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YOUR VEHICLE REQUIREMENTS

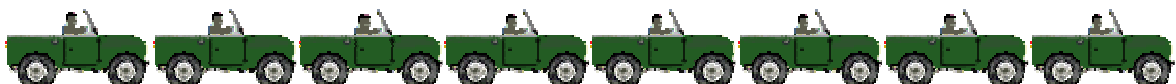
The Basics:

- Your vehicle must be road **registered in any Australian State or Territory** (Historic or Open).
- Modifications are as allowed by relevant registration body however historic registered vehicles that clearly do not meet the requirements for that registration type will not be allowed to participate in the event.
- We will be covering approximately 1500 km from Bourke to Bourke, much on unpaved roads so be prepared for dust and vibrations!!
- Third Party Property insurance is highly recommended as it covers – the other vehicle (not yours)
- You may be able to pick up breakdown service from a motoring body – eg NRMA Premium
Check the details – but

Be Prepared:

This event has been designed as a get together of like minded people (most probably certifiable!) over a historic region of outback Australia. As many of the vehicles being considered for this event are rescued from farm sheds, out of the back paddock or assembled from a multitude of spare parts from the back of the workshop, in the lead up to this tour it is advisable to pay attention to the following important areas:

- **Cooling** – we recommend that the radiator be drained, flushed and generally cleaned out.



- **Lubrication** – we recommend that for engines that have been stationary for some time an oil and filter change be mandatory. Don't forget the transmission and differentials as well!
- **Engine and transmission mountings** – check for tears, perished, worn or oil damaged. (Body mountings if applicable).
- **Drive shafts** - check the universals, yokes and flange bolts.
- **Suspensions** – check for perished mounting rubber joints, links, shock absorbers pins and bushes, springs, shackles, leaves and centre bolts.
- **Brakes** – check the linings/pads, hoses, brake lines and their securing, wheel and master cylinders.
- **Wheel/Tyres** – must be roadworthy for your journey however long that will be.
- **Wheel/axle bearings** – check seals, clean, inspect repack/grease.
- **Engine** – tune and waterproof the ignition.
- **Wiper blades** – replace (ever the optimist).

Essential Equipment

The following items should be carried in your vehicle as a minimum requirement.

- Fire Extinguisher.
- First Aid Kit.
- A serviceable spare wheel/tyre, mounted and inflated.
- Towing Rope and a "snatchem strap". Wire cables are NOT acceptable.
- Qty two D type shackles min rating of 3 t.
- Recovery Points. While not compulsory, should you happen to break down, having recovery points front and rear of some type makes sense! 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 recovery point is mounted on a substantial part of the car, such as directly to the chassis. Remember, if you fit it you probably won't have to use it, but if you don't have it.....
- 10 Litres of drinking water minimum.
- Jack and jacking plate for soft ground plus wheel brace.
- Tyres to have 70 % tread or better

Optional Equipment

Participants should consider carrying the following items as a minimum requirement:

- 5 Litres of engine oil and engine oil filter.
- 5 Litres of auto/manual-transmission oil.
- Jumper leads.
- 500mls of brake fluid.
- One can of WD40 or equivalent.
- Fan belt.
- Spark plugs, plug spanner and points.
- Radiator hoses.
- Tool kit.
- Fuel hoses



- Fuses
- Heavy duty torch
- One roll of racing tape, small roll of tie wire
- And if you have one in the shed; a water pump, fuel pump, fuel filters (desirable but not essential).

Note: If you have spare parts in the shed at home, throw them in even if you don't know how to fit them! I guarantee someone else will!

Radios

While not essential we **recommend** that you have a 40 channel UHF radio with you. This should be set to Channel 20 which is used by many other road users including - truckies, caravan drivers, property owners etc. For most of the Tour 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.

As to the type, the smaller hand held types may be a better option than trying to fit a larger type. And they come with 12 V dc chargers for in car charging!

When driving in dust use your radio to advise the Tour 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. When travelling in convoy let the vehicle in front know who you are so they can direct advice to you. Always pass the information down the line. When chatting to other Tour 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 Tour vehicle change to another frequency - but remember to go back to Channel 20 to stay in touch with the rest of the Tour.

Workshop Tips!

Fuel problems

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

- Replace the fuel filter prior to the Tour. 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. This is 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.
- Take tubeless tyre repairs kit and a small compressor.

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

Air Cleaners

As the going is mainly on unmade roads its likely to be dusty on the Tour, we recommend you bring a good quality air cleaner element along with a couple of spares; and for those vehicles with oil bath filters, then extra oil for regular changes is a good idea.

Cool it

- Check cooling system for correct operation.
- Clean and flush cooling system.
- 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.
- Check temperature gauge reading correctly.
- 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.

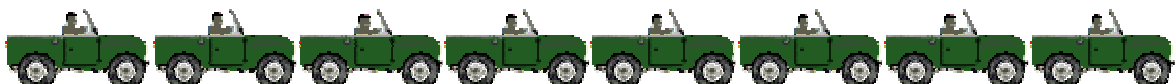
What to take with you

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.

And we know this will sound stupid – BUT – as your car is older than your day-to-day car. So make sure your spanners fit, i.e., does your car require Whitworth, metric or imperial?

First Aid Kit – the ones for sale through St Johns Ambulance are a good choice.

Water – you must carry 10 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.

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 of 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.*

Peter Mercer
Event Coordinator

