



Roustabouts RV Club Inc.



Guidelines

Mystery Tagalongs

Long Paddock Drives

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What is a

Roustabout: A Roustabout is someone who works with the stock on an outback station. On Club Trips the Roustabouts are the drivers and passengers, vehicles and rigs form the 'mob' or the 'herd'.

Long Paddock Drive (LPD): In Australia, the term 'Long Paddock Drive' means moving a herd along a stock route or road. Our Club Trips move a group of rigs along many kilometres on outback roads. A Long Paddock Drive (LPD) travels to remote areas of our country for extended periods (normally six to twelve weeks). The Club believes the security and safety of Roustabouts, especially those on their first trip, is paramount. The emphasis is on providing a supportive approach to the travellers, many of whom may be inexperienced travellers. A Long Paddock Drive could be all bitumen, part bitumen / part off road or all off road.

Mystery Tagalong (MT): A Mystery Tagalong is a trip, normally of 7 to 20 days duration organised around the idea, that Roustabouts do not know where they are going or what events they will participate in, from one day to another. Support crew only advise the next location at a briefing prior to the day's travel. Prior to the event, club members are appraised of approximate costs.

Overview

These events support the Club Motto:-

- ◇ *On the country* - signifies we are on the ground living in our community
- ◇ *In the country* - we are immersed in country life and culture
- ◇ *For our Country* - we enjoy contributing and supporting our country and outback communities

Roustabout RV Club Long Paddock Drives and Mystery Tagalongs (referred to in these Guidelines as 'Trips') encompass planned itineraries, pre-booked negotiated discounted accommodation, some major events and tours and a Support Team to assist Roustabouts as well as manage the administrative and operational requirements daily.

The Club organises and manages Long Paddock Drives in keeping with the outback station theme. Mystery Tagalongs are designed as short/medium-term journeys, travelling to the country, visiting rural and outback communities.

SECTION 1: Event Development

The Club LPD Coordinator and Assistant LPD Coordinators develop, organise and manage the itinerary, accommodation, some major tours/events, reservations, attendee deposits, marketing, merchandising and competitions. The Club Office supports with administration.

36 -24 months (approx.) prior to LPD:

Itinerary and brochure is prepared with indicative pricing, route and events. Advertising of rig numbers and Expressions of Interest are called.

18 months (approx.) prior to LPD:

Support crew needed to do LPD from registered expressions of interests organised. Support crew number determines alternate trip needs due to high number of Expressions of Interest. Formal attendance number for the trip is advertised and formal registrations sought with 'Non-Refundable Booking Fee' and 'Rig Fee' payment (Payment 1) by the determined date.

12 months (approx.) prior to LPD:

Registrations close with *Payment 1* Fees formalising attendance. Final negotiations on price, route and events occurs and payment for the Accommodation (Payment 2), less the initial Non-Refundable Booking Fee is requested

9 months (approx.) prior to LPD:

Accommodation payment (Payment 2) sent to trip organisations. Tours and Events payment is requested (Payment 3) from those attending trip

6 months (approx.) prior to LPD:

Tours and Event payment (Payment 3) is sent to trip organisations. Meal payment (Payment 4) requested from attendees

3 Months (approx.) prior to LPD:

Meal payment (Payment 4) is paid to trip organisations

Planning Timeframes - Mystery Tagalong and Tagalongs

Similar payment process with reduced timelines for payment.

1. Non-Refundable Booking Fee and Rig Fee is paid by those formalising attendance
2. Other payments maybe requested if organisations request early payment.

Support Team

Depending on the size of the trip, support crew numbers can range from three (3) to five (5). *The 'Drover' looks after:*

- a. The Roustabouts and deals with any issues that arise,
- b. Logistical and operational issues.
- c. Any issues with or alternatives to the itinerary,
- d. Travel briefings and their location, and

- e. Presentation of certificates of appreciation with the Head Stockman.

