



## British Boots and Bonnets GUIDELINES FOR THE EVENT LEAD DRIVER



1. When planning the route try to minimize congested areas, stop lights, left turns across busy roads, high speed four-lane highways, etc.
2. Before departure have a short drivers and riders meeting. Ask everyone if they are familiar with the BBB Driving Guidelines. If someone is not, provide them with a copy to review. You only need to cover what you want to do differently with the full group. Ask if there are any guests. If so, have them sign the Club Waiver of Liability and give them a copy of the BBB Driving Guidelines.
3. The route may be anything from short and simple (follow me) to long and complex where written directions and/or maps are appropriate. Your job is to give the other drivers enough information to make it easy for them to follow you.
4. Consider the capabilities of other cars and drivers. Someone in a 1950 MGTD probably doesn't want to go 55 mph even for a short time or 65 mph ever.
5. As leader, each time that you start out from a stop (stop sign, rest stop, etc.) you must accelerate slowly. This gives the cars behind you a chance to catch up without exceeding the speed limit. The exact rate of this acceleration is dependent upon the number of followers, congestion, road condition, etc.
6. Drive no faster than the speed limit, preferably 5 mph below it. If you do otherwise, you are requiring the people following to break the law to catch up or to stay in position.
7. Allow for frequent rest stops. Driving for two hours is about max, 1-1/2 is even better. If possible avoid stops that require the caravan to cross oncoming traffic.
8. If you must drive through a congested or heavy traffic area, provide each driver with clear, easy to follow directions. Then plan to regroup when that part of the trip is over.
9. When arriving at a location for gas, food, etc. turn into the driveway and continue driving so all the cars behind you can get off the road, thereby not creating a traffic jam or a hazard for the last car.
10. Consider breaking the caravan into two or more groups, each with its own leader. There is no precise formula for when to do this, rather it is based more on the complexity of the route, number of cars, weather, driver capabilities, etc.
11. If possible choose who will be the last car in the line. Trade cell phone numbers and talk over any special information that you would like to pass back and forth to keep things running smoothly. Remember, if the vehicle is in motion, it is the passenger in both the lead car and the last car that will do any necessary coordination over the phone, NOT THE DRIVERS.