

Uncle Vernon's Handy Driving Guide for Oz-tralia

***(or "How to Handle Hostile Antipodean Highways, a driving
guide for annoying foreigners driving in Australia")***

CAVEAT - I am not a driving instructor, nor do I play one on television. The information given herein is my own personal opinion and carries no warranty or guarantee of any kind. Nor am I responsible for the accuracy of any of the information presented here. You are responsible for your conduct on the roads and the safety of you, your passengers and other road users. Australia has a high road death rate for a developed nation – please don't add to it.

Important stuff

Basics

Your car is your life when you are out on the road. If it lets you down somewhere remote then it could put your life in real danger. Get into a regular regime of checking fuel, tyres, water and oil every time you stop and pay attention when something unexpected happens (like the oil runs out). Picking up little problems can stop them turning into big ones.

If you are travelling to remote areas you should carry spare fuel and water (and possibly food). A jerry can of petrol can give you an extra 200km range in an emergency and water can keep you alive till help arrives. The average person needs 4-8L of water a day in hot conditions so it's worth carrying twenty or more litres.

If you break down – *stay with your car*. There have been many incidents where people have tried to walk out only to die of dehydration before they reach help. Usually their car is found before they are. If you are going somewhere really remote, leave your itinerary with someone reliable so they can alert authorities if you are overdue.

Remote can mean as little as 10km's off a major highway. If you're on a minor dirt road that nobody uses and you break down, help might be a long time coming. If you're travelling in the off season you might not see anyone for days even on a major route. Plan ahead, prepare and be able to fix basic problems yourself so you don't need rescuing when you get a flat tyre.

Travel Food



Snack food for driving is very important. You want it to last the considerable distances between towns, give you a sugar kick when you most need it and not be so monotonous that your tongue falls off after scoffing a packet. The best sweets for driving in Oz are in my opinion “Minties”, closely followed by “Fantails”. Minties are good because the sharp taste keeps you alert and the chewy consistency lasts for ages. Fantails are good because they have a toffee centre which is very sweet and also lasts. Fantails also have the bonus of movie trivia printed on the wrappers, which can keep you entertained.



Travel Music

Careful selection of travel music can keep you sane on long distances. It's usually best to negotiate a set of tapes between everyone in the car and to rotate fairly evenly if you want to avoid mutiny. Up tempo music like Salsa or Rock-n-Roll is good but don't pick anything too fast or you could find yourself pursued down Highway 1 at 150km/h by an irate policeman to the tune of "He'll Never Be an Old Man River". I usually keep one really fast tape in the car however for those long stretches at the end of the day where I need to stay awake to get to the next rest stop.

Don't litter

It makes me sick to see some of the roadside litter that accumulates in Australia. When I was growing up there was a "Keep Australia Beautiful" campaign that ran and anyone that littered would be publicly humiliated if they dropped litter in the streets. These days standards seemed to have lapsed a bit and every roadside stop seems to have it's own pile of trash. Australia is a beautiful country, let's try and keep it that way. Take your litter to a bin and dispose of it properly.

If you stop in the middle of nowhere to take a crap in the bushes (sorry, no point in beating about the bush, so to speak) try to bury it or hide it. The most unsightly thing I regularly see in roadside stops is toilet paper. No one really wants to stop and eat a sandwich while gazing at the roll of Kleenex you wiped your arse with, so clean up after yourself. Dig a hole and bury it at least 30cm deep or better yet wait till you get a public toilet or roadhouse to use the facilities.

Rules of the Road

Australia is a federated nation which means we have six states and two territories, all of whom make up their own road rules. Actually, it's not as bad as that, there is a lot of common ground between the states and the idiosyncrasies aren't too hard to pick up.

- We drive on the left... mostly.
- The maximum speed limit in each state is either 100km/h or 110km/h, except for the Northern Territory where there is no limit outside of built-up areas.
- The state limit is indicated by a sign with a black circle with a line through it.
- The speed limit in built-up areas is 50km/h, unless sign posted otherwise
- If in doubt at an intersection which is unsigned, give way to any vehicle on your right.
- A double white line means you cannot overtake, it does *not* mean you can't turn right
- Roadtrains have right of way – not really a rule but I wouldn't dispute it. A roadtrain is a truck pulling up to four trailers and is about 50m's of hurtling metal. On all roads these things have right of way. They take so long to brake, accelerate and turn that it is in your best interest to get out of their way. If one comes straight at you on a narrow road, slow down and pull completely off the road to let them past.



