



Photo: T Floyd

Notes for Tour Leader/Lead Driver

- Tour Leader must have a navigator.
- It's best to stick to the posted speed limits. Don't speed off from stop signs and lights, or the cars at the end of the line might get left behind. (Last cars have to go faster to make up the gaps and catch up with the first cars.)
- If the tour gets broken apart, pull over at your pre-designated area briefly to regroup. If you haven't designated an area, find a safe spot past the congestion to pull off and wait for the others.
- The last car will tell the Lead car when everybody is back together. When traffic is clear and no cars are coming, the last car gives the go-ahead to the lead car, lead car pulls out. At the same time, the last car pulls out onto the road and waits for the cars ahead to start out.

If there is a breakdown, the lead car should decide if the rest of the group should wait or continue on.

Notes for All drivers

Keep up with the cars ahead of you, and keep them in sight as much as road conditions allow. Don't lag behind. This is so that non-tour cars or slow trucks don't get in between us and separate the back of the group from the front. Remember, if you lose contact with the cars in front, you become the tour leader of all those following you, so keep up with the group. (If you want to drive slower than the group, go to the back of the line.) Also, without visual contact, if there is a breakdown, the group in front won't see a disabled car pull off the road behind them. For these reasons, also try to keep the car behind you in sight in your mirror.

If you do not have a navigator, before leaving, pair up with a car that does. They will be your guide.

Summary

Tours are a very important part of our club's calendar. Driving in a tour with a group of other Triumphs, listening to the symphony of exhaust notes, experiencing new sights, and seeing the beautiful Triumphs in front of and behind you, is a unique and exhilarating experience. With good pre-planning, common-sense, and with everyone observing basic tour driving etiquette, these tours will be lasting fond memories that you'll enjoy for years to come!

Questions, comments, suggestions?
First revision May 15, 2010.- David Duthie
Revision May 3, 2022- Theresa Floyd



Photo: L Hennig



Photo: T Floyd



Photo: D Moore

Portland Triumph Owners Assoc.

P.O. Box 16166
Portland, OR 97292
www.portlandtriumph.org

Keeping Triumphs on the road...



Photo: J Korban

PTOA GUIDELINE FOR TOURS

Leading a tour is a fun and rewarding experience. It's a great way to explore an area, and you'll get to take some beautiful drives planning the tour route in advance and sharing your discoveries with other people. Not to mention that you are making an important contribution to the club, because the driving tours are one of our most important and popular activities.

Choose a fun or interesting destination or attraction. Or a tour on some beautiful back road "twisty bits" with a couple nice stops along the way is good too. Need some ideas? Our Events Chair has tour ideas for you to choose from.

Never led a tour before? We'll help you get started. These guidelines are meant to help you know what generally works best, and what our members have come to expect on our tours. They cannot anticipate every circumstance, so use your common sense if in doubt.

Call the Events Coordinator for questions or help.

How to Plan a Tour

First, you should naturally drive the route ahead of time to finalize exact routes, plan stops of interest and rest stops, and write your tour directions. It's best to drive the route on the same day of the week that the actual tour will take place so you'll know traffic conditions and how busy your stops might be. You should do it far enough in advance so that you can publicize the tour in the TRAX preceding your tour. However, you don't have to have every detail of the tour figured out a month in advance. Your tour directions (more about that elsewhere) aren't handed out until the driver's meeting the morning of the tour. Check for road construction or closures the week before the tour.

To publicize your tour, you need to submit basic information (including meeting place and departure time, any other information such as tolls, admission, lunch stops if any, etc.) to the Events Chair (events@portlandtriumph.org) in time to be published on the calendar of the TRAX newsletter, and the club website. Also, at least a month before your tour, submit an article to the TRAX Editor (editor@portlandtriumph.org) enticing members to join you on your tour.

After the tour is over, please submit the attendance form to the Events Chair within 30 days so that the participants can be awarded activity points. You will be awarded activity points and leader points once you write a follow-up article, including the names of the attendees, for the next issue of the TRAX.



Photo: L Hennig

Tour Considerations

- Take back roads as much as possible
- Avoid gravel roads.
- Try to keep away from busy intersections and traffic lights as much as possible so that the tour doesn't get broken up (more about this below.)
- If the tour must go through congested areas with stop signs or traffic lights where the group will likely get broken apart, try to find a place where you can pull over briefly to regroup. Designate and describe an area in your tour directions where the group pulls off and waits for the others.
- Plan rest stops along the way. Try not to drive much more than an hour without a stop. The stops should have rest room facilities if possible. It is also encouraged to add extra stops at points of interest – look for viewpoints or other interesting things. But make sure that there is enough space for 10 or more Triumphs – possibly more in the summer months. Also make sure that the re-entry to the road would not be difficult or dangerous for you and all the cars following you.
- If at all possible, choose a starting location that has a gas station and/or a fast-food restaurant with restroom facilities. (Some members might have to drive a half-hour or an hour just to get to the starting point.) Try to avoid spots near big intersections and lots of traffic lights, so that all cars can easily get out onto the road together as much as possible.
- If you are planning a lunch stop, make arrangements with the restaurant in advance for a group (if necessary you can call them with the exact number of people and ETA before leaving the starting location the morning of the tour.)
- Make note of any tolls, fees, or admission charges.
- Write out directions for the tour. Include your cell phone number.
- On the day of the tour, when it's time to leave, call a driver's meeting and briefly discuss the tour.

Notes for the Driver's Meeting

Pass around the attendance sheet (available on our website: www.portlandtriumph.org/Tour_Registration_Form.html)

- Hand out your tour directions. Briefly review the tour and special attractions.
- Remind everyone to keep the car ahead of you and behind you in sight at all times. This way nobody will get lost, or separated in heavy traffic. Drivers shouldn't slow down so much that they lose sight of the car in front of them or they will slow the whole tour down - the tour can't go faster than the slowest car.
- Remember some drivers are without navigators. If they are behind you, you are their guide.
- Establish a follow-up car that will be the last car in line on the entire tour. The navigator in the follow-up car should call the navigator in the lead car if the group gets separated in traffic or if there is a breakdown.

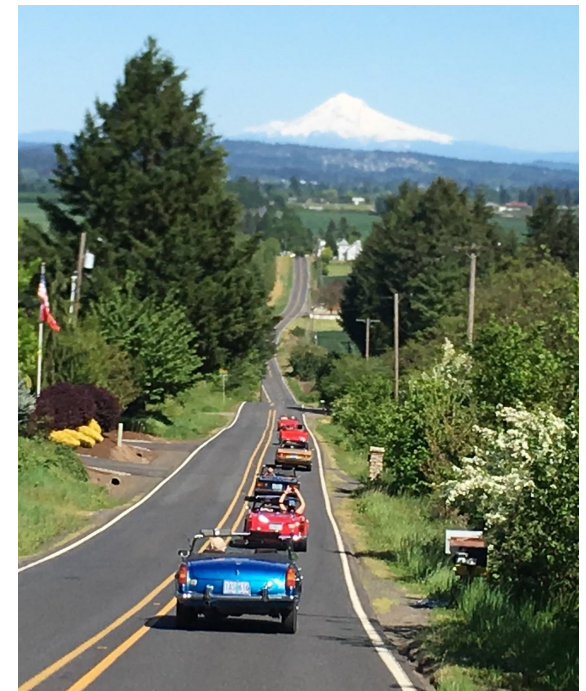


Photo: D Duthie