

COT RECCE



AUGUST 18-25, 2018

APRIL 2018



Tagalong Tours

COT UPDATE

EVENT DIRECTOR, PHILIP BERNADOU

IS THIS THE END OF THE LINE FOR OUTBACK RALLIES?

The challenge of the Australian outback, with its spectacularly rugged scenery and less than perfect roads is confronting. Yet since the first Redex Trial in 1953, there has been an abundance of brave souls willing to take their cars on events that are organised to provide adventure and to challenge the abilities of man and machine.

Since the first Redex Trial in 1953, there have been twelve round Australia trials, sponsored for the most part by oil companies, the notable exception being the Repco Reliability Trial of 1979. However the two most recent, the Mobil 1 Trial in 1995 and the Playstation Rally of 1998 have seen the swansong of full on Round Australia events.

Why? Because our personal lives have become busier, and other priorities have taken over our precious leisure time. To spend twenty days driving in a car rally around Australia is an extravagance that time challenged people with family obligations

cannot afford. Also, organisation of this type of event has become extremely complex due to the administrative requirements of local authorities and the imposition of ever increasing safety requirements. All of these factors have made the traditional Round Australia Trial impractical to organise.

Recent events have implemented some compromises to give people an opportunity to taste the challenge of the Australian Outback in a competitive situation. The 2008 Red Centre to Gold Coast Trial and 6 Classic Outback Trial events from 2009 to this year have been run over reduced distances and time frames. While still retaining the essence of outback rallying, these events have been successful and fulfilled the aim of the organisers to provide competitors with a true outback competition experience.

But the times, they are still a'changing. The property owners who were willing to make their private roads available for rally competition now fear legal action from an incident on their property. Use of closed

public roads is now such an administrative nightmare that only the most optimistic or foolhardy rally organiser would contemplate it. I must admit I have been very fortunate in my dealings with the Alice Springs Transport Services which have allowed us to close several shire roads.

To summarise, the outback style of car rally faces a bleak future. This year's Classic Outback Trial to be run in August 2018 may well be the last of its kind. One should never say never as someone may see the loss of \$2 million plus injected into the Alice Springs community and the increasing international recognition may be something worth holding onto.

The running of the 2018 Classic Outback Trial may witness the finale of the genre of Round Australia Trials. Galignite Jack Murray, Ken Tubman, Possum Kipling, Jack Davey, Eddie Perkins and so many others who became legends because of their deeds in those events must be turning in their graves.

AUG 2018

THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
16	17	18	19	20	21	22	23	24	25

EVENT CALENDAR

16 Crews and officials arrive.
17 Documentation and scrutiny.
18 Documentation and scrutiny continues; prologue close to Alice Springs (to assist with determining the start order); and welcome function for all participants.

19-25 Classic Outback Trial rally.
25 Presentation dinner function.

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TAGALONG TOUR

We have received a great number of enquiries and nominations for this great value tour. The only thing one would need to pay for is fuel and refreshments. Everything else is covered in the entry fee. [Check it out here](#)

The tracks cover some absolutely stunning NT scenery. The MacDonnell ranges change colours as the sun moves across the sky and the night sky is something else again.

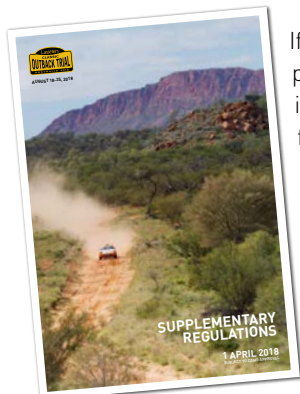
Fly in fly out 4WD vehicles available include all camping gear or take the softer option of the cabins that are available at each night stop. The cabins are at participant's cost.

For more information, contact [Phil Bernadou](#) for the full itinerary.

SUPPLEMENTARY REGULATIONS

The supp regs are now on line together with the entry form which this year can be completed [online here](#)

If you have previously sent in a nomination form you must still go on line and complete the entry form.



INTERNATIONALS

So far we have 4 international entries with another 2 or 3 looking. It is sensational to have their talent and vehicles competing in Australia. The latest is a 1980 Mercedes 500 SLC from the Silver Arrows Racing Team out of Belgium with Bart Vanhaverbeke and Steven Vyncke heading downunder accompanied by 3 mechanics.

With the experience of 2016 shipping behind us we have a few tips to make the transport to Alice Springs an easy trip.

We learnt that the shipping companies charge around A\$120 a day for a 20 foot container and A\$160 a day for a 40 foot. We have a company in Alice Springs, Central Australian Sidelifter Haulage Pty Ltd, that charge A\$6 per day for 20ft and \$10 per day for a 40ft, quite a saving. They can also handle customs and clearance in Adelaide and transport your container from the Adelaide port to Alice Springs and onto Lasseters and return. For further information contact Andy [\[click here\]](#).

Another situation has arisen with any asbestos being imported in vehicles. The **importation of asbestos into Australia is prohibited**. An Australia-wide ban on the manufacture and use of all types of asbestos and Asbestos Containing Material (ACM) took effect on 31 December 2003. Work Health and Safety (WHS) laws in all states and territories prohibit the supply, transport, use, or handling of asbestos unless an exception or exemption applies.

Information required in a testing report: The testing report must contain adequate information to be able to demonstrate assurance at the border. This includes:

- the test method used
- the date and origin of the sample

- description of the sample (and sub-sample if applicable) including weight, size and colour
- whether fibres are detected under Polarised Light Microscopy/Dispersion Staining method (PLM/DS) at the detection limit, and if so what type of fibre
- if mineral fibres of unknown type are identified, the confirming technique used to assess asbestos content
- name of the analyst.