Speed, Seatbelts, Alcohol and Fatigue

The police in Australia regularly cite four causes for death and injury in road accidents on Australian roads. They are :

Seatbelts - if you don't wear a seatbelt you're a bloody idiot. If you're from some hick third world country you might believe that wearing a seatbelt does not particularly affect your safety. This is utter crap. There have been plenty of studies done that show wearing a seatbelt increases your survivability by better than 50% in most instances. If you are travelling at a mere 30km/h, a sudden stop will bounce your head off the dashboard at better than 20G's – more than enough to give you concussion or brain damage. So to save someone the unpleasant task of scraping you off the road if you come unstuck – buckle up! (also it's the law and you will be fined for not wearing a seatbelt)

Speed – Speed limits vary between states in Australia but are around 100-110km/h for country roads and highways. In city areas or built up areas they are normally 50km/h if not sign posted. If you're in unfamiliar territory or uncertain road conditions you should travel below the speed limit. The speed limits are there as a maximum not as a guide. However, everybody believes they're entitled to speed and if you do, the police are entitled to bust you so 'cop it sweet' and don't complain if you get caught. Police in Australia have radar guns, cameras, lasers and all manner of devices to catch you. Speeding in Victoria and Western Australia is not recommended since they are crawling with mobile speed cameras.

Alcohol – the maximum legal BAC (Blood Alcohol Content) in most Australian states is 0.05 grams per 100 millilitres for most drivers. This mean an average of two 'standard' drinks per hour for guys and one per hour for girls. This varies considerably with age, skill and experience (although not always in the way you might expect). The recommendation is not to drive if you've had anything to drink. If you're going out for the night, elect a 'skipper' who will not drink and will drive everyone home, there's no point in risking your life for a beer. You may be stopped at an “RBT” (Random Breath Test) anywhere in Australia and if you exceed the BAC limit the penalties for drink driving are severe.

Fatigue – this is the most subtle and insidious killers. Distances in Australia are big. You may end up driving for eight or nine hours a day just to get where you're going. The risk of nodding off, just for a second or two, is very high. The risk of dying from this is very high too. I personally have fallen asleep at the wheel, once, and it was only by chance no one was injured. It was not a pleasant experience. If you're driving long distances, stop (at a minimum) once every two hours and rest for fifteen minutes. Alternatively change drivers every two hours. If you are very tired, stop wherever you are and rest up for at least an hour. As the signs say, it's better to rest than rest in peace. Fatigue can be a real killer because it's often at the end of the day when you're tired and that's when you'll encounter most of the wildlife on Australian roads.

Distance

Distances in Australia are big. I mean really big. I mean you might think it's a long way to the shops but that's just peanuts compared to the drive from Sydney to Perth, etc. etc.

Seriously, the driving distances in Australia pose a number of challenges. Firstly it takes a long time to get anywhere and this can cause fatigue problems. Secondly there aren't many people living out there between towns so this can cause problems if you break down or need something like petrol, water or a toilet. Third the roads can vary exceptionally in quality. There was a time when Australia's roads were generally acknowledged to be third world. I don't think this is the case any more but the state of some of our national 'highways' may surprise you.

On a typical Australian highway there will be roadhouses every 100-300km. Roadhouses will (in general) supply bland tasteless food, a very basic place to sleep and petrol at a 20-30c/L premium over the prices in major cities. You might get the impression that I don't like roadhouses and you'd be right. Some roadhouses are lovely. The Vic River roadhouse in the Northern Territory is an example, it's a great place to stop. Most roadhouses are expensive, poisonous establishments with dogboxes out the back for sleeping in. For example, if anyone can explain to me why roadhouses put grated carrot in their hamburgers, I'll be much obliged. To spot a good roadhouse, see where the truckies go. Truckies congregate where there's good grub and shun the bad ones.

