

## SCVC TOURING RULES OF THE ROAD 2006

The following guidelines are intended to help Model A drivers tour safely, maximize the touring experience, and travel in a group with consideration for other vehicles.

### **Preparation**

Before the start of the tour, participants will have their model a in good mechanical condition, serviced, and filled with fuel. Drivers should carry a gallon of water, a simple first aid kit, and appropriate area maps. It is also strongly recommended that each car be equipped with a CB radio (installed or hand-held), possibly backed up with a two-way radio and/or cell phone. In the event of roadside trouble, medical emergency, or separation from the group, these communication devices are vital.

Ask the tour leader for comprehensive parts lists for long and short Touring.

### **Tour leader**

The tour leader will be responsible for setting the day, time, and location for meeting prior to the tour. These details will be provided at the general meeting, in the **Script**, and on the website ([www.scvcma.org](http://www.scvcma.org)). Maps will be provided at the meet site, and the leader will select convenient rest stops, fueling sites, and lunch arrangements as required. Drivers are expected to follow the leader's instructions, which will be outlined in the driver's meeting prior to departure. CB and two-way frequencies will be specified at this time, as well as cell phone contacts. Primary use of the CB will be for the leader to advise route changes, problems ahead, and to contact the tail gunner (who will be designated at the driver's meeting). All may use the CB to point out areas of interest.

Any car manufactured after 1931 will travel behind the Model A group, unless a dangerous situation develops. These "modern" vehicles should also be able to communicate with the group.

The tail gunner's responsibility will be to insure that all model a's have departed the meet site, that no one is left behind, and to advise the leader of any developing problems.

## ON THE ROAD

Since any number of historic cars on the road is a major distraction, while driving on tour we will avoid “bunching up” and creating traffic hazards for others wishing to pass, or merge onto or off the road. If our participation is very high, the tour leader may find it necessary to separate the tour group into subsets for safer traveling.

The tour leader will be the first car in line, and will set the speed for the group within legal parameters. On the open road, this speed will generally average 48 MPH, so all Model A's can maintain contact with the group, regardless of equipment.

In the event that the group becomes widely separated, the designated tour leader will keep in communication with the last car (tail gunner) as well as maintain visual contact with the car following. All drivers should keep the following vehicle in sight to insure that the proper turns are accomplished, that assistance situations are recognized and reported, and that possible road hazards are identified.

On the highway, maintain a 5 car-length space between vehicles. Always be alert to faster traffic, and be prepared to yield, when safe, to the right side of the road. When driving city streets, remember that it is more important to obey traffic signals and use common courtesy...you can catch up to the group later.

In the event of a mechanical break down, or other emergency, only those who are capable or designated to render assistance should stop. Other drivers should follow the instructions of the Tour leader and continue on to the next stop. Multiple antique vehicles stopped on the side of the road will only cause more hazardous conditions for everyone.

Concerning the end of the tour, the tour leader will be responsible for informing all drivers at some time during the event of the return time and location of departure. If a driver wishes to return from the tour alone, he or she will notify the tour leader of this intent. Traveling with another Model A is always a good practice. Coming home safely is the goal.