

CONVOY PROCEDURE

We have had several occasions to travel in convoy. To avoid losing members on these sorts of trips we feel it necessary to recommend some minimal convoy procedures.

The main requirements are for drivers to be deliberately and particularly aware of which car is in front of them to follow and also to know who is behind them. This sequence of vehicles is maintained for the entire journey.

The most likely point at which to lose members and scattering a convoy is at turning points. For this reason, we use a system known as “marking the corner”. This is simply waiting, after turning a corner, for the car following to indicate that he knows that you have made the turn.

If radio transceivers are available, it is advisable for at least the lead car and last car to have a radio.

The frequency to use is agreed before setting off and a radio check for reception, clarity and sound levels is made before leaving.

The lead car, usually known as “Group Leader (GL)” will warn of changes of direction or major traffic hazards. The last car, usually known as “Tail-end Charlie (TC)” repeats these warnings as a means of advising that he has heard. The other main function of TC is to notify the GL when all vehicles have cleared a particular traffic hurdle, such as “all cars have left the car park” or “all cars have turned the corner”.

UHF radios have a range dependent on topography; i.e. very good in flat open country, more problematic in hilly terrain. If more radios are available, one should be placed at about the centre of the convoy to relay messages between the GL and the TC.