

2010 FLYING DOCTOR OUTBACK TREK SUPPLEMENTARY REGULATIONS

Items underlined are new or altered for 2010.

To be read in conjunction with the Trek brochure.

PLEASE READ THIS INFORMATION BEFORE ENTERING THE EVENT. VEHICLES WHICH DO NOT COMPLY WILL NOT BE ALLOWED TO TAKE PART IN THE TREK.

ENTRIES

Entries will be processed on a first come first served basis and only 100 entries will be accepted. A few 'spare' entries may also be accepted to allow for others dropping out before the event begins. There will be no waiting list.

SUPPORT VEHICLES

In addition to the entries mentioned above, a limited number of support vehicles will be allowed to accompany cars on the event. These will also be accepted on a first come first served basis. At least one person in the support vehicle must have medical or mechanical skills and carry the appropriate equipment to perform his or her duties. All support vehicles must be modern 4WD and be in good condition. They must be fitted with effective mudflaps [(x) below], a UHF radio [xvi] below] and a dust light [(xvii) below].

Support vehicles must attend scrutineering before the Trek for a general inspection.

Support crews must understand that there are certain conditions which apply to them.

These include that:

- i) They can leave a Control only after all entrants' cars have left, or as directed by an official or as per a published schedule.
- ii) They must never pass a stricken or apparently stricken vehicle without offering assistance.
- iii) They must help with official duties if requested to do so. This may involve manning a Control, towing a vehicle, carrying certain items, etc.
- iv) They will not be permitted to follow some special stages if so directed by an official or if such an instruction is declared in the Road Book. In such a case, they will be sent via an alternative route.

ENTRY FEES

Each entrant or support entrant will pay an entry fee of \$660 (including GST) per vehicle and agree to donate the following amounts to the Royal Flying Doctor Service.

Donation for Trek car	\$6,000
Donation for support vehicle	\$4,500

MEAL MONEY

Each crew member will pay \$740 including GST which will cover all meals on the event, from and including breakfast on Day 1 at Hay to and including the Presentation Dinner on Hamilton Island plus the cost of the crew members ferry trip to Hamilton Island from Shute Harbour. This payment will also cover primary liability insurance, special limited Third Party Property insurance, the cost of DVDs of movie and stills to be made as the event progresses, certain coach transfers, camping fees and certain other expenses.

DATES FOR PAYMENT

The entry fee and meal money will be submitted with the completed entry form.

A donation of 50% of the agreed amount will be paid on or by 1 February 2008 and the 50% on or by 1 April 2008.

Cheques for the entry fee of \$660 are to be made out to the Royal Flying Doctor SE Section. Cheques for \$740 meal money are to be made out to Outback Car Trek

REFUNDS

All entry fees are non-refundable and non-transferable to other vehicles or later Treks. If an entrant has to withdraw after subsequent payments (donations) have been made, 90% of those payments will be refunded on request, 10% being retained by the event. No refunds will be made after May 9th 2010.

CREW NUMBERS

No vehicle shall carry fewer than two people nor more than its legal capacity. No one under the age of 18 years will be allowed on the event.

LICENCES

No special licences are required by crew members as this is not a competitive event. However, anyone who drives at any time must have a current civil driving licence recognised in Australia.

VEHICLE ELIGIBILITY

Only two-wheel drive vehicles built before July 1971 will be eligible. Where a particular model entered production before those dates and continued substantially unchanged after them, its entry may be accepted subject to the consent of the organisers. This clause does not apply to support vehicles. Further restrictions are noted in VEHICLE SPECIFICATIONS below.

VEHICLE SPECIFICATIONS

IF IN ANY DOUBT CALL THE TREK OFFICE FOR A DECISION BEFORE BUYING/BUILDING/MODIFYING A CAR.

ANYONE WISHING TO MAKE MINOR ALTERATIONS TO THESE REGULATIONS CAN SUBMIT A REQUEST TO A PANEL COMPRISING SCRUTINEERS, EXPERIENCED ENTRANTS AND THE EVENT DIRECTOR FOR CONSIDERATION. NO MAJOR VARIATIONS WILL BE ACCEPTED.

i) GENERAL

The purpose of these specifications is to see that cars are built strongly with an emphasis on safety and reliability, not high performance and apply to post-1959 vehicles. Earlier vehicles may be modified with the approval of the Organisers.

ii) ENGINE

The engine must be generally in accordance with the manufacturer's original specification.

Only the original engine (or an identical replacement) can be used. It must have the same type and number of carburetors as when it was built.

Fuel injection cannot be fitted unless it came as original equipment on that model.

Engine capacity may be increased by up to 15%.

Engine mountings should be replaced, no matter how good they seem to be and an engine securing device must be fitted.

iii) TRANSMISSION & DRIVE TRAIN

Transmission and drive train are free, but the fewer changes from standard there are, the more likely it will be that spares can be found.

