

# BCNH

## PLANNING AND GUIDING A “DRIVE”



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BCNH

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### **What is a “Drive”?**

#### **BCNH IS A DRIVERS CLUB**

While many of us may like to “show” or “race” our cars, most of us prefer to drive our cars. And while we are driving them we like to show them off to other folks, both those who also own LBCs but also all of those unfortunates who aren’t (yet) lucky enough to be driving an undersized , noisy, rough riding, oil leaking, little antique car that is just plain beautiful to observe as it passes by.

A “drive” is an experience that allows us to enjoy our cars while also enjoying some of our beautiful country and while in the company of our fellow BCNH members. Most of our “drives” are organized to allow us to either begin or end with an opportunity for all of the participants to enjoy a meal together. Following, the group will start off on a predetermined route that will let us drive for awhile enjoying the scenery ,and then stop awhile to visit with one another , take care of nature’s needs, and maybe even tweak something on a car - not to suggest that an LBC could ever have a mechanical fault.

### **When and Where:**

Most of our drives are scheduled for either a Saturday or Sunday. This is mostly to accommodate those members who are unfortunate enough to still have to work for a living. The dates are mostly set on the club calendar during yearly planning and are usually identified as either breakfast or dinner/lunch drives. However, there is no rule that prohibits someone from proposing a drive on one or more week days. If enough folks sign up, the drive is on.

The “where” is pretty much up to the member (s) agreeing to plan and guide the drive. Most of our weekend drives are limited to two or three hours of actual driving. Longer drives can be proposed. Most drives are held somewhere in New Hampshire but they can also travel into neighboring states where practical. A few general guidelines are:

\* Routes planned as a loop make it easy to make alterations in-route as

time and driving conditions may require.

- \* The start/end points should not require participants to drive long periods to arrive or go home. Of course, the location of applicable restaurants are also a factor.

- \* The more enjoyable drives schedule a break each hour that allow folks to attend to nature, perhaps re-fuel, chat with one another, etc. It is even better when break points also offer a view or some point of interest. When planning a Breakfast drive, it is wise to plan a bathroom break no more than an hour after the start of the trip (lot of coffee has been consumed). Facilities should be able to handle the number of travelers as much as possible.

- \* Many of our cars (as well as some drivers) are antiques and don't handle high speed (40 mph max). Back roads are best for scenery and low traffic. Condition of road is important. Rough surface, dirt, stones can damage older cars. Dust is a no-no as most are driving with tops down

- \* As much as possible, plan a route that avoids left turns against high volume traffic, intersections with long duration traffic lights, and other points that can cause breaks and delays in the line of cars. When potential problem points cannot be avoided, try to identify a pull-off point where the cars can wait as stragglers catch up. Look for these factors during the trial run and make sure they get noted in the printed route directions you will create later.

- \* Of course, the route should avoid construction, potential travel conflicts such as road races (foot and bike), heavy traffic areas, and other points that can conflict with the safe and easy passage of our cars.

### **Picking a Place to Eat:**

Most of the breakfast or dinner drives involve a restaurant. There is no rule that prohibits a "picnic lunch format but then you have to plan and coordinate the logistics of sourcing and transporting the food. Restaurants do all of this for you!

An appropriate restaurant should:

- \* have an appropriate location
- \* have a variety menu
- \* have safe space for our cars to park
- \* have a space for the group to eat together
- \* be staffed and configured to accommodate the size of the drive group.

For large groups, it is a good idea to meet with the restaurant manager beforehand to plan a space and identify time of the day that will best allow the restaurant to serve the group. Recommend that you get a phone number and name of a person you can coordinate with and call ahead should there be a delay in the group's arrival.

For both breakfast and dinner drives, it is a good idea to get people to commit so you can assure that the restaurant will have adequate space for seating as well as parking.

Use your own judgement. If conditions warrant, you might want to ask the restaurant for a parking area where the cars will not be subject to unwanted attention.

