



WICEN (Vic.) Inc.

Communications Manual
for
Pajero Challenge
2012

Version 1.0, 16th February, 2012

Contents

Event Overview and Introduction.....	3
Description of WICEN's role.....	4
Operator Duties.....	5
Equipment.....	5
Frequency List.....	5
Checkpoints.....	6
Callsigns.....	7
External Contact Numbers.....	7
Privacy.....	8
Formal Messages.....	8
Notes on keeping your message log.....	8
Camping and Self Setting.....	9

Event Overview and Introduction

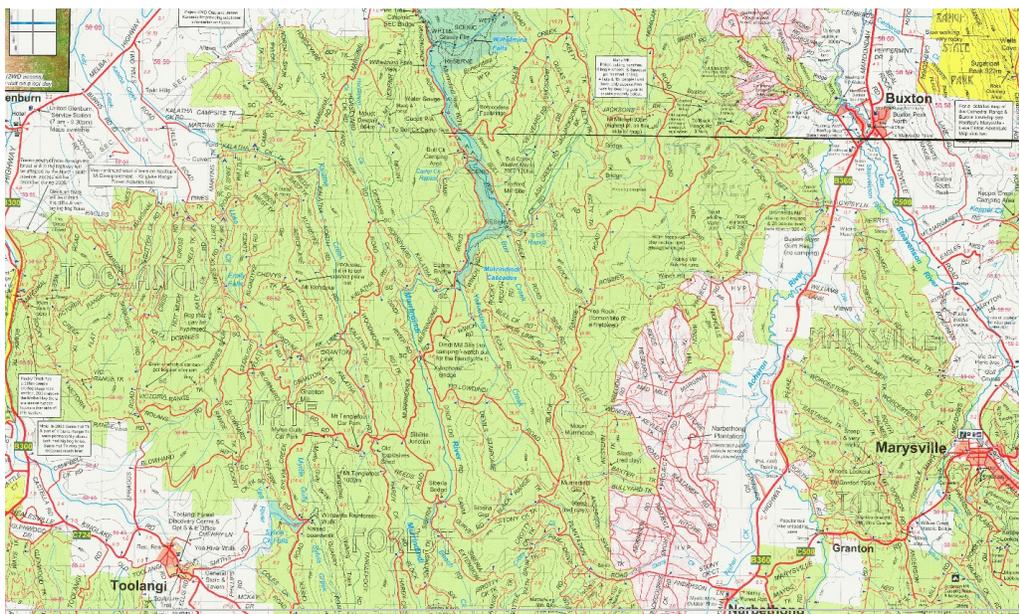
Thank you for volunteering to assist with WICEN in their operations at the 2012 Pajero Challenge. This document should provide you with valuable information to assist in your role as a checkpoint or mobile communications operator for this event.

By way of introduction, one important point must be made in the distribution of this manual to you. The locations of the event should be made aware to the competitors by the time you read this document. The locations of the checkpoints and the number of checkpoints however is highly confidential and it is not information that should be disclosed in any way that may allow competitors to get this information. Should this be leaked out, it compromises the success of the whole event. Please ensure this information remains confidential.

The event has now been run for more than 20 years. It is a navigation challenge that takes place over 24 hours, starting at 9:30am on Saturday February 25th and finishing at 10:00am on Sunday February 26th. There are four sections to the event, and the teams are required to take compulsory rest breaks between the sections.

At the commencement of each section, each team (a car is a team that may have two to four occupants) will receive a set of instructions. The team is required to read those instructions and from these notes determine where they are required to drive over the section. These notes are not always easy and can become quite challenging for them and if they plot a position on the map in error, they will potentially miss checkpoints and questions along the way. The team at the end of the event with the most points wins. It is not a speed event so you should not expect to see participants speeding on the roads and tracks. However, given the increase in traffic in the area, officials are asked to be careful in making their way to and from their checkpoints.

