each group with a "**Lead**" car and a "**Tail**" car that have two-way radios.
    - All other cars with two-way radios should be interspersed within the group. Interspersed drivers should continually pass information forward to the caravan "**Lead**" car to maintain an ongoing status.



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- When multiple caravan segments, assign different radio Codes to avoid miscommunications while driving. Be certain that each Lead car has a list of these various Codes so that all Lead cars can receive clarifications-directions from the Event Coordinator, aka Caravan Captain.
4. Use common courtesy when departing the meeting area.
    - Allow the cars, which have assigned duties to take their respective positions.
    - Unassigned cars should depart when their assigned “Lead” car departs.
    - Absent any other instructions, the departing order is those cars parked closest to the “Lead” car will queue up first.
    - When cars are parked in opposing rows, those parked on the same row as the “Lead” car should queue up first.
  5. Underway guidelines:
    - It is important to assure your vision well ahead. It is all too easy to end up just watching the car in front of you, instead of looking ahead to see where the road is going and what lies ahead in traffic.
    - The group will travel in the MIDDLE lane or the RIGHT lane on a freeway or highway so as not to obstruct the flow of traffic.
    - Drive with your RUNNING LIGHTS ‘ON’ for safety and identification. Maintain posted speed limits.
    - The **Lead** car will set the pace for the caravan, but is each driver’s responsibility to keep the car behind him or her in sight.
    - Use the 3-SECOND RULE to maintain adequate separation. For the 3-SECOND RULE, note a point on the road ahead. When the car on front of you passes that point, begin counting “one thousand one, one thousand two, one thousand three.” If you are maintaining a good interval, you will pass the same point on or after you say “three.”
    - If a member of the group wants to pass you - allow them. However, passing within the club group of cars should not be necessary and is not recommended. Do not be pokey, stay at caravan speeds.
    - When traveling through congested areas, parts of the group may become separated. The **Lead** car, through two-way radio communication, can elect to slow down to let the group catch up, or use the BREADCRUMB technique where the last car in the main group safely (usually on the shoulder or curb lane) waits for the trailing group to reach that point, or pull off the road and stop to regroup.
    - To REGROUP, the **Lead** car will look for a shoulder space with adequate clearance for the entire group to pull over. As you stop, TURN YOUR WHEELS toward the road. Do not turn-off your motor or get out of your car. When the **Lead** and **Tail** cars decide the road is clear, the LAST CAR will pull out and BLOCK and then the entire group will pull slowly and carefully onto the roadway at the SAME TIME. This why you turn your wheels TOWARD the road when you stop.
    - It is very difficult to keep a caravan together in heavy traffic, congested areas, and on major highways. Plan to regroup when that part of the trip is over, then proceed together as a group.
    - If you need to pull over and do not have a radio, do so and turn on the 4-WAY FLASHERS. The Tail car will stop behind you to render assistance, and radio the Lead car with status.
    - When parking in business parking lots, be observant for dangerous situations caused by backing up your car. Most members will prefer to back into their parking spaces because of the risk of damaging the spoiler when pulling in head-first and because of the convenience of reforming the caravan. However, if there is a concern about getting the caravan safely off the roadway, pull to the FARTHEST OPEN SPACE and carefully PARK HEAD-FIRST.