Club Convoying

Rules and etiquette

by Lise Brown

Back in 2002 we published a list of convoying rules to be used at club driving events. The list seemed adequate at the time but with a larger club, new technology and more convoying experience, some updates are now in order. With the 2009 driving season just ahead, this is an opportune time to remind members, including those running events, of their responsibilities toward making a club tour a safe and enjoyable occasion for everyone involved. In developing these guidelines I consulted with Rick Astley and Dale Brown, and researched other car clubs' convoying practices adapting a few of their ideas, notably those of The Corvette Club of Western Australia.

Of course there is one all-important rule that underlies any club outing and that is: ***Have fun!*** Because when all is said and done, there is nothing more enjoyable than time spent with friends enjoying our LBCs doing what they were designed for … driving!

Prior to departure

1. Arrive well before departure time so that the organizers can hold the drivers' meeting at the designated time and not have to repeat instructions to latecomers.
2. The event organizers should provide participants with basic information about the route, any scheduled stops and the destination (including address and telephone numbers.) Additional information such as a map and mobile numbers can also be helpful.
3. The event organizers should stress safety first at all times, reminding participants to drive safely and to obey the rules of the road as well as all traffic signs and signals.
4. Make sure you've fueled up prior to departure time so that you're ready to leave on time.
5. If you have a mobile telephone, bring it along and get the number of your group's leader and perhaps those of some of the other drivers too. Unless invited to do otherwise, only call in emergencies; remember that some people have to pay per-call and may incur roaming charges.
6. If using two-way radios, a radio check should be done before departure ensuring all users are on the correct channel.
7. Generally, non-LBC cars participating in the tour will line up at the end of the convoy after the LBCs but ahead of the Last Car (see Convoy Structure below.)

During the run

1. When driving in a convoy, your responsibility is to the car behind you; the Lead Car driver is responsible for navigation as well as keeping an eye on the car behind him/her; the Last Car driver is responsible for any car that drops out of line and is not seen by the driver in front of him/her (see Convoy Structure below.)
2. The ideal size for a trouble free convoy is 4 to 6 cars. Any group larger than 10 cars should split into smaller groups during the run.
3. If you know your car's electrical system can sustain it, drive with your low-beam headlamps on.
4. One or more meeting places with facilities should be pre-arranged along the route. This is also a catch-up place for any cars, which despite everything, still become separated.
5. While driving, be mindful of safety at all times. For instance, do not get caught up with trying to stay with the convoy by rolling through stop signs or burning red lights.
6. If the Lead Car takes a wrong turn, and you know it is not the correct route, keep following so the entire convoy stays together.
7. If for any reason the car behind you slows down or stops at the side of the road, it is your responsibility to slow down and keep it in sight. If everyone obeys this rule, then all the cars in front of you should also slow down, thus keeping the group together.
8. If part of a convoy needs to stop and regroup, move off the road safely and onto the shoulder as quickly as possible. When ready to get back on the road, the Last Car in the group moves out first to allow the Member Cars in front to pull out quickly and safely, and keep the group together. This should be done as quickly as possible so as not to frustrate any traffic behind the group's Last Car.
9. As often happens, general traffic sometimes joins in or holds up a convoy. If and when this occurs, members should keep an eye on the LBCs behind them, adjusting their pace as necessary.
10. If separated from the group in traffic, do not attempt to pass or overtake non-convoy vehicles unless it is absolutely safe to do so.
11. When approaching a red light in city traffic, take up as many lanes as legally and safely possible so that convoy vehicles are clustered together. This will help the group get through the intersection together when the light turns green. Once through, reform into a single lane behind the Lead Car.

Convoy structure

Any convoy, big or small, is comprised of a **Lead Car/Trip Leader**, **Member Cars** and a **Last Car.**

The following is a suggested list of additional responsibilities for each.

A - The Lead Car/Trip Leader:

1. Sets the pace and must obey speed limits at all time, remembering that the rear of the convoy may be some distance back.
2. Gives plenty of notice, via turn signals, when a change of direction is coming up.
3. Ensures that the convoy is not spacing out too much and adjusts pace accordingly.
4. Pulls over to allow for a regroup if necessary.
5. Keeps in contact (two-way radio or mobile phone) with the Last Car.

B - The Member Cars:

1. Maintain a safe distance from the car ahead.
2. Do not pass other member cars unless an emergency situation makes it necessary.
3. Make sure that they maintain visual contact with the car behind.
4. If a large convoy is broken down into sub groups, each group should designate a Lead Car and Last Car to assume those responsibilities within the group, and both should be equipped with a mobile phone or two-way radio.

C - The Last Car:

1. Keeps in contact (two-way radio or mobile phone) with the Lead Car.
2. When the Lead Car indicates to pass, moves into the passing lane first (when safe to do so) to prevent non-convoy vehicles from interfering with the convoy; this also applies when the group is ready to get back on the road after having pulled over to regroup.
3. Contacts the Lead Car to report any problems or difficulties such as having trouble keeping up with the convoy (e.g., pace too fast, too much interfering traffic, convoy being held back by traffic light) or if there are any other incidents affecting the convoy (e.g., vehicle breakdowns.)

In case of emergency

1. If you experience any problems requiring you to pull over and stop, stay with your vehicle and contact the Trip Leader if possible.
2. No more than 2 Member Cars should stop to assist.
3. Make sure that you and your car are visible and located at a safe distance from any oncoming traffic.
4. Maintain contact with the Trip Leader or other designated convoy member.