Driving Distances for Australian Capital Cities

	<i>Adelaide</i>	<i>Brisbane</i>	<i>Canberra</i>	<i>Darwin</i>	<i>Melbourne</i>	<i>Perth</i>	<i>Sydney</i>
<i>Adelaide</i>	-	2050km	1200km	3030km	730km	2700km	1415km
<i>Brisbane</i>	2050km	-	1240km	3400km	1680km	4350km	970km
<i>Canberra</i>	1200km	1240km	-	3970km	660km	3760km	290km
<i>Darwin</i>	3030km	3400km	3970km	-	3760km	4030km	3980km
<i>Melbourne</i>	730km	1680km	660km	3760km	-	3430km	880km
<i>Perth</i>	2700km	4350km	3760m	4030km	3430km	-	3975km
<i>Sydney</i>	1415km	970km	290km	3980km	880km	3975km	-

Roadkill !

'Roos, Emus, Wombats, Cassowary, Buffalo, Horses, Cows etc

One of the biggest problems for foreign drivers on Australian roads is that of wildlife (or domestic animals) that stray onto the road. Animals have no traffic sense and hitting one can ruin your day. Hitting a big 'roo can smash up a family sized car pretty badly, hitting a cow or moose can destroy it (lucky we don't have any moose... meese... whatever).

'Roos can be particularly bad since they are in the habit of lurking in the shrubbery at the side of the road and then launching themselves out as soon as your car appears. No one really knows why they do this but it does explain the number of dead 'Roos lying by the roadside.

The best thing to do when you see an animal on or near the road is slow down. If you have very little warning you can swerve to avoid them but you should still slow down, you never know if they are alone or have friends, waiting to ambush you from the edge of the road.

- Wildlife is particularly troublesome during sunset and sunrise – at these times it's very difficult to see them and they are moving around a lot. Many of the animals are nocturnal so during the day they tend to hunker down and hide.
- At night you can often spot animals (if you have adequate driving lights) by the tell-tale reflections from their eyes. 'Roos are red/pink eyes, so if you see pink dots moving in the bushes above and beyond the roadside reflectors, that might mean there's a 'roo out to get you.
- Good driving lights (spotlights) help you drive at night. Standard headlights generally don't throw light far enough to allow you to drive at 100km/h safely. Spotlights give you greater forward visibility while your headlights illuminate the side of the road. On a one hundred kilometre stretch of road in Queensland we counted more than 50 dead 'roos by the wayside. We didn't see any during the day so they were probably all killed at night.
- Following a large truck or a roadtrain can be a good strategy if you have inadequate driving lights. These guys have very good lights and are generally so big they will barely slow down if they encounter a 'roo on the road. Bad for the 'roo but good for you.
- Wombats allegedly pose a bigger risk than most other animals. Because they are solid, low slung animals they are hard to spot and, so the story goes, can rip your suspension clean off your car if you hit one. 'Roos tend to 'bounce' off, doing only structural damage. Avoid both.
- Many Australian cars carry “roo bars” on the front to deflect wildlife. 'Roo bars can be good protection but not hitting 'roos is better. Roo bars are heavy, hurt your fuel efficiency and if not properly fitted can impair the function of airbags.
- In remote parts of Australia straying stock can be as much a problem as wildlife. A large proportion of Australia's sheep and cattle farms are unfenced and the stock are free to roam. This includes roaming onto some public roads including a few highways. Cows and sheep are generally more stupid and less scared of cars than wild animals. This can make them more dangerous but in compensation they tend to move slower.

How to Overtake



Knowing how to overtake is essential on Australian roads. Unlike Europe or the USA we're too poor to have more than one lane on most of our 'national' highways. So unless you fancy being stuck behind an octogenarian towing a caravan for the entire length of your journey I'd suggest you learn how to overtake. Overtaking properly is also important since doing it badly can lead to you being splattered all over the landscape or at least contributing to significantly increased stress levels for the duration of your trip.

Overtaking becomes particularly important when you encounter that king of the Australian highway – the roadtrain. A roadtrain pulling up to four trailers can be up to 50m long and provide a considerable challenge to overtake, particularly if you are driving an underpowered hobo wagon*.

