

Bash Car Requirements for the Variety Brydens Lawyers B to B Bash 2022

A well-prepared car means surviving the day, not missing the fun stops, and making the meal stops. Below you will find everything you need to know to get your Bash car ready.

GETTING STARTED WITH YOUR BASH CAR

To enter the Bash you'll need a car which was manufactured 30 years or more before the Bash (although run-on models of up to 4 years will be accepted with approval from the Bash Office). All vehicles must be conventional two wheel drive vehicles. Motorcycles, buses, coaches, caravans, skateboards or wheelbarrows are not allowed.

You may wish to start fresh with a car you have bought or a family hand-me-down or you may wish to buy a pre-built and tested Bash car (see Bash cars for sale page to view second-hand Bash cars for sale).

You will need a reliable, well-built vehicle, which will survive the trip and be noticed so that your sponsors receive some benefit. If you are starting fresh with an un-Bashed car you will need to make some adjustments to the car to make it safe in the Outback. The transmission, engine and engine ancillaries must be as originally specified for the vehicle. Modifications to the brakes, suspension and fuel tanks are allowed for safety but no improvements for extra speed or performance modifications are allowed.

Modifications to the body shape are permitted where such modifications are designed to enhance the appearance of the vehicle for sponsorship purposes or for fun! Attention-grabbing and unusual decorations make for a great Bash car... the stranger the better.

Any modification to the vehicle must be carried out by qualified persons and adhere to Vehicle Registration Requirements.

Registration

All Bash vehicles must be roadworthy and have current registration covering the period of the Bash. Current registration papers (or Department of Motor Transport certificates where applicable) must be supplied to an Official at ChequePoint Day.

Insurance

It is mandatory that minimum third party property insurance is held by all entered vehicles and must be submitted by ChequePoint day.

Engine Size

The engine shall not be of a later model vehicle or of a larger capacity than that permitted for that model vehicle at the time of manufacture.

VEHICLE PREPARATION

As many Bash vehicles are rescued from farm sheds, out of a paddock or underneath layers of dust and sundry spare parts in workshop corners, it is advisable to pay attention to some important areas when preparing for a Bash.

The average distance travelled on an event is around 4,000km, predominantly on dirt roads and tracks. The preparation of your vehicle for these conditions is paramount and requires thought and planning that should be undertaken as soon as possible. This will ensure that not only is the vehicle ready for ChequePoint Day, but time remains to take it over a few kilometres on a run to be sure that your great innovations actually work.

Fuel System

The way to avoid fuel problems on the Bash is to ensure your fuel system is top notch.

- Fit fuel filters before and after the fuel pump. Take along spare filters.
- Fit a new fuel pump and take the old one along as a spare (with a spare gasket).
- If the car has been standing a long time get the fuel tank and lines cleaned out. A good idea anyway as the bouncing around may shake rust flakes off the inside of the tank.
- Get the carbie rebuilt.
- Take some correct size fuel hose (about 1 metre will do) and some hose clips along. This is in case the fuel line is hit by a stone and crushed.

Electrical System

To reduce the chances of having a problem get your car looked over by an auto electrician. Frayed wiring should be taped up (or replaced) and the generator or alternator checked over.

- Take basic spares such as points, plugs, condenser, even a rotor, coil and distributor cap. Take a spare fan belt.
- Make sure the battery is very secure and the battery holder is not rusted away.
- If you have an automatic car, take a spare starter motor.
- Tune and waterproof the ignition.

Cooling System

Check cooling system for correct operation:

- Check operation of thermostat (do not remove thermostat, if it is overheating there must be a problem)
- Check pressure cap
- Check air flow through radiator
- Check water circulation through radiator
- Check electric fan operation, if one is fitted
- Check temperature gauge is reading correctly
- Fit a low water level indicator with light and buzzer
- If you have a coolant leak in the radiator or welch plugs, etc during the Bash you can use a radiator stop leak, pepper can be used as a last resort
- Warning gauges and lights are both good to have for oil pressure and water temperature
- Some overnight stops may have below freezing conditions, Anti-Freeze should be added to the cooling system

Lubrication System

The Lubrication System should be drained, flushed and generally cleaned out. For engines that have been stationary for some time, this is a MUST. Remember the transmission and differential too!

Wheels & Tyres

- Check for any wheel cracks
- Check seals on Wheel/Axle Bearings, clean, inspect, repack and grease
- As the roads can be fairly rocky you must take along two spare wheels, tyres and rims together with two tubes. The tyres should be decent off-road tyres as they are more resistant to punctures. Go to a tyre retailer and seek his advice, explaining you will be doing a lot of dirt driving on mixed, country road conditions

Odometers

As most Bash vehicles will not be travelling with standard tyres, odometers should be checked over a measured distance. Route instructions will be given in miles and kilometres. It is essential that each Bash vehicle's odometer is working correctly.

