

**2007 WWII Military Vehicle Convoy through Missouri Wine Country
Hosted by the 84th Infantry Division “Railsplitter” Reenactors
18-19 May 2007**

Convoy Guidelines

As of 16 March 07

This event includes cross-segments of both WWII Reenactors and the MVPA and is designed to promote education and cooperation between the two groups. Previous convoys merged the two groups very successfully in May of 2006 to educate Missouri’s cities and towns and we intend to build upon that experience in 2007. The move to a new starting location also adds a new area of operations, with new sites, and new adventures to be had.

In an effort to promote safety, preserve authenticity, observe state laws and have a good time, we are providing you with these guidelines. The guidelines were created after consultation with other reenactors, MVPA safety officers, community groups and a comprehensive risk assessment of the route and event. The Railsplitters welcome suggestions and comments that will promote safety and improve efficiency of the event.

Event Fee: We have continued to impose an event fee this year to assist with covering the expenses required to coordinate an event of this magnitude. The 2003 convoy cost the organizers about \$250 of their own money, and the fees are an attempt to offset those expenses.

The \$30 fee includes the event expenses, admission to the Mark Twain Shrine, chicken dinner lunch at the South Cannon Dam spillway, admission to the Mark Twain Shrine, a steak dinner at the Audrain County Historical Society, and admission to the big band dance Saturday night. The menu selection specifics will be listed later. Of the event fee, \$7 goes towards the chicken and Pork lunch, \$12 towards the steak dinner meal, \$1.50 towards admission at the shrine, \$5 towards the dance and the remaining \$4.50 goes towards the event costs. While this may seem like a large increase over last year, we have added a quality dinner upon the return after the convoy, which will be convenient meal after a long day on the road.

Anyone found during the event to not pay the event fee will be asked to pay up on the spot. If they refuse to pay, then the convoy commander may consider leaving them at the location this is discovered. Let’s avoid this and take care of the financial part of this for continued success of the event in the future.

Event Shirts: Like last year, T-shirts are being made to commemorate the event. The cost of the T-shirt is \$15.00 and will be available in sizes M, L, XL, 2X and 3X. . If you would like a T-shirt, please RSVP for the shirt and pay for it in advance. We are willing to hold the T-shirt until you arrive at the event, however please follow through with purchasing it so the event staff does not get stuck with costly items. The event shirt design will be posted on the website once completed.

A few leftover shirts are available from previous year’s event for \$15. The 2005 and 2006 shirts are available in sizes M and L.

Hotel and Lodging Arrangements: We strongly encourage you to stay at the event hotel, the Amerihost in Mexico, MO. It is located on the South side of Mexico, near the Southern Junction of 54/Business 54.

For reservations, you can make them in one of three ways:

The easiest way which is available 24 hours a day is by visiting with the event group code.

Camping: Land for camping will be plentiful this year at the Audrain County Historical Society grounds. Land will be set aside for authentic and non-authentic camping on either sides of the circle drive. Please contact Tim Scherrer (soldierboy440@yahoo.com or 573-489-4891) if you intend to camp.

Event Day Registration: In addition to pre-registering for the event, we ask that you check in at the registration table before the event. The event staff will double check your registration, and also will provide any shirts ordered before the event. The registration table will be located on the courtyard patio or a nearby building Friday night from 7:00-9:00 and then at the courtyard patio or nearby building from 0630-0730 on Saturday, the day of the drive.

Reception: The Friday night reception is a nice informal way for people to meet, seeing old friends and making new ones. It also assists with the registration process. In addition, if you wish to sell any items, gear or vehicle parts, this provides an opportunity for people to purchase items from anyone wanting to sell. It will be held at the patio of the Audrain County Historical Society, located just to the rear of the Graceland Mansion.

Vending or selling of items: There are no rules against selling of items at the Audrain County Historical Society, but we do ask that selling not be done after 7am on the Saturday before the drive.

Guidelines for Reenactors

Advance Coordination: You must pre-register for this event to ensure there are enough seats available for you or your group. The registration form can be found on the Railsplitters website at www.railsplitterslivinghistory.org or by emailing the event coordinator at soldierboy440@yahoo.com. You must provide your email or return mail address on the registration form. We cannot guarantee seats for the event if you do not pre-register. As the event grows, this will be more of an issue so pre-registration is much more of a concern, and people may end up getting bumped from rides if this isn't taken care of. We have not had to do this in the past, but the growing interest in the event may make this a stark reality.

