



A Virgin's Guide to the Bash

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A Message from the Bash Office Team

This manual has been prepared to help you with your entry.

Whether preparing your vehicle, seeking sponsorship, getting publicity or knowing the conditions of entry, there are tips in this manual to help.

We hope that you will keep its confidentiality to your team. Only those persons actually entered in the Bash will receive a copy, and we seek your co-operation in its copyright.

If you have any additional information for this booklet please send it to us, and we will include it in the next edition.

If, after reading this guide you have any queries or need more help, please call us on (02) 9819 1016.



Don't Take Our Name in Vain

Any letterhead, posters, raffle tickets or advertising for individual or team entries in the Bash must be approved by the Bash office before printing.

Similarly, any event organised by an entrant to raise funds using Variety's name must also be approved by the Bash Office.

As a registered charity, Variety is governed by strict laws as to what it can and cannot do by way of fundraising.

If you want to organise a fundraising event for your entry in the Bash, please check with the Bash office on (02) 9819 1016 or fax (02) 9555 1594.



Variety, the Children's Charity

Variety, the Children's Charity ('Variety') is the world's greatest children's charity and, because of its origin, has strong associations with showbusiness people.

Variety began in Pittsburgh in 1927 when a group of businessmen started a social club. As many of them were in the theatre or cinema business they called it the Variety Club.

On Christmas Eve in 1928 in the Sheridan Theatre, owned by a member of the Variety Club, a baby girl was found abandoned. Attached to the baby was a note saying the parents were out of work and could not afford to look after all their children. They had heard of the generosity of showbusiness people and hoped they would look after the baby whose name was Catherine.

After trying to find the baby's parents the Variety Club members "adopted" Catherine. The publicity about the baby soon brought offers of assistance from across America and there was enough to help other needy children.

The Variety Club spread across America and then the World with branches in Britain, Europe, Canada, Israel, Australia and New Zealand.

Over the past seventy years Variety Clubs International has raised more than \$1 billion for the assistance of special needs children.

Where Does the Money Go?

Variety started in Sydney in 1975. Since then it has established regions in all States and the Northern Territory.

Each year Variety handles many appeals from individuals, associations, institutions, hospitals and schools.

These include appeals for Sunshine Coaches, special medical equipment for children's hospitals, wheelchairs, artificial limbs, playground equipment, talking books and many other special needs equipment.

All must relate to special needs children.



The Story of the Bash

The annual Variety Bash is Australia's most successful motoring fundraising event. It is the focal point of fundraising efforts by many hundreds of supporters of Variety, The Children's Charity. The money raised through the Bash goes to Variety to help special needs children throughout Australia.

The Bash enjoys wide media coverage and has been the subject of many documentaries made for Australian and international distribution. This ensures that the Bash has a high profile and provides excellent coverage for sponsors.

The Bash is **NOT** a race or rally. All vehicles must be in standard condition and must have been manufactured prior to or during 1974.

Drivers and crews however are anything but standard! Drawn from all walks of life these enthusiasts come together on the Bash to drive along rough outback roads and bribe and cheat their way past the officials.

There are no prizes of any value in the Bash. The aim of the event is to raise money for special needs children.

The Bourke to Burketown Bash

The first Bash was organised by electronics businessman, explorer and philanthropist Dick Smith in June 1985.

He organised a group of people to travel from Sydney to Bourke in Far West New South Wales, and from there to Burketown in Northern Queensland.

Dick wanted to take a few mates for a drive in the outback in old cars and at the same time raise money for a charity. Dick charged everyone to enter the event and entrants were able to bribe the officials or be fined. This first Bash raised over \$250,000 for Variety.

Since 1986 the Bash has become a major event on the Variety calendar and is organised by Variety.



Rules of The Bash

There is really only one major rule in the Bash - don't take it seriously. All other rules are directly related to this rule. The idea is that for one or two weeks the people taking part can enjoy a drive in the outback and see parts of Australia they might not normally visit.

The only serious rules are about not damaging property, not littering, looking out for wildlife and remembering that the Bash needs the co-operation and support of all the authorities in the towns and cities it passes through. This is not a hoon's picnic or yahoos' rally - the behaviour and attitude of everyone taking part reflects both on Variety and the sponsors.

Obeying the Law

The Bash is an event which everyone can enjoy whether they have any previous bush driving experience or not. There is a lot of driving on dirt roads but at no time is anyone under pressure to drive other than their ability allows.

The Bash is not a race or a rally, nor is it a competitive motoring event and is subject to normal road and traffic regulations and the rules of courtesy and commonsense.