Ground Clearance and Shock Absorbers

Bash vehicles should have the original springs modified and heavy-duty shock absorbers added to increase ground clearance. The easiest way to do this is use larger diameter wheels and tyres. Holdens can go for 14"x 6" steel wheels, (from an HK to HG Monaro) and 7.5 x 14 tyres that suit some utes (such as Holden Rodeos). Fords and Valiants already have 14" wheels and the 7.50 x 14 tyres can be used. The Yank Tanks can use 15" or 16" wheels with appropriately larger tyres. Ensure you still have full steering lock to lock.

If you need more ground clearance, the best way is to have the springs reset or add extra leaves. Do not try to raise the back using air shocks. They are renowned for their ability to punch the back floor out of cars due to the air pressure in one shocker increasing when the other shocker is compressed. This makes the shocker act like a solid bar and if a bump comes along while it is in this condition, goodbye floor!

Bash vehicles should have the original springs modified and heavy duty shock absorbers added to increase ground clearance.

Check the cross members for cracks and worn/perished mounting rubber joints, links, pins, ball-joints and bushes etc., shock absorbers, springs, shackles, leaves and centre bolts.

With Holdens, it is wise to get a cross member welded between the rear subframes as a mount for the top of the shockers, as Holdens are weak in the body where the shocker mounts are.

If you raise the rear of the car, you should also raise the front to match. Remember to get the front end re-aligned after you do this. Also when raising the car, check to make sure the shockers don't run out of travel when the suspension moves. Get professional advice when changing suspension.

REMEMBER TO ROAD TEST YOUR CAR FULLY LOADED BEFORE THE BASH!

Tow Balls

All Bash vehicles **MUST** be fitted with front **AND** rear tow hitches/bar affixed to the chassis of the vehicle that allows for 50 mm towing balls to be attached. The tow ball couplings must be affixed in the centre of the vehicle. Front tow balls must be removable/carried. (To be attached when required.) **NOTE** It is an offence to have anything protruding past the front of a vehicle so the front tow ball coupling has to be removable.

PURPOSE. If a Bash car needs to be snatch strapped (towed) out of a bog or if a Bash car needs to be towed any distance (to the nearest town/ property) a stiff pole has to be used for safety. (**STIFF POLE** a metal pole with tow ball couplings attached each end and carried by mobile workshops). The back tow bar is easy, just get a normal tow bar. A bit of thought needs to go into the front tow bar coupling to ensure that the tow ball is mounted on a substantial part of the car, such as a subframe and doesn't hang too low. All Bash vehicles **MUST** carry one tow rope or preferably heavy-duty snatch strap. (Steel ropes, light-duty snatch straps and thin rope will not be permitted as towing devices).

50mm TOW BALL FITTED FRONT & REAR (FRONT REMOVABLE)

For stiff pole towing or snatch strap use, a 50mm tow ball to be fitted at rear (centre) of vehicle. A 50mm removable tow ball to be fitted at the front (centre) of vehicle. Tow Bars to be fitted and approved by authorised person (there is a lot of weight to be considered if your vehicle needs to be towed).

Engine Breathing

As it is likely to be dusty on the Bash, it is a good idea to get a good quality air cleaner element along with a couple of spares. They should be changed regularly on the Bash. Sand and dust getting into an engine through the air cleaner can do a very rapid job of reboring your engine, and without the necessary larger pistons and rings, can turn your motor into a pile of junk that even STP Oil Treatment can't fix. Be careful at water crossings or holes as hitting the water too hard can cause water and mud to go through your air cleaner and into your engine with a fatal result.

Tail Shaft Loop

This is highly recommended on the Bash. If the front universal joint breaks, the front of the tail shaft is stopped from hitting the road and acting as a pole vault. The loop can be made a number of ways. The easiest is to use some 2mm x 25mm steel strap, make a loop under the tailshaft (give it plenty of clearance) and bolt it to the floor. It should be positioned about 15 cm behind the front universal. Another effective method is to use some chain and bolt it to the floor either side of the tailshaft with a loop hanging under the tailshaft.

Engine Restraint

The engine restraint is required so that the engine can't move forward and damage the radiator or go backwards in a minor accident, or when the car goes into a big pothole or similar. The easiest way to achieve this is to get some heavy chain, bolt one end to the engine and weld the other end to the chassis. You can do this for both forwards and backwards directions by running the chain forwards and backwards, welding it both ends and bolting the middle to the engine.

Engine and Transmission Mountings

Check for any tears, perished/worn areas or oil damage. (Body mountings if applicable).

Brakes

Check the linings, hoses, metal brake lines and their securing, wheel and master cylinders.

