



CARAVAN LEADER GUIDELINES On the Road Again (OTRA)

(Revised 9-14-2021)

Every CSC Caravan needs a leader. This is especially true on longer OTRA trips. The leader is responsible for various items involved in having a successful and safe caravan. The guidelines mentioned on this page can apply to longer OTRA road trips. 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:

OTRA events require a lot of pre-planning. A day-to-day itinerary should be given to all drivers. The itinerary should identify the starting/departure point for each day of the OTRA trip and include the date, time, location, rest stops, lunch stops sightseeing and final destination. At the end of each day the caravan leader needs to communicate to everyone, when and where the next morning's starting time and location.

Begin with a "drivers meeting" 10-15 minutes before each day's departure. At this time, the route and destination for the day should be explained.

A method of communicating between caravan members needs to be established. CB radios have proven to be a particularly good and reliable method for communicating, however, 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. For OTRA trips a list of cell phones of all caravan members provides a means for members who do not have a walkie-talkie or CB to communicate with the caravan leader.

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 or if someone is having car problems. 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 driver. 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 stops, 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 each stop, 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 will not be any missing cars that aren't accounted for.

Once on the road, the leader must do everything possible to ensure 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, if possible, pull over at the first safe place to do so, and wait for the rest to catch up. If stopping is not an option (on the freeway), move over to the slow lane, slow down to the speed limit and wait for the group 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 ensure that all have a good time and will want to do it again!