Uniform: Wear your normal WWII reenacting kit. Ensure you have all-weather gear. The unpredictable Missouri weather may dictate temperatures ranging from 40 to 90 degrees, and may be sunny or rainy. Be prepared for all possibilities. The 2003 Convoy had considerable rain and stormy weather, so definitely be prepared for that possibility. The event in 2004 was sunny and very nice, if not a little warm. The 2005 event was chilly in the morning and became a fine day by the end. The 2006 event was around 50 degrees in the morning, with highs in the mid-60s and scattered showers near the end of the day. Check the forecast prior to the event for the latest weather, and dress appropriately.

Germans: Please be sensitive that you are wearing a uniform that may offend people. Your participation is important to the convoy and these guidelines are not intended to make your life difficult. However, as hosts of the event, we must be sensitive to the communities we are traveling through. You can get away with a lot more at public reenactment events when the

Allies are beating you twice a day! I do not anticipate any problems or sensitive sites in the 2007 route, but also be wary and don't get yourself into any difficult situations.

Weapons: You don't need them at this event. Leave them at home or in the car...they will just get in the way later in the day. Dewat and dummy weapons mounted on vehicles are OK, but personal weapons to include knives, bayonets, etc just aren't needed and can get you into trouble. Leave them at home.

Gas Money: In addition to the event fee, it is expected that riders will contribute gas money to the vehicle owners. Remember that it takes not only gas to drive for the event, but gas to get the vehicle to the event. The amount to be contributed for gas is to be negotiated between the rider and the MV owner.

Safety: It is recommended that you bring and sometimes wear a steel helmet, especially when passing low trees and traveling on gravel roads. Goggles are also highly recommended during the gravel road sections. The 2007 route is about 20% gravel, so be prepared for gravel roads and trees. A helmet and goggles are highly encouraged.

Top off your canteens with water before leaving and keep them topped off in case it is warm or sunny.

Reenactment Units: All efforts will be made to place reenacting units together in the same platoon. Vehicle breakdowns and other unforeseen circumstances may cause the convoy order to be juggled. Units without vehicles should coordinate in advance with the event coordinator to attempt to secure rides that maintain unit integrity

Registration: It is critically important that reenactors without vehicles pre-register. If you are not pre-registered, the event coordinators can not guarantee you a spot during the event.

Guidelines for Vehicle Owners

Advance Coordination: You must pre-register and provide vehicle information as indicated on the registration form. The registration form can be found on the Railsplitters website at www.railsplitterslivinghistory.org or by e-mailing the event coordinator at soldierboy440@yahoo.com.

Riders: Many reenactors have expressed interest in participating in the convoy but do not have a ride. We ask as a courtesy that you notify us in advance if you will have extra space available so we can ensure no rider is left behind. Depending upon how many vehicles that register, we may need to fill every seat. We ask that you cooperate with us with this in trying to register as many participants as possible.

Be sure to indicate who is riding with you on your registration forms. Also, update this information as it changes so we can ensure the right people are placed with the right vehicles. This is a big administrative headache, so please make it very clear who is riding with whom, and update us with any changes, or open seats.

Also, based upon the problems we encounter during the day (breakdowns, etc), we may need to cross level riders so everyone can continue with the event. Please cooperate with us as the event's own drama unfolds and we try to respond to it.

Vehicles: All vehicles must be a WWII type vehicle or replica. Postwar jeeps are permitted as long as they are flat-fendered and look like a WWII jeep. Don't show up in an M-38A1, M-37 or VW thing painted field grey and think it is a WWII vehicle replica. If you are in doubt, ask the event coordinator in advance! We had one replica jeep in the event during 2004, so this is something you just need to ask about. We are not opposed to replica jeeps, but are opposed to vehicles with no attempt to make them appear like a WWII vehicle.

Weight Classification and Roads: As a rule, the maximum weight classification for any vehicle running the entire route is 10 tons. Heavier vehicles may participate but will have to be rerouted at several locations. Also, vehicles that are not tactical with ground clearance may have some difficulty on the gravel roads. None of these roads are unimproved, but you may want to avoid them in your newly restored 42 Plymouth! Normal cars are able to navigate these roads, although if gravel roads and creek crossings may damage your vehicle, you may want to consider bringing another vehicle or riding with someone else.