Fuel Tanks

An extra fuel tank may be fitted, provided this tank is vented outside of the passenger and luggage compartments and filled from outside the passenger compartment. Additional fuel may be carried in (SAA Approved) jerry cans but cannot be stored in the passenger compartment and **MUST** be tied down. All Bash vehicles will be required to have sufficient fuel for a four hundred and fifty (450) kilometre range. This is highly recommended on the Bash.

Seat Belt

All Bash vehicles must have seat belts for ALL passengers. The belts should be either full harness or lap/sash.

Windscreen Washing and Wiper Blades

A larger capacity water reservoir should be fitted to your Bash vehicle. One tried and true substitute reservoir is a 4 litre cordial bottle. Replace wiper blades and ensure windscreen washers work efficiently.

Fuel and Brake Line Protection

This isn't compulsory, but it is a good idea anyway. On most cars, the fuel and brake lines run alongside the chassis or subframes from front to back. They can be easily protected using garden hose. Take a length of hose long enough to do the job, split it lengthways with a knife, then slip it over the fuel and brake lines. You can then hold it on using nylon cable ties.

- Check copper brake pipes as after a couple of years they harden and crack. Best to replace with steel pipe.
- Protect exposed clutch and brake mechanisms.

Sump Protection Plates

The sump guard is to prevent the sump and gearbox from damage sustained by hitting rocks on the road. This needs to be reasonably strong. For those who can afford it, aluminium checkerplate as used to make boat trailers etc., is ideal if given a little bit of bracing. Steel checkerplate is perhaps a little heavy, and a lighter gauge of metal could be used. The sump guard should be no wider than the sump of the engine to allow engine heat to get away from the engine bay. Remember to mount the plate securely and check that the steering doesn't touch it, even with the wheels off the ground.

The sump guard should cover from the front of the engine to the rear of the gearbox (excluding the extension housing) and should be mounted so it can be easily removed.

Fuel Tank Guard –

The fuel tank guard is to prevent the fuel tank being pierced by stones and smaller rocks. Thus the guard can be made of lighter gauge metal. However, the guard should cover all exposed parts of the fuel tank.

All Bash Vehicles Must Comply With, And Have Fitted, The Following:

- Sump, gearbox and petrol tank protection plates.
- Engine securing devices to prevent the engine from being forced back into the passenger compartment or forward into the radiator.
- Headlight stone guards
- Laminated windscreen
- Mudflaps
- Safety strap to be fitted under front of tailshaft
- Rear-facing white dust light – tilted down over boot lid.
- Revolving amber lights at the rear of roof rack (no other colours permitted)
- 50mm Tow ball (front and rear). Front tow ball to be removable.
- Working seatbelts for all occupants
- Cargo Barrier in station wagons

ESSENTIAL EQUIPMENT

The items listed below should be carried in your vehicle as a minimum requirement. These items will be checked at ChequePoint Day.

- Fire Extinguisher fitted in cabin
- First Aid Kit
- Two spare wheels/tyres mounted and inflated
- Towing Rope, preferably a “snatchem strap.” Wire cables are NOT acceptable
- 40 Channel UHF CB radio in working order
- 20 Litres of water, suitable for drinking and cooling system top-up.
- Basic tool kit, nothing too large. We suggest an assortment of screwdrivers, shifters, an adjustable spanner, one jack, jumper leads, a portable light, a wet and dry shovel, set of ring and open ended spanners, pliers, side cutters, pocket knife, gaffer tape, electrical tape, some small and medium size cable ties, a pair of multigrips and some insulated wire of the size used in cars

RECOMMENDED EQUIPMENT

The following items are recommended to be carried in your vehicle.

- 20 Litres of fuel in approved containers plus funnel or syphon hose
- 5 Litres of engine oil
- 5 Litres of auto-transmission oil (if applicable)
- 1 Litre of diff oil
- 500mls of brake fluid
- Jumper leads (automatic vehicles included)
- One can of WD40 or equivalent
- One can/bottle radiator stop leak
- Lifting jack and jacking plate for soft ground plus wheel brace
- Fan belt
- Spare wheel nuts
- Radiator hoses, length of heater hose
- Fuel hoses
- Fuses
- Heavy duty torch
- One roll of racing tape, small roll of tie wire
- Spare nuts and bolts (applicable to your vehicle)
- Fencing wire and pliers
- Spare globes for the dust light
- Spare parts: Water pump, fuel pump, fuel filters (desirable but not essential), oil filters, air filter, condenser, coil, exhaust gaskets and mounting straps, universal joint, rear axle with new bearing (wrap bearings in plastic)
- Selleys Knead-it is a good all-purpose epoxy repair for broken thermostat housings and general repairs
- Tarpaulin: May be required to place in front of vehicle when crossing deep water

UHF RADIOS

All Bash vehicles must be fitted with an operating 40 channel UHF radio installed with an aerial that is not going to be broken by low branches. This is perhaps the most important piece of equipment on the Bash, and, as such, it must be treated with the respect it deserves. This should be set to Channel 20, which is designated as a Road Channel and is used by everyone, including truckies, caravan drivers, property owners etc. For most of the Bash you will not interfere with other users but on highways and in towns there will be a lot of people on the channel so please be mindful that the broader community are using Channel 20. No 'foul' language is to be used at any time. Remember you are a Variety representative.