## **Making a Trial Run**

While you can certainly plan your drive on a computer, you should plan to make at least one trial run. The primary purpose of this trial is to ensure that the route is actually as it needs to be on the day of the actual drive. It is also your opportunity to check out points of interest, point where to plan to schedule breaks, etc. You might want to make the trial run on the same day of the week that is planned for the drive so you can check traffic patterns, etc.

At this point, you need to have decided what kind of documentation you intend to provide the drivers. A discussion on types of documentation is contained later in this guide. If a written route with mileage between points is going to be required, you should have your passenger document the appropriate information during the trial run.

If you are concerned with construction or other possible conflicts with the drive, a stop in Town Halls or local Police Departments may offer valuable information. If you expect a significant number of cars in the drive, it may be a good idea to give the local police a "heads up" that you will be coming thru their town.

## **Website and newsletter talk at monthly meeting:**

There is usually a discussion on an upcoming drive during the club meeting prior to the drive date. Be prepared to talk about relevant points and show a map of the route. This is a good time to get people to commit. There will also be an announcement/description of the drive in the newsletter, Facebook, and website. Talk to the appropriate members to get the information to them for publication.

### **Navigation:**

There are several methods of giving the drivers the means to navigate the route. The complexity and length of the route are deciding factors: (Examples are provided at the end of this guide)

- \* Follow the Leader: On relatively short and simple routes, you can simply have each car follow the one in front. During the drivers meeting, reinforce the importance of each driver keeping the car in front and the car following in sight. This process can be very difficult if the group of cars is very large. In many cases, drives with many participants are best separated into several smaller groups of cars traveling together with their own leader.

- \* A marked map: This can be simply a copy of a map with the route marked with a highlighter. (An example is included at the end of this guide)

- \* Detail documented: For long complex routes, especially when passing thru complex town/city areas, provide a street by street with turn and mileage between turns notated. (An example of a “turn by turn” route guide is included at the end of this guide).

### **Communications:**

**FRS** radios are a good idea for drives involving more than half a dozen cars. At a minimum, the leader and the Tail End Charlie should have a radio. If the number of participants and/or the route dictate that the group will need to be divided into multiple groups, then additional radios will be needed and should be operated on their own frequencies with their leader also able to communicate with the up front leader when necessary. This could get a bit confusing, so be sure to talk it over before getting on the road. Make sure that the frequencies and security codes are set for the radios to be compatible



### **Day before the Drive:**

Send out an Email to the participants confirming the drive

If possible, include applicable navigation documentation as an

attachment.

Make a few copies for the folks who arrive without.

If there are any questions, phone calls to restaurants, towns halls, police, hotels, may be appropriate.

### **The Drive:**

#### **\* Drivers Meeting: before starting out**

Review route and navigation documentation - any last minute revisions or announcements,

Decide if the group must be divided into multiple groups.

Assign leaders and tail end charlies. Assign radios and frequencies and test!

Each driver must keep the front car and following car in view if possible.

Safety first

Problem; pull off road and hood up

Tail End Charlie:

Radio leader when cars strung out, delays caused by intersections etc., accidents or disabled cars.

When the group starts out after a break or other stop, the Tail End Charlie should pull out into the travel lane as soon as possible to limit the number of “civilian” cars that can get caught in the convoy. The remaining cars should also pull out into line as soon as it is safe to do so.

Notify the leader when a “civilian” car forces its way past the group.



Best to pull over and let them pass than risk an accident.



### **Guiding the Drive:**

- \* Safety First
- \* Follow the Speed Limit and all laws
- \* Try to slow down or pull off when cars get strung out or delayed
- \* Pull over and yield to “civilian” cars who just insist on passing the convoy. It’s just not worth risking an accident for some discourteous driver.
- \* If applicable, have your passenger listen on the radio for alerts to problems or cars getting strung out.

\* If appropriate, call the restaurant when the group is a few minutes away from arrival.

\* If you are running late, you can always take a detour to shorten the route (plan this during your trial run). You need to make sure that everyone is aware of the change.