Please respect the environment, other road users and the communities through which you drive as ambassadors for Variety.

Drive to the conditions and to your own ability and you should enjoy the trip. In dusty conditions always have your dust light, radio and headlights on so you can see and talk to the cars in front and behind.

Do not tamper with Bash signs or any road signs.

It is extremely dangerous to change any sign as it can result in a Bash vehicle taking a wrong turn and the probability of officials, police and rescue services being mobilised to search for a lost car.

The Designated Driver

So that everyone can enjoy the drive and the driving, it is best to designate a driver for the morning and the afternoon sections.

The designated driver must maintain the minimum requirements required by law for drinking and driving.



Conditions of entry

1. All vehicles entered in the Bash must have been manufactured prior to or during 1974. They must be roadworthy, registered and insured as prescribed by State laws.
2. All vehicles must be conventional two wheel drive vehicles with a maximum crew of four people.
3. Motorcycles, buses, coaches, caravans, skateboards or wheelbarrows are not allowed.
4. Modifications purely to increase the speed of a vehicle are not allowed, however a vehicle may be modified to improve performance and for safety purposes (brakes, wheels, suspension, fuel tank).
5. All vehicles must carry on the front doors the Bash door panels onto which must be fixed the allocated Bash number for that vehicle. The vehicle number must also be clearly visible, using white numbers, on the front and rear windows. All cars must also display the sponsor's stickers, as supplied by the organisers.
6. Everyone taking part in the Bash in any way must sign an indemnity form issued by Variety.
7. **All entrants in the Bash must have paid to Variety either personally or through donation the sum on the Entry Form prior to the start of the event.**
8. At all times all entrants must abide by the rules of the road as prescribed by State laws and statutes.

THE ROAD MANAGERS RULING ON ELIGIBILITY IS FINAL
Further conditions of entry may be drawn up by the organizers
and will be printed in the monthly bulletin issued from the Bash office.

Every person driving in the Bash must hold a current driver's licence.

Variety or its agent reserves the right to accept or reject any vehicle or entrant

Bash rules, regulations and protocol must be adhered to by all persons traveling on the Bash



Fundraising

There are a few simple rules that all entrants must observe when organising Fundraising or Sponsorship for Bash entries. These rules have been approved and endorsed by the Variety National Bash Committee and are observed by all State Bash committees.

The Bash is not a free holiday. All monies raised by you through sponsorship, functions, raffles, auctions etc. must be given to and officially receipted by Variety.

The cost of buying and preparing your vehicle, your meals, accommodation, merchandise and other related expenses are your personal responsibility. Make the Sponsors aware that their donations will directly assist children with special needs and emphasise that you and your team are meeting the cost of preparing and running your vehicle and other related expenses.

Bank Accounts

NEVER at any time must the name of Variety NSW, Variety Club, "Variety, The Children's Charity", Variety Bash, Bash Car or anything similar appear on a Bank Account controlled by a participant. Bash teams should not operate bank accounts for funds raised – all money raised, including sponsorship, must be forwarded directly to Variety, The Children's Charity for receipting. All Sponsors cheques must be made out to "Variety, The Children's Charity" and ensure that your Car No is written on the back of the cheque. Receipts will only be issued for donations directed to Variety and will only be issued to the company or person who owns the bank account named on the cheque, they will be returned to you for distribution to your sponsors. Receipts cannot be issued for "in kind" donations such as car parts.

Use of Logo

The Variety Logo must **not** be used in any documentation made up for the team such as letterhead or any printed material.

The **Official Bash Logo** [available from the Bash office] can be used on all fundraising promotions and on all printing and advertising material such as raffle tickets, posters, invitations, brochures, postcards, stickers etc. However it is imperative that your Car number is the predominant feature of the title. When you have established that you are raising money for your entry into the Bash, you can then mention that Variety is the beneficiary of your particular fundraising activity. For example:-



CAR 123 - Raising funds for “The 2007 NSW Variety NRMA Insurance Base to Bathurst Bash”.

CAR 123 - Raising funds for Variety’s “special children” through “The 2007 NSW Variety NRMA Insurance Base to Bathurst Bash”.

CAR 123 - An entrant in “The 2007 NSW Variety NRMA Insurance Base to Bathurst Bash”.

Please note that participants must ensure that they comply with any legal requirements regarding lotteries, raffles or other games of chance.

Do not promise your sponsors anything that you cannot deliver such as signage across the windscreen and/or door panels. These are reserved to the Official Event sponsors.

Sponsorship

The Bash does not have to be an expensive event to enter if you obtain sponsorship for your entry.

