

## CSC Caravan Guidelines

Every CSC Caravan needs a leader. The leader is responsible for various items involved in having a successful and safe caravan. The guidelines mentioned on this page can apply to both simple day trips, and longer multi-day road trips such as our previous caravans to the National Corvette Museum in Kentucky; Whistler, Canada; and the Black Hills Corvette Classic in Spearfish, SD. A well planned and organized Corvette caravan is a pretty sight on the road!

Below are some of the areas of responsibility that need to be addressed and monitored by the leader: A starting/departure point must be established prior to the event, whether it is for each day of a road trip, or just a social day trip. This should include the date, time, and location. The start point should be set out on the event flyer for a day trip, and on a road trip, at the end of each day, communicate to all what and where the next morning's start will be.

Begin with a "drivers meeting" 10-15minutes before departure. At this time the route and destination will be explained.

A method of communicating between caravan members needs to be established. CB radios have proven to be a very good and reliable method, but very few in CSC seem willing to install an antenna to maximize range, and the trend is moving toward the hand-held "FRS" type walkie-talkies. Select a beginning channel, with the possibility of changing to another channel if the primary one becomes too busy, staticky, or cluttered. A cell phone of all caravan members list is another good method for communicating on an extended trip.

One Corvette driver should be selected to be the caravan's designated last car or "back door". That person is responsible for assisting the leader by keeping him informed on how well the group is staying together. The back door **MUST** have good communications with the leader, as that is how the caravan will stay together by adjusting speed and/or allowing for heavy traffic. The goal is to keep the caravan speed close to the general flow of traffic.

If possible, maps and/or detailed directions should be provided and handed out to each car. No variations to the route should be made once on the road, as it can be confusing to caravan members further back in the group. Changes could be made, but **ONLY** if there is good communication between **ALL** cars in the caravan. Those who are unable to communicate create extra work and pressure for the leader, and the back door, trying to keep the caravan together.

Any planned fuel, rest, or food stops, should be communicated before departure. Any unplanned stops will be worked out by the leader and back door, and hopefully can be arranged far enough ahead that all cars without communications will be able to stay with the group. These rest (bathroom) stops are an important part of the trip.

At this time, the leader should determine if anyone in the caravan has medical or mechanical issues. Also, ask if anyone will be leaving the group during the caravan so there won't be any missing cars that aren't accounted for.

Once on the road, the leader must do everything possible to insure that the caravan stays together. Try to maintain an even speed to allow all to keep the caravan in sight, even in heavy traffic. If you see, or are notified by your back door that the caravan has become split up, pull over at the first safe place to do so, and wait for the rest to catch up. The back door will let you know when the group is together. Do not "run off" and leave the group behind – this is **YOUR** caravan, so take ownership of it, and arrive at your destination as an organized and orderly group. The caravan members expect it of you, and not everyone has the same level of experience or comfort traveling as a group. It is your job to insure that all have a good time and will want to do it again!

**HAPPY AND SAFE CARAVAN-ING**