

## So, What Do I Do Now?

Welcome and thank you for deciding to become part of the Kidney Kar Rally (the KKR). The KKR is a cherished community event that has been running since 1989. You will be given an extensive information document known as the Road Book at the start of the event, on the Registration Day.

## Before the Rally

### Fundraising

You will be provided with a Fundraising Guidelines and Toolkit Document to help you with your fundraising and there is a Fundraising page on the Kidney Kar Rally website with resources for you to download. You are always welcome to contact the KHA fundraising team for some helpful tips and ideas. The more creative and innovative you get makes it more fun. Get your family, friends, local service clubs and schools involved and make it a whole community event. Check to see if there are other entrants in your area, maybe you can combine your efforts to make a greater net result.

### Kar Preparation

Give yourself the best opportunity to have a trouble-free run by considering a few very important areas of your vehicle;

- **Ground Clearance** – Get some advice from your local mechanic or suspension guy as to what can be done. Generally, the higher, the better. Check the operation of the shock absorbers and replace them with new ones if possible, keeping the old ones as spares.
- **Underbody Protection** – Engine sump and gearbox/transmission sump need to have a “bash plate” or sump guard protecting them from rocks embedded in the track or flying about underneath. Brake lines and fuel lines should also be looked at and covered for the same reason.
- **Engine** – should be kept fairly simple. Remember, if it breaks down, someone needs to fix it. Parts can be scarce in some of the more remote areas that we go to. Change the drive belt for a new one and keep the old one as a spare.
- **Plugs, points, leads, distributor, coil** – where possible, should be replaced with new. A few dollars spent now may save a lot of grief on the track.
- **Gearbox/transmission, driveshaft, diff, wheel bearings** – all oils and filters should be changed for new. Universals should be checked. Wheel bearings ideally should be replaced.
- **Radiator and cooling system** – should be flushed out and new coolant added. All hoses should be replaced and the old ones “thrown in the boot” for spares.
- **Brakes** – check the amount of wear on all brake pads/shoes and discs/drums. Replace them with new as necessary.
- **Driving lights** – are not essential, as not a lot of night driving is encountered in the KKR. They can come in quite handy at times though.
- **Rotating amber light** – mandatory equipment. Quite often, in heavy dust or fog, this is the only thing that is visible to approaching vehicles. Strobe lights are not as effective. Running strobe lights and rotating amber lights often create a detrimental effect and is not recommended.
- **Tyres** – it is well worth the investment in a good set of All Terrain or Mud/Snow tyres. Road tyres or tyres without a “chunky” tread simply do not do the job and can be quite dangerous in certain circumstances. Light truck tyres, whilst offering good tread and wall protection, do not provide good steering qualities in a variety of circumstances that will be encountered.

### **Inside the Vehicle**

There should be nothing inside the vehicle that has the potential to become a missile in the event of an accident. I have always only carried our luggage in the back seat area, packed in soft travel or luggage bags.

### **Rally /Trip Meter**

There are many different brands of trip meter on the market. It is very important that your rally trip meter is set up correctly. Ensure that you know how to operate it before you start the rally. Know how to calibrate it to match another vehicle's measurement. The rally course is surveyed and checked using a survey vehicle's trip meter. This may not necessarily be exactly the same measurement as yours. If your trip meter is out in distance, it can make navigating quite challenging and nowhere near as enjoyable as it should be.

### **Registration Day (the day before the Rally Starts)**

#### **Registrations & Scrutineering at the start of the event**

All entrants in the Event must present themselves and their vehicles to the Scrutineers located in the proximity of the Registration area. Here, all vehicles will have a final safety check prior to the event. First aid kits will also be checked to make sure that they are adequate and that the contents are in a usable condition and not out of date. Make sure that you make yourself aware of the required contents of a first aid kit.

Once scrutineering and first aid kit checks have been completed, entrants must then present to Registration desk to "check in" and collect any items that have been prepared for them. Also check for any notices regarding Halda Check, Start Dinner, etc.

#### **Halda Check (Trip metre check)**

On Registration Day one of the jobs that needs to be done is a "Halda Check". A Halda is a brand name of a particular trip meter and in the case of the KKR, is the generic name for all trip meters used by KKR vehicles.

The Halda Check is a measured distance set by the course setting vehicle, set out in the area nearby Registration. This short section is used by all KKR vehicles to check and verify that their trip meter measures the same distance as the measured Halda Check distance. If it doesn't, then an adjustment must be made to your trip meter so that it measures the same distance, otherwise all of the distances marked in the Road Book will be different to your trip meter, making life on the rally road more difficult as the possibility of getting lost or taking a wrong turn will increase.