A safety strap must be fitted under the forward end of the tail shaft.

iv) EXHAUST SYSTEM

The original engine pipe may be replaced with extractors. It is strongly recommended that the exhaust system be built so as to protrude as little as possible below the chassis rails.

v) BRAKES

Brakes are free and entrants are encouraged to upgrade them wherever possible, eg. from drums

to discs. Brake lines are to be made from steel, not copper, unless certified by the installer as being brake line quality. Brake lines that are encased in rubber or some other protective wrapping are to be inspected for corrosion.

vi) SUSPENSION

Suspension is free and should be lifted as high as possible to increase ground clearance. Stronger springs and suitable shock absorbers should be fitted and particular attention given to strengthening shock absorber mounting brackets.

Shock absorbers take a hammering on the corrugations and old ones should also be replaced with ones of superior specifications. If they bolt through the floor (as in EH-HR Holdens) reinforce the area with steel angle.

Front suspension collapses have been common in the past. Reinforce upper and lower control arm (wishbones) by welding 12mm bar between the inner and outer pivots, as close to the outer edges as possible. Replace ball joints every two years, annually on heavy cars.

vii) AXLES

Diff housings tend to bend causing axles to break. Weld angle to the underside of the rear axle casings from the diff to the brake backing plate.

The breakage of fatigued front stub axles has become too common an occurrence recently causing accidents, some serious. To combat this, the Trek requires that all stub axles be crack-tested and the evidence submitted at scrutineering. This is to be done on every car entering for the first time and then all cars in 2011, 2013 etc.

Replace wheel bearings with highest quality products as a matter of course every year.

viii) WHEELS & TYRES

Wheels and tyres are free. Fairly narrow wheels are best for mud and bulldust as they are less likely to 'float'.

Larger diameter wheels are a good idea as they increase ground clearance, particularly under the diff. A greater range of tyres is available for larger wheels ie. from 14" upwards.

Strong tyres in good condition are essential. A list of recommended tyres is available from the Trek office. Take 2 spares and don't forget the jack and a board to put under it for changing wheels on sandy or muddy surfaces.

ix) FUEL TANK

Specifications are free but you will need to make provision for carrying extra fuel.

Two Jerry cans will suffice but they MUST be strapped down in the boot. Don't forget a funnel.

Alternatively, fit an extra tank. Recent light Japanese

trucks use a small square section tank that will fit behind the back seat between the rear wheel wells. Marine outlets also have good stainless steel tanks that can be bolted in.

Don't drain this tank into the main one, as a hole in the lower tank will cause you to lose all your fuel.

Do not use plastic fuel tanks.

x) UNDERBODY PROTECTION

Protection of your car's vitals is essential. Sump guards, transmission guards and plates under fuel tanks must be fitted. Sump guards should be perforated to stop mud building up around the engine and causing overheating. Don't forget to leave access for the sump plug.

A heavy curtain made from industrial rubber belting makes a good stone guard in front of the rear axle and tends to protect the fuel tank and shock absorbers as well. It must not hang lower than 50 mm above the ground when the car is laden.

Effective mud flaps are compulsory on all vehicles, including supports.

xi) ROLLOVER PROTECTION

Rollover protection is mandatory on cars built after 1959 and recommended for those built earlier. The following is an extract from the 'Light Vehicle Code of Practice' (Jan 1994).

3.6.10 Roll Bars

The majority of internal roll bars or 'roll cages' were originally designed principally for use in racing cars where the driver's head was protected by a helmet. Unfortunately under normal driving conditions and in an accident, the heads of the driver and passengers are not protected by helmets so any modifications to the inside of the cabin must be carefully designed to prevent injuries to occupants in an accident. Four point 'roll bars' or 'roll cages' ie. roll cages having a roll bar at the 'B' pillar areas with two braces to the rear of the vehicle are satisfactory providing the following requirements can be met:

a) the transverse section of the roll cage running across the vehicle behind the driver's head is to be outside the headspace area for the driver and front passenger (see diagram overleaf);

b) if the rear braces for the roll cage lie within the headspace for any rear passengers then the rear seat is to be removed;

c) all areas of the roll cage structure above the driver's shoulder shall be padded;

d) the roll cage must not restrict access to any seating position;

e) the roll cage must not interfere with the normal functioning of any standard or mandatory equipment eg. seat belts and head restraints;

f) the roll cage must not obstruct the driver's vision;

g) the roll cage must not obstruct the driver in his full and proper control of the vehicle.

'Six point' roll cages ie. roll cages having supports running down the 'A' pillars, 'B' pillars and braces running to the rear are generally not acceptable because the sections running down the A pillars and across the top of the windscreen can constitute an increased risk to the driver and front passenger in an accident. They can also decrease visibility for the driver and usually prevent the correct positioning of the sunvisors.