The 'Head Stockman' looks after:

- a. Long Paddock Drive/ Mystery Tagalong Registration Forms for the Roustabouts,
- b. Insurance documentation,
- c. Roustabout amendments and bookings for tours and events,
- d. Reconfirmation of Roustabout numbers, accommodation, tour and event pricing,
- e. Preparation of briefings in consultation with the Drover,
- f. Presentations of certificates of appreciation with the Drover, and
- g. Printing of event updates for distribution and updating of notice board daily.

'Stockman/Stockwoman' looks after:

- a. The management of the 'Drive Olympics' and determined charity donations,
- b. Free camping meal management, and
- c. General merchandising and additional souvenir shirts.

The 'First Aid Equipment Volunteer' & team

- a. organise and manage medical appliances and first aid kits and supports members with minor first aid assistance and calls the RFDS if needed.

Medical & Pharmaceutical

You are responsible for managing your medical and pharmaceutical needs. Talk to your Doctor about obtaining your medical history summary and having enough physical pharmaceuticals on hand to cover the full period of the trip as well as an additional 4 weeks supply for 'just in case'.

Support Vehicles

At least one support team vehicle has a UHF radio, a high frequency (HF) radio, an EPIRB, defibrillator machine, oxygen therapy machine, RFDS approved first aid kit, blood pressure monitoring kit, communication with RRVC Office and onboard computer and printer support.

SECTION 2: Registration Protocol

Priority Attendance

1. Club members get first attendance priority.
2. Second priority is family members who are not members.
3. Third priority is members from other caravan clubs.

Step 1: Jotform Registration Form

This registration form is found at the bottom of each webpage where an event is detailed. Completing this form advises organisers you are considering attending only and it is just an '*expression of interest*'. Your '*expression of interest*' provides organisers with an idea on numbers for organisational negotiations and bookings.

Step 2: Trip Numbers and 'Waiting List'

Organisers determine the number of vans on a trip. This is determined by the highest number of rigs able to attend one location. Generally, it is around 20 rigs. As 'expressions of interest' are received they are placed on both the Attendance and specific trip Worksheet. Once the determined number of rigs for the trip is reached, a 'Waiting List' commences, and members are included on the list in order of 'expression of interest' registrations received. As paid attendees withdraw from the event, members on the waiting list are offered the vacancy. (To date, most members on the waiting list have been accommodated)

Step 3: Formal Registration

Around 12 to 18 months out from a trip, organisers will call for 'formal' registrations for a particular trip. Formal registration requires those who have expressed an interest in attending, pay a non-refundable booking fee and rig fee by a determined date. At the cut-off date, those who have not paid the fees, are removed from the attendance worksheets and 'Waiting List' members are offered spots on the trip in order of receipt of their expression of interest.

Other Considerations

Depending on numbers, organisers may decide to contact organisations and see if additional sites can be accommodated and take all registrations, or subject to availability of Drivers and Support team, duplicate the trip and commence a week later if accommodation and event schedules etc. can be met, or Split the trip into two groups, one going clockwise, the other anti-clockwise.

Event Payments

Organisers will call for a 'Non-refundable Booking Fee' and 'Rig Fee' (Payment 1) to be paid by a certain date 18 months to a year out from the event. This is the start of the 'formal' attendance process.

Organisers will then advertise additional 'Scheduled Payments' dates during year prior to the trip.

Scheduled Payments cover:

1. Accommodation
2. Tours & Events
3. Meals and incidentals

Mystery Tagalongs and Tagalongs follow the same deposit process but may vary due to the itinerary.

All Payments

The Club's LPD Team in consultation with the Treasurer shall resolve whether:

1. payments are to be made into the Club Branch Bank Account and disseminated to the various organisations by the Treasurer, or
2. it is the Roustabout's individual responsibility to make payments direct to the various organisations and provide a payment confirmation copy to the Club LPD Team nominee.
3. All payments must be made by the advertised closing date.

Cancellation after Payment/s Paid

If a trip cancellation is requested after fees and payments have been made to organisations/suppliers, the member must advise the Long Paddock Drive Coordinator immediately.

