

# Model A Driving Safety

1. Remember what you are driving. An automobile which was manufactured 80 years ago and was designed to be driven 45 mph. Yes, we have added some more modern accessories, but we still have a car which does not respond quickly nor brake effectively and quickly.
2. Keep in mind who you are encountering on the modern highways. One must always drive defensively and be on the alert for the inevitable. If anyone experiences what they perceive to be "road rage" they should pull off the road as soon as safely possible and call the leader of their group of cars to advise them, so they can also pull over.
3. Visibility:
  - a. The Model A is not only slow but has low visibility, especially in low light i.e. dusk, dawn and at night. We need to equip our cars with the latest and best to increase our visibility i.e. LED Lights, Lights situated high enough to be in an oncoming driver view i.e. back window (3rd brake light).
  - b. When driving in heavy traffic, use hand signals as well as turn signals as an extra precaution. Many of our Model A's turn signals are in the back bumper and are not very visible, especially if you are not looking for them.
  - c. The rear most car in our caravan should have a "slow vehicle" sign on its backside and possibly flashing lights to alert drivers that we are on the road.
4. Drive with caution:
  - a. Obey all traffic lights and signals. There is a temptation to speed up and run lights to keep up with the group. Your driving leader will stop or slow down when appropriate to let everyone regroup. No one will be left behind because of a traffic light, so don't risk it.
  - b. If you're a driving leader, you are responsible to drive at speeds comfortable to all in your small group, and to anticipate traffic signals and if possible, allow enough time so at least one if not more cars following you can make it through a light. Your tour leader will monitor the situation and will regroup further up the road as you move out of the high traffic area. If you should get separated or break down, call your driving leader "No one is left behind" so don't panic.
  - c. Keep the car ahead and behind in sight and moderate your speed as needed. Know who is in front and behind in your small driving group. What car are they driving, keep an eye out for your driving buddies.
  - d. While entering traffic, always allow plenty of time so you can enter safely for you and others.

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## 5. Cell phones:

- a. They must always be charged and turned on, full volume and vibrate. The cell phone needs to be positioned so that it can always be heard or seen. A magnetic or suction cup type mount is recommended so it is always prominent. Each car should have a designated person who will be responsible for making or answering all cell phone calls If possible. Load phone numbers of driving leaders ahead of time.

## 6. Tour Orientation:

- a. All tours will begin with a brief orientation concerning the tour and what will be happening that day. Everyone needs to be present and listening to this orientation.
- b. Leader instructions are meant to be followed and if not understood or agreed with, needs to be discussed prior to leaving. The leaders assume a lot of responsibility on the design and execution of the tour. Let's give them the attention and respect they deserve. Groups of 5-7 cars are preferred, maintain them within your immediate group and let your driving buddies know if you're leaving the lineup. Driving leaders should be contacted ahead of time and directions forwarded so they can familiarize themselves.

## 7. Roads:

- a. We will be usually driving on secondary, 2 lane roads. We must allow at least 2 car lengths between cars. Pull over or allow room for modern cars passing room so as not to hold them up or frustrate. Every situation is different depending on location, use your common sense.
- b. Four lane, divided highways. Model A's can drive more closely due to traffic being able to navigate around you but would suggest leaving 2 car lengths after every 3 to 4 cars.

## 8. Emergency Contact:

- a. Every car on a tour should have registered with the leader an emergency contact, someone not on the tour, who could be contacted in case of an emergency. Emergency contact information would be in each tour members tour packet for their reference