In Case Of Emergency:

Should an accident occur involving one or more of the “drive” cars, normal procedures should be followed following whatever is specified by their individual insurance policy.

The fact that a BCNH event is in effect is not relevant.



## RESOURCES

The Following are resources available to assist you in planning and guiding and BCNH drive

State of NH Division of Travel & Tourism Development  
Go to [visitNH.gov/GROUP](http://visitNH.gov/GROUP) and click on Tour Services  
Contact Jerry Griffin for a copy of the State Group Travel Activity Guide

Chamber of Commerce

Library

Club Library of Drives  
Contact the Prime Minister

List of Club Members Who Act as resources for drives

Potential Stopping Points Of Interest:

Historic markers	Pretty Towns	Unusual Town Squares
View Point	Country Stores	Quaint/Interesting Sites
Historic Buildings	Historic Bridges	Covered Bridges
Light Houses	Beaches	Gardens

Potential Stopping Points with Restrooms

McDonalds	BurgerKing	Lowes
Home Depot	WalMart	Dunkin Donuts
State Parks	Malls	

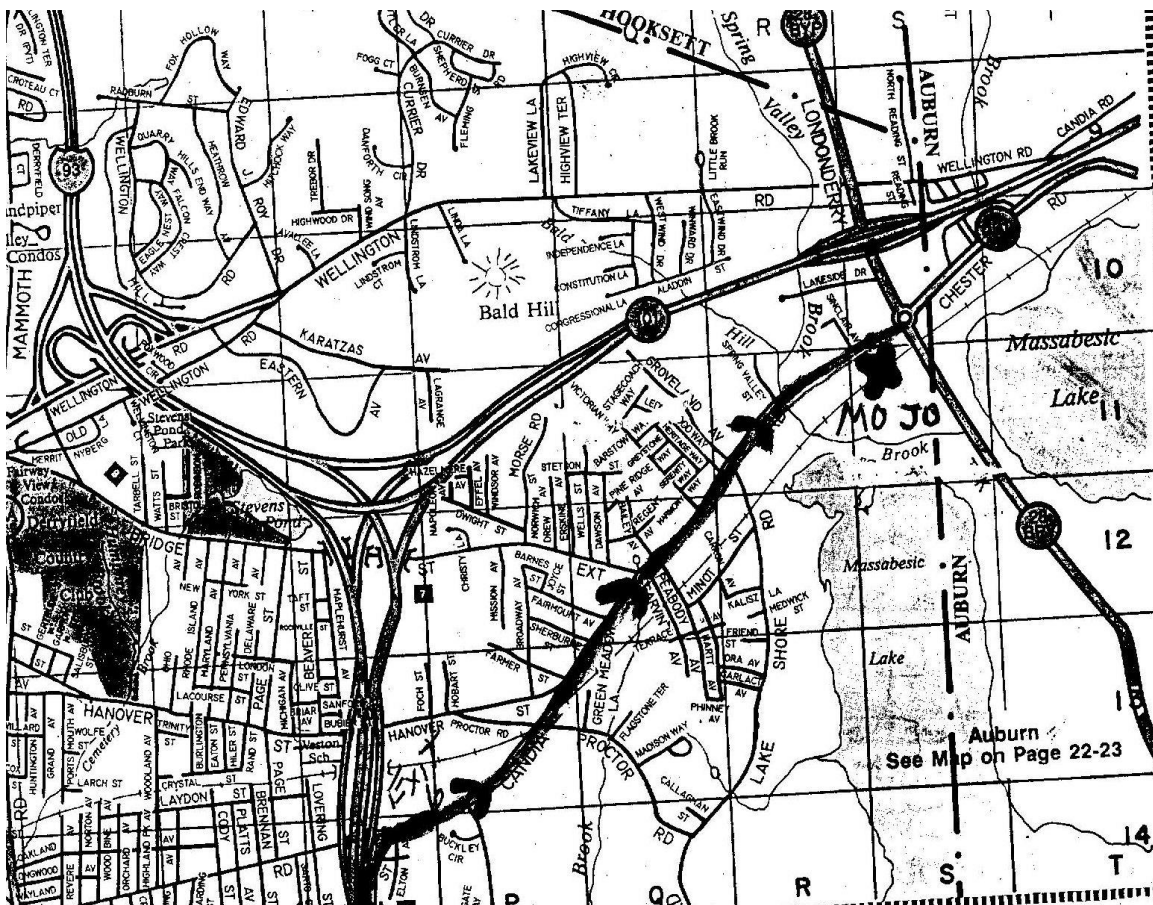
## Sample of “Turn By Turn” Route Guide

### Bridges, Bridges and Dam Bridges

	Approx. Distance	Directions
1		Leave the Milford Oval – head north on Rt 13.
2	.3	Take a left onto North River Rd.
3	2.4	At the 4-way stop take a left to stay on North River Rd
4	.5	Take Right to stay on North River Rd
5	1.0	Take right onto Wilton Road which will become Main St
6	.8	Stay straight on Main St to take Rt 31 North
7	8.3	Stay straight to follow Rt 136. Watch out for the cop...
	.4	Cross the railroad tracks
8	.2	Take a right onto County Rd (.5 Miles after you cross the railroad tracks) toward Greenfield State Park.
9	2.6	Cross County Bridge. Built in 1937 County Bridge is 86’6” long. It is a Pratt truss bridge and is New Hampshire Covered Bridge number 8