This will commence two processes, these being

Waiting List

The LPD Coordinator will contact members on the trip 'waiting list', in order of receipt on the list, to determine if they wish to attend the trip.

If the member wishes to attend, they immediately refund the non-attending members' contribution by paying it into the Club bank account. The Club will then refund the outgoing trip attendee.

The person leaving the waiting list will be advised of future scheduled payment dates.

No Waiting List Member wishes to attend the trip.

If no members wishes to attend the trip, it becomes the non-attending members' personal and total responsibility to contact all organisations for a refund of payments,

The Long Paddock Drive Coordinator will:

- provide the member with each organisation's contact details and send a message to the organisations advising cancellation and approval to pay any refunds directly into the member's account, and
- not be responsible for any cancellation or administration fees levied by the organisations due to the cancellation or the failure of any organisation to provide a refund.

Non-refundable Booking and Rig Fees

- Requests for reservation cancellation will forfeit the non-refundable booking fee.
- The Rig Fee may also be forfeited if the money has been used for operational and administrative costs associated with the event.
- Medical or other Emergent situations are exempted and with Management Committee approval a full refund of the booking and rig fee will be provided.

Unplanned Medical or Emergent Situation – On Event

- Circumstances must be advised to the Drover immediately.
- You will be requested to provide your bank account details to the Head Stockman.
- The Head Stockman will contact all forward organisations, will provide them with your bank account details and seek a refund of money paid.
- The support crew will assist with your departure needs.
- The Club cannot guarantee that organisations will provide a refund.

SECTION 3: General Information

Trip Decisions

The Support Team unobtrusively support the Roustabouts and seek to ensure everyone's security and safety. For this reason, every person's situation/circumstances are taken into consideration. The Drover will consider "what is best for all travellers" and the 'lowest common denominator' in deciding an outcome.

Roustabouts may discuss any trip issue/situation with the support team but the final decision rests with the Drover.

Reasons behind decisions that involve a Roustabout's personal circumstances will not be disclosed to other Roustabouts, without the approval of the affected Roustabout.

Mandatory Items

On a Club Trip, participants must have a working UHF radio and flexible aerial.

Strongly Recommended

- In gazetted remote locations, Roustabouts may need to carry additional water and fuel on-board.
- A personal EPIRB and/or winch system is highly recommended.
- Bull bars are recommended to reduce the damage from impact with animals.

Name Badges

All members attending trips are required to wear name badges at Happy Hour and organised events.

Trip Rig Fee

The Club imposes a small non-refundable fee on all rigs when attending a trip. This fee goes towards cost recovery of Club organisational administration. On Long Paddock Drives and tagalongs, the fee is \$1 each day of the formal itinerary, up to a maximum \$50 per rig. Participants only attending a portion of the trip, pay the full rig fee, not a pro-rata rate. If attendance of the trip is cancelled by the member, and a replacement cannot be found the rig fee is forfeited as a cancellation fee.

Group Discount

Organisers endeavour to negotiate group discounts for the trips based on a minimum number of rigs/attendees. If this group number is not achieved or falls below the minimum during the trip, the promoted/advertised pricing could be affected. Experience has shown Loyalty Cards are not accepted on trips where group discounts are being provided.

Pets

Most trips travel through National, State Parks and indigenous sensitive areas and in many areas, pets are not allowed to leave car parks. In view of this, pets are not be allowed on any Long Paddock Drive or Mystery Tagalongs organised by the Club.

Itinerary Map/Site References

The latest edition of Camps Australia is the main map used to determine distances, locations and stopover points on itineraries.

Long Paddock Drive Travel Mode

Two methods are available,

1. Independent travel
2. Group

Independent Travel

This is the preferred method of travel on all Long Paddock Drives and Mystery Tagalongs although not always an available or a recommended option in government designated remote locations (e.g., Tanami Track, Diamantina Development and Bourke Development Roads)

The independent traveller shall provide the Drover with information on their travel if varied to the itinerary. If variation of travel causes the cancellation of pre-booked accommodation, the above-mentioned cancellation procedures will apply, and it shall be the individual traveller's responsibility to seek any refunds that may be applicable.

