

# 2012 RUN AND WON

The 2012 event has been run and won, congratulations again to Matt Swan and Paul Franklin. Planning is well under way for next year's trial and despite my previous advice that the 2012 event was to be my swan song, the response to last year's event has inspired us to do an encore allowing others to experience what outback trials are all about.

I would like to take this opportunity, on behalf of Phil and Carlie Rainer and my wife Louise to thank the many competitors that assisted in getting us to Magnetic Island last year and a special thanks to Steve Ashton and Ro Nixon for the use of their magnificent accommodation "Tranquillity Base".

The 2014 event will cover much the same territory as last year, however, we will be expanding some stages and looking for new pastures to further reduce the transport sections.

Frontier Services will again be our charity partner, this will be the fifth event partnership and we will again be promoting the Outback Links program through the central NSW area.

I would also like to take this opportunity to thank Phil Rainer for his enormous assistance he has

given me over the past three COTs. Phil has thrown in the towel to spend more time with his family and travelling around Aus. I am surprised he put up with me for as long as he did!

I am delighted to advise that Steve Hollowood has taken up the challenge to assist me in the event. Steve will be putting his expertise in maintaining the website and posting all the info on our Facebook page as well as assisting in the surveys and many other roles I can find for him.

With only 14 months till the start of the 2014 event we have received 21 nomination forms. With accommodation at a premium at most overnight locations, the event can only accept 50 entries, so don't procrastinate for too long! If half of the people that have advised me that they will be entering, do so we will have around 80 starters!

Steve spoke to many of the competitors running in Ye Old BP conducted a couple of weeks back and was pleased with the response from several who stated that they were entering the COT 2014 event. It seems that long distance events add another dimension to rallying.



## AUGUST/SEPTEMBER 2014

FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
29	30	31	01	02	03	04	05	06

## EVENT CALENDAR

### Friday August 29

- Documentation / Scrutiny, Overnight Forbes

### Saturday August 30

- Documentation / Scrutiny / Prologue / Welcome function, Overnight Forbes

### Sunday August 31

- 1st Day Competition, Overnight Condobolin

### Monday September 1

- 2nd Day Competition, Overnight Cobar

### Tuesday September 2

- 3rd Day Competition, Overnight Ivanhoe

### Wednesday September 3

- 4th Day Competition, Overnight Broken Hill

### Thursday September 4

- 5th Day Competition, Overnight Broken Hill

### Friday September 5

- 6th Day Competition, Overnight Renmark

### Saturday September 6

- 7th Day Competition / Presentation, Overnight Renmark

## Deposits received

Michael Arundel  
Steve Ashton  
Mike Batten  
Steve Blair  
James Calvert-Jones  
Brian Canny  
Michael Coates  
John Cooper  
Andy Crane  
Neil Cuthbert

Kim Harper  
Chris Jones  
Mark Pickering  
Peter Riseborough  
Alan Roe  
Geoff Sawyer  
Ben Seehusen  
Ian Swan  
Matt Swan  
Jim Taylor  
Michael Ward



# 2014 CLASSIC OUTBACK TRIAL

NEWSLETTER #1-2014

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June 2013

## Ivanhoe

As the 2014 event will be travelling south from Cobar we will again be overnighing in the town of Ivanhoe. Due to the lack of, or almost non existence of accommodation, we will be again setting up the tent city. As in 2012, I am sure it will again be a very memorable stopover. I will be interested to see what, if any, changes have been made to the town when we conduct our first survey in September, just over 12 months since our stay last year.

## Sydney to London Marathon 2014

I have been employed by Transworld Historic Rallying to assist in setting up the first four legs, Sydney to Renmark, of next year's event. Those that have been keeping up with our Facebook page would have followed Steve Hollowood and me as we carried out our first survey earlier in April. The event starts in Sydney on 12th April next year and overnight stops at Parkes, Cobar, Broken Hill and Renmark. Ivar Stanelis from Adelaide is looking after the remainder of the Australian legs to Perth. The Marathon entrants will be competing over three special stages per day and will be using several of the 2012 COT stages. I am sure they will enjoy travelling through outback New South Wales. Frontier Services have also been appointed as the events charity partner and again will be promoting the Outback Links program.