### **During the Rally**

#### **Use of UHF Radio**

A UHF radio is mandatory in all vehicles. Channel 20 is the rally channel and should only be used as such. If you want to hold a conversation with someone on the radio, please move to another channel, but don't forget to come back to channel 20.

All competitors are required to call back to vehicles travelling behind, any situation that is of a dangerous or compromising situation, such as on-coming vehicles, hard to see holes or ruts, animals wandering on or around the track, etc. Should the vehicle in front of you consistently not call back any of those type of situations, then the control official at the end of that stage should be notified.

### **Scoring**

A full description of the scoring system will be found in the road book. In brief though,

scoring is worked out on the average time of all vehicles in the field that finish the section within the time parameters. That means that the fastest kar will not win!

### **Classes**

Every section has a "class" description. The speed range for each of the classes 1-6 is to be found in the road book. Class 7 is a reliability class where time is not the consideration. You need only start and finish a Class 7 track in order to score maximum result. The remaining class is "Transport" which is the route between competitive classes or from start or finish of day.

### **Understanding the Road Book**

The Road Book is distributed at the briefing given on Registration Day which is the day prior to the KKR start. It is the "bible" of the KKR and contains all of the route instructions, maps, rules, and a variety of other information. Do not lose it! Check that all of the numbered pages are there. If they aren't, report it immediately.

On the first page of every section (rally or transport), there is a panel that describes what you are about to encounter. It tells you the section number, the distance, the section class, provision for you to write your start and finish time, the section type (rally or transport), the section name, and any special instructions that will apply to that particular section.

The remainder of the pages for that section are broken up into five distinct columns, the instruction number (useful in identifying your position or receiving changed instructions at daily briefing), kilometres cumulative (a progressive total of kilometres travelled in section), kilometres intermediate (the difference between instructions), a tulip (which is a diagram of the instruction) and the instruction in words. All of the information for a specific instruction should be used in conjunction with each other.

**Please ask for more information if you are unsure of how to use these instructions.**

### **The back cover of the Road Book**

The back cover of the road book has "OK" on it. If you are stopped on the side of the road for any reason, e.g. a flat tyre, please display the "OK" so that passing competitors know that they do not need to stop. If you require assistance, please display the "green cross" that is printed on the inside back cover.

### **Rallysafe**

#### **The Roads & Track**

Most of the roads and tracks encountered on the KKR are completely different to those that most entrants use for the remainder of the year. They can vary from hard-packed red dirt roads to forest tracks with lots of tree stumps, sandy tracks, muddy tracks, corrugations across the track, ice and snow, or rocky, to name but a few. They can take some getting used to, so treat them with respect and caution. Do not push yourself beyond your abilities – it is simply not worth it. On tracks that are tree-lined, the dust can hang in the air for some time.

#### **Driving on Outback Roads & Tracks**

The best advice I can give here is always to use caution. The road surface can change in an instant and you could be going from a relatively stable surface to a totally unpredictable surface, one that can swing you from side to side – or worse – if you're not prepared. One thing that I always do when driving is to look at the colour of the track ahead. When the colour changes, so too does the surface structure. Always be looking for "escape routes", i.e. what if I'm thrown to the left – what's there? Should I be prepared to apply the brakes, or should I be

accelerating? What will be the consequences?

Deep wheel ruts in mud, sand, or hard-packed track surfaces will act as railway lines. Make sure that you are the one in control, not the track. Try to stay on the high points rather than slip into the ruts – you may bottom out and get bogged. Always keep to the left on crests and curves. Even though there is little evidence of oncoming traffic, we are still driving on public roads. Do not rely on messages on the UHF, as traffic may enter the track between you and any vehicles ahead. Similarly, people, livestock and native animals may also have entered the track.

### **Overtaking on a Rally Track**

Show courtesy to the kar being overtaken. If you are the vehicle that is doing the overtaking, call up the kar in front via the UHF and request to overtake. Wait until a response has been received, then slow down when passing so as not to cause any windscreen damage. If no response is received on the UHF, flash your headlights several times to warn the driver of your intent. Keep as much sideways distance as possible between you and the vehicle being passed.

If you are the kar that is being overtaken, acknowledge your understanding, then pull over to the side of the track as far as possible, slow down or stop, then allow the faster kar to overtake. Do not put yourself in danger by overtaking or being overtaken. If you feel pressured in any way or are unsure of how to respond in an overtaking situation, please talk to one of the steering committee members for guidance or advice.

