

TIPS, TRICKS AND ESSENTIAL INFORMATION



Road Boss Rally
be driven!



EVERYTHING YOU NEED TO KNOW TO KEEP YOUR CAR AND CREW
SAFELY ON THE ROAD BOSS RALLY ROAD

www.roadbossrally.com.au

WELCOME

We hope you will find this information helpful and informative as you prepare for what will truly be a memorable and extremely exciting experience.

Apart from this helpful document, you also need to refer to the events Official Rules & Regulations.

Should you ever have any questions regarding information contained in this booklet, or anything that's not, please feel free to contact;

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CAR OF CHOICE:

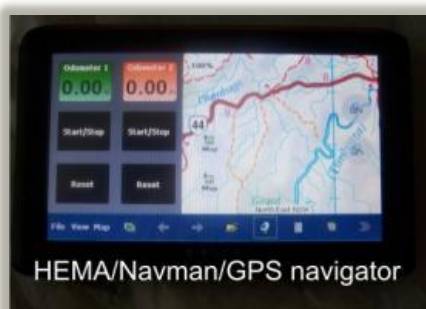
There is no restriction on the type of car you can take on the Road Boss Rally. Older cars (20+yrs) are encouraged and in the true spirit of the event, however you are free to take whatever best suits your style and budget.

- Whether you build your own car or buy one ready prepared, make sure it is in a good healthy condition to begin with. A rusted out heap of crap, will always be a rusted out heap of crap, regardless of what you bolt on to it and cover over.
- Regardless of your vehicle of choice and the condition it is in, the most important thing is, to drive it with common sense and knowing both your car's, and your driver's ability in the prevailing conditions. If the goings tough, take it easy and walk it through. There is not much fun sitting beside the road for hours waiting for the sweep car, being towed for 200km or working all night fixing it.
- When choosing your car, keep in mind accessibility to spare parts in remote areas and basic repairs that may need to be done.
- Be mindful of what you are capable of fixing/maintaining yourself and what you may need assistance with in the event of a breakdown.
- When making major modifications, remember that your car needs to remain legally road registered and comply with your state's regulations and laws.

COMPULSORY EQUIPMENT (from official rules & regulations)

TRIPMETER:

- Every car will require a distance measuring device. The entire course and book of detailed instructions that enable you to find and navigate your way around the rally course is all based on accurate distance.
- There are numerous products on the market that you can buy and utilise. Units made for the serious rally market are excellent and reliable, but can be expensive, especially as you will most likely only use it once or twice a year. Most of these rally meters are now made with GPS, which makes installation much easier.
- BEST and cheapest option is an iPhone/iPad rally tripmeter app. Make sure the unit is in a secure and solid mounted cradle (not in front of airbags if fitted) and ensure you have it connected to a charging port all the time.
 - Other options that are OK, are GPS navigation systems/navmans/garmin etc...



FIRE EXTINGUISHER:

- Serviced and tagged.
- Adequate size. A 1kg will cover you, but we would recommend 2 x 1kg or a 2kg unit.
- Securely mounted and easily accessible by all crew.
- Make sure the mounting bracket has a metal latch to hold extinguisher in cradle, not just a plastic slip in type.
- Never zippy tie or gaffer tape in your extinguisher. When you want it, you want it in a hurry.



DRINKING WATER:

- Very important to have water for car and people.
- If you break down, you can be there for a long time
- Also useful if someone gets hurt or burnt.
- Carry 10 – 20ltrs at all times.
- OK to make up 10 – 20ltrs out of unbreakable soft drink bottles and have stored throughout the car.
- Use water from home. Reliable safe drinking water can be difficult to come by.



SNATCHEM STRAP/4.7T D SHACKLE.

- Must be a quality strap in good condition. Make sure it is a proper snatch-em strap, not a solid winch or towing strap. Chains, towing ropes etc.. are not to be used.
- Have it stored where it is easily accessible, not buried in the boot. When you want it, you will be knee deep in cold water or mud.
- Hook strap up safely, using secure dedicated tow hooks or D shackle. **NEVER hook straps up to tow balls or bull bar rails etc..., it is extremely dangerous.**
- If you have to join 2 or more straps together, never use D shackles to join them. Loop them through each other.
- Stay well clear of straps, vehicles & projectory lines.... E.g which direction will the strap fly if it does break? Stand well clear (way over in the trees somewhere) when a vehicle is being recovered.
- Only 1 person handles the gear & is in charge etc...
- Keep communication clear and concise between tow vehicle driver & person in charge of strap and hooking up etc... If you are not involved in the process, stand well back and watch.



