

MGCC Geelong Club Runs – Guidelines for Participants & Organisers (January, 2021)

These are intended a Guidelines only and the person responsible for any tour or social run should use them as such, and take into account the conditions at the time.

As part of its purpose MGCC Geelong does conduct runs and activities where members participate by travelling as a group. This is a short guide to assist participants in enjoying our club runs. Our run group (convoy) have no special privileges when using our roads. We must at all times be safe and courteous to other motorists and the public. Our Marque cars can be easily recognised and our club can be identified.

Club Run organisers should take into account the current weather conditions, the likely state of the roads and traffic density and the number of cars in the convoy. Depending on conditions on the day the convoy may be broken up into smaller groups (say 10 cars). IF the convoy is broken up into smaller groups, the SLOWEST cars should be sent first.

Organisers should also avoid main highways and freeways wherever possible. Also right hand turns on major highways and freeways should be avoided unless totally safe to do so.

On the day of the activity, prior to departure, the run leader will brief the group on the route, planned stops and any known issues.

- The briefing will include a “Welcome, any special issues, parking etc , details of the destination and a reminder to obey the Road Rules. Written instructions will be provided for long or complex routes.
- Club permit Holders are to ensure Log Books are completed
- The lead car will maintain, or travel just below, the legal speed limits or at a speed that offers safe travel.
- The role of leader and tail ender, and which cars they are in, will be explained.
- Drivers will keep a safe distance from the car in front but ensure it is kept in sight leaving room for other “non club” motorist to work through the run convoy.
- Drivers should keep the vehicle behind them in their view. If they have taken a stretch of road at a faster pace than the vehicle behind, then they should slow down on the next straight and allow them to catch up again. Form your own assessment of road hazards and conditions – just because

the vehicle in front has passed through does not mean you can, as different cars handle differently, have different tyres, brakes and other gear. Reduce your speed if road conditions or the weather warrant it. It is less important to lose the convoy than to have an accident.

- If it is obvious a vehicle not participating in the run is wanting to get past the convoy, members should facilitate this vehicle's overtaking by leaving a larger gap to the vehicle in front, turning on the left indicator and slowing down when a safe overtaking point is reached on the road. When allowing another vehicle to overtake the convoy, then the other drivers should be informed by radio (if possible).
- The tail ender's other role is to stop and investigate should any car have reason to stop. The tail ender will then communicate with the leader. Other cars should not stop unless the leader deems it is safe and appropriate to do so at a safe location .
- Should a vehicle fail to keep up with the convoy then other vehicles may consider passing and continuing on with the journey. Any passing vehicle with a radio should alert the leader and tail ender.
- Non Marque cars are to travel after the Marque cars
- Any member has the right not to participate in a run convoy and travel before or after. Route details will be provided. If you feel uncomfortable travelling in a convoy, it is OK for you to travel on your own and at your own pace.
- Return travel arrangements will be provided.
- VHF CB (40 Channel) is used as a mobile communication means . Normally the club uses Channel 19. This is used for control between the Leader and Tail End. Others are requested to listen to assist the flow of traffic and only transmit as an exception or when requested. The club has some radios available for run/tour management.

- **Safety**

- We are not the only road users, if required to stop slow down and completely pull off the road and only re-enter traffic when is safe to do so and when clear of other traffic .
- Members participating do so at their own risk.

- **Breakdowns**

- The Leader and Tail End Charlie will be the safety net in the first instance and will assist in obtaining further assistance.
- We highly recommend that members have RACV Total Care to assist if your car becomes disabled or needs to be towed to a repairer.