



Getting ready: preparing a Club run

– Rob Spargo –

At least a dozen times a year the Club organises a Sunday run (some Sunday runs are on a Saturday just to confuse the masses). I have not been on a bad one, yet. Here are some observations about the best ones I've been on. They may be helpful for others who are putting together a Sunday run.

- Start Place:** A landmark location is best – not too far out from the major suburbs ... ie, a major shopping centre or public park. Some shopping centres and parks are quite large so say exactly where. Remember that there can be up to 30 or 40 cars to park. A Melway map reference is also important..
- Start time:** Since members will be coming from all over the State, it is best to have a start at around 9.30am (9.00 meet for 9.15 briefing and 9.30am start).
- Duration:** Finish around noon. Allow people to get back home by mid-afternoon. But if it is a round trip then add another hour or so.
- Distance:** Outward of 120 to 150 km.
- Destination:** Try not to end more than say 2 hours away from the GPO. It's great to end at a park (with a picnic area and facilities) or a pub.
- Where to go:** Scenery, twisty and mountain roads, with something at the end. I have enjoyed doing runs over again, so look at the ones you have been on and, if you like, change them a bit for variety. A scenic or historic feature along the way is also welcome.
- Roads:** Avoid unmade and rough roads, or keep to an absolute minimum, please. The most fun is on twisty roads that present a bit of a challenge. Mountain roads with centre lines are best. Avoid too much highway work. Keep to main roads in the suburbs; back streets break up the convoy and folk get lost.
- Things to avoid:** Use your judgement on how a convoy of 20 or more cars is going to handle the situation you are leading them into.
- Avoid (where ever practicable):
- right-hand turns on blind corners, just below crests or at traffic lights
 - unmade or pot-holed roads
 - really narrow mountain roads with no speed warnings or no centre lines
 - turns into roads with no clearly visible street signs
 - stops without adequate car parking
 - snow or areas where black ice is prevalent in winter, and
 - metropolitan roads other than main roads.
- Breaks:** Every hour is about right. Try to arrange these where there are public toilets.
- Final checks:** It is always appreciated if you have done the run very recently to see if the roads are dug up, bridges or toilets closed, pub burnt down etc, so there are no nasty surprises on the day.

Notice for the Club calendar: Date, time to meet, start point with Melway reference, destination, theme and finishing time. Mention also if it is a pub lunch or picnic at the end. Indicate if an RSVP is required and give your name and phone number (mobile). E-mail the above details about the run as soon as you have them to Murray Finlay on murray@artifact.com.au to add to the calendar.

Run notes: Do them and bring copies along. E-mail them to the Social Secretary for our records. Remember to check the distances and note major turns and road conditions, including danger spots. It's also handy to note public toilets.

Don't try doing the run notes from the Melway on the lounge room floor (this never works). Check that you have the left and right turns recorded, as they should be. Experience shows that not all our odometers record the same kms, never-the-less it is very helpful to have the distances between turns and land marks as accurately as you can.

On the day

Other notes: You'll need a copy of the Club attendance sheet (to give to the points keeper after the event), and, if you're running a convoy, copies of the Club's convoy rules. These are both available as separate PDFs on this site.

Briefing: Get it over and let's get in the cars. See "On the big day: what works well" notes for details of what is required.

MX-TRA article: Remember that you will need to ask someone on your run to write an article for the Club magazine, MX-TRA. Please make sure you organise this at the start of the run rather than as an afterthought later ... give the author a chance to view the run from an author's point of view and maybe take some notes. See separate notes on preparing an MX-TRA report.