Happy motoring and Safety Fast!

Club Convoying (Caravanning)

Rules and etiquette

by Lise Brown

Back in 2002 and 2009 we published a list of convoying rules to be used at club driving events. The list seemed adequate at the time but with a larger club, new technology and more convoying experience, some updates are now in order. With the 2016 driving season just ahead, this is an opportune time to remind members, including those running events, of their responsibilities toward making a club tour a safe and enjoyable occasion for everyone involved. In developing these guidelines I consulted with Rick Astley and Dale Brown, and researched other car clubs' convoying practices adapting a few of their ideas, notably those of The Corvette Club of Western Australia. Of course there is one all-important rule that underlies any club outing and that is: Have fun! Because when all is said and done, there is nothing more enjoyable than time spent with friends enjoying our LBCs doing what they were designed for … driving!

Prior to departure

1. Arrive well before departure time so that the organizers can hold the drivers' meeting at the designated time and not have to repeat instructions to latecomers.

2. The event organizers should provide participants with basic information about the route, any scheduled stops and the destination (including address and telephone numbers.) Additional information such as a map and mobile numbers can also be helpful.

3. The event organizers should stress safety first at all times, reminding participants to drive safely and to obey the rules of the road as well as all traffic signs and signals.

4. Make sure you've fueled up prior to departure time so that you're ready to leave on time.

5. If you have a mobile telephone, bring it along and get the number of your group's leader and perhaps those of some of the other drivers too. Unless invited to do otherwise, only call in emergencies; remember that some people have to pay per-call and may incur roaming charges.

6. Generally, non-LBC cars participating in the tour will line up at the end of the convoy after the LBCs but ahead of the Last Car (see Convoy Structure)

During the run

1. When driving in a convoy, your responsibility is to the car behind you; the Lead Car driver is responsible for navigation as well as keeping an eye on the car behind him/her; the Last Car driver is responsible for any car that drops out of line and is not seen by the driver in front of him/her (see Convoy Structure below.)

2. The ideal size for a trouble free convoy is 4 to 6 cars. Any group larger than 10 cars should split into smaller groups during the run.

3. If you know your car's electrical system can sustain it, drive with your low-beam headlamps on.

4. One or more meeting places with facilities should be prearranged along the route. This is also a catch-up place for any cars, which despite everything, still become separated.

5. While driving, be mindful of safety at all times. For instance, do not get caught up with trying to stay with the convoy by rolling through stop signs or burning red lights.

6. If the Lead Car takes a wrong turn, and you know it is not the correct route, keep following so the entire convoy stays together.

7. If for any reason the car behind you slows down or

stops at the side of the road, it is your responsibility to slow down and keep it in sight. If everyone obeys this rule, then all the cars in front of you should also slow down, thus keeping the group together.

8. If part of a convoy needs to stop and regroup, move off the road safely and onto the shoulder as quickly as possible. When ready to get back on the road, the Last Car in the group moves out first to allow the Member Cars in front to pull out quickly and safely, and keep the group together. This should be done as quickly as possible so as not to frustrate any traffic behind the group's Last Car.

9. As often happens, general traffic sometimes joins in or holds up a convoy. If and when this occurs, members should keep an eye on the LBCs behind them, adjusting their pace as necessary.

10. If separated from the group in traffic, do not attempt to pass or overtake non-convoy vehicles unless it is absolutely safe to do so.

11. When approaching a red light in city traffic, take up as many lanes as legally and safely possible so that convoy vehicles are clustered together. This will help the group get through the intersection together when the light turns green. Once through, reform into a single lane behind the Lead Car.

Convoy structure

Any convoy, big or small, is comprised of a Lead Car/ Trip Leader, Member Cars and a Last Car. The following is a suggested list of additional responsibilities for each.

A- The Lead Car/Trip Leader:

- Sets the pace and must obey speed limits at all time, remembering that the rear of the convoy may be some distance back.
- Gives plenty of notice, via turn signals, when a change of direction is coming up.
- Ensures that the convoy is not spacing out too much and adjusts pace accordingly.
- Pulls over to allow for a regroup if necessary.
- Keeps in contact (two-way radio or mobile phone) with the Last Car.

B - The Member Cars:

- Maintain a safe distance from the car ahead.
- Do not pass other member cars unless an emergency situation makes it necessary.
- Make sure that they maintain visual contact with the car behind.
- If a large convoy is broken down into sub groups, each group should designate a Lead Car and Last Car to assume those responsibilities within the group, and both should be equipped with a mobile phone.

C - The Last Car:

- Keeps in contact (mobile phone) with the Lead Car.
- When the Lead Car indicates to pass, moves into the passing lane first (when safe to do so) to prevent non-convoy vehicles from interfering with the convoy; this also applies when the group is ready to get back on the road after having pulled over to regroup.
- Contacts the Lead Car to report any problems or difficulties such as having trouble keeping up with the convoy (e.g., pace too fast, too much interfering traffic, convoy being held back by traffic light) or if there are any other incidents affecting the convoy (e.g., vehicle breakdowns.)

In case of emergency

- If you experience any problems requiring you to pull over and stop, stay with your vehicle and contact the Trip Leader if possible.
- No more than 2 Member Cars should stop to assist.
- Make sure that you and your car are visible and located at a safe distance from any oncoming traffic.
- Maintain contact with the Trip Leader or other designated convoy member.

Happy motoring and Safety Fast!