Funds donated by companies and receipted on official Variety receipts, are tax deductible. All cheques **MUST** be payable to Variety, The Children’s Charity.

Personal sponsorship to support your entry: ie, money paid directly to you to help buy or prepare your vehicle or for your running costs on the Bash, is not generally tax deductible and needs to be managed by you personally. No receipts will be issued by Variety, The Children’s Charity for this support.

Advice from Variety’s accountants about tax deductibility is detailed under **Tax Deductibility**.

Think about basing your entry on community effort involving children with special needs that Variety can assist.

Approaching a Potential Sponsor

The personal approach is most effective. Target a company, find out who the marketing or advertising manager is and arrange a meeting.

- Prepare a letterhead for your correspondence. This may include a logo perhaps based on a sketch or photograph of your vehicle. The letterhead **MUST NOT**



appear to represent the Variety Bash Office or Variety. All letterheads **MUST BE APPROVED BY THE BASH OFFICE.**

- Be sure to emphasise the role of Variety in helping special needs children throughout Australia, and the past success of the Bash both in raising funds and giving recognition to Variety.
- Point out the extensive media coverage of previous Bashes and how interest and awareness in the event has grown. Explain that the sponsor's name on your car could be seen Australia wide (eg coverage on national news broadcasts and programs such as the Today Show).
- Approach your local suburban newspaper to interest them in a story with a local angle. Contact the newsroom or program manager of a local radio or television station and provide them with a story about your entry and fundraising efforts. Indicate to your sponsor that media coverage is available.
- Make it clear to your supporters that you are not looking for sponsorship of your motoring holiday. Monies donated are payable direct to Variety, The Children's Charity and as such can not be used to pay for vehicle preparation, on-event costs and incidentals.
- Buy some Bash merchandise for your sponsor as a 'thank you'. A hat or a T-shirt could be a good investment for future sponsorship. Thank you certificates, printed by the Bash Office, are available for purchase after the Bash.
- Keep your sponsors informed about what is happening with the event. After the Bash, tell your sponsor how much the Bash raised and how much your team raised.
- Be prepared to make personal appearances with your vehicle for your sponsor and to be available to talk to Rotary, Apex, Lions etc on behalf of the sponsor.
- Arrange to have your car on display at shopping centres or at sponsors' premises.
- Make sure sponsors are mentioned whenever the opportunity arises.

Tax Deductibility

Monies donated to Variety, The Children's Charity by individuals are generally tax deductible, provided they qualify as an unfettered donation, that is, the donor can prove that they have received no value in return for the donation.

Similarly, an unfettered donation by a company not being associated with an advertising or promotional activity would normally be tax deductible.



Sponsors and entrants should accordingly be aware that the following are **PERSONAL ENTRANT EXPENSES** and are not to be accrued through sponsors as donations as they are not deductible as donations and are subject to GST.

1. Any entry fee
2. Meal costs
3. Accommodation costs
4. Vehicle purchase, preparation, maintenance and running costs
5. Merchandise purchases
6. Final Night tickets.
7. Baggage Truck costs
8. Associated travel costs, for example, return airfares and accommodation, vehicle return transport or vehicle recovery costs.

Depending on the ownership and normal use of the vehicle, some or all of the above costs may be claimable.

These comments are based upon the following pre-conditions of Section 78(1)(a) of the Income Tax Assessment Act which must be met for an amount to qualify as a gift, being:

- a voluntary transfer
- the transfer must be free of contractual obligations
- the transferor must not receive a material advantage in consequence of the make of the transfer.

These comments are to be taken as guidelines only. Variety is not a tax consultant and therefore assumes no liability for actions taken as a result of these guidelines. In any instances where an entrant or a sponsor is uncertain of the tax implications of their involvement, they should consult their own accountant or a tax adviser.



Bash Officials

While the Bash is meant to be a fun event for those taking part, the organisation is taken very seriously. There are officials at checkpoints at the start of each section, at lunch and when you arrive at the overnight stop. It is very important that you report in at the checkpoint so that your progress can be tracked during the day. The officials are primarily focused on ensuring everyone gets to the finish safely while having a good time. Any entrants not accounted for at checkpoints will be notified to our central radio base. Our radio base can contact Official Vehicles by HF radio and divert them to search for missing entrants. Thus a prime responsibility of Officials is to continually monitor the HF radio fitted to their vehicle. Our HF radio network also allows us to contact emergency services in a hurry if needed.

The officials all have allocated duties and they are all volunteers so if you have any complaints about them see the Road Manager.