TOW POINTS FOR VEHICLE RECOVERY (out of bogs etc..) & FOR BREAKDOWN TOWING

- Tow points, tow hooks and D shackles are used for recovering out of bogs.

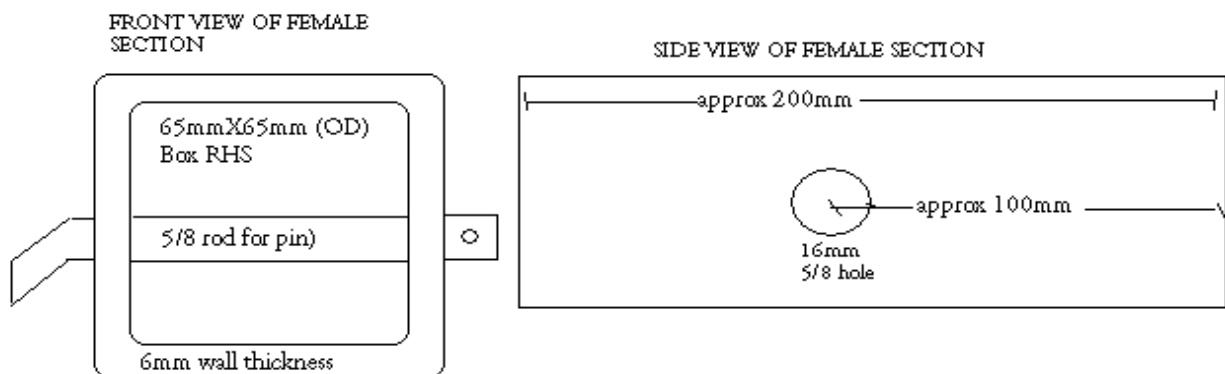


- Towballs are only used in the event of a breakdown & the vehicle has to be stiff bar towed.
- Towballs should be unbolted from the car and only attached when & if a stiff bar tow is needed.
- For safe and easy stiff bar towing, the towball must be in the centre of the vehicle.



FRONT, CENTRALLY MOUNTED HAYMEN REECE TOW POINT:

- This is a one stop, multi functional component. Once adapted correctly, securely and safely to your car, it will cover you for everything that is mentioned above and more.
- Safe recovery out of bogs, stiff bar towing etc...
- It must be in the centre and extremely strong and secure.



MUD FLAPS:

- Long enough to dampen rock spray from rear of the vehicle, but not long enough to touch ground when vehicle fully loaded.



FUEL TANKS & 20LTR JERRY:

- Everyone has to carry 20ltrs of fuel, even if you have 2 tanks etc...
- It is always handy, even if to help someone else.
- Carry it safely, not on the roof.
- Pack so as to prevent Can being rubbed through.
- Always carry a spare fuel pump. Essential if you have a car that has the fuel pump sealed inside the tank.
- Need to be able to do at least 400km – 500km between fuel stops.
- Protect your tank from rocks & sticks.
- Carry a good bonding product for emergency repairs.



80ch UHF RADIO:

NOTE: 40ch radios are becoming obsolete and do not communicate effectively with 80ch units.

- Extremely important item.
- Mount well and easily accessible by both front passengers.
- Must use the microphone holder at all times.
- Keep microphone clean, they can fill with dust & create scratchy transmission.
- Carry a 5watt hand held unit as a spare/back up.
- Use: Calling and listening for upcoming potential hazards. Use it as a handy warning, but never rely on it 100%.
- Chat to your mates, but keep it short and useful info. 200 other people are also relying on it for safety, especially organisers and officials.



FLASHING LIGHTS:

- Orange Only (Green/White also acceptable)
- Only use on dirt roads in dusty conditions.
- Very bright LED lights or rotating beacons only. Strobes are ineffective & do not penetrate through the dust.
- Unobstructed from the rear. Good if it can be seen from the front as well.
- Try to protect it from trees and branches.
- If you have an older rotating light, carry a spare bulb & drive belt. Or even a spare light altogether.



SLEEPING GEAR AND CAMPING:

- When camping, most people use Swags.
- You can either use a tent, or make a ground sheet and tarp/lean to off the side of your car.
- Don't go overboard, you don't need the Tajmahal, but make sure it's warm and comfortable. Some nights get freezing cold.
- Most people use the spares truck to carry their swags etc.. That's fine, but carry emergency sleeping gear in case you have a break down or have to deviate from the course.