Uniforms: MV Collectors should make a good faith effort at putting together a kit. If you aren't sure of what to wear, contact the event coordinator and you will be provided with further assistance on how to obtain the right gear. In the after action report from 2003, there was some unhappiness on MV collectors who didn't make an effort to put a good impression together. Work with the coordinators if you aren't sure. There are a lot of variations that can work for your impression. I hope to see the same level of quality we saw in 2006, and we hope to see more progress in the future.

Ensure you have all-weather gear in case it is cool or wet. Temperatures may range from 40 to 90 degrees, and may be sunny or rainy. Be prepared for all possibilities.

Firearms: Leave your real firearms at home, or in the car. Don't take them on the convoy - you don't need them. Weapons mounted on vehicles are fine. Weapons must be watched at ALL times.

Working with Reenactors: It is recommended that all owners brief their riders in advance of the dos and don'ts of the vehicle. If you don't want your paint scratched, check their uniforms out and make sure it doesn't happen. Reenactors don't always appreciate the hard work and expense you put into your vehicles, so talk to them about this in advance. Riders will be assigned a few days before the event, so you should be able to talk to them in advance.

Gas Money: Reenactors are expected to make a contribution for your gas expense for the event. The amount to be contributed for gas is to be negotiated between the rider and the MV owner. Do not be shy about asking for this at the event.

Germans: Please be sensitive that you are wearing a uniform that may offend people. Your participation is important to the convoy and these guidelines are not intended to make your life difficult. However, as hosts of the event, we must be sensitive to the communities we are traveling through. You can get away with a lot more at public reenactment events when the Allies are beating you twice a day! I do not anticipate any problems or sensitive sites in the 2005 route, but also be wary and don't get yourself into any difficult situations.

Fueling: An Absolute Must! Fuel up before the convoy assembly time. Jeeps usually have the shortest driving range and require more frequent fuel stops. The planned route is 100 miles, so one full tank of gas should suffice for the day. Fuel is available only in Mexico, near the lunch

stop at the lake , in Monroe City and Paris. One full tank of fuel should suffice throughout the day.

Assembly: Participants need to assemble 1 hour before planned departure time, so be on site at 0700 for a 0800 departure. The assembly time will be used to orientate the drivers and co-drivers on the route, distance, stops, safety guidelines, etc. Photocopy maps of the route will be provided to each platoon, and attempts will be made to provide one to each vehicle.

Communications: It is not required, but recommended, that all vehicles have a family radio service radio to facilitate communications while on the move. This will also assist with vehicle breakdowns and letting faster moving traffic pass on busier roads.

Speed: The convoy will travel at approximately 25mph. However, at times the larger trucks (2 ½ ton or 5 ton) will need additional momentum to climb the hills, so speed up when you see them gaining ground on your vehicle near hills. Some of the smoother roads may permit higher speeds. Follow your platoon leader's vehicle and guidance.

Spacing: On two lane or rural roads, leave one hundred yards (football field) between vehicles to allow ample space for other vehicles to pass. On Interstate or four lane highways, the convoy should close up leaving only 40 to 50 yards between vehicles. This allows other vehicles to pass the entire convoy quicker without pausing in between vehicles. Do not tailgate, especially on dusty roads. City streets require tightening up the convoy to facilitate travel through traffic lights, etc. Also remember the accordion effect of the convoy stretching and compressing, so try to help this by maintaining a constant speed.

Driver Responsibility: Each driver is responsible for the vehicle in front and behind. This approach will eliminate the convoy running away from slower vehicles or vehicles missing a turn or exit. If everyone practices this rule the convoy will maintain spacing and remain together. Keep the vehicle behind in view at all times and slow down when necessary. The other vehicles ahead should do the same.

Vehicle Line-up: The platoon leaders and platoon sergeants will line up vehicles based upon time of arrival and type of vehicle.

Safety: It is recommended that the drivers of open topped vehicles have goggles for the dusty gravel roads we will travel. It will be difficult to see without them. They can be purchased through a variety of vendors for as little as \$13.

For safety concerns, it is recommended, but not required, that personnel involved in the convoy should bring and wear a steel helmet while moving in all open topped vehicles down gravel roads, especially persons riding in elevated backs of trucks. This is to protect against low hanging tree branches and rocks that may be thrown while moving. AFV helmets are also acceptable.

Vehicles must be licensed and insured for road travel in their respective states. We will be traveling over public roads and can be stopped by the police.

Vehicles should have a usable fire extinguisher in the event of fire.

Bring plenty of water in the event of warm weather. Vehicle owners should attempt to bring extra water for riders.