Mobile Workshops

The officials in the Mobile Workshops are all experienced mechanics. Their job is to make temporary repairs to your vehicle to keep it mobile and get to the next town. When they have delivered you to a phone, a pub or a property they will move on to the next broken down vehicle and advise the next checkpoint where you have been left. If the Mobile Workshops have to use oil, fuel or spare parts you must recompense or replace.

All repairs undertaken during a Bash by a Mobile Workshop are temporary and carried out in good faith in an effort to keep the Bash vehicle traveling with the event.

After receiving assistance from a Mobile Workshop any work carried out should be checked by the next available garage.

Variety, The Children's Charity or its servants (Bash Mobile Workshops or Officials) shall not be held responsible for any situations arising from work carried out by those servants during a Bash.

Sweep

The sweep vehicle is always at the back of the field and always checks around town in garages and repair shops before leaving so he knows which vehicles are being repaired.



If you are running late due to repairs and are behind the sweep you will not be given route instructions but will have to travel on the main bitumen roads to the next town.

The Baggage Truck

The Baggage Truck travels with the Bash each day and for a fee you can hire space in a TNT pallet. This is to help you lighten the load in your Bash car but anything you put on the truck must be able to be lifted above shoulder height by one person ie: no spare engines, wheel to wheel axle assemblies or large spare parts. The truck is available between certain times at the overnight town in the evening and in the morning and details of where it is parked are on the daily route instructions.

Bash Communications

Variety Communications network provides long range communications which are essential for maintaining on-event organisation, the safety of entrants and officials.

The network was developed to satisfy the need for reliable communications to keep track of vehicles spread out over several hundred kilometres. The network coordinates the movements of support vehicles and officials, and maintains a system capable of drawing on local services such as police and air ambulance with minimal delay in an emergency.

The latter capability has become the cornerstone of the high standard of safety and security demanded by Variety for the thousands of dedicated people who travel on the Bash which is the focal point of their fundraising efforts to assist disabled and disadvantaged children.

The Communications command post is permanently equipped with cellular phone, HF radio telephone, scanning HF receivers, Bash HF, UHF and VHF radios, portable generator plant and 10 metre aerial masts. This portable radio base is licensed to operate on Variety's own HF channels, Royal Flying Doctor Service channels, OTC marine channels, amateur bands and HF and UHF CB channels.

Variety's Radio Communications network is staffed by operators with a wide range of experience and qualifications in military, commercial, marine and amateur radio communications.



Media Coverage

The Bash office prepares media releases and media information which are distributed to metropolitan, suburban, and country media outlets and all media outlets on the Bash route. These will give the overall details of the event. In addition, media outlets (reporters/journalists) are directed to entrants in their local area when an enquiry is received for stories or photos with local interest.

Entrants are free to approach their local media outlets to promote their entries and sponsors and the Bash Office will be happy to provide background information to assist.

Here are a few thoughts on how to ensure that you - and more importantly - your sponsors, get some media coverage.

- Use your local newspapers/TV or radio station and keep them informed about you and your team entry.
- Make it a matter of town/suburb pride that your entry is well sponsored and a well turned out vehicle.
- Contact the press personally and have a prepared statement to give them detailing name of event, dates, who your sponsors are, names of people in your team, vehicle being entered and who has prepared it.
- Try to involve the local media as part sponsors - other sponsors then know they will get coverage.
- Have black and white photos taken of the car and the team to give to the media and to potential sponsors.
- Have just one spokesman - too many people contacting the press about the same team will have a negative effect.
- Consider having a "launch" of the vehicle at a local shopping centre and inviting the media.
- Try to be original in your choice of vehicle or decoration and colour. The media is always looking for something different and there is no story in being just another HR Holden.

Vehicle Requirements

Be Prepared

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.

CHECK:

Radiators, hoses, heater and hoses, fan belt, thermostats, water pumps, seals, welsh plugs

Also, oil relief valves, if accessible, as they have been known to jam open when old, worn engines are stressed, prolonged muddy conditions

1. **Lubrication and Cooling** – both systems should be drained, flushed and generally cleaned out. For engines that have been stationary for some time, this is a **MUST**. Don't forget the transmission, too!
2. **Engine and transmission mountings** – check for tears, perished, worn or oil damaged. (Body mountings if applicable).
3. **Drive shafts** - check the universals, yokes, centre bearings and their mountings if applicable.
4. **Protect exposed clutch and brake mechanisms**
5. **Suspensions** – check the cross members for cracks and worn/perished mounting rubber joints, links, pins and bushes etc., shock absorbers, springs, shackles, leaves and centre bolts.
6. **Brakes** – check the linings, hoses, metal brake lines and their securing, wheel and master cylinders.
7. **Wheel/Tyres** – check for wheel cracks and seek out a good “off road” type of tyre. Go to a tyre retailer and seek his advice, explaining you will be doing a lot of dirt driving on mixed, country road conditions.
8. **Wheel/axle bearings** – check seals, clean, inspect repack/grease.
9. **Engine** – tune and waterproof the ignition.
10. **Wiper blades** – replace.