SEAT BELTS:

- It is essential to wear them at all times.
- Harness seat belts are great and a better option, but once again, only useful if worn and correctly adjusted.
- Seat belts do save lives.

FIRST AID KIT:

- A well equipped 1st aid kit is essential. One that is set up for remote outback travel.
- Any 1st aid supplier in your area can help you with advice.
- Many people think of a vehicle accident when thinking of first aid. But that's rarely the case. Ant bites, minor burns, small cuts and abrasions from working on a car, splinters....

Head ache tablets, diarrhoea.... If you have a good 1st aid kit, you will surprised how often you use it, and not just on the rally.

SAFTEY TRIANGLES:

- Good quality and self standing.
- Use when your car is stopped and you cannot get far enough off the road.
- Put one at least 100m before, and the other about 50m.



CAR NUMBERS:

- The front and rear numbers are very important.
- Make sure they are clearly visible and not lost in amongst other signs.
- The one on the windscreen is for check point officials as you approach a check point.
- The rear one is if a vehicle needs to overtake.



ROLL BARS – ROPS:

- ROPS are not compulsory, however we do recommend them, especially in high centre of gravity 4wd type vehicles.
- If fitted, your ROPS needs to comply with your state's registration requirements. Refer to your local Department of Transport or RTA for specifications and certified approvers in your area.
- Don't mount sharp objects like UHF radios to the bars, especially in the vicinity of your head.
- ROPS have proven to be a very good safety item in motor vehicles.

ROOF RACKS:

- Roof racks are not advisable or encouraged, but some people need them to carry what they need.
- Only carry light items.
- Ensure it is well secured and can handle rough corrugations.

CARGO BARRIERS IN WAGONS:

- It is essential to have a protective barrier in a wagon or panel van.
- Loose items are dangerous projectiles.

NON COMPULSORY, BUT IMPORTANT ITEMS

SKID PLATES/UNDERNEATH PROTECTION:

- Make sure it covers bottom of the engine and any vulnerable gear box sumps or components.
- Well mounted. Very dangerous if it becomes loose or falls off you vehicle.
- Protect/counter sink heads of bolts to avoid damage from rocks etc...
- Check to ensure anything that is under the car is protected or relocated to avoid damage by sticks and rocks etc... Wiring harnesses, fuel lines etc...
- Fuel tank guard.
- Make sure guards won't collect small stones and gravel & rub through the tank or sump with vibration.



STORAGE:

- Anything you pack needs to be stored and secured safely.
- Try to get heavier items as low as possible.
- If you want to test to see why; get a golf ball and throw it at your head and see how it feels. Imagine if it were a wheel brace, hammer or jack at 80kph whacking you in the back of the head!



DRIVING UNDER THE INFLUENCE AND UNSAFE CONDUCT:

- Although called a rally, it is certainly not a speed event, and does not encourage or condone driving under the influence or unsafe and reckless driving.
- A huge effort is put into creating an amazing and challenging course in order get you into some of Australia's most unique locations. The entire event is a challenging adventure, and one doesn't need to drink during the day to add any value to the experience.
- There is plenty of time at day's end to kick back, enjoy a laugh and a beer with your mates.
- Make sure your driver is under the limit at the morning's start.
- With many cars on the one course, it can become quite a dusty and hectic environment. It is essential that you keep your wits about you and watch for everyone else in front, and behind you. Driving like a fool and ignoring basic road rules and common sense will end in heart ache.
- The owner and driver of the vehicle is 100% responsible for whatever happens to the car, crew and any damage they may cause. Just because you are on the event, does not exempt you from any responsibility.

GATES:

- The basic rule is, leave them as you find them.
- The first official car (approx 1hr in front of 1st rally car) will attach fluoro ribbon on any gate that is meant to be shut. So if you come across a gate that is open, but has fluoro ribbon on it, pull up and shut it.
- If it's dusty, it is good practice to pull slightly off the road when you stop, drive through the gate then pull off again on the other side. That way, if a car miss judges the gate, or

doesn't see it or slow down in thick dust, they won't plough up your rear end. And it has happened.

- Also, for the same reason, the gate opener needs to keep a close eye and ear on their surroundings and other vehicles approaching in the dust.
- No two gates in Australia are the same. Some are easy, some are down right difficult.
- Gates are usually found on private property we are very fortunate to use. Please take your time and ensure they are closed properly and remain stock proof.
- If a gate gets damaged or broken, report it to officials or organisers ASAP, or stop & make repairs if possible.



