

Canterbury Morris Minor Club

Rules of the Road

Route Planning and Driving Guidelines for Weekend Outings

The following suggestions are provided to all those organising or driving in CMMC runs. They are offered *in addition to* all stipulations in the national driving code and should be considered as guidelines only. One should of course use one's own judgement as circumstances require.* Members are advised to keep a copy of the RPDG (Route Planning and Driving Guidelines) in the glove box of their car at all times.

The run organiser should

- Plan a route which utilises, as much as possible, sealed provincial roads rather than state highways
- Decide on a convenient departure point and, if appropriate, request permission from the property owner to assemble there (e.g., Yaldhurst Tavern, Belfast Hotel)
- Announce and stick to a departure time that will ensure all driving on state highways will be done as early as reasonably possible (highways get noticeably busier on Sundays after hotel/motel checkout time)
- Provide all participants with clear route instructions, both written and verbal, immediately before departure, and ask for questions
- Make clear his/her intentions regarding the return journey - i.e., return as a group, or each make their own way back?

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- Enquire if solo drivers would like passenger-navigators for the outbound trip (depending on availability and willingness of 'excess' passengers from other vehicles)
- Record the names and car registration numbers of all participants
- Encourage drivers to exchange cell phone numbers in case of emergency or separation
- Send the drivers off from the starting point at one- to two-minute intervals so as to prevent bunching up
- Take pictures and write an account of the run for publication in *Minor Moments*, or arrange for these things to be done by someone else.

Drivers should

- Be aware beforehand of the legal statute regarding slow vehicles on the open road, according to which a driver may incur a maximum \$1000 fine if he or she

[Drives] a vehicle on a road at a speed impeding the normal and reasonable traffic flow and fail[s] as soon as reasonably practicable to move to the left side of the roadway to allow following traffic to pass

(Land Transport Act 1998, sec 4; Offences & Penalties Regulations 1999, reg 4 & Road User Rules 2004, sec 2.1[2])
- Inform the organiser of any intention either to deviate from the planned route or to join the group en route
- (Drivers of modern cars) take up position at the rear of the Morrie group
- Try to maintain a speed of at least 80 kph in traffic on the open road
- Maintain, when amidst faster-flowing traffic, at least a 100-metre distance from the Morrie in front so as to allow ample room for overtaking vehicles to pull in ahead
- Abide by the 4-second rule when following other cars (the marginal braking on most Morries justifies doubling the normal 2-second following distance)

- Ease to the left when traffic has built-up behind (and if a wide shoulder permits), slow to 20-30 kph and wave the following cars past by extending your right arm out the window and making the appropriate motion
- Alternatively, look for a safe place to pull over and stop where any overtaking traffic would have a clear view ahead.
- REFRAIN FROM easing left while maintaining normal cruising speed, as this often confuses following drivers as to one's intentions and may cause them to attempt overtaking in unsafe circumstances
- Slow down in passing lanes (but avoid bunching up) to allow as many faster-moving vehicles as possible to get by, making sure to resume speed before signalling and merging right again
- Signal turns well in advance so as to alert the Morrie behind
- Pull over and wait at turnings when necessary (and where it can be done safely) to make sure the following Morrie doesn't miss the turn
- Watch for other Morries in distress and offer assistance to any encountered
- Have a good time!