

*kit of reflective triangles and road flares should be placed in the last car of each group.*

- ◆ When on the shoulder, if you're not working on the car with trouble, stay in your vehicle or gather on the shoulder away from the cars.
- ◆ **Do not stand in the highway or between a car and the highway.**
- ◆ **Do not stand between two cars.**

*Often times the hazard of a road side stop is not getting hit by a passing vehicle, but having a passing vehicle hit a parked car and knocking that car into bystanders who are too close to the road.*



- ◆ If, after 20 to 30 minutes, the main body of the group has not seen the break down group, send someone back to see if they need assistance, parts etc.

## In Town Touring

- ◆ If you get caught at a stop light, notify the group ahead of you. If you notice someone behind you gets caught at a light, notify the leader. The leader should slow the advance of the lead group until those caught at the light are back in sight.
- ◆ If the group gets separated and a turn is to be made, have one member stay at the corner until the stragglers catch up.

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Learn more about the Shade Tree A's at our web site: [www.shadetreeas.org](http://www.shadetreeas.org)

## Touring Safety Guidelines

*"You meet the nicest people driving Model A's"*

**Shade Tree A's**

## Purpose

The purpose of this brochure is to promote the safe enjoyment of Model A touring. These guidelines have been developed based on the collective experience of the Shade Tree A's and are intended as a tool to get each Model A enthusiast thinking about safety.

## General Guidelines

**The key is teamwork!** Remember we are out on the road together to enjoy our cars and the fellowship of other Model A enthusiasts. Besides, what are the chances of any one else on the road knowing how to care for a Model A.



**Communicate! Communicate! Communicate!** Whether by CB or flashing headlights every driver should keep in touch with the rest of the group. The group should consider more frequent stops if there are cars in your group without CBs.

- ◆ If the tour will involve 8 or more cars, consider breaking into two groups.
- ◆ Assign a group leader to each group.
- ◆ Put an experienced club member in the back of each group.
- ◆ Try to have someone with a functional

speedometer in the lead.

- ◆ Stop at least every two hours to minimize fatigue.
- ◆ Do not follow a contemporary car as closely as you might follow a Model A. *The contemporary car can stop faster than you can.*
- ◆ When separated from the group, return to last known point on the route and wait there. *Murphy's Law ensures that if you're driving around looking for the group, the group will find your location...5 minutes after you left.*

## Open Road Touring

- ◆ The group should travel only as fast as the slowest car. Put them near the front to help keep the entire group at this pace.
- ◆ Try to maintain a 50 to 100 yard gap between you and the car in front of you. *This improves driver alertness and provides sufficient room for large vehicles to get in between when passing.*
- ◆ The 4 second rule can be used to maintain a 50 to 100 yard gap. *When the vehicle in front of you passes an identifiable object (i.e., telephone pole, driveway etc.) count off the number of seconds that elapse before you pass the same point. When you are traveling at 40 mph, a 4 second elapsed time means there is a 78 yard gap between your cars. At 50 mph, a 4 second elapsed time means there is a 97 yard gap between your cars.*
- ◆ When a contemporary vehicle passes you, let off the gas a bit. *This allows the passing car to pass more quickly and gives you more stopping room in case the passing car has trouble.*
- ◆ Always keep the car behind you in sight. *Remember what the 'Prez sez:' "If you can't see the guy behind you, he's gone."*

- ◆ Always try to have CBs in the lead car, the car bringing up the rear and a car in the middle of the pack.
- ◆ Conduct periodic radio checks between the leader and the last driver. If the leader & the last driver cannot hear one another, someone in the middle can relay messages back and forth.

## If Everyone Must Pull off the Road Together

- ◆ The Leader communicates plan via CB.
- ◆ The Leader then picks a location where the whole group can pull off.
- ◆ The Leader slows to approximately 20 mph prior to pulling on to the shoulder. *Slowing down on the roadway ensures everyone knows the group is pulling off and can exit the roadway in a controlled manner.*
- ◆ Once on the shoulder continue rolling forward until everyone is off the road before stopping.

## Road Side Repairs

- ◆ Flash those lights if you are experiencing trouble or let the group know by CB.
- ◆ When a car drops out coordinate via CB who will stop with the driver. The rest of the group continues to the nearest parking lot or safe area to wait.
- ◆ If possible, do not pull off on a curve or just over the top of a rise. *This limits the visibility of vehicles approaching from the rear.*
- ◆ If available, deploy road flares or hazard markers. *A club owned road side hazard*