DRIVING IN DUST:

- Dust is unavoidable and you will end up driving in it.
- To keep it safe, follow some basic common sense. Unless you know the car in front is limping along because of a break down, there is little point in over taking. Unless you are the 1st car on the road, every single car in the field will be seeing and experiencing the same thing as you, dust. Don't risk your car and crew by endangering them by impatiently overtaking.
- Always drive well to the left of the road and with your head lights on. No road is closed, so oncoming traffic is very common. As are road trains and farm machinery.
- When you must over take, use this procedure:

"Car 22 copy".

Yes, this is car 22.

"yeh car 22, this 33, when it is safe and clear, we would like to come round, no hurry though".

No worries, will find somewhere safe.

Righto 33, we will slow down and move over here, safe to go round.

"Thanks guys, have a safe one"

COOLING SYSTEM & LONG GRASS:

- With old cars, and hot outback travel, it is important to ensure your engine's cooling systems is efficient.
- Make sure all your hoses and belts are in good condition. Carry spares.

- Make sure your radiator is in good condition and the right one for the job at hand.
- Protect the radiator from grass seed and penetrating sticks and stones. It may mean cleaning the screen out once or more each day. Once it's in the radiator, you can't get it out.

AIR CLEANERS:

- It is not uncommon for conditions to be very dusty, so a good quality air cleaner is essential to prevent dusting your engine.
- Normal standard paper filters won't keep out fine bull dust.
- Use oil bathed filters (K&N, finer filter..) and inspect/change/clean them every 1 or 2 days.



SUSPENSION:

- Good suspension can make or break a good car.
- You certainly need to be prepared for some rough and challenging going.
- You don't need to build a monster truck or rock climber, but a little extra ground clearance can make all the difference and protect your car.
- Sometimes, standard vehicle clearance isn't too bad, but once you load it with 3 people and all your gear, it is soon dragging on the ground and scrapping on every little hump and bump on the road.
- Seek some helpful advice on your chosen car and always be mindful of just how much you will be loading into it. Fuel, water, sleeping gear, passengers, tools.....
- Make sure everything is either new or in tip top shape. Shock absorbers and all their rubbers and mounting points. Extra strength on and around these areas is worth looking at, especially if it has done, or will do more than one rally.
- All moveable and perishable components should be thoroughly checked, inspected and replaced if necessary. Ball joints, uni joints, wheels & axle bearings..... new ones on the car, carry old ones as spares.

SPARE PARTS TO CARRY:

- This is difficult. You definitely need some parts on hand, but need to be mindful not to over load your car, which only causes more problems.
- Certainly all the light weight basics are essential. Hoses, belts, bulbs, electrical wire & connections, toggle switch, fuel pump.... All these can be packed and stored in nooks and crannies throughout the vehicle & not taking up valuable space.
- It is wise to sit back and have a think about what might make your car immobile. By that I mean, cannot even be towed (rolled) along. If the engine stops, we can tow you safely to town. If you have a broken ball joint or axle, the car can't go anywhere.
- Whatever you load, whatever you pack and carry, double check to make sure it is the correct one that fits your car. Pointless carrying an axle if it won't fit at the time of need, which will be in the middle of the bush, 300km from the next town.
- If your car has the fuel pump integrated into the tank (Later model EFI engines), make sure you carry an identical spare. They cannot be bypassed or bodgied to get you through.
- Spare set of shock absorbers & spare rubbers.

TYRES & REPAIRS:

- It is important to start the event with 6 healthy tyres. 4 on the car and 2 spares. That will be enough to get you though the toughest event.
- Type of tyres all depends on your budget. 4wd type tread is great, but are expensive. Lite truck/commercial tyres are good value. Hard wearing and tough, but not very much grip in the wet and mud. New or second hand rally tyres generally aren't that practical as they wear very quickly, especially on long bitumen runs.
- Regardless of what you use or can afford, just ensure they are new, or in perfect health at the beginning of the event.
- Pressure. It varies greatly from car to car. The size and weight of your car makes a difference. It has been proven that lower pressure, rather than high will help avoid stakes and punctures.
- I (Road Boss) run my Toyota Landcruiser Ute with about 38psi – 42psi all year round. Comfortable ride and rolls over sharp rocks and sticks etc...
- Carry a 12v air pump and emergency plug repair kit.
- Wheels and tyres are an easy way to obtain some extra ground clearance. Just make sure they fit your car properly and don't scrape and grind under the guards when bottoming out or turning sharp corners.