For the 2012 event, the area covered for this year will be the Toolangi, Black Range region between the area's of Narbethong, Buxton, Marysville and Toolangi.



Description of WICEN's Role

The role of WICEN at this event is to provide communications for safety, logistics and information to the competitors, officials and organisers.

At each Checkpoint WICEN will have a radio operator that will relay messages to and from the checkpoint coordinator. The WICEN operator at the checkpoint will also be required to provide information back to Net control with car numbers, the arrival and departure times of the cars at the checkpoint and may be required to ensure messages are passed on to the competitors or from the competitors to the event organisers. This may particularly be the case if there is any form of emergency.

A medical team will be at the event and they will have radio contact with WICEN through the course of the event. The medical team will be based at the Start/Half Way/Finish location but will be mobile on occasions and may require directions to an incident.

There will be a mobile WICEN operator travelling with each section leader and the overall track coordinator. Net Control will manage the communications between the event organisers, section leaders, medical staff, checkpoint crews and of course WICEN operators.

Role:

Establish effective radio communications between the checkpoints, section leaders, medical team and organisers

Provide sufficient personnel to effectively manage our functions for the duration of the event.

Manage the required communications in a proper and professional manner at all times.

Responsibility:

Ensure we provide timely accurate communications between all parties involved in the event.

Operator Duties

Be at the allocated places at the times specified.

Ensure you have adequate operating equipment to be able to perform your role at the event.

Allow enough time to be set up and operational in time for your official starting time.

Maintain accurate logs of all your communications from the first time you have contact with Net Control to the time you have your official permission to close.

Monitor your radio at all times and if you are required to be away from the radio for any length of time, advise net control first.

Maintain a professional and supportive approach to the people you will be working with (checkpoint staff, organisers, officials).

Equipment

For the Pajero Challenge 2012 two frequencies will be in operation. Primary will be 6m with Secondary being 2m. However, we will have locations that will be limited by equipment to 2m radio only. If that is the situation, please notify Dirk Versluys of this and we will ensure you are placed in a position that will have adequate communications between your position and AWI with 2m. In addition to your radio please ensure you have feedline and antenna with a suitable mast, preferably 5 to 6 metres in height

Batteries with sufficient power to operate your radio(s) for 8 to 12 hours

UHF radio is preferable to have as well. Your location may need to be a little distance from the checkpoint and this will allow communications

Frequency List

Primary	53.675Mhz -ve offset	Mt Gordon Repeater VK3RTN
Secondary	147.3 Mhz Simplex	
Emergency Backup	3.6Mhz	

Checkpoints

There are four sections to the event. In each section are a number of checkpoints, some will be classified as normal checkpoints, others as “secret” checkpoints. The start of each section will be “0”, then they will follow on until the final checkpoint is the finish of one section, and the same location will be the start of the next section. For example, checkpoint 1.3 is the end of section 1 and is the same location as checkpoint 2.0, which is ¼ way.

The following is a list of checkpoint numbers and the operators from WICEN who will be looking after them:

Checkpoint	Location	Operator	Callsign
Checkpoint 1.0	Start	Dirk Versluys Georgie Weir John Weir	VK3FPAJ VH3FHFT VK3XD
Checkpoint 1.1		Fred Storey	VK3JM
Secret Checkpoint 1.1		T.B.A.	
Checkpoint 1.2		Paul Weir	VK3FBRE
Secret Checkpoint 1.2		Tim McBain	VK3MIT
Checkpoint 1.3	¼ Way	John Elliott	VK3CVF
Checkpoint 2.0	¼ Way	John Elliot	VK3CVF
Secret Checkpoint 2.1		John Brown	VK3FR
Checkpoint 2.1		Donald Fraser	VK3SP
Checkpoint 2.2		David Friend	VK3KIC)
Checkpoint 2.3	½ Way (& Start, Finish)	See Checkpoint 1.0	
Checkpoint 3.0	½ Way	See Checkpoint 1.0	
Checkpoint 3.1		Mark Dods	VK3ZR
Checkpoint 3.2		Col Pomroy	VK3BLE
Secret Checkpoint 3.1		Maurie Stanford	VK3VLR
Checkpoint 3.3	¾ Way`	Bob Badham	VK3FLRX
Checkpoint 4.0	¾ Way	Bob Badham	Vk3FLRX
Checkpoint 4.1		Paul Weir	VK3FBRE
Secret Checkpoint 4.1		Ross Sargent	VK3SF
Checkpoint 4.2		Fred Storey	VK3JM
Checkpoint 4.3	Finish	See Checkpoint 1.0	