Ensure all tailgates are raised and everyone seated before moving.

Rest Stops: When stopping for rest or refreshments, look for annoying rattles or leaks in your vehicle.

Vehicle Breakdown: In the event of a vehicle breakdown, contact your platoon leader. We will try to have someone come pick you up so you can return to your car and try to fix your vehicle. To eliminate possibilities of vehicle breakdown, bring only vehicles you know can make the 100-mile route. Also, top off your fuel tank before leaving Columbia. We should have an empty trailer capable of handling jeeps following us this year as a last resort.

The Route

The 2007 event ventures around Mark Twain Lake. This year's route is completely original, with no sections being repeated from previous year's events. The cooperation provided by the stops has been tremendous and it should be a memorable event.

The event starts with the Friday activities. These will be announced later, but usually include a stop at a nursing home or hospital, and then the Friday night reception. The reception has proved popular in past events with people making new friends, and renewing ties with old ones.

We depart the Historical Society grounds and drive around the town square, and then venture out to the country side, ending up on the South end of Mark Twain lake. After crossing two of the forks of the lake, we end up at the Mark Twain Shrine. The Shrine, located near Twain's boyhood home, shows the life and works of one of America's best known authors.

From the shrine, we pass through back roads, ending up at the Cannon Dam south spill way. This location is very dramatic, and should provide nice scenery for the lunch. Additionally, the mess truck from last year should be serving the lunch, to add to the flavor of the event.

After lunch, we travel a short leg to Monroe City, with a stop near downtown. Departing Monroe City, we head back into the countryside towards the city of Paris. The event culminates with its arrival at Paris, the theme of the event.

Departing Paris, we head down mostly paved roads to return to Mexico. The mess truck will arrive ahead of us, and dinner should be waiting for us upon return to Mexico. For those who attended in 2006, the menu is the same as the lunch for that event.

There is discussion of a Saturday night get together, but this has not yet been organized and will be announced later.

2007 5th Annual Military Vehicle Convoy through the Missouri Wine Country Convoy Route

As of 15 March 07

Timeline:

Registration Begins:	0630
Registration Ends:	0730
Depart American Legion Park and clear Mexico	0800-0815

Mexico to the Mark Twain Shrine	0815-0945
Stop at Mark Twain Shrine	0945-1045
Mark Twain Shrine to South Spillway	1045-1115
Lunch at Cannon Dam South Spillway	1115-1230
South Spillway to Monroe City	1230-1315
Stop at Monroe City	1315-1400
Monroe City to Paris	1400-1500
Stop at Paris	1515-1600
Paris to Mexico	1600-1700
Dinner at Audrain County Historical Society	1700-1800

Total distance ~100 miles

Leg #1 Depart Mexico to the Mark Twain Shrine

Distance	Time
Clear Mexico, MO	15 minutes
Left on Route J	8.6miles 23 minutes
Left on Route MM	1 mile 3 minutes
Left on 368	1 mile 4 minutes
Right on 335	2.3 miles 10 minutes
Left on 368	.5 miles 2 minutes
Right on ZZ	3.1 miles 9 minutes
Left on D	1.2 miles 4 minutes
Right on 623	1 mile 4 minutes
Left on 652/621	2.2 miles 9 minutes
Right on 154	4.1 miles 11 minutes
Left on 107	3.4 miles 8 minutes
<u>Right into Mark Twain Site</u>	<u>1 mile 3 minutes</u>
	28.5 miles 105 minutes

Leg #2 Mark Twain Shrine to Canon Dam South Spillway

Exit Mark Twain Shrine	
Left on 107	
Left on 154	
Left on Route J	
Right into South Spillway	
<u>TBD</u>	
	0 miles 30 minutes

Leg #3 Canon Dam South Spillway to Monroe City

Exit Spillway	
Right on Route J	
Left on Route W	
Right on Highway 24	
<u>Enter Monroe City to park</u>	
	0 miles 45 minutes

Leg #4 Monroe City to Paris

Exit Monroe City on Highway 24
 Right on County Road 513/514/515/516/517/535

Left on Route V
Right on Highway 24
Right on CR 437
Straight on 435
Straight on Route P
Left on Route 15
Route 15 to Park

0 miles 60 minutes

Leg #5 Paris to Mexico

Depart Paris on Highway 15
Straight on Route E
Left on Route T
Right on Highway 15

miles minutes
miles minutes

miles 0 minutes
0 miles 60 minutes