FOOD, SNACKS & LOOKING AFTER YOURSELF:

- There is no doubt you will be fed very well during the rally and will not go hungry. You are fed a substantial breakfast, lunch and tea every day.
- It is wise however, to carry non perishable snacks and emergency food in your car. Just in case you have a break down and end up arriving late.
- Water and hydration are important. It is easy to overlook and forget about, but it all helps keep you fit and healthy for ten days and maximises your enjoyment.
- Hygiene is important. You will be living, eating and travelling with a very large group of people, all in the one spot. Keep your hands clean. If a bug begins to circulate, it travels through the mob very quickly. Prevention is far better than cure.

SPARES TRUCK AND WHAT TO PACK: (not available on Super rally)

- As part of the event service, we have available a spares truck to help carry your large and bulky items you can't carry in your car safely.
- The truck travels from each overnight stop to the next on main roads, so is not accessible during the day.
- If you do put all your swags and clothes bags on the truck, make sure you have an emergency pack with you in the car. In case you end up broken down, cold and wet or have to deviate from the course to obtain major repairs etc...
- Don't over pack or over load. Although you are on the road for 10 days, you really don't need as much gear as you may think. If you are grubby and dusty, so is everyone else, so you won't be on your own there.
- Nights can and usually are very cold, so prepare your swag and clothes to handle some very cold conditions at times.

ROAD SIDE REPAIRS & STOPPING:

- It is inevitable that at some stage you will have to stop and change a tyre, pull up for a "pitt stop" or make repairs to your car.
- It is essential that you be safety conscious for all road users when finding a safe place to park. Pull well off the road & use safety triangles if you feel it wise.
- Not only are other participants coming behind you, but there will be other roads users, trucks and machinery using the road as well.
- It is often very dusty and a couple of cars driving in thick dust may not see you until it is too late.
- It is a good habit to notify other cars of your location over the UHF: "Car 22, stopped at 33.4km, all OK, just changing a tyre".

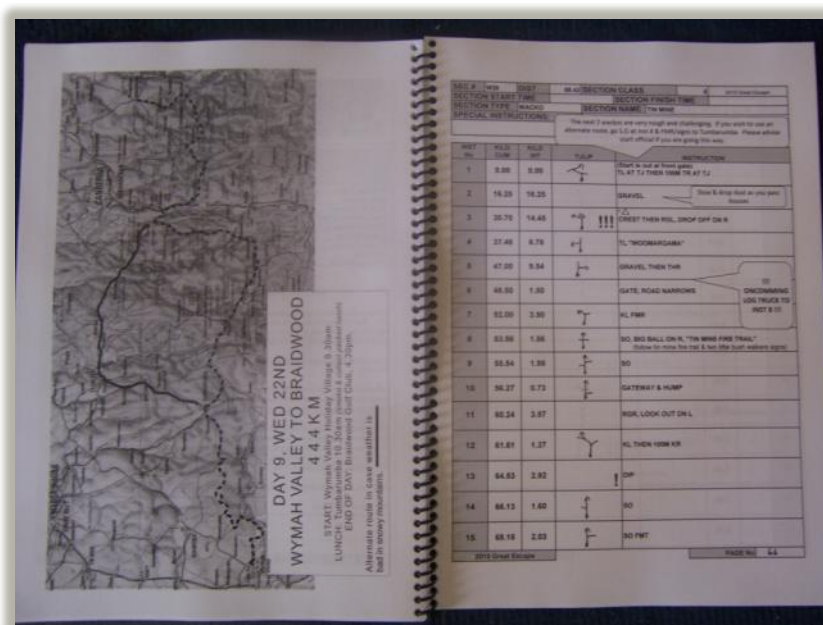
CHECK POINTS & KEEPING TRACK:

- From the begging to the end, we keep a very close track of where all the cars are. For your safety, we need to know where every car is, to ensure someone is not lost and broken down somewhere on, or off the course.

- We can do this by setting up several check points during the day so we can track everyone's progress and whereabouts.
- When arriving and leaving these check points, it is vital to be safety conscious and respectful. They are manned by our volunteer officials and there are always people standing around outside their cars.
- Arrive and leave slowly, so as to not cover everyone and everything in dust. Our officials have to sit there for hours on end.
- As part of the road laws, we cannot obstruct any road way, so when stopping at any check point, park well off to the side of the road, to allow local and other road users easy and safe access.
- At the end of every day, we have the final check point and check in station we refer to as "Admin". As you arrive in town, it is the first place you go to. Once you are checked off, we know you are in town and safely accounted for. It is also an opportunity to pass on and receive important messages.