Roll cage anchorages and seat belt anchorages should not be combined in the one anchorage. Where seat belts are attached to the roll cage, the roll cage and its attachment to the body must be capable of withstanding the combined seat belt and roll cage loads.

(The 'Light Vehicle Code of Practice' includes guidelines on replacement seats and seat belts. Copies are available on request). A copy of the drawings headed "Occupant Seating and Protection" is available from the Trek office.

xii) SEAT BELTS

All vehicles must be fitted with full-harness seat belts. (Pre 1960 must have lap-sash seat belts as a minimum).

xiii) WINDSCREENS

Windscreen glass must be laminated.

xiv) TOWING EYES

Every vehicle must have a strong towing point front and rear. A hook is good, as is an eye with a D-shackle fitted. Tow bars are also acceptable.

xv) SAFETY TRIANGLES

Every vehicle must carry a red reflective triangle and display it if the car is stopped on or close to the road.

xvi) CB RADIOS

Every vehicle, including supports must have a UHF CB radio with at least 20 channels.

A second radio (AM CB will do) should be fitted if one crew wants to talk to another without disturbing regular radio traffic or turning the main UHF off the Trek channel.

xvii) DUST LIGHT

All vehicles must be fitted with a revolving amber light mounted on the roof to indicate their position in dusty conditions. Globes are to be 100 watt. Powerful strobe lights are also acceptable.

A second fixed white rear facing light must be fitted at rear window height and wired to a separate circuit.

xviii) SPARE PARTS & EXTRA EQUIPMENT

You must carry a reasonable range of spares, in your car, or in your support vehicle if you have one. You may wish to share the load with another entrant in a similar vehicle as long as you intend running together, eg. you might carry a spare radiator and he could bring shock absorbers.

A check list should include:

- tie rods & control arms
- Wheel bearings
- Shock absorbers – 1 front, 1 back
- Fan belts
- Spark plugs, leads and distributor cap
- Condenser
- Fuel Pump (electric)
- Roll of fencing wire
- A selection of tools
- Radiator hoses
- Coil
- A roll of gaffer tape
- Radiator

All vehicles *must* carry the following equipment:

- Snatch'm'strap
- Fire extinguisher

You must also bring 4 litres of engine oil, automatic transmission fluid (if applicable), brake fluid and at least 20 litres of water.

Every loose item which cannot be carried in the boot must be bolted to the floor.

xvii) ROOF RACKS

If at all possible, leave your roof racks behind. They can dramatically lift the centre of gravity and seriously alter your car's handling. They can also let you think you have more space than you need and tempt you bring extra gear.

If you must carry a roof rack, use it for light items and keep heavy ones down low.

xviii) FIRST AID KIT

Every vehicle must carry a first aid kit. Here is a list of suggested items to be included. It is not exhaustive and is additional to the usual bandages, antiseptic, tweezers, etc.

- Sunscreen & Lipscreen SPF30+
- Multivitamins
- Cold & Flu capsules
- Cold Sore Cream/Paint
- Bandaids
- Dencorub/Metsal Cream
- Panadol
- First Aid Cream (Iodine Base)
- and any medications that you have had to use from time to time such as tinea powder, haemorrhoid cream, laxatives.

xix) NUMBERS

All vehicles must carry the identification provided by the organisers. These will be in the form of self-adhesive vinyl panels approximately 500 deep by 400 wide overall.

Space must be left for one on each front door and one for the roof, bonnet or boot lid, provided it can be seen clearly from the air. On them you must fix BLACK 150mm numbers, available from marine or motorcycle outlets or instant sign companies.

You must also fix your vehicle's number in WHITE vinyl characters onto the upper right hand corner of your car's back window for the benefit of following vehicles AND ALSO ON THE FRONT LEFT HAND UPPER CORNER OF YOUR WINDSCREEN for the benefit of officials. If there is insufficient contrast for the rear-facing numbers, use a darker (or lighter) background.

INSURANCE & VEHICLE REGISTRATION

All Trek cars, but not support vehicles, will be covered by special limited Third Party Property insurance provided by Dawes Underwriting Australia. This policy will be for the duration of the Trek only and will not cover damage caused by contact between Trek vehicles. Support vehicles must have Third Party Property insurance as a minimum. Comprehensive cover is preferable. (The event will carry additional liability insurance for circumstances not covered by normal Compulsory Third Party insurance).

All vehicles must be registered for use on public roads for the duration of the event.

xx) VEHICLE INSPECTION

All vehicles must be presented for scrutineering at venues and dates to be advised. Failure to do so will result in elimination from the event.

xxi) TRAVEL LIGHT

Finally, look very carefully at what you are carrying, eliminate everything you can do without and take half of what's left.