

Cameron Park Corvette Club Convoy Tips

Purpose

The purpose of this document is to aid the club cars, during convoy operations, in getting from the departure point to the destination safely and in compliance with motor vehicle regulations, and as a group, to the extent possible. At no time during club conveying activities, should any club member(s) be placed in jeopardy of receiving a traffic citation in their efforts to participate in the convoy. The most important part of the convoy is to have fun and enjoy the journey.

Key Elements of the Convoy

The key positions of the convoy are the PILOT CAR, the TAIL CAR, and the PACK. The most important positions, relative to the successful operation of the convoy, are the PILOT CAR, and the TAIL CAR. The primary responsibility to the safe and legal operation of the convoy lies with these two positions.

The CPCC utilizes walkie talkies to communicate while conveying. Radios should be set to Channel 5 - Code 0. When communicating on the radio, prior to voicing your message, give a pre-message alert such as "Tail Car To Pilot", then pause briefly before communicating the message. This will allow everyone to give their full attention to the message (note: this will be especially helpful to those driving convertibles at highway speed).

When driving in a Club convoy, be courteous to non-club cars.

Pilot Car Responsibilities and Tips

The primary responsibility of the pilot car is to lead the convoy to the destination point safely. Typically, the Pilot Car is the Event Host. In the execution of that responsibility, the following tips are offered.

- Know the convoy route and identify rest stops, when necessary. (it may be necessary to pre-scout the route to identify potential problem areas [construction, detours, etc.] and rest stops that offer good ingress/egress, parking and facilities.
- Be aware that the lead car sets the convoy pace. When starting out, and any time when the pace is interrupted (stops signs, traffic signals, lane merges, etc.), the Pilot Car must slow the pace until the Pack and Tail Car have caught up (note: due to the accordion effect, if the Pilot Car immediately assumes highway speed, the farther back the cars in the pack are located, the faster they must go to catch up to the pilot car).
- When approaching a traffic signal, it may be in the best interest of the convoy, to not make the light. This will increase the chances of the convoy to be able to get through the light cycle as a group.

- When approaching a stop sign, it may be in the best interest of the convoy to wave through cars, out of sequence, to minimize breaches (non-club cars).
- After driving through urban areas, it may be necessary to pull off the road to collect the convoy. Try to find a place where there is enough room for the convoy to legally pull over and park, until the Tail Car communicates that the convoy has been collected (note: do not pull over on freeways or on or off ramps. The CHP is obligated to stop and get us back on the freeway, They do not like this as they become somewhat liable for getting us back underway safely).
- Radio communications should include any road hazards, law enforcement presence, points of interest, lane changes, turns or detours and communication of convoy collection locations and re-entries to the route.

Tail Car Responsibilities and Tips

The primary responsibility of the Tail Car is to communicate the convoy pace to the Pilot Car to assure the Pack stays together, to aid and communicate any cars that are experiencing difficulties and to "block" for the pack.

- The Tail Car is to communicate with the Pilot Car when the pack has caught up to the Pilot Car, cleared traffic signals or stop signs or have made appropriate lane changes and it safe to assume highway speed.
- The Tail Car also has the responsibility to communicate with the Pilot Car if the pace is too fast for the safety and preservation of the pack.
- In the event that any of the Pack Cars pull over from the convoy, the Tail Car should communicate with that car to determine if assistance is required, if the Pilot Car should pull over the Convoy and wait, or if the Convoy should proceed without them and communicate appropriately.
- When making lane changes, the Tail Car should block for the pack to minimize breaches in the convoy. Communicate to the Pack when a block has been set.
- When a block is required, the Pilot Car or any Pack Car, should communicate that a block is necessary.
- When resuming the convoy following a collection maneuver, the Tail Car should communicate to the Pilot Car when the pack has been collected and the convoy should be continued. If safe to do so, the Tail Car should also block for the pack at this time.

Pack Cars Tips

- When travelling in the convoy, Pack cars should safely keep pace with the cars in front of them to minimize opportunities for breaches of non-club cars.
- When approaching stop signs, a simple hand gesture out the window and a friendly wave may also prevent a breach.
- When approaching traffic signals on multi-lane roads, it may be helpful to double up lanes to aid the group in making it through the light.

- **When departing from traffic signals, accelerate as quickly as safely possible to aid in everyone getting through the light.**
- **On multi-lane roads, pull into the slow lane to allow breachers to pass the convoy. Feel free to double up after the breach has been expelled.**
- **Communicate with the Pilot car if you have been caught by a red light. Let the Pilot and Tail Car know approximately how many cars have been separated. Also communicate when you have caught back up to the convoy.**
- **When you wish to leave the convoy, for whatever reason, communicate with the convoy and Tail Car that you are pulling over and do not need assistance.**

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