ROAD BOOK:

- The road book is often referred to as the Bible. It will be your most valuable item for the entire 10 days & should be treated like gold.
- It contains everything you need to know. Where to eat and what time, where to start each morning, lists all the entrants and officials and most importantly, will navigate you around the sometimes complicated course.
- It tells you where to turn left and right, upcoming hazards, gates and how to get out of town (that's where your Tripmeter comes into play).
- If anyone ever touches your road book, you send them to Road Boss, as their time on the event will be short lived. You can have a lot of fun, pull a few harmless gags on your mates, but **NEVER Touch anyone's road book!**



SCRUTINEERING AND VEHICLE REQUIREMENTS:

It is the total responsibility of the principal entrant and vehicle owner to ensure that the vehicle is presented at the start of the rally in a legally road registered and road worthy state. It is also their responsibility to ensure it remains in a safe and road worthy condition throughout the event.

We no longer have a dedicated Pre Event Scrutineering prior to the event. We communicate closely with everyone to ensure you are equipped and have done the necessary preparations to their car. A comprehensive check list is supplied and should you wish to have your vehicle checked over by someone with more rally experience, we can make those arrangements in your area.

We will do a basic equipment and lose item check over at the start of the event on registration day, just to make sure you haven't left anything behind.

TIPS, TRICKS AND BASIC ESSENTIALS:

The ideas and equipment listed below are NOT compulsory, but is recommended preparation and preventative maintenance. No doubt you would have your own ideas and procedures you follow in preparation, however these are just some basic steps to ensuring you have a trouble free and enjoyable Road Boss Rally. Most of this equipment and ideas come from our sweep guys who have seen every breakdown over the years, so they have a fair idea what can go wrong and what to carry.

SPARE PARTS:

- Tyres gauge, valves, dust caps, emergency plugs & 12v compressor
- Full set of fan belts & hoses
- Throttle springs
- Fuel filters
- Metho
- Wheel studs & nuts
- Rear cross member bolts (falcon)
- Upper & lower ball joints
- Shock absorbers
- Bulbs & belts for flashing light
- Spare hose to bypass Automatic cooler if it gets damaged
- Spare Uni joints
- Engine mount bolts
- Duck tape & cable ties
- Front suspension bolts that are not common. Eg. Commodore Z bar nuts & washers.
- Dewatering fluid—CRC, WD40
- Spare brake hoses—front & rear & brake line clamp
- Spare bolts for bash plate
- Spare points, rotor, cap, condenser and coil.
- Radiator stop leak. (Ground ginger & pepper will also work as a last resort)
- Engine/gearbox/diff oil, brake fluid & auto transmission fluid. Funnel & hose to get fluid/oil in.

- Spare wheel bearing and seals and bearing grease— or pre-pack bearings.
- Split pins
- Spare water pump.
- Spare fuel pump for engine and or extra fuel tank. This can be set up on the vehicle before you leave.
- Gasket paper, sealant and scissors.
- Spare bulbs for head lights, tail lights and indicators.
- U bolts & nuts
- Spare shock absorber rubbers
- Spare relay, electrical cable, terminals and toggle switch.
- Dust masks & safety goggles
- Tools, and any special/unique tools for your car.

VEHICLE CHECK:

- Check gearbox and diff breathers. They should be mounted up high with inline fuel filters attached.
- Have you replaced your ball joints?
- Are you starting with healthy tyres? Tyres that are a few rallies old, bruised and chipped won't last.
- Tie rod ends and idler arm bushes
- Are your front wheel bearings healthy?
- Check brake master cylinder & callipers for leaks
- Shock absorbers, check for oil stains on them. Check rubbers and mounts.
- Was your engine getting hot? - check your cooling system.
- Your cars fuel range will need to be able to cover 400km of steady going unassisted.
- Crack detect your stub axles and rear axles.
- Do you know/understand your car? Eg. Filters, pumps, relays, switches, fuses etc.
- Is your tripmeter, UHF & flashing light hard wired & fused to your battery?
- Get UHF radio checked and serviced.
- Start with new wiper blades.
- Brake booster diaphragm.
- Replace brake fluid.
- Fit new plugs and leads
- Check centre bolts in rear leaf springs.
- Shackle Bushes
- Wovenwire dairy mesh (6mm square x 2mm thick) for in front of radiator or on bulbar to stop sticks and stones getting in. Buy it from any hardware store.
- Check engine mounts and bolts. Chain mounts or bolt through the mount.
- Can you trust who ever did the work?
-

