

## Welcome to the Classic Outback Trial

This event is the fulfilment of the initial concept of the 2008 Red Centre to Gold Coast Trial, where the aim was to run an outback trial event that would finish at Australia's round of the World Rally Championship, Rally Australia. The Classic Outback Trial will embody the exciting features of the Red Centre to Gold Coast Trial but will be shorter, cheaper and easier on rally cars and service crews.

The event is really coming together. No ridiculously early starts (most are 0800 or 0900) and all cars should be home before dark. The only night stage will be the SSS at Murwillumbah on Friday night. The service points are few and easy to get to. Fuel/diesel/LPG supplies are readily available, and the accommodation and eating places are plentiful with a good selection of beverages.

We still have a few vacancies left so if you have not yet entered, the entry form and regulations are on the website [www.classicoutbacktrial.com.au](http://www.classicoutbacktrial.com.au) waiting for you.

Don't forget the \$500 discount deal where if you introduce a new entry to the event you will receive \$500 off your and your introduced entry's fees. This is a great opportunity-\$500 could buy a lot of fuel, a few tyres, or some really decent dinners with bottles of red! This applies to both the Trial and the Tour.

### Latest Course Survey

by Director Philip Bernadou

Who talked me into this? Boy it can be frustrating at times! Take the last survey run, should have been straight forward, finish off Day 3 North of Coonabarabran, find two sections between Coonabarabran and Armidale another two between Glen Innes and Tweed Heads, and route chart the last day WRC stages around Kyogle, simple.

Phil Rainer and I departed Melbourne on Friday 22 May in a brand new Nissan XTrail (11km on the clock) and spent the night at Dubbo, up bright and early next morning to route check Wangan Station, 80km North of Coonabarabran, a property owned by the Brierleys who had 'carved out' 28km of great farm tracks for us. Lunch with them then route check the long Pilliga transport to a new stage that will end the day at the Pilliga Pottery.

Travelling along a major gravel road that joins the Newell Highway a large brick sized rock was hit damaging the rear tyre and rim, changed, push on to the Newell, commence the route check. Six km another rock and no more spares and no telephone contact. We turned around and slowly made our way back to the Newell. On the top of a rise we had one bar of communication, ring our hosts at the El Paso Motel who arranged for a flat top back to Coonabarabran.

Now the Nissan XTrail has a many attributes but the fitment of 17" wheels is not one of them. No one in the bush has tyres to fit. It looked like a stay at Coona



until a tyre (tyres) could be found and transported to us some time on Monday. Luckily Sunday morning the local tyre dealer found a suitable used tyre that would get us back on the road.

Having lost a day caused us to change our schedule as I did not like the prospect of looking for suitable stages without a spare and we had to be in Kingscliff on Tuesday to attend a meeting organised by the NSW Department of Premier and Cabinet. On the way to the meeting at Kingscliff, we managed to purchase one tyre at Lismore (which was still recovering from the floods of two days earlier).

What a meeting, over 50 people representing the Police, Emergency Services, Shires, National Parkes, NSW Forestry, Department of Environment and Climate Change, Road & Traffic Authority, Queensland Health, Repco Rally Australia and Phil and me, just to name a few.

They have held quite a few of these meetings sorting out all the issues surrounding the WRC event. We were requested to give a presentation and an update on the COT and to answer any questions or concerns that they may have regarding the running of our event. There were none!

On our way back to Tweed Heads we checked out the Super Special Stage at Murwillumbah. I think you will enjoy that! Wednesday morning off to route chart the transport section to Kyogle and the three competitive stages that we run on the last day then back to Tweed.

With the three stages of the WRC that the COT is using, the first two are just after the WRC cars have been through and the last stage before the WRC has been there and are very fast. There is no 99

### AUGUST

### SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
23	24	25	26	27	28	29
30	31	1	2	3	4	5
6	7	8	9	10	11	12

### EVENT CALENDAR

#### Sunday Aug 30 - Forbes

- Documentation
- Scrutiny
- Welcome function

#### Monday Aug 31 - Forbes

- First day of competition, loop around Condobolin

#### Tuesday Sept 1 - Coonabarabran

- Second day of competition

#### Wednesday Sept 2 - Coonabarabran

- Third day of competition

#### Thursday Sept 3 - Glen Innes

- Fourth day of competition

#### Friday Sept 4 - Tweed Heads

- Fifth day of competition
- > Super Special Stage

#### Saturday Sept 5 - Tweed Heads

- Final day of competition
- > 3 WRC Special Stages
- > Presentation function

kph average on these stages so you are in for three fantastic rides.

After obtaining another tyre through the local Tweed Nissan dealer and getting the wheel repaired, we set off back south to look for two or three suitable stages for Day 5. The NSW Forestry guys have been fantastic supplying us with great maps and lots of suggestions. No luck as, unfortunately, the recent wet has caused rivers to flow where there were once roads and tracks, and fallen trees blocking other tracks – though we did locate a great 25km forest track north of Tenterfield that will guarantee to remove the sleep from your eyes.