A well prepared car means surviving the day, not missing the fun, making the meal stops and getting together to relax at night!

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
- 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
- Roof mounted Flashing amber light with rear roof mounted, downward facing reversing amber light – NO RED, BLUE, GREEN OR OTHER COLOURED LIGHTS PERMITTED
- Tow ball or hook (front and rear)

Recommended Equipment

The following bits and pieces are recommended to be carried in your vehicle.

- 20 Litres of fuel in approved containers plus funnel or syphon hose
- 10 Litres of water, suitable for drinking
- 5 Litres of engine oil
- 5 Litres of auto-transmission oil (if applicable)
- Jumper leads (automatic vehicles included)
- 500mls of brake fluid
- One can of WD40 or equivalent
- Jack and jacking plate for soft ground plus wheel brace
- Fan belt
- Spark plugs, plug spanner and points



- Radiator hoses
- Fuel hoses
- Fuses
- Heavy duty torch
- One roll of racing tape, small roll of tie wire
- Basic tool kit: screwdriver, multigrips, spanners etc.
- Water pump, fuel pump, fuel filters (desirable but not essential)

Radios

Your vehicle must have a 40 channel UHF radio fitted. This should be set to Channel 20, which is designated as a Road Channel and is used by everyone - 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 others are using Channel 20.

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 channel so do not monopolise the frequency. If you want to have a long chat with another Bash vehicle change to another frequency - but remember to go back to Channel 40 to stay in touch with the rest of the Bash.

Tips from the Mobile Workshops

The Mobile Workshop teams are there to help everyone and over the years they have proved adept at keeping Bash cars going. They are at all times cheerful and enthusiastic and if there is a problem it is usually caused by the bad attitude of a Basher rather than the Mobile Workshop team. Remember, when you're stuck with a broken vehicle miles from anywhere, you need them much more than they need you!



Fuel problems

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 problems

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

- Take along basic spares such as points, plugs, condenser, even a rotor, coil and distributor cap. Take along 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.

Wheels & Tyres

As the roads can be fairly rocky you should take along two spare wheels and tyres together with two tubes. The tyres should be decent off-road tyres as they are more resistant to punctures.

Getting High

One of the recommendations for the Bash is giving your car some additional 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 to suit the Japanese 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.

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 has been compressed. This makes the shocker act like a solid bar and if a bump comes along while it is in this condition, goodbye floor!

With Holdens, it is wise to get a crossmember 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.

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

Mounting your balls

A compulsory fitting on a Bash car is 50mm tow balls fitted front and back. This is so that we can tow a broken vehicle into the nearest place of repair with the straight bars that all workshops carry. These bars have trailer hitches on both ends and are a lot safer than tow ropes.

The back end is easy, just get a normal tow bar. A bit of thought needs to go into the front to ensure that the tow ball is mounted on a substantial part of the car, such as a subframe. Do not make the mistake of mounting it off-centre, as the car will be a lot harder to drive under tow and remember to check your local regulations for mounting details.

Protecting your Vulnerable bits

Other recommended pieces of tackle are sump and stone guards for the underside of the car. These have different requirements so need slightly different approaches.

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 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.

Heavy breathing

As the going 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 couldn't fix.

- For photo shots at water crossings or holes — be careful 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 inch by eighth steel strap, make a loop under the tailshaft (give it plenty of clearance) and bolt it to the floor. It should be positioned about 6 inches 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.

Use some 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.

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.

Cool it

- Check cooling system for correct operation:
 - 1 Clean and flush cooling system

- 2 Check operation of thermostat (do not remove thermostat, if it is overheating there must be a problem)
 - 3 Check pressure cap
 - 4 Check air flow through radiator
 - 5 Check water circulation through radiator
 - 6 Check electric fan operation
 - 7 Check temperature gauge reading correctly
 - 8 Fit a low water level indicator with light and buzzer
- If you have a coolant leak in radiator or welch plugs, etc, you can use pepper to stop leak
 - Warning gauges and lights are both good to have for oil pressure and water temperature.

