

# Corvettes of Fresno - *Caravan Rules*



1. **Turn on your cell phone.** Have the leader and other members' numbers handy.
2. **Your vehicle should have a good FRC/GMRS radio.** Be prepared to relay messages to those around or behind you that may not be in range of the event leader's radio signal when asked to do so. While participating in an event, try to use your radio sparingly so as not to interrupt necessary directions from the event leader.
3. **Mystery run sponsors should provide their cell phone number, sealed directions, and destination.**
4. **Enter traffic safely.** Safest way to pull onto the roadway is the *Lemans* method: all vehicles angle 45 degrees onto road and move forward together at the *same* time.
5. **Be courteous to other drivers.** This includes both personal and on-air etiquette. You are representing COF while on runs. Watch your language and don't give COF a bad rap.
6. **Follow instructions.** The leader knows the best route; any changes, hazards and/or detours should be avoided.
7. **Caravan leader should select a "sweeper" with a strong FRS/GMRS radio to be at the rear of the group.** The sweeper's role is to keep the group together, notify the leader of situations that arise, and notify the leader if anyone needs assistance or plans to separate from the group. The leader then can decide what action to take for a disabled vehicle. If the group becomes spread out beyond radio range, the sweeper should have the leader's cell phone programmed in his/her cell in order to make calls to the leader as necessary.
8. **Don't tailgate or lag too far behind.** Tailgating creates dangerous situations and does not allow time to react or room for civilians to maneuver through the column. Lagging too far behind can cause those behind you to become lost and/or separated from the group.
9. **Communicate.** If you are having car or any other type of problems, or if you observe a dangerous situation, inform the leader and others in the group of the situation and the available options. It is the responsibility of the leader to set a safe pace. If you feel that the pace is too fast for you, do not slow down and separate the group. Communicate with the leader. The leader will then make a decision as to what action to take. Remember, an overly slow group can be more dangerous than a fast one. The CHP will pull over a group that becomes a traffic hazard.
10. **Keep in single file with enough room for traffic to maneuver through the column when necessary.** In heavy traffic areas, the leader may call for multiple groups if appropriate. The caravan can re-group when traffic thins out. Safety is more important than keeping cars in formation. If you become separated from the group, communicate with the leader with your FRS/GMRS radio or your cell phone.
11. **The practice of pulling the group over to wait for others to catch up is not recommended and is discouraged.** The leader should try to anticipate areas where a separation might occur and plan for them. When this is not possible, other strategies should be used, such as slowing down or picking a rendezvous point. If pulling over is necessary, do so only where the group can do so safely - where the cars are fully off of the roadway and re-entry can be done safely. Also see #14.
12. **Absolutely no passing of other members unless that member waves you around.** If you have a reason to be at the front, arrange this with the leader before leaving.
13. **If you need to separate from the group before the event is over, be sure to inform the event leader.** If you are unable to reach the leader or others in the group by radio, be sure to use a cell phone to make contact with the event leader. He/she is responsible for you and your actions for the duration of the event. If you leave the group and don't tell anyone - others will be going back to look for you.
14. **Divide and Conquer.** In today's traffic, it is becoming impossible to keep a large group together even on short runs. The event leader should assess the route and decide what size group is manageable. Divide the column into groups (about 5 to 7 cars) each with a leader. Each member in that group can then communicate with that sub-leader. That way, communication errors and lost members can be avoided or improved upon.