When driving in dust use your radio to advise the Bash vehicle behind about oncoming dips, corners, traffic, sheep, cattle, etc. Call up the vehicle in front when you want to overtake and wait until they call you through. Let the vehicle in front know your car number so they can direct advice to you. Always pass the information down the line.

In general terms the UHF radio will not broadcast further than a couple of kilometres around you although there are times when the signal will "skip" and carry a lot further. When chatting to other Bash cars remember that there are a lot of vehicles on the channel, so do not monopolise the frequency. If airwaves are clogged through general chatter you may hinder the passage of important information, or delay the response to an emergency. If you want to have a long chat with another Bash vehicle (NOT in dusty conditions when driving), change to another channel - but remember to go back to Channel 20 to stay in touch with the rest of the Bash.

The main purpose for using your UHF is:

- To warn other drivers of your intention to pass.
- To warn other drivers behind you of any impending danger, or oncoming traffic.
- To advise the mobile workshops in the event of a breakdown.

DOOR PANELS, WINDOW STRIPS AND SPONSOR DECALS

Door Panel Stickers

Two door panel Stickers with the Car Number allocated will be provided by the Bash Office which are to go on the front driver's and front passenger's doors. The door panels **MUST NOT** be cut and put side x side. They can only be cut to go top and bottom of a protective strip on the door. Late entries may need to provide numbers for blank panels. Numbers should be 150mm high and written in black.

Additionally there are two (2) each of the Variety and Bash event logo decals which we'd like you to put on either side also in a suitable position. You will also receive sponsor decals for each side of the car which are compulsory.

Front Windscreen Banner

You will receive one (1) windscreen strip for the front windscreen and it should be placed as shown.

Your car identification number will be allocated in consultation with the Bash Office and must be placed in the top passenger side just under the windscreen strip. These are not provided by Variety but may be purchased from boat shops etc. These numbers are to be white and a minimum of 10cm or 4inches in height. Roman numerals are NOT to be used.

Back Window Stickers

The Bash Office will provide 200 mm Fluoro Car Numbers which must be fitted to top drivers side of the rear window of your Bash vehicle. This 'number plate' cannot be cut up and placed elsewhere on the car. It can have the corners shaped to fit the screen. Variety will also provide a back window banner promoting the Bash 'VARIETY BASH...YA GOTTA DO IT....' which must go on the back windscreen licence- top or bottom of the screen it doesn't matter.

The UHF 20 decal should go on the rear window at the bottom right corner of the window.

ROUTE INSTRUCTIONS

The Bash organising team do several surveys of the event prior to the official start to set the route and make all the arrangements. Part of the planning process, is to provide you with daily route instructions. You'll receive this every morning at the start line and mostly at the luncheon venue as well. Some days you will receive (but not always) a lunch pack in the morning and you can choose your own lunch location. On those particular days the route instructions are from start to finish on that day. They are simple, easy to read distant measurements with an instruction such as SO (straight on) or TR (turn right) to get you through the set run for the day.

Never leave the Bash route without telling someone, preferably an official. The Bash is well serviced with officials who check you out at the start and at the completion of a section. If you don't come through the finishing ChequePoint and our "Sweep" (last official in) has not seen you, then we put in a search and rescue plan. You will be liable for any charges if it proves to be a false alarm!

SUPPORT VEHICLES

The Bash is supported by a range of Support Vehicles and Officials.

For those would-be Bashers who can't tell an upper control arm from an interior light switch – fear not! Travelling with the Bash are Mobile Workshops (MW) crewed by qualified and experienced mechanics, engineers and technicians whose job it is to look after all Bash vehicles.

If you were to break down on a Bash route one of our MWs will carry out a minor repair to keep you going. In previous years, cars that looked as though they are beyond repair have been transformed by the mobile workshops into miracles of motion and have been shepherded into the next town. It is then your responsibility to have the car fully repaired and made roadworthy again.

We guarantee, if we can't get you going, we'll get you to the closest town where you can make your own arrangements to get the car repaired or transported to another location. Individual support vehicles are not allowed on the Bash, however, space can be hired to carry spare parts on the official baggage truck which travels the entire Bash route.

One Helicopter with a doctor and an ambulance are part of our support crew for the Bash to ensure the best care is available for any Bashers needing assistance.

ROAD RULES

The Bash is allowed to run because we adhere to the road rules of the given states we travel through. We have no dispensation to break any existing road rule set by the police or the state's ruling body, i.e., Roads and Maritime Service (RMS) in NSW.