In remote areas, it is strongly recommended that independent travellers do not travel solo but invite other Roustabouts to join them and travel as a small group. Independent travellers must ensure their rig is well maintained (especially batteries and refrigerators) and prepare for and be responsible for their own security / safety whilst travelling. They require

- a. A working UHF radio with long range, flexible aerial
- b. Additional water and fuel on-board (as necessary)
- c. A personal EPIRB on-board. (strongly recommended in gazetted remote areas)

Group (or Convoy) Travel Protocol

In gazetted remote locations or in areas where there is only a primary road and/or little sightseeing or tours, (E.g., Birdsville Development Road, the Burke Development Road, Australia's Longest Shortcut, Birdsville, Oodnadatta, and Strzelecki Tracks etc.), the support team may utilise group travel or Convoy techniques (See Attachment C).

In general, after discussions with the Roustabouts, participants would be split into equal groups with a 'Leader' and 'Tail End Charlie' on each group. Roustabouts would join a group as they are ready to leave or in a designated group as planned in consultation with other Roustabouts. Each group would leave about 15 -30 minutes apart, and each rig should allow approx. 30 seconds (about 500metres) between each vehicle in the group.

Daily Briefing

Travel briefings are generally held the afternoon, prior to departing the site, usually at 5pm. It is important at least one Roustabout from each rig attends. On longer trips, the briefing may take place on travel days only.

Trip Start Times

Independent Travel - Roustabouts on independent travel decide their departure time, ensuring arrival at the end of day location is by 4.00 pm. local time.

Group (Convoy) technique – unless otherwise decided at a briefing, group departures will be at varying times from about 8.00am. Each group should allow 15-30 minutes between group departure times. On departure each rig should allow a 30 second gap between vehicles. (30 second gap = approx. 500 metres)

Emergency Information

Information regarding vehicle and caravan registration on the Trip Registration Form is provided to emergency services if you fail to arrive at the day's end location by the nominated time.

Daily Driving Distance

Trip distances are approximately 250 - 300 kms per day unless in remote locations requiring additional distance to get to the evening site.

Roustabouts may discuss optional driving distances with the Drover and alterations to the planned schedule may occur.

Outback Drive Operating Speed

Roustabouts need to always drive to road conditions.

Planning of itinerary times and distances are based around an average travel speed of 80 kms per hour although this may vary due to road conditions.

- *Dirt Roads* - in discussion with Roustabouts, dirt road speeds of approx. 40 - 60 kms or lower
- *Bitumen Roads* - in discussion with Roustabouts, a higher speed to a maximum of 100 kms may be agreed.

Group travel - when leaving the location, minimal speed is recommended until 'Tail End Charlie' advises that all rigs in the group are "on the road". Always allow a 30 second gap (500 metres) between vehicles.

Breakdown

It is highly recommended that all participants have the highest roadside assistance cover available through RACQ (or other State's motoring bodies). In the event of a breakdown, the Support Team will discuss the issue/event with the Roustabout concerned.

It is the personal responsibility of the Roustabout whose rig has had a breakdown to remain with the rig, however, in discussion with the Support Team, if necessary, a Support Team member or other Roustabouts may remain with the affected Roustabout.

Happy Hour

When stopped at a free camping site Happy Hour is normally around 4pm. When in a caravan park, Happy Hour is optional as many Roustabouts are touring or doing other activities. The provision of food at Happy Hour is optional and there is no compulsion to provide any.

LPD/Tagalong Meals (Sizzles)

In accordance with RRVC Covid-19 Safe Plan

During organisation of the trip, sausage/hamburger/other sizzle type meals may be included as part of the itinerary.

Roustabouts will be asked to indicate on their registration, whether they wish to participate or not and will be asked to pay for these meals when trip payments are called.