10	.1	Feeling Adventurous? Take the first right on Elmwood. It is a hard packed dirt road with pretty views. The E-Type did fine. At 1.1 Mile turn take a left to stay on Elmwood and then a right onto Rt 202.  Not so adventurous? Go straight for 1.2 miles and then take a right on Rt 202.
11	4.5 if you took Elmwood 5.3 if you did not.	In Antrim take a right to continue on Rt 202
12	6.4 (saab) 4.8 (Jag)	In another 6.4 miles or (4.8 if you are driving the jag) as we come to the intersection of Rt 202 there is a McDonalds and an Irving station. Go through the intersection and then pull in. If you need a bio break now is the time to take it. There are not many opportunities.
13		Continue on Rt 202 which joins with Rt 9. You must take a right to enter Rt 9

14	6.8	Take the exit for Rt 114 and at the end of the exit make a left onto Rt 114 North.
15	8.1	Take a left onto Jones Rd.

### Sample of Marked Map Route Guide



**BCNH**  
**DRIVES CHECKLIST**  
**Please Copy and Modify To Fit Your Requiements**

**PLANNING:**

\_\_\_\_\_ **Drive is on the Schedule**

\_\_\_\_\_ **Route is planned**

\_\_\_\_\_ **Restaurants Selected**

**TRIAL RUN:**

\_\_\_\_\_ **Break/Stopping Points Identified**

\_\_\_\_\_ **Restaurants verified OK**

\_\_\_\_\_ **Potential route conflicts identified**

\_\_\_\_\_ **Necessary documentation created**

**BEFORE THE DATE:**

\_\_\_\_\_ **Drive verified at meeting**

\_\_\_\_\_ **Members signed up**

\_\_\_\_\_ **Any Last Minute Calls?**

\_\_\_\_\_ **Email Sent w/attachments**

\_\_\_\_\_ **Weather check**

**The DRIVE:**

\_\_\_\_ **ALL present and accounted for**

\_\_\_\_ **First AID KIT IN WHICH CAR?** \_\_\_\_\_

\_\_\_\_ **Drivers Meeting**

**Number of Groups** \_\_\_\_\_

**Leaders** \_\_\_\_\_

**Freq** \_\_\_\_\_

\_\_\_\_\_

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**Tail End Charlie** \_\_\_\_\_

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**KEY PHONE NUMBERS:**

**RESTAURANT** \_\_\_\_\_

**Contact** \_\_\_\_\_