1. Approach your victim – A lot of people make the mistake of starting from too far back and spend entirely too long overtaking. Start from a couple of car lengths back at maximum (see caveat below).
2. Take a peek – Edge up to the white line, but do not cross it, and take a look up the road. A nice, cooperative victim will move over for you and let you see what's coming. An uncooperative one will hog the white line and make it difficult for you. Either way you should be able to get a look at the road ahead, if you cannot, wait until you can. Don't swing out across the white line.
3. Make a decision – Evaluate the road ahead, what you can see and decide whether you have enough room to overtake safely. Use the road markings to help you. A solid white line on your side of the road means you cannot overtake, a dashed white line on your side means it might be safe to do so but the final decision rests with you. If you're unsure wait for a better opportunity.
4. Accelerate and indicate – Don't pull out and then accelerate, pick up a bit of speed first. If you're cruising along in top gear, consider changing down and accelerate behind your target. If you have some power to spare, stay in top gear and speed up till you are closing on your victim at a reasonable rate. Start indicating at this point to give everyone an idea of your intentions, including your victim and anyone who might be behind you and contemplating the same move.
5. Pull out and pass – As you approach your victim pull out into the right hand lane and pass in one smooth move. As you pull out evaluate the road ahead again quickly and confirm it is safe to pass. If it is, continue past your victim, still indicating, with your eyes fixed on the road ahead. Maintain your speed until the back of your vehicle passes the front of your victim's vehicle and then indicate to the left and pull back in. Don't spend any longer in the outside lane than you need to.

All of this is common sense and sounds fairly simple. With your average oldie-towing-a-caravan it is fairly simple. With something like an overwidth roadtrain it can throw in a few extra challenges. For a start the roadtrain will have the tendency to throw up dust and rocks (or in the wet, spray) which can obscure your vision and possibly smash your windscreen. To avoid this start further back and pull out earlier to stay clear of his 'wake'. This is where accelerating early becomes important because if you only start to speed up once you're in the outside lane, you're going to be out there for a considerable amount of time, increasing the risk to you and your passengers.

* A VW Combi van or converted Toyota Hi-Ace, standard backpacker transport, see “bunky” in the glossary

Truckies and frequent road users sometimes assist over-takers by indicating the state of the road ahead. They give a couple of flashes on their right hand indicator to show the road ahead is clear. If a truckie does this you can be reasonably sure that road ahead is both clear and has a stretch for overtaking. Not all truckies are reliable however and I'd take any signals given with a pinch of salt. If you pass a roadtrain that gave you a good signal give him a quick (single) flash on the right hand indicator to say 'thank you' .



Roadtrains passing each other use another signal to safely pass. Because they don't know when the rear of their trailer is clear of the front of the other truck, a truck being passed will flash its lights, letting the passer know they can pull back in. You can use the same signal if you are in the unenviable position of being passed by a roadtrain.

When it all goes wrong!

If anything goes wrong, if a car unexpectedly appears on the horizon, if your victim brakes or swerves suddenly, you should have enough space to brake and pull back in safely. Don't hesitate – decide if you're going back or forward and commit to it! Delay could be fatal. Hopefully whoever was behind you when you started has left you enough space to get back in, if they haven't you're going to have to make it!

One way that people get themselves into trouble while overtaking is to follow someone else who is overtaking. You should wait until anyone in front of you has completed their overtaking manoeuvre before you contemplate making one yourself. It can produce a comic state of affairs when three cars try to simultaneously overtake a roadtrain and the guy at the front decides he's not going to make it. He slams on the anchors and chaos ensues with cars going onto the shoulders and all over the road. Don't put yourself in that position – wait till the road is clear before you attempt to overtake.

Final pointer

If you are passing a cattle truck (or one passes you) - wind your window up.

Road Conditions

There was a time when Australian roads were in a laughable condition. Some of them still are by standards of other developed nations. There are plenty of big multi-lane freeways and motorways but most of Australia's national highway system is still two-lane bitumen (that's one in each direction). Some 'major' roads are even worse with a single lane of bitumen bordered by dirt. And finally of course we have plenty of pure dirt roads ranging from corrugated camel tracks to broad gravel highways.

There are plenty of 'black spots' around the country as well where crashes consistently occur and people die. The Pacific Highway on the east coast has a number of these. Normally these aren't fixed because of political infighting or penny pinching. Most major highways (including the two lane variety) are smooth and comfortable to drive on. You should have no problem averaged 100km/h on most of them. Watch out for road works though which are frequent and have there own (sign posted) speed limits. For updates on road conditions see the links section at the end or better yet ask a local copper.

Driving on Gravel

Gravel is slippery. Australian gravel, known in some parts as ball-bearing gravel, is especially slippery. Even the drivers in the Australian round of the World Rally Championship comment on how slippery our roads are (and how close the trees are!). So if you're not Juha Kankunnen or Colin McCrae or Sebastian Loeb take care on the gravel!