### **Gates & Signs**

Do not interfere with gates or signs. This kind of practice is not tolerated in the KKR. Any gate with a pink ribbon tied to it should be closed once you have passed through, irrespective of whether it was open or not when you arrived. In dusty conditions, it's best not to open the kar door as soon as you stop. If you do, your kar will fill with dust. Wait one or two seconds for the dust to pass, then open the door.

### **Overtaking on a Transport Stage**

There is to be no overtaking of rally kars on a transport stage, unless the kar in front is stopping, or advises you to go around.

### **Lunch Stops**

A break is scheduled for lunch every day. It is in your interests, as well as the duty of care that the organisers are required to provide, that you take your full lunch stop. Queue jumping at any time is considered to be not in the spirit of the event. Have a short rest, enjoy the stop, soak up the atmosphere, talk to the locals who are excited to have us visit their community.

### **Help Along the Way**

There will always be help along the way, provided that you stay on the nominated track. Other competitors will stop to provide assistance if required. There are also 4WDs spread throughout the field that can lend a hand. Then there are the sweep vehicles, magnificent as they are. They will make sure that you don't get left behind. Remember though, stay on the right track!

### **I Think I'm Lost**

If you are uncertain that you are on the right track, continue to the expected next instruction. If that instruction doesn't eventuate and you're now certain that you are not on the right track, use your UHF and advise anyone who is in radio range that you are turning around to re-enter the track. Continue broadcasting to warn any possible oncoming vehicles of your presence.

Keep your eyes and ears open!

## **Repairs Along the Way**

### **Cut & Run**

If you decide to depart from the marked track, as outlined in the road book, for any reason, e.g. to make repairs, or have a tyre fixed, please make sure that somebody knows your plans. Fill out the "Cut and Run" form that you will find in your road book and hand it to another competitor to give to the control official at the end of the section. If you don't do this, the sweep vehicles that travel at the end of the kars will continue to search for you.

## **Rally Control Points**

### **Control Officials**

All of the control officials are volunteers but are well experienced in their duties. They wait out on the track for long periods of time until the kars start to appear. Be considerate.

### **Leaving a start control**

There is no real need to put your foot flat to the floor when leaving a control. Often it only results in showering the control official in dust and rocks.

### **Time boards**

The time board (marked with a red "T") is the point at which your stage timing is checked. It is generally located 100-200 metres before the control officials. Slow down after you have passed the "T".

### **Coming into a finish control**

Once you have passed the time board (marked with a red "T"), decelerate so that you don't arrive at end control in a shower of dust or rocks. The control officials will appreciate it!

### **Admin Control**

It is absolutely essential that at least one of your kar's team reports to Admin each night as soon as you arrive "in town". There, you will sign the register sheet to acknowledge and confirm that you have arrived at the end of the day's proceedings, safe and sound. Only after you've checked in should you go off and seek fuel, accommodation, repairs, or a refreshing drink. The people at Admin will remain at their post until all kars have been accounted for.

### **KKR Steering Committee**

A committee of 5 participants will be elected at the "briefing" on registration day to represent all of the KKR participants. Should you have any questions, concerns or complaints, please address them to any member of the Driver's Committee first, rather than to the Road Director. The Committee will endeavour to "sort out" any issues and, when necessary, will then refer to the Road Director.

### **The Gear Truck**

For a good number of years now, Johnston's Transport Industries have supplied a truck to support the participants in the KKR. The truck can be used to carry any gear, spare parts or tyres, swags, etc. Please remember though that the truck has been donated, and the drivers are volunteers who give up their annual leave to be with us. Please treat them well and look after them.

### **Accommodation**

You are responsible for organising your own accommodation along the way. The tip is to get in quick, as many of the overnight stops do not have a lot of motel-style accommodation. Camping or swagging is available but consider that it can get quite cold overnight.

### **Navi Tips**

- Check that all pages have been included in the Road book, mark all cautions and gates using highlighter.
- Fold completed pages.
- Understand how your trip meter works and how to adjust it. Understand how your radio works.
- Carry bottled water in the kar.
- Make sure your driver knows who is "calling the shots".
- In the absence of a 3<sup>rd</sup> or 4<sup>th</sup> occupant of the kar, the navigator is responsible for the in-kar entertainment.

***The inside of a rally kar can be very small over a week, so choose wisely!***