



CARAVAN GUIDELINES DAY TRIP

(Revised 9-14-2021)

Participating in a CSC caravan can be a lot of fun, but only if it is orderly and well organized. At all times be courteous and aware of traffic around you. This guideline applies to local day trips. Here are some basic, proven guidelines for a safe and successful caravan:

Each caravan should have a **Caravan Leader** – the “Front Door” and a designated last car – the “Back Door.”

The Caravan Leader is responsible for the caravan and any questions should be directed to that person. The Caravan Leader should also provide you with the plan for day trip. The plan should show the destination, mileage, rest stops, and any food stops. Before departure, the Caravan Leader should hold a driver’s meeting to review the plan for the day and identify who will be the “Back Door”.

PLEASE BE ON TIME! Have your gas tank full and any maintenance completed before departure. Also, at the initial drivers meeting, be sure to inform the leader of your car’s cruising speed or mileage limitations, so fuel stops can be planned accordingly.

Anyone with medical experience should make this known to the group. The same thing applies for those with considerable mechanical skills.

Ideally, all cars in the caravan should have a CB Radio or Walkie Talkie. At a minimum, the front and back door cars should have a CB or Walkie Talkie. The Caravan Leader will identify an initial channel and alternate if the primary channel becomes too “busy”, the Caravan Leader will notify every one of the change. The Caravan leader should also provide everyone with his/her cell phone in case of an emergency.

The back door has numerous functions – watching for “lagers”, mechanical failures, losing people at traffic lights, and faster traffic approaching from the rear. The back door should also coordinate lane changes with the leader.

Once on the road try to maintain a constant distance between you and the Corvette ahead of you. Use a larger gap at night or in wet weather. Do not leave too much of a gap, as it tends to frustrate drivers behind you, allows too many non-caravan drivers to get into our group, and causes the group to gradually split up or start the “bungee cord” effect of speeding up and rapid braking which disrupts the rhythm and safety of the caravan. If you are not comfortable with this guideline, let the Leader know and then drop back behind the Back Door car and go at your own pace.

If a member of the caravan has mechanical problems, only the following car should pull out of the caravan to assist. The rest of the caravan will continue to the next scheduled stop.

Do not pass another caravan member unless that car is obviously leaving too large a gap and making no effort to close to the proper interval. Do not pass the Caravan Leader unless previously discussed. It is important that the caravan moves at the same general speed as other traffic, since going too slow will cause problems for both the caravan and other drivers. Always use your turn signals when changing lanes or merging left or right.

If you must leave the caravan at any time, do not try to resume your previous place in line. Just come back to the last position just in front of the back door who will create space for you to rejoin the group.

Always allow other traffic to merge with us when necessary. Be particularly aware that large trucks are limited in maneuverability and require more room for stopping quickly. Also, on hilly roads, they cannot afford to lose their speed and engine “revs”.

When passing a non-caravan vehicle on a two-lane road, continue accelerating for a while to allow some extra room for any cars that may have followed you during the pass to get back into the correct lane.

These are all “common sense” guidelines developed through experience over many years and many Corvette caravans. Safety always comes first but having a lot of fun is a close second!