What to take with you

TOOL KIT - nothing too large. An assortment of screwdrivers, shifters, small ring and open ended spanners, pliers, side cutters, pocket knife, gaffer tape, electrical tape, some small and medium size cable ties, a pair of multi-grips and some insulated wire of the size used in cars.

FIRST AID KIT - the ones for sale through St Johns Ambulance are a good choice.

WATER - you must carry 20 litres of water. It can be in one jerry can or in a number of bottles, whichever is the easiest to pack.

FUEL - a 20 litre jerry can is the minimum you must carry even if you have an extra large tank. Also carry a funnel and some hose (for sucking out if necessary). You should always have enough fuel for your vehicle to travel 400kms.

RADIO - it must be a UHF 40 channel set correctly installed with an aerial that is not going to be broken by low branches. Carry a spare aerial in case. The radio is your eyes and ears when travelling through heavy dust in traffic - make sure it is always working.

JACK & WHEEL BRACE - both vital when changing a tyre. Choose your jack carefully as some can be difficult to get under a car. You will need a jack plate so the jack doesn't sink into soft ground. Steel or wood is acceptable.

SPARE PARTS - a selection of fuses, one metre of heater hose, fan belts, radiator hoses, brake fluid, one litre of gearbox and diff oil (four litres of auto fluid if your vehicle is automatic), one litre of engine oil, a length or rubber fuel hose, condenser,