All the way back to Coonabarabran we checked out many State forests all with the same results of either toooooo fast or too rough and overgrown. This will be a job for Bob and me for the next run commencing on next Monday 15. Regardless of all the frustrations, I would rather be doing this than anything else!

## Frontier Services

Frontier Services, the outback medical and human support organisation started by the Reverend John Flynn back in the 1920s were very pleased with their involvement in last year's Red Centre to Gold Coast trial, and will be putting on breakfast each day for the COT at a very reasonable cost. Please support them.

## Bob's Bash (aka The Classic Outback Tour)

The Tour course is coming along very nicely, with a number of interesting attractions to keep you amused between the road sections. The brand new McFetter's Motor Museum at Forbes, Utes in the Paddock, Glenn Innes Standing Stones, Pilliga Pottery, the Warrumbungle National Park and Mt Warning Shield Volcano are all great attractions in the area and visits to Trial control points and service areas will all add interest to what will be an enjoyable road course.

The highlight of course will be the glamour and excitement of the [World Rally Championship](#) event, [RepcO Rally Australia](#), where we will all finish on Saturday. Don't forget that the classic [Speed on Tweed](#) event is also on at the same time, so there is heaps to see and do.

The Tour is very much for normal road cars, with no rally preparation, log books or other complications required at all. Older cars are encouraged, as they always add interest for the local people, and the time schedules will not be a problem. As long as your car is legally registered, it is eligible.

Why not talk to a few friends and put your entries in together. The cost is low (\$1,500), it will be great fun, and the more there are the merrier it will be.

## Tour Itinerary:

Day 1 – Forbes to Forbes

Day 2 – Forbes to Coonabarabran

Day 3 – Coonabarabran to Coonabarabran

Day 4 – Coonabarabran to Glen Innes

Day 5 – Glen Innes to Tweed Heads

Day 6 – Tweed Heads

The Tour entry form is available from the event web site, [www.classicoutbacktrial.com.au](http://www.classicoutbacktrial.com.au)

Bob Watson.

## Other interest:

### Service

As previously stated the role of the support crews will be far easier than for the RCtoGCT. The longest day we travel is only 580km and there will be three service spots on that day.

### Overview

Day 1: Total 283 km

84 km competitive with 1 service point

Day 2: Total 479 km

84 km competitive with 3 service pts

Day 3: Total 273 km

127 km competitive with 2 service pts

Day 4: Total approx. 427 km

approx. 50 km competitive with 3 service pts

Day 5: Total approx. 502 km

approx. 50 km competitive with 3 service pts

Day 6: Total 296 km

28 km competitive with 1 service point

Refuel points with available fuel will be listed in the Guide to the Event.

Lunches are being arranged where appropriate and as they are being catered for by local Charity organisations your support would be appreciated. These include Condobolin on day 1 and Burdenda

Don't forget to mention the Classic Outback Trial as most places have special rates for the event.

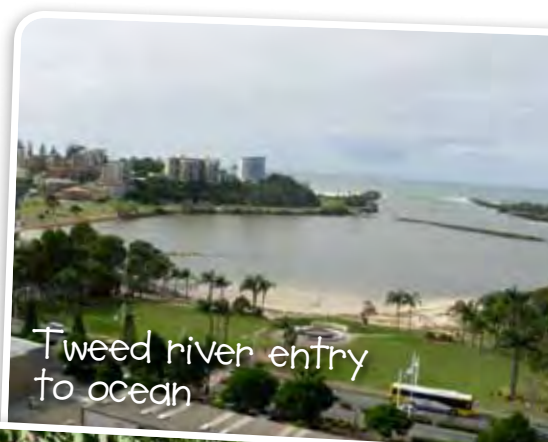
The **Welcome Function** at the Forbes Town Hall is open to all service crews and officials as well as competitors so it would be great to have everyone along.

Scrutineering will be available on Saturday afternoon as well as Sunday in Forbes. Times will be advised when finalised. The location is Jelbart Dawson Ford on the corner of the Newell Highway and Oxford Street.

We have produced an A4 bi fold **Brochure** about the event. We will place a copy on the website should you want to download it for prospective sponsors, or drop me an email and I will post some out.



Pilliga Pottery



Tweed river entry to ocean



TREE!?

Station on day 2. There will be lunch at the end of day 3 at Pilliga Pottery - the best Pizzas and Coffee around.

In the **Guide to the Event** there will be suggested eating places listed along with mechanics and repair shops, tyre and wheel suppliers and any other things we think may be useful. The **Pub of the Day** at the overnight stop locations will also be listed so that people can all meet together each night if they wish.

If you have not yet booked your accommodation please do so as soon as your plans are finalised.



One of many creek crossings