Where a laboratory outside Australia is engaged, it must be made clear that any level of asbestos detected is noted in the report. If the ABF suspects that imported goods contain asbestos, these goods will be held at the border for further testing.

Where a laboratory in Australia is engaged, the ABF requires testing by a NATA accredited laboratory to certify that the goods do not contain asbestos.

The ABF will seek further assurances from importers where testing results show:

- unknown mineral fibres present, with no further clarification
- the document is not for the actual batch of goods being shipped
- where there is doubt as to the authenticity or accuracy of the document.
- Importers should discuss these matters with their customs broker or freight forwarder as appropriate.

A 2018 valid 'Foreign Participation in National Events Visa' issued by CAMS and a copy must be available at the event's documentation. Follow the link to [Foreign Participation in National Events](#). Then click OPEN. The Visa needs to be submitted to CAMS by 31st July. Fee is Aus\$115.

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PHIL MILLS

I was somewhat surprised and delighted to see that the team principal of Viking Motorsport, Phil Mills, was co driving for Elfyn Evans for the Tour de Corse in Corsica 2 weeks ago.

The following is a reprint from the WRC website:

"Mills is usually part of Evans' gravel note crew at the M-Sport Ford squad, but he strapped back into the navigator's seat in Corsica as Evans' co-driver Dan Barritt was ruled out following a concussion at last month's Rally Guanajuato Mexico.

Evans' fellow Welshman, who won the 2003 title alongside Petter Solberg in a Subaru Impreza WRC, talked after the rally about how the 2018-spec Fiesta compares to the older machines.

"180kph down the straights was the same 15 years ago and a hairpin bend is the same, the biggest difference is the medium-fast stuff. In third and fourth gear corners the old car would be on three-quarter throttle as you picked your way



Photo Credit: WRC.com

through, in these new cars you simply do not lift – it is mind-blowing! He explained.

Mills' last WRC appearance came eight years ago, and he arrived at the 'Rally of 10,000 corners' without any testing, but despite the absence he said it was 'worrying' how quickly he got used to being a co-driver once again.

He added: "Had I done the test that would

have been good, but I didn't and the next thing I knew was on shakedown. We did the first launch control at shakedown, two corners later my backside was still on the start line!"

We look forward in catching up with Phil and his crew again as they look after the beautiful Mk2 Escort for Jorge Prez Compamc and Jose Volta.



SCOUTS NT

As previously announced our charity partner this year is Scouts NT. Thanks to the great effort of Phil Kerr, a Datsun 1600 has been "obtained" and is garaged at the Alice Springs Correctional Centre getting some minor work carried out thanks to the amalgamation between Motor Traders Association (NT) Scouts NT and the Correctional Services Engineering workshop. The finished product will be crewed and serviced by scouts.

The initiative, dubbed Motoscouts, will provide basic work skills and VET training to more than 180 participants over the 2-year duration of the program. Each participant will receive, among other things, a Certificate I in Automotive Vocational Preparation, Driver Training and employment skills training. In addition, participants will be provided with mentoring and counselling for up to 2 years after they complete the program.



MERCHANDISE

Merchandise for the Classic Outback Trial will be available to view and order on-line by end of the month. In addition to the popular items such as polo shirts and caps, there'll also be large weatherproof gear bags, souvenir tea towels, handy portable cooler bags, jackets and more.

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Ford Tudor 1934



Bentley Special Speed 8

ERCA REGULARITY

Another great addition to the COT event this year will be the 20 entries from the Endurance Rally Club of Australia (ERCA). After completing a 7 day tour from Melbourne they will be testing their skills over 3 – 4 regularity tests per day on some of the COT stages. Many of the entries have arrived been received by ERCA from overseas and a fantastic array of vehicles will be competing. The ERCA Tour continues onto Sydney in the week after COT.



Chevrolet Business Coupe 1939

	PARTICIPANTS	CAR	YEAR
1	Paul Kirkham (AUS) / Mariella Kirkham (AUS)	Ford Tudor	1934
2	Rhys Timms (AUS) / TBA	MG SA	1936
3	Blair Healy (AUS) / Mary Healy (AUS)	Peugeot 404	1964
4	Greg Newton (AUS) / Liz Newton (AUS)	Holden Commodore V C	1980
5	Marti Shelton (AUS) / Barry Shelton (AUS)	Ford Deluxe Coupe	1941
6	Anton Gonnissen (B) / Inge Willemen (B)	Bentley Special Speed 8	1929
7	Lars Rolner (DK) / Annette Rolner (DK)	Bentley 4½ Le Mans	1928
8	Peter Zernial (D) / TBA	TBA	
9	Phillip Blunden (AUS) / Lynda Blunden (AUS)	Holden EH	1964
10	Gerry Crown (AUS) / Matt Bryson (AUS)	Leyland P76	1974
11	Jan Sinclair (AUS) / Anne Sinclair (AUS)	Holden Monaro	1971
12	Philip Macwhirter (AUS) / Laurette Macwhirter (AUS)	Railton	1934
13	Bruce Washington (NZ) / TBA	Chrysler 75 Roadster	1929
14	Bill Gill (AUS) / Kathy Gill (AUS)	Mercedes Benz 350 SLC	1972
15	John Crighton (AUS) / Marian Crighton (AUS)	MGB GT	1972
16	Mark Wilkinson (UK) / Robert Wilkinson (UK)	Bentley Tourer	1926
17	Ami Wilkinson (AUS) / TBA	Holden HK	1968
18	Bruce Power (AUS) / Jill Robilliard (AUS)	Chevrolet Business Coupe	1939
19	Rob Garnsworthy (AUS) / TBA	Ford Mustang	1970
20	Jeff Robinson (AUS) / TBA	TBA	