The support crew will seek volunteers to purchase commodities along the route. Roustabouts can request additional "sizzle meals" during the trip. These meals are full cost recovery from the Roustabouts on the trip.

Movie Nights

During the trip, movie nights may be organised by the support crew for viewing at free camping sites.

Trip Olympics

During the trip, games may be organised by the support crew. These games take the form of “Trip Olympic games” and prizes will be provided. Participating in the games is purely optional.

Code of Conduct

This sets out the standards of behaviour expected of members when attending a Roustabouts RV Club event. In agreeing to be part of the long paddock drive/tagalong/mystery tagalong, each member must also agree to always adhere to this Code of Conduct.

Members must:

- a. Treat all people associated with the Club, including members, volunteers, partners, and external stakeholders, with respect.
- b. Always consider the welfare of the Club and members.
- c. Be always honest.
- d. Complaints or other concerns must be addressed with the Drover or Support crew in the first instance.

Unco-operative behaviour:

- a. A member who becomes unco-operative or unruly will be counselled by the Drover (or Club committee representative) in the first instance.
- b. If the in-appropriate behaviour continues the member will be instructed to leave the event immediately.
- c. Failure to co-operate may result in the Police being called to assist.
- d. If this occurs, further action via the RV Club Constitution may be undertaken.

End of Trip Review - Long Paddock Drive & Mystery Tagalong (Attachment 'A')

During the last couple of days of a trip, a Drover nominated member will ask participants to gather and ask questions related to the preparation, planning and conduct of the trip. It is an opportunity for all to praise, concerns and suggestions for improvements. This information and recommendations will be discussed at a management meeting for consideration for future event planning.

Road Train Protocol

A Road Train is an articulated truck with multiple trailers attached and up to 54 metres (170 feet) long. When a road train is approaching, Roustabouts need to consider the most appropriate action to take.

In a group travel situation, the ‘Leader’ or ‘Tail End Charlie’ will advise the group and recommend the necessary action. The recommended action will be for vans to leave the road and stop until the road train has passed. The ‘Leader’ or ‘Tail End Charlie’ maintain contact with the Road Train Outback Driver to achieve a safe pass.

In an independent travel situation, the Roustabout should contact the Road Train Driver on Ch40 UHF and work with the driver to achieve safe passage by the road train. The recommended action is to leave the road and slow down (and if necessary, stop) until the road train has passed.

- Extra care is required when sharing the road with road-trains.
- Always give a Road Train plenty of room, as the buffeting from displaced air as you pass in opposite directions can be quite severe.
- Buffeting will occur when a large vehicle or truck passes you and your caravan. You must be ready to adjust to the feeling of being pushed off the road as the vehicles passes.
- Allow at least 1 kilometre (3000 feet) of clear road before overtaking a road train.
- Dust from passing Road Trains, on outback roads, will obscure your vision so do not take risks, slow down or stop at the side of the road until it settles.
- Monitor your rear-view mirror and if a Road Train is coming up behind you, contact the driver on UHF Ch 40 and work together to achieve safe passage by the Road Train.
- Road Train Drivers and truck drivers in the outback are excellent and are happy to work with you. Road Train drivers can assist at breakdowns and accidents and have direct access to the Royal Flying Doctor Service.

Highway Airfield

In outback Australia, main roads are used as runways for the Royal Flying Doctor Service and private plane emergency landings. These sections of road are well sign posted at each end of the runway and the road looks like an airport runway.

- Never park or stop within the sign posted airfield area.
- Police vehicles or ambulance may or may not be present when a medical aircraft is approaching.
- Be aware aircraft may be attempting to land so maintain a visual search of the sky
- If an aircraft is on the ground, STOP, do not travel further until directed by emergency personnel or the pilot.
- Assist with turning the aircraft for take-off if requested by emergency personnel or pilot.



