

MOOV RUN ROAD RULES

1. EVERY CAR SHOULD START A RUN WITH A FULL FUEL TANK
2. Every participant (driver and passengers) on a road run MUST SIGN THE LIABILITY WAIVER.
3. All run instructions and run details MUST BE APPROVED by the Events Chairperson, or if that person is unavailable, by another board member.
4. Every car should be given a set of run instructions and those instructions should include mileage and time durations between legs. Landmarks and rest stops should be clearly identified. Any need for financial expenditure should be brought to the attention of the participants BEFORE THE CARS ASSEMBLE to start the run.
5. If there are enough cars to warrant breaking up into multiple groups. It is suggested that those drivers who wish to set a faster pace be sent off first.
6. To aid in keeping a group of cars closely clustered, it is recommended that all participants drive with their HEADLIGHTS LIGHTS ON. This makes it easier for cars in front to recognize whether or not some cars are lagging. It also gives an indication to non-run vehicles that there is a group of cars running together and they tend to move over.
7. Since there will almost always be a car or two that falls behind, it is mandatory that every participant be aware of the position of the car behind them. If you are making a course change (turning off of one road to another, or making a direction change of any sort) pick a safe spot that is within view of oncoming cars and STOP AND WAIT for the next car. If each car does this, no one will get lost.
8. All cars should try to conform to *staying in sight* if falling behind; so as not to cause stress to the other drivers. There should not be more than a few cars distance between each car.
9. Those driving in any Miata event in a car other than a Mazda Miata, will have to line-up in the back of the line of Miatas. They may pass the Miata in front of them if that Miata or Miatas are not keeping up with the rest of the line.
10. If a car needs to slow down or pull off the road for any reason, such as a

mechanical failure, that car's driver should FLASH THEIR HEADLIGHTS. If the driver does not receive an acknowledgement from the car in front (such as a wave) then the driver should flash the high beams to draw further attention. EACH AND EVERY CAR should, in turn, put on their FLASHERS so that every car in the group is aware of a problem and can stop. NEVER LEAVE a disabled car to fend for itself.

11. ALWAYS STOP AT A SAFE PLACE and if appropriate, remember to use your emergency flashers.

12. The next one in line should stop behind the disabled vehicle to see what assistance may be needed. If the disabled car is the last in line (the sweeper), then the car immediately in front should provide assistance. All other vehicles should remain where they stopped. The assisting car can drive up the road to the run leader if necessary, especially if cell phones are inoperable.

13. If the run is going to be continued (this assumes that the car causing the stoppage is able to proceed), each car should turn off their FLASHERS and slowly merge back onto the highway.

14. CB or FRS radios or cell phones are an excellent way to communicate with a run leader and maintain communications with the sweep vehicle. If there is a large group of cars on the run, it is possible that radio communication can be lost from the first car to the last. It is important that every vehicle with a radio or cell phone make sure that important comments are passed on. If you don't hear the run leader or the sweep confirm hearing a communication, radio or call them and verify.

15. Every participant must be aware that the club is not condoning or recommending irresponsible driving. The official club position is that speed limits and all traffic laws be observed at all times. (or 5 miles over speed limit on open highways)

16. The run leader is to make it very clear at which point the run is officially over from a club standpoint *before* the run. This is important if a run consists of a "one-way" trip with each car left to return on its own. It is the run leader's responsibility, in these instances, to ensure that every participant knows how to return. It should also be known if it is a 'two way trip'.

The most important rule of all is: HAVE FUN!