Driving on a gravel road can be like driving on an extremely wet, slippery tarmac road (that's sometimes covered in oil). The surface can vary considerably from bare rock to sand to small pea-sized spherical stones that have all the traction of an ice rink. Dirt roads can have bumps outsized rocks and terrible corrugations. Until you are comfortable driving on gravel – take it easy!

Avoid sudden turns, acceleration or braking. All of these can cause you to lose control. Avoid too much momentum in a corner (i.e. speed). Slow down on crests of hills and keep to the left because you can't see what's coming! Be alert for changes in the condition of the road ahead, or oncoming traffic, and adjust your speed accordingly. If you see a lump in the road and aren't sure if you can safely clear it at speed, slow down and take it at a safe speed. It's cheaper on suspension parts and body parts (yours and not the cars) in the long run.

For corners, pick a gear lower than you would normally use for driving on a tarmac road. The extra power from a lower gear can help you get out of trouble if the car starts to slide. If all four wheels or the tail starts to slide to the outside of a corner, ease off your turn and apply a little power. If the car comes back into line, you're fine, if not you better start to think about braking. Again keep the wheel turned towards the skid and progressively ease on the brakes. Hopefully you will recover before the inevitable tree-on-the-outside-of-the-bend. If none of this really makes sense to you in the context of driving on a dirt road, don't try it, slow down instead and you won't ever have to find out if you've got what it takes to be the next Marcus Gronholm.

One subject of frustration for a lot of country road users is passing a gravel-novice on a dirt road. It causes a lot of angst, unnecessary stress and the odd broken windscreen. I've personally accumulated three large stone chips in my window in one trip alone, all from incompetent passers-by. The problem with passing another car on a tight bitumen road or gravel track is the probability of getting a rock through your windscreen. Many people simply pull over onto the gravel shoulder and keep going when they pass. There's no point in pulling over onto the shoulder of the road if you're still doing 110km/h, all you're doing is digging up some of that lovely loose rock to fling at the oncoming driver.

To pass safely, *slow down* when you see another car. The other guy will probably be watching to see what you do. If you slow down and pull over they probably will too, minimising the chances of anyone getting hurt by shrapnel. If you're on a bitumen road, stay on the bitumen for as far as possible. This minimises the chances of chucking rocks at someone.

Bus drivers and truckies in particular like it when you don't force them to chew up the edge of the road by hogging the centreline. They will give you as much room as they can but will try and stay on the hard stuff to prevent an accident. Do yourself a favour and get out of their way. Stop if you have to but don't try and fight them for the road, you'll lose.

Driving at Night

By and large it is better to avoid driving at night if you can. If you're driving late into the night you're probably going to be tired and there's going to be plenty of wildlife around. It's better to plan to get where you're going in the early afternoon and take time to relax. Driving in the early morning or late afternoon can be problematic too since many major highways in Oz run east-west. This means that you might be driving directly into a rising/setting sun just when the wildlife is at its worst.

If you can't avoid driving at night at least make sure you're properly equipped. A couple of extra driving lights or spotlights ('spotties' in the local parlance) are an excellent addition to your car. Spotties enable you to see much further up the road than ordinary driving lights and make it much safer to travel at highway speeds at night. If you buy spotties get a reputable brand (like Hella) and make sure they're properly adjusted. Your spotlights should be focussed as far up the road as possible with the driving lights spread to either side to illuminate lurking 'roos.

If you don't have spotlights adjust your driving speed to match the range of your vision. If possible tuck in behind someone doing the same speed as you who has spotlights. They'll probably be able to see wildlife before it becomes an issue. You can also follow the big trucks or even just use the same route as they do. Since they don't stop for wildlife they tend to thin out animals on their routes.

When you're driving in a non-urban area you should use your headlights on high beam. If you have spotlights they'll probably be wired into the high beam switch on your car. Remember to dip your lights when following someone or when another car comes the other way. There's nothing more irritating (or dangerous) than some burk who forgets to dip his headlights when you meet him on the road. Truckies will almost certainly remind you if you forget by giving you a blast from their spotties that's guaranteed to fry the retinas in your skull.

Most Australian roads are marked with little white posts that indicate the line of the road at night. Posts on your side of the road have red reflectors while posts on the other side of the road have white reflectors. Dangerous curves and road conditions are normally well sign posted.