Attachment 'A'

Discussion Questions for Review of Mystery Tagalong and LPD by Participants

For the leader of the discussion to introduce and set the tone for the review by participants:

The discussion leader needs to arrange a minute taker for this.

He/ She must also check the variety of skills of members (Question 5) and activities (Question 8) on the trip for accuracy.

Discussion Leader to say:

At the conclusion of any major event such as a Tagalong or LPD, there's an opportunity to review Club processes that relate to these excursions. This gathering today is such an opportunity.

Club processes and activities are assessed by email in its Annual Survey. Although there is usually a significant response from that, face to face verbal responses in a discussion format have a much better participation rate.

As we work through the questions, please feel comfortable to comment, praise and criticise.

Comments can stimulate discussion of alternative options for processes and plans.

Without praise, organisers are not encouraged to continue to offer their time and effort to the Club. A job well done deserves sincere praise.

Without constructive criticism and complaints, improvements are slow to happen or may never happen. Complaints are helpful. Please share them politely. Your complaints will help this Club become even better/

Please allow people to talk, one at a time, and be considerate and tolerant of others' opinions/

There are 13 questions and is recording your comments for presentation to the Committee.

The Questions:

Preparation

1. How did you find out about the Tagalong/ LPD?
2. Were you provided with sufficient information to adequately prepare? Any suggestions for improvements?
3. Was communication with the trip organisers before leaving easy? Any comments, praise or suggestions?
4. What do you wish you knew, but didn't, before the event?

Safety and First Aid

On this trip, participants had access to (discussion leader to ensure this list is accurate for this particular event) a satellite phone, a current, well-stocked and maintained First Aid kit, a defibrillator, oxygen equipment as well the various skills of attending members including plumbing, gas fitting, electrical, mechanical and first aid knowhow.

1. Were you aware of all of these?
2. How did knowing/using some of these affect your travel experience?
3. Any comments?

The Event

- Was communication with those who had specific roles e.g. drover, stockmen, easy?
- How useful/important were the afternoon briefings, 'five at five', when given? Were there enough? Too Many?
- Think about the numerous communal activities that were scheduled (discussion leader to be accurate): Happy Hours, outings, sizzles, communal meals, musical sessions, a movie
- Have they been valuable to get to know fellow travellers?
- What did you enjoy most about these activities?
- Have there been enough? Too many?
- Any suggestions for improvements?
- Focussing on the concept of eating communally i.e. preparing your own meal but eating together, would this doing this more often/less often be ideal?
- Focussing on accommodation arranged.....free camping showgrounds, caravan parks, was the variety a good mix or would you like more of one type and less of another? Why?
- Focussing on the length/timing of this event, was it timed well?
- Right time of year?
- Travel days too long? Too short?
- Whole trip too long? Too short?
- What DID happen on this trip that made it particularly enjoyable for you?
- Have we missed anything you want to discuss?

THANK YOU for your contributions. They will be carefully considered at a forthcoming Executive Committee meeting.



Barn Hill WA

Attachment 'B'

CB (UHF) Radio Procedure

It's essential to ensure that everyone speaks the same CB [Radio](#) language, otherwise we may find members struggling to get up to speed with what's being said, or failing to answer communications directed at them appropriately, this should help improve our members communication, coupled with the users "Call Sign, generally a name given to the user by friends, that identifies a specific user. It's essential to ensure that everyone speaks the same CB Radio lingo.

Short-hand CB radio expressions have been around for decades, many codes have evolved that are used as CB radio communication short cuts. The aim of these codes is to boost communication response rates and collaboration between users. But this only works if everyone uses the same agreed terminology. Which means our club needs to define which terms will be used during message transmissions – or whether we are going to use plain English only.

To get you started, we've put together a list of some commonly used radio communication phrases, traditionally used in public environments.

Preferred UHF channels

Channel 40 Primary (29 Pacific Highway)

Channel 18 Conversation channel (Caravanners channel)

CB Short Language

Roger That, Ten Four or Copy That

Message received and understood.

Roger so far

Confirm parts of long message before continuing with rest of message.

