

VAA PRESIDENT'S RUN 2020

On 19 JULY 2020

Destination

GREENHILLS INN, GREENHILL

(Distance: 98kms Travel time: 1hr 25mins)

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Depart from: VAA Club Rooms Departure time: 10:30am

(All cars to assemble at Club Rooms from 10:00am & ready for departure at 10:30am)

Alternative pick-up point will be at LAKES ROADHOUSE AT APPROX 11:00AM

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A 'set lunch menu' will be served between 12:00 to 12:30pm. Lunch will be a roast (Chicken or Beef), and vegetables, and there also is choice of dessert, either apple crumble and custard or a Pavlova Cup. Tea and/or coffee.

Cost: \$30 per person. (Does not include drinks from the bar)

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RUN SHEET

- 1 Head **EAST** from Club Rooms.
- 2 **TR** into **HENKIN ST.**
- 3 **TL** into **CLAYTON ST**, and travel to roundabout.
- 4 **TL** into **JINDA RD**, travel along to intersection with **SCOTT ST.**
- 5 **TL** into **SCOTT ST**, take the 1st street on the right, **COULSTON ST.**
- 6 **TR** into **COULSTON ST**, travel along and bear **LEFT** on approach to roundabout, and proceed to intersection with **DARLINGTON RD.**
- 7 **TR** into **DARLINGTON RD**, then take the 1st road on the right, **GLEN ROAD.**
- 8 **TR** into **GLEN RD**, travel along to **RYCROFT RD.**
- 9 **TL** into **RYCROFT RD**, travel along to the intersection with **GLEN FORREST DRIVE.**
- 10 **TL** into **GLEN FORREST DRIVE**, travel along to intersection with **HARDEY RD.**
- 11 **TL** into **HARDEY RD**, then take 1st right, **THOMAS RD.**
- 12 **TR** into **THOMAS RD** (Thomas Rd becomes **PHILLIPS RD**).. travel along till you come to the roundabout at **MUNDARING WEIR RD.**
- 13 **TAKE 1ST EXIT AT MUNDARING WEIR RD ROUNDABOUT.**
- 14 **TAKE 2ND EXIT AT NEXT TWO ROUNDABOUTS, KEEPING RIGHT ON APPROACH TO LIGHTS ON GREAT EASTERN HIGHWAY.**
- 15 **TR** at lights on **GREAT EASTERN HIGHWAY.**
- 16 Travel along Great Eastern Highway to the **LAKES ROADHOUSE** (2nd pick-up point).
- 17 **TR** into **LAKES ROADHOUSE.....brief stop to allow any further members to join the convoy.**
- 18 **TR** onto **GREAT SOUTHERN HIGHWAY** when heading out from Lakes Roadhouse...heading towards **YORK.**
- 19 **TRAVEL ALONG GREAT SOUTHERN HIGHWAY FOR APPROX 45kms into YORK where we cross over the Avon River Bridge and come to YORK RD**
- 20 **TR** into **YORK RD.**
- 21 **TRAVEL ALONG YORK RD FOR 17 kms to GREENHILLS RD.**
- 22 **TL** into **GREENHILLS RD.**
- 23 **TRAVEL ALONG GREENHILLS RD FOR 4kms to the GREENHILLS INN ON THE RIGHT.....**
YOU CANNOT MISS IT, IT IS A BEAUTIFUL DOUBLE STOREY HISTORICAL BUILDING.

CONVOY RULES

The success of a convoy run depends on two things:

- a) the driver of the lead car knowing where he is going!
- b) The driver of each car staying, WITHOUT FAIL, with the car BEHIND; NOT the car in front.

In practice this means that each driver, starting with the lead car, drives in such a way that they never lose visual contact, for any significant period, with the car following.

DO NOT attempt to stay with the car in front under any circumstance. Your responsibility and allegiance is with the car BEHIND you. Keep the car behind you in sight, if it is not the STOP in a safe place asap!

You should drive at a speed and in such a way that the car behind you stays in contact.
This is the Fundamental Rule of Convoy driving.

The following are a few ideas/hints on how to achieve this:

- a) Drive at a speed that you can comfortably maintain. If all goes to plan the actual speed of the convoy should be set by the slowest car. If you find you are pulling away from the car behind slow down slightly to allow them maintain visual contact. Conversely if the car behind you closes the gap, and you are able and willing to raise the speed slightly, do so until you have re-established a reasonable gap between the cars.
- b) Do not close up on the car in front unless the car behind has closed up on you! Try and maintain a constant speed, try not to keep speeding up and slowing down. The effect is accentuated as you pass down the convoy.
- c) Space between cars. There is no set distance; it will depend on speed, road conditions and line of sight. On main roads the distance can be quite large allowing other vehicles to overtake easily; on country routes the gap should be reduced to aid visual contact but still allow space for other traffic to overtake. In town the gap should be as small as possible. This aids visual contact and maximises the number of cars that can pass through traffic lights etc during each sequence.