Each operator will be contacted separately with the set up times, how to get there and the contact for your location or role.

Callsigns

The following call signs will be used while you are officially operating your checkpoint/role for this event:

Location	Callsign
Net Control	AWI
Checkpoints	Checkpoint 1.1 (etc)
Secret Checkpoints	Secret 1.1 (etc)
Doctor	Medical
Track Coordinator	Track 1
Section Leader	Section 1 etc

External Contact Numbers:

The following numbers are for the various emergency services in the region if you have requirement to make contact:

Emergency Service	Phone
All Emergency Agencies	000
Marysville/Buxton Police	(03) 5963-3222
Alexandra Hospital	(03) 5772-0900
Bushfire Info Line	1800 240-667
CFA Lilydale	(03) 8739 1300
Event Contacts	
Dirk Versluys (WICEN)	0428 240-073
Ray Horton (Pajero Club)	0419 331-629
Dr Ross Wines (Doctor)	0488 117-763

Privacy

Please observe competitor confidentiality by NOT TRANSMITTING competitor names unless specifically authorised to do so by the Net Control Station. Our transmissions may be monitored (by press and radio enthusiasts) and news of ill or injured competitors may be prematurely disclosed, which may in turn cause alarm to family and friends.

Formal Messages

WICEN message forms should be used for passing formal messages. This will require checkpoint operators to complete message pads with details provided by event staff.

If the message originator requires a copy of the message, they should be given the white copy, and the pink copy should be submitted to the event coordinator after the event. If the message coordinator does not require a copy of the message, then the white copy should stay in your pad.

Notes on keeping your message log

A good log should show your activities from the moment you commence operating your field station until you are given permission to close. That means it should contain virtually everything. The log should contain things like the following:-

1. The time of your first transmission to AWI and the allocation of your call sign. At this stage, the control station should give you a time check.
2. Details of all formal messages received and transmitted. It is not necessary to write the entire message in your log, simply the serial number of it. It could be helpful however to write a brief precis of the message for future reference.
3. In many training exercises, particularly car rallies, there are very few formal messages passed so your log should show a record of the informal messages passed. At checkpoints we are required to transmit car numbers as they pass. In your log, note the time of the transmission and the numbers provided.
4. Should any event occur, even if you do not transmit the fact, you should consider logging it. Might seem insignificant but you could log, " Started to rain". Later, that might be very important.
5. As a general rule, I think it is safe to say, "If in doubt - log it!".
6. The time when you are given permission to close.
7. And, MOST IMPORTANTLY, when you are finished for the day, the log must be given to the Event Commander. If this is not practical, put it in an envelope and post it. Why? Because all the paperwork for an activation or a training exercise is filed away in case we are ever required to justify our actions.

Camping Out and Self-Setting

Based on your time and location, it may be necessary to allow for camping out overnight. Please ensure you have adequate equipment, warm and waterproof clothing and food to be self-sufficient in your location. Some locations will have some catering, but it is best to be prepared in case this is not available.

In addition to your radio equipment, please also ensure you have the following:

Pens and paper

Message Pads

Log Sheets

Something to keep the time, a watch, clock, etc.

A hat

Sunscreen

Fly repellent

First aid kit

Toilet Paper