Other Quirky Australian Stuff

Agricultural Quarantine

Australia is relatively isolated from pests and diseases that plague agriculture in many parts of the world. The Australian customs and wildlife people would like to keep it that way and so would the farmers. If you fly into Australia from overseas you will be told to throw away any fruit and vegetables you bring with you and should you fail to do so a customs man with a specially trained dog will seek you out and levy a suitably impressive fine to encourage you not to do it again.

One thing that people don't expect though is the quarantine stations at some borders. Different states in Australia have different problems with diseases and large scale efforts are made to contain the spread of disease within the country. On some borders, notably the West Australian border, there are inspection stations where you are obliged to declare and dispose of any fruit or vegetables that you are carrying. Some other specific items that are banned include honey, some wood products and other specific items. Failure to declare any item may result in a considerable fine and possible prosecution.



The lesson is to consume all your fresh fruit and vegetables before you get to an agricultural check point. When crossing the border near Kununurra in WA we got rid of most of our fruit but lost a couple of heads of garlic, onions and a bottle of honey. The couple in front of us weren't so lucky however, they were vegetarians and had just stocked up in Darwin. They lost about \$100 worth of fruit and veges.

See the AQUIS home page at - <http://www.affa.gov.au> - for more details.

The Waving Disease

There's a strange disease lurking in many parts of the outback. It infects the arms, wrists and sometimes index fingers of drivers on the roads, making them want to wave at any moving object that passes their way. You'll undoubtedly encounter this phenomenon if you perambulate around Australian highways. When a car passes travelling in the opposite direction, a split second before it slides out of view, the driver will raise his index finger or possibly his hand and give you a little wave.

I can never decide whether it's elementary politeness that makes people wave or some of kind of paranoia induced by the wide open spaces of the outback that makes a driver relieved just to see another human face. In any case, wave back or don't, it's your choice and nobody will mind much either way.

Glossary

A quick introduction to Australian driving terminology...

Bitumen road	asphalt, tarmac, macadam, sealed road, the black stuff you drive on
Built-up area	urban area, town, city etc a traffic hazard
Burk(e)	1) part of a term referring to the bush, i.e. 'the back of Burke' and 2) a <i>drongo</i>
Bunky	a broken old car that won't last to the end of the street, let alone round Oz
Bush	the outback, the bush, the back of beyond, anywhere that doesn't have a McDonald's, the >opposite of a <i>built-up</i> area
Chunder	throw up, vomit, puke (see <i>roadhouse</i>)
Dirt road	gravel road, unsealed road, a rough unmade road, the opposite of a <i>bitumen</i> road
Drongo	bloody idiot, moron, cretin, fool, loser etc
Dropkick	see <i>drongo</i>
Hobo wagon	A combi or van driven by backpackers
Jumpbuck	a woolly form of <i>stock</i> , New Zealand love interest
Loo	toilet, WC, pissoire, conveniences, the gents, the ladies etc
Rat arsed	pissed, newted, maggoted, inebriated, legless
Roadhouse	service station, petrol station, chunder station, gas station
Roadkill	decoration for the side of the road – artfully displayed entrails of stray animals
Roadtrain	a truck pulling up to four trailers, weighing 100+ tons and 50m long, mean and not to be messed with
'Roo	kangaroo, wallaby, quokka etc, usually ends up as <i>roadkill</i>
Rooted	f**ked up, what a <i>bunky</i> becomes after 9000km
Stock	farm animals, domesticated animals, any animal that's not <i>wildlife</i> or <i>roadkill</i>
Swag	a one man tent or bivvy bag
Temporary Aussie	motorcycle rider
The Dry	the winter season in the Top End, dry and mild days with cool nights
The Wet	the summer season in the Top End, very hot and wet, steamy in fact
Top End	the tropical north of Australia, starts somewhere above Brisbane
Truckie	One who drives a truck and bathes occasionally
Visit the ancestors	take a leak, pee, widdle, micturate
Wildlife	any animal that's not <i>stock</i> or <i>roadkill</i>

Useful Links

- <http://www.exploroz.com/> Good if disorganised road travel site on Australia
- <http://thorntree.lonelyplanet.com/> Lonely Planet bulletin board
- <http://www.bugaustralia.com/transport/drive.html> A good set of links on driving
- http://wikitravel.org/en/Driving_in_Australia Wikitravel article on driving in Australia