Affirmative

Normally used when a question is asked and the reply is YES.

Négative

Normally used when a question is asked and the reply is NO.

Come in

Asking another party to acknowledge they can hear you.

Go Ahead

I am ready for your message.

Say Again

Repeat all your last transmission.

Say all after/before

Repeat all after/before a certain key word or phrase.

Over

Your message is finished – invitation for others to respond/transmit.

Out

All conversation is finished – no answer is required or expected.

Radio Check

What's my signal strength? Can you hear me?

Read You Loud & Clear

Your transmission signal is good.

Wilco

I will comply.

Break, Break

Interruption to a transmission to communicate urgently.

Emergency

Distress call – used when there is grave or imminent danger to life – immediate assistance is required.

Stand By

Wait for a short period and I will get back to you.

Wait Out

The waiting period is longer than expected – I will call you as soon as possible.

I Spell

The next word will be spelt out using the phonetic alphabet.

Flash for Cash

Radar camera.

Evil Knievel

Police motor cyclist.

Candy striper

Police pursuit vehicle.



Baby Bungle Bungle Range NT

Attachment 'C'

CONVOY PROCEDURES

Travelling in a convoy is safer than driving alone but only if all parties know the driving procedures involved. If one person in the convoy is unaware of safe convoy driving procedures, it can make the whole situation unsafe. A chain is only as strong as its weakest link and a convoy operates in much the same way.

EACH DRIVER MUST HAVE CONTACT WITH THE DRIVER AHEAD AT ALL TIMES

This contact does not have to be visual, it could be radio contact but it is up to each driver to ensure the convoy is never separated. In poor visibility conditions, or in dusty conditions where radio contact might be difficult, it is also up to each driver to relay signals down the line to ensure each and every car has received messages.

WAIT FOR THE TURNING SIGNAL OF THE DRIVER BEHIND

Before you make a turn, each driver must wait until his or her turning signal has been acknowledged by the driver behind. This acknowledgement will usually come in the form of turning on their own relevant turning signal. Only when you receive this acknowledgement, can the driver make the turn.

EACH CAR MUST HAVE ITS HEADLIGHTS ON

This improves visibility.

SAFE DISTANCES

As a general rule of thumb, a safe distance between vehicles in a convoy is around 500m on the motorway, 800-1000m on smaller roads and 50-100m on dirt tracks.

OBSTACLES ARE TACKLED TOGETHER

Each vehicle tackles the obstacle individually and only when it receives confirmation from the vehicle in front that it is safe to do so.

WAIT AT THE TOP OR BOTTOM OF AN INCLINE

When tackling an incline or decline, the vehicle behind will wait at the top or bottom of the incline until the vehicle in front has fully cleared it.

NO TWO VEHICLES WILL ENTER THE WATER AT THE SAME TIME

When crossing rivers, cross one at a time with the car behind only entering the water once the car in front has completed the crossing.

EACH VEHICLE MUST ANNOUNCE ITS INTENTIONS BEFORE STOPPING

Stopping suddenly could result in a collision if there is heavy dust or a blind turn.

THE LEAD VEHICLE DECIDES HOW TO TACKLE GATES

If the convoy comes upon a gate, the trip leader will decide if the whole convoy will pass the gate in one sweep, or if each car will open and close the gate behind it, as a general rule leave gates as you find them.

IF COMMUNICATION FAILS, FLASH YOUR LIGHTS

If the communication device malfunctions, get the attention of the car in front by flashing your headlights. It is the responsibility of the car in front to notify the trip leader and arrange for the convoy to come to a stop.

TRIP LEADER AND TAIL-END CHARLIE SHOULD HOLD THEIR POSITIONS FOR THE DURATION OF THE JOURNEY

No overtaking the trip leader or falling behind the tail-end Charlie.

By complying with these procedures, club members should be able to drive effectively in convoy at anywhere across Australia.



Mornay Rest Area Qld



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“Up close & Personal With Rural and Outback Oz”