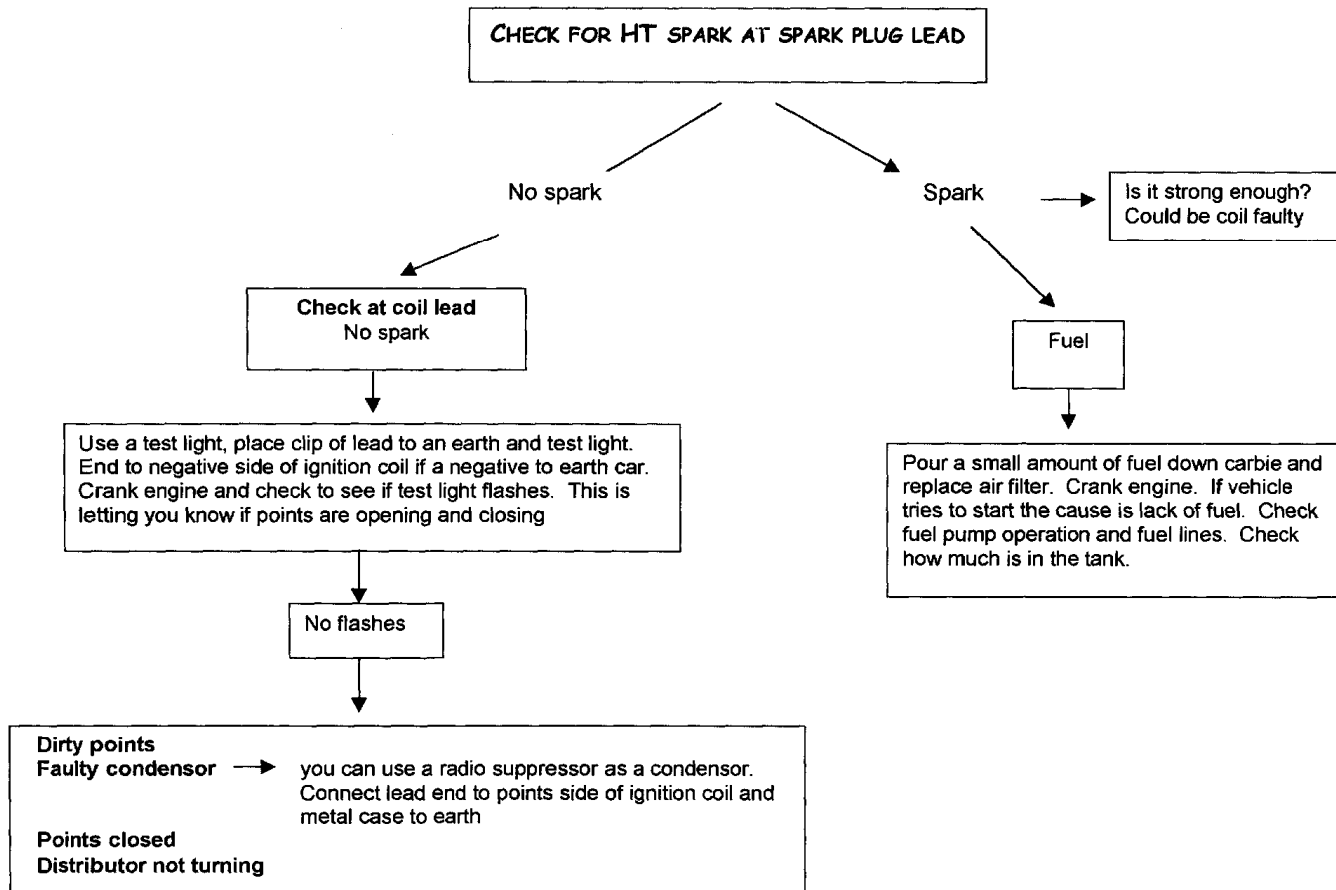


coil, fuel filter, air filter, exhaust gaskets and mounting straps, universal joint, kitchen sink, rear axle with new bearing (wrap bearings in plastic).

- Selleys Knead-it is a good all purpose epoxy repair for broken thermostat housings and general repairs.

**If you read these handy hints thoroughly and abide by them
you should have a trouble free trip!**

BASIC CHECK IF ENGINE STOPS





Eating, Sleeping and driving

While it's important to make sure your vehicle is up to scratch, as every Basher knows the vital things in life are about eating, sleeping and not getting lost. On arriving into town you should:

- Check in
- Fuel up the vehicle
- Find your accommodation
- Go and get your meal

Meals

The organisers have arranged for three meals a day, on most days, at various towns along the way. Meal money is paid in advance and you must have your meal tickets (name tags) with you at meal times as all the caterers have been told to enforce the rule: **No tickets, no food, no excuses.**

The AM and PM sections of the day are usually divided by a lunch, usually located at a school or local oval so as to accommodate all the vehicles. Both AM and PM routes may incorporate "fun stops" which shouldn't be missed. Each vehicle will be checked through at checkpoints as you leave in the morning, as you arrive and leave at lunch, and as you arrive in town each night. You must report to these checkpoints at each of these times unless otherwise instructed.

Breakfasts are on from 6.00am while lunch is served at the time when it is expected that the Bash will be in town. Dinner is usually served from 7.30 pm. On all occasions the Bash Officials can advise the caterers how many more people are still traveling so, unless you are very, very late food should still be available. Each day on your Route Instructions you will be advised where meals are being provided.

Where am I?

Each day at the start every car receives a set of simple to read route instructions - known as Routies! The routies take you on the Bash roads to lunch where you will receive another set for the afternoon drive. If you are not travelling on the Bash roads you will be told how to get to lunch via the most direct road. This allows the Officials to check where each car is during the day and ensures the Sweep vehicle



can account for all cars travelling on the Bash route. The distances on the routes are based on surveys done in Official Vehicle One (OV1) using a Brantz trip meter. Each Bash team should be able to work out how their vehicle's odometer or speedo relates to the routes and make any adjustment.

The routes look like this:

**DAY FOUR
BLACKALL TO MOUNT ISA**

SECTION ONE: BLACKALL TO WINTON

Kms	Int Kms	Miles	Int Miles	Direction	Sign or Look for
0.0	0.0	0.0	0.0		EXIT FROM WOOL SCOUR
0.1	0.1	0.1	0.1	TL	ROAD TO BLACKALL
4.3	4.2	2.7	2.6	TR	INTERSECTION SHAMROCK ST
4.6	0.3	2.9	0.2	TL	INTERSECTION. ROAD TO ISISFORD
46.0	41.4	28.6	25.7	SO	DIRT
95.5	49.5	59.3	30.8	SO	BITUMEN
129.6	34.1	80.5	21.2	TR	T JUNCTION. ISISFORD 3
133.3	3.7	82.8	2.3	KL	SIGN STONEHENGE 135 STAY ON BITUMEN
133.4	0.1	82.9	0.1	SO	DIRT
134.1	0.7	83.3	0.4	SO	GRAVEL PIT ON LEFT
134.5	0.4	83.6	0.2	KR	STAY ON MAIN ROAD
146.4	11.9	91.0	7.4	TR	SIGN LONGREACH
160.9	14.5	100.0	9.0	KR	TRACK TO LEFT. SIGN ARRILALAH
182.7	21.8	113.5	13.5	SO	GRID. CAUTION. ROAD GOES RIGHT
188.0	5.3	116.8	3.3	SO	CAUTION, CREEK CROSSING
209.7	21.7	130.3	13.5	TL	T JUNCTION. SIGN JUNDAH 154

Key: TR=Turn Right, TL=Turn Left, SO=Straight On, KR=Keep Right, etc

Occasionally special Bash signs will be put out to guide you through tricky bits or to warn you about dangerous parts - like bad washouts across the roads or dangerous creek crossings. They are white corflute with red arrows or letters and are for special conditions only. You should at all times drive to suit the road conditions, your ability and in accordance with traffic regulations.