## Facebook

The 21st century has finally caught up with the COT with the establishment of our Facebook page. I am astounded with the response with over 200 new people listed as "friends". These "new" people who are interested in the event hopefully some of them may enter in next years event, time will tell. We will be continuing to post up to date information on the Facebook page as well as the website.

The website will also be getting a facelift over the next month making it easier to navigate around the site. All the necessary forms and info can be found at: [classicoutbacktrial.com.au](http://classicoutbacktrial.com.au)

## STOP PRESS: Taylor/Taylor in a Citroen for the 2014 COT

Molly Taylor announced today on Twitter that she had agreed to codrive for her father Mark Taylor in the 2014 Classic Outback Trial - although there is some discussion on who will be steering. This pic shows Mark standing beside his project... a 1974 DS. And, Coral, Neal Bates and the team are lined up to service crew... We'll keep you up to date with their plans and get some pics up as the DS project progresses. Great to have you along Mark and Molly!



Ivanhoe Tent City



Sydney to London Captiva



Taylor/Taylor Citroen 1974 DS



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## Eligible Vehicles

Set out below is the proposed eligibility and comments are invited from any interested party. These will be finalised by the end of June.

### ARTICLE 301 ELIGIBLE VEHICLES

#### 301.1 General Prescriptions

- (1) Only two-wheel drive vehicles are eligible to be entered in the event. Four wheel drive sedan-type cars and forced induction cars are not eligible for the event, save for Group 5 listed at Article 301.2 (7) below.
- (2) Only the bona fide owner ("the competitor") may enter a vehicle which must be registered for driving on public roads in Australia, and must be covered by a third party insurance policy. The vehicle must be subject to a CAMS Vehicle Log Book, relevant for the category of vehicle.

## On outback hospitality...

The trickiest thing about visiting people in an outback station is finding them!

In town, even if they are outside, people may hear the doorbell or you can peek over the side fence to find them. But when their backyard is some 300,000 acres that's much harder. But – it seems these outback landowners have a sixth sense, they seem to know you are there!

At Nullogoola, just out of Cobar, we'd just got out of the car when Ricky and Dave drove over the hill in the trusty Land Cruiser ute. After greetings, introductions and the mandatory chat about the weather, we were invited in.

Dave had a map of the property out and, over a cuppa, he showed us what he planned for the Sydney to London stage. Nullogoola gave the COT a stage in 2012, so Dave had a good idea of what we needed. The stage looked perfect on the map – some 25km, popping back onto the Broken Hill road 12 km west of where we started. We jumped into the Captiva to check it out.

The stage really was fun - Dave knew exactly what would put a smile on SLM crews. He also talked about the property and some of the things they were doing. We learned a lot about outback farming. His knowledge of what we needed was impressive – at one stage he said "Stop! Put a BR through

(3) All vehicles must comply with the requirements for Rally Cars (Schedule R of the CAMS Manual of Motor Sport). This Schedule, as with other information on modifications can be obtained from the CAMS website ([www.cams.com.au](http://www.cams.com.au)).

(4) The general appearance and presentation of the vehicle must be of a neat and well finished standard, to the satisfaction of the organisers.

#### 301.2 Eligible Vehicles

Eligible vehicles will be as listed below. Model run-ons are permitted:

- (1) Group 1 - Historic Rally Cars - H68 (Category 1 – built prior to 1/1/68); H76 (Category 2 – built prior to 1/1/76) and H81 (built prior to 1/1/81)
- (2) Group 2 - Classic Rally Cars (Category 4) built prior to 1/1/82
- (3) Group 3 - Club Cars built prior to 1/1/1986
- (4) Group 3A - Production Rally Cars (PRC, Group 3),

built prior to 1/1/1986

- (5) Group 3B - Production Rally Cars (PRC, Group 3), built between 1/1/1986 and 1/1/1997
- (6) Group 4 - Any vehicle that complies with CAMS Schedule R built prior to 1/1/97 and at the invitation of the organisers. Vehicles in this group are only eligible for Group 4 awards
- (7) Group 5 - Recreational Four Wheel Drive Vehicles (wagon-type) built prior to 1/1/90, not modified greater than PRC regulations and at the invitation of the organisers. Turbocharged diesel vehicles may be entered, provided the original turbocharger and wastegate are retained. Vehicles in this group are only eligible for Group 5 awards.

Any interested person is encouraged to submit details of his/her vehicle to the organisers to check on its eligibility and receive confirmation in writing if it is eligible for the event, providing confidence well in advance to prepare the vehicle.



gate here – I'll be putting a fence in here later this year." Yes, we will check it properly before the event.

At Comarto, nearer to Broken Hill, there again appeared to be nobody home. But again, Mark rode up on his bike before Philip could get to the front door. We hadn't met Mark before, so we had to talk it through - he was not sure what we were after.

We did explain – the key words were Frontier Services, CAMS, rally, properly managed and insurance policy – and we were OK. Then we looked at maps, scratched some ideas in the dirt, and set off exploring. Comarto was very different to Nullogoola – sandier, tighter and the roads were cut in between high sandy banks at times. At one stage Mark directed us to lesser used road suggesting it might be more fun.

He was right - we have a great 20km stage that takes out 12km of highway transport. By the end of our visit Mark was on board – he was working out where he and his sons could set up the BBQ and watch the event. Our hosts in outback NSW are special – they are welcoming, hospitable, generous with their time and very generous in letting us use their properties for our fun. We're very lucky...

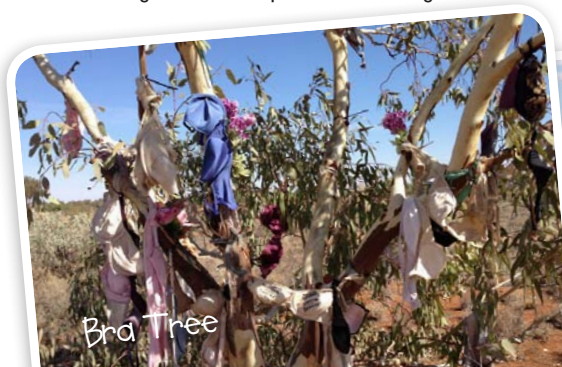
Steve Hollowood

## Strange Australian Flora!

On the Silver City Highway, almost opposite the entrance to the Pine Point stage of last year's event, grows the "Bra Tree". I had been told of this strange native tree but had not sighted it on all the trips down that highway until our last survey run.

In 2011 while Maree Kester was putting up the fight of her life against pancreatic cancer she told her friends she has always dreamed of creating bra tree, where locals and tourists would stop and add to the collection. A group of four women located the perfect tree and Maree's dream was made a reality.

On the Cobar Wilcannia road are two more examples of unusual flora, the first was the Bottle tree and the second Shoe tree. The Melbourne Herald Sun newspaper have also been featuring his strange botanical occurrence in the "Black & White" section.





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## Frontier Services new appointment

It was great to see Peter Ryan again during our visit to Frontier Services in June. Peter recently joined the Frontier Services team as their Operations Manager.

Many of you will know Peter... He has a strong motorsport/rally background starting some time ago as a mechanic in Howard Marsden's Datsun Rally Team, then he had a string of motorsport roles with people like Bill Evans and Dick Johnston. More recently, Peter was Motorsport Operations Manager at CAMS.

Peter was on the Red Centre to Gold Coast and all three Classic Outback Trials as part of the service crew for the Officer - Ashton Mitsubishi Team. Congratulations on the new role Peter!

Peter Ryan, pictured hard at work on the 2012 COT, is Frontier Services new Operations Manager.



## Sponsorship

We are delighted to announce that Angove Wines have confirmed their continued support of next year's event. Angove Wines supplied all the wines for the welcome and the presentation functions and opened their cellar door for the end of event celebrations.

We are negotiating with a vehicle supplier, fuel and clothing suppliers as well as communications and naming rights. If you would like to promote a product I would be delighted to discuss the many opportunities the event offers.

## COT 2012 Event DVD

It has taken some time to obtain all the many photos and movies from competitors, officials and service crews and I am sure there are still many in car videos and photos that I have not received. I am not an expert in putting together the many hundreds of photos and in car footage, however, it is sure to send wives, friends and others who were not on the event into total boredom! I am expecting the duplication to be completed this week. It runs for over 3 hours 45 minutes! We will have dedicated photographers and video people for the 2014 event!

An order form will be placed on the website. Cost will be \$25 + postage.



## Thank You To Our Sponsors:

