

# COT RECCE



SEPTEMBER 2019



## COT UPDATE

EVENT DIRECTOR, PHILIP BERNADOU

### HOW TIME FLIES!

It's just over 12 months since we departed Alice Springs and just under 11 months until we descend on Central New South Wales.

The second survey was conducted by David (Dinta) Officer and Ross Runnalls and the trial is getting back to its original roots with lots of forest, private property and Shire roads. Who knows what weather will be presented to us? In 2016 we had East African Safari mud tracks and from what David and Ross encountered last month, next year we could have Monte Carlo snow! More on the survey later in this Newsletter from Dinta.

The nominations are still coming in with a total of 30 registered for the Classic and 3 for Regularity categories. Disappointingly there are no nominations for the Modern category

but a media release has just been sent out so hopefully we will get some response.

We will be running the Modern and Classic categories together as per the New Zealand Silver Fern and Otago Rallies, but still conducted as two separate categories.

I received a telephone call from Jacques Castelein, who navigated that beautifully Tuthill prepared white Porsche 911 for Joost Van Cauwenberge last year, to advise that they will be returning for next year's event and it looks like they will be joined by Bart Vanhaverbeke and Steven Vyncke in the Silver Arrows MB 500 SLC and hopefully another two Porsches. They are looking for any support to move and transport the vehicles and equipment from Sydney to Parkes, so if you would like to assist in August, please

drop me an email and I will pass on your information.

I also spoke to Francis Tuthill who advised that he had been asked by Jacques to assist again in servicing for them. I enquired why he would not be bringing his VW to enter the event, or better still the 1993 London to Sydney winning Porsche 911 that he successfully drove in that event. [Worth a watch. Work in action.](#)



Francis Tuthill's winning 911



### NEW TRACKS FROM DINTA

The survey team of Ross Runnalls and myself left for Parkes on the 12th August on

our preliminary survey of roads for COT 2020. Our first two days were spent exploring forest and private property tracks in the Condobolin area. Some new tracks were found and some old friends were redesigned to avoid rough areas and maximise distance. We anticipate we will be having our lunch break in Condobolin for each of the first two days. Our prologue stage near Parkes on the Saturday will be quite different to previous events, hopefully avoiding the dam wall where I came to grief in 2014.

Day three and four were spent checking roads between Parkes and Orange. We found

a great little stage on a stock route which will be quite challenging if we can get approval to run it. Back Yamma was also checked and will be used but once again very differently to previous years. We found a couple of great shire stages which we hope to utilise. A lot of time was put in to find the smoothest forest roads possible in the area along with some great shire stages which will be memorable. Mounts Macquarie and Canobolas were checked out, amid some quite deep snow in places which hopefully will not be there in August 2020. Mount Canobolas has some fantastic roads and it was great to be back in

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pine forests after so many years of exclusion in Victoria.

It was quickly becoming apparent that we needed to use roads in areas that had been logged in the last few years as the roads are only maintained for logging, and neglected until logged again. We found some great shire stages and some spectacular scenery around historic goldmining towns of Carcoar,

Hill End and Sofala, all prospective relaxing lunchbreak locations.

Our next few days were spent around the Bathurst and Oberon area checking many forests and redesigning some sections from other events, once again to find the best and smoothest roads and trying to keep the number of road closures to a minimum.

Our headquarters at Bathurst will be at

Rydges on Mountain straight which has great views of Mount Panorama, not to mention a great bar and restaurant.

Some more work is required but Ross and I are very happy with progress so far and now it is time to get some preliminary approvals happening for the event.

David (Dinta) Officer,  
Assist. Clerk of Course



## MODERN CATEGORY

1. A two-wheel drive only competition for Classic (to 1988), Historic (to 1980) and Production Rally Early (to 1985) cars, and
2. A two and four wheel drive competition (including turbocharged) for Late (to 2008) and Modern (from 2009) Production Rally cars, and which also includes all years for Club Cars.

Both the Classic and Modern competition winners will stand on the finish podium in Bathurst, and be recognised as individual winners in the official results.

A separate Regularity Competition will be conducted in conjunction with the two COT competitions.

The 2,200 kilometre COT course is being established by David Officer, who has competed in numerous COTs and was 7th outright in the Classic Competition in 2014 and 2016.

The design of the course will be such that service crews will have access at the end of almost all the special stages, although two service crews will be needed to achieve this level of service. This will be of assistance to the crews of whose cars have a small fuel tank.

Nominations are now open and lodgement will guarantee a start in the 60 car event. Entries close next July.

## REGULARITY

I have received several emails and telephone calls regarding the Regularity. It will be following the general course of the Classic and Modern competition and will not be so difficult as the 2018 event. For a start the roads are a lot smoother than last year. A \$500 deposit will be fully refunded if we do not get between 10 to 15 entries. The ERCA guys could be entering a team, and boy are they a little bit competitive, with a tie for 1st place and 3rd only a second behind in 2018. Please let me know if you are interested in joining us and I will add you to the list.

## TAGALONG TOUR

Still work in progress but there are some wonderful off-the-track places to visit around Central Western NSW. Again we will have a tour leader with a tail-end Charlie to keep everyone with a choice of camping or cabin accommodation. Again, please contact me if you are interested.

## ACCOMMODATIONS

I have been in contact with the 3 motels that will be our headquarters over the event and all have reported steady bookings, so don't leave it too long should you desire to stay at the headquarters. [All the information is on our website.](#)



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## NOMINATIONS

This is shaping up to be one of the best events we've conducted. With the great forest, properties and shire roads the challenge will be there to preserve cars and crews over the 7 days. Attached is the total

list of nominations. Thank you all.

Due to time restrictions we are limiting the entries to 60, so, to ensure your spot complete the nomination forms on the website together with the \$1,000 deposit to

guarantee your spot. PLEASE list your name when making direct debits.

[The pre-regs are available now](#), and cover administration, entry, vehicle eligibility and decals on vehicles.

DRIVER FIRST	LAST	STATE	CODRIVER FIRST	LAST	STATE	VEHICLE MAKE	MODEL	YEAR	CLASS
Michael	Arundel	VIC	Simon	Healey	VIC	Ford	Mustang	1969	Classic
Shane	Attwell	WA	David	Moir	WA	Ford	Falcon GT	1971	Classic
Gerry	Bashford	VIC	TBA	TBA		Ford	Escort		Regularity
Warren	Briggs	UK	TBA	TBA		Ford	Mustang	1965	Classic
Brian	Canny	VIC	Stephen	Canny	QLD	Porsche	944	1983	Classic
Michael	Coates	SA	Justin	Coates	SA	Layland	P76	1973	Classic
Pat	Cole	NSW	Bradley	Cole	NSW	Mercedes	280SL	1968	Classic
John	Cooper	NSW	Ross	Warner	NSW	Ford	Falcon	1979	Classic
Hilary	Evans	VIC	Doug	Fernie	VIC	Datsun	1600 SSS	1971	Classic
Tony	Gilfuis	WA	TBA	TBA		Ford	Escort	1977	Classic
Bill	Gill	SA	Kathy	Gill	SA	Mercedes	350 SLC	1972	Regularity
Peter	Glennie	NSW	Peter	Clark		Datsun	1200 Coupe	1972