

FRONTIER SERVICES 2010 CLASSIC OUTBACK TRIAL

NEWSLETTER #09

CLASSIC OUTBACK TRIAL

JUNE 2010

Bigger and Better for 2010

A lot of survey kilometres have been travelled since the last newsletter. Two more runs have been conducted and the event is looking bigger and better than last year. At this stage a total of 29 competitive stages will be run with an overall average of 32% being competitive. The loop around Coonabarabran, Thursday 26th, consists of 40% competitive with the longest stage of the event, Pilliga, at 82 km.

We are still looking for an extra stage in the Dubbo to Coonabarabran leg. We have located a state forest east of Dubbo and are looking at a property around Dunedoo. If you know anyone in this area that may have a suitable property we would be delighted in being introduced. This leg will be the shortest of the event. Coonabarabran are putting on a barbeque for us that evening which will be part of the town's 150th Anniversary celebrations. We want to give you plenty of time to carry out any servicing that may be required before you embark on the following day's long loop to the north.

The CAMS approved Supplementary Regulations and the official entry form has been posted on the website at: www.classicoutbacktrial.com.au

As previously advised the final schedule has been set in concrete along with the accommodation. At the time of writing only a few rooms are available at the rally HQ in Forbes

and Coonabarabran. Plenty of accommodation is available at other motels. The website has all the information of accommodation together with their special rates.

The Prologue, to determine the Monday morning starting order, will be around 4 km in length. The stage incorporates the Forbes Showgrounds, part of the main horse racing straight and part of the travelling stock route. This stage will also be run in the reverse direction, as the "Fat Lady Sings" final stage of the event, on the following Saturday afternoon.

As previously advised, because of the nature of the event, we are restricting the number of entries to 50 plus reserves. This will allow everybody to finish the days competition and to enjoy the end of day entertainment. With 50 entries at two-minute intervals and allowing for late running time this equates to 3 ½ hours between the first and last car finishing. With over 1/3 of the entry positions taken, may I recommend that if you are considering entering, do not leave it too long!

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
22	23	24	25	26	27	28

EVENT CALENDAR

Sunday Aug 23

- Documentation, Scrutiny, Prologue, & Welcome function

Monday Aug 23

- Look around Forbes via Condobolin

Tuesday Aug 24

- Forbes to Dubbo via Peak Hill

Wednesday Aug 25

- Dubbo to Coonabarabran via Dunedoo

Thursday Aug 26

- Loop to the north of Coonabarabran via Gwabegar

Friday Aug 27

- Coonabarabran to Forbes via Tottenham

Saturday Aug 28

- Loop around Forbes via Utes in the Paddock & Presentation function

Still wet up north.

Clearing the Tracks

Unused Tracks

Chauffer?

I was speaking to Ross Dunkerton recently as he has been very interested in competing in this year's event. Unfortunately he damaged his BDA gearbox on the last Coffs Harbour event and will not have a replacement in time, however he would be interested in being a chauffer if you have a car and looking for a driver. Let me know and I will pass on your contacts.

Anatomy of a Competitive Section:

During our survey in February we met Rex, a delightful elderly forester. He and his father before him, have managed several forests around the Peak Hill area. He drove us out to the Strahorn State Forest which had recently received several inches of rain. The forest is split into two sections, north and south and he suggested we look at the southern section, as the northern area was still very wet.

Over the next 4 hours Phil & I checked out every track and finally finished with a 12.55km stage.

On the March survey we returned to check out the northern section and see how we could join the two up. Armed with a forest map, Google Earth print out, compass and the TerraTrip we set forth.

The first two hours were spent travelling around the perimeter noting every track that seemed to go somewhere, and the distances. We then checked out every track radiating from the perimeter, some were mapped and others not. Even this task was not an easy run; we lost count of the number of times we had to stop to clear fallen trees and branches and dodge the waves of kangaroos.

Now armed with an accurate map of the forest we could plan the many alternative routes possible and see how we could maximise the distances and join the 12km section in the southern forest. Having decided on the best route we could now start and route chart the two sections.

We began the route chart at 2.30pm and by 4.00pm we joined the southern section with a distance of 27.83km. With the 12.55km we now had a total of 40.38km stage.

The final task is back in front of the computer putting it into the Excel program and producing all the tulips, 89 in total. An arduous task that will guarantee that the competitors keep to the designed course in safety.

It has some of the best rally roads I have ever found or been over since I began rallying in 1970. The stage is so good we will be running it in both directions. It should suit all cars. Some long flat out straights, plenty of tight twisty tracks and very smooth, (well **compared** to the first section in last year's event - it is billiard table smooth!)

Arial view of Strahorn



Old Office in Strahorn



New CAMS Course Checker for COT

I was disappointed to receive a telephone call from Alan Patterson advising that due to health reasons he would be unable to continue the role of course checker. Alan has assisted us in this role for the Red Centre and last year's COT and we wish Alan a speedy recovery.

It was not an easy task to replace Alan, but we are delighted to receive the assistance from Keith Morris. Keith was the Chief Steward on the Red Centre and recently navigated in Ye Old BP last month. I look forward to his assistance on the event.

Correspondence

I have received a few emails from past competitors advising that they will not be able to compete in this year's event.

Keith Hickling (last year's Frontier Services 'Spirit of the Outback Award' winner) advised,

...Rhiannon and myself had a tremendous time on the last trail and we are both greatly disappointed that we will not be apart of the rally this year. As you know I got straight into panel beating the Torana back into shape after the last rally. Well body wise she just needs to be prepped for paint and she is good to go. Once the body work started to making progress I turned my attention to the poor 202 that was leaking oil out of just about every seal on the poor thing from the sump gasket to the rocker cover gasket. So out came the engine. Rhiannon and I started to pull it down to give her a nice freshen up. The Head is ready to bolt onto the block and the block is ready to go off to the machine shop for a clean up. But this is as far as the poor Toranas progress will go this year. I was accepted into a Flying school in Queensland at the beginning of the year that is taking up all my resources for at least the next year and a half. I left my beloved Torana at home in Canberra where she will sit until I return to Canberra for Christmas to hopefully get the engine completed. I was looking forward to this event in 2010 and I will be trying to come down for the first or last day of the event if I can get time away.

We wish you well Keith and look forward to seeing you in Forbes.