Accommodation

Accommodation on the Bash can range from 5 star to 5 million star (ie swagging under the stars) and will depend on the Bash route. Each Basher must organise his/her own sleeping arrangements. Accommodation is extremely scarce in some places — and in other places there is none! In places where camping is the only option Bash organisers will do their best to organise enough showers and toilets to accommodate the Bash so that you can wash away some of that dust.

It is a good idea to organise your accommodation well ahead preferably as soon as you have officially entered the Bash. Insist on paying a deposit when you book, that



way when you are still out on the road after dark waiting on a workshop you are sure of not losing your room to someone else. Mobile phones are fairly useless in the outback and motels are usually hesitant to hold rooms after 6 or 7pm if they have not received a deposit and are confronted by a tired and dirty Basher waving a credit card in front of their nose.

Where accommodation is concerned ingenuity is the name of the game. In small towns the post office or general store tends to be the epicentre of town knowledge and is often the best source of information regarding accommodation. They may know of people willing to take billets, or whether the local hospital or community centre has space available.



Bash Diary

There are a few important dates you should note.

ChequePoint Day

Chequepoint Day is held in the weeks leading up to the start of the Bash. The idea is that the Mobile Workshops and the Sweep can see your vehicle and offer assistance so you can avoid problems on the Bash. A check is also made that there are **NO RED, BLUE, GREEN OR OTHER COLOURED LIGHTS** and that every car has a UHF radio.

ChequePoint Day doesn't just involve having your car inspected. There are a number of administrative tasks which need to be finalised as well. All paperwork should be up-to-date; crew forms and indemnity forms should be completed and meal money must be paid. Stickers are made available from sponsors who support Variety, from the Bash Office and these should be affixed to all Bash cars. Door panels with appropriate car numbers should be affixed to front doors and white numbers should be clearly visible on both front and rear windscreens.

Any cars which do not pass on ChequePoint Day **must** be seen at **Final Checks Day** — usually held the Sunday before the start of the Bash. On this day all paperwork must be completed and a bag of giveaways is usually handed out to each car.

Bash Nights

Once a month an informal get together is held to keep Bashers updated of Bash happenings. These nights are an ideal opportunity for Bash virgins to pick up tips from experienced Bashers and to get to know a few familiar faces before the start of the Bash. Information about where and when these are held is issued in monthly bulletins from the Bash Office.

Bashers' Events

Some Bashers hold fundraising dinners and notice of these is included in bulletins. Community events such as town parades and fun days sometimes call for the involvement of Bash cars and the more cars we have representing the Bash the better.



Code of Conduct

This Code of Conduct has been produced to ensure the longevity of this event by reinforcing to participants the need to not only do the right thing, but to be seen to be doing the right thing.

The Bash is not a race or a rally.

If it were it would require closed road sections, cars built to higher specifications and drivers with special licences.

1. Bash vehicles must be registered and drivers must obey the traffic rules.
2. Entrants should be aware that they will be seen as representatives of Variety and should behave accordingly.
3. Entrants will not drive on the event, and could be asked to leave the event without warning, in the following circumstances:
 - Actions that will compromise the safety of the Bash participants and the general public.
 - Detection by the Police and/or Bash Director for driving while under the influence of drugs including alcohol (over .05 or legal limit in state).
 - Detection by the Police and/or Bash Director for excessive speed (a speed at which instant loss of licence occurs - generally 30 kph in excess of the posted speed limit).
 - Assault
4. Entrants may be **ejected from the Bash** (for continuing transgressions) or **refused entry to the next Bash**, after being given one warning, in the following circumstances:
 - Bringing the name of Variety into disrepute
 - Excessive drunkenness
 - Offensive behaviour
 - Tampering with other people's cars or possessions
 - Altering road signs or Bash signs



- Vandalism
 - Refusing to obey reasonable directions from officials or organisers.
5. Any entrant ejected from the Bash will be automatically excluded from any future Variety Bashes (this includes events conducted by other states).
 6. These provisions apply to all crew members and any transgression by **individual** crew members will result in the exclusion of the **team** as provided above. **The behaviour of a crew member reflects on the whole crew.**
 7. Variety will not be responsible for costs incurred by early exclusion from the Bash.

The Variety Bash has earned an excellent reputation for the behaviour of its entrants and for the support and goodwill it brings to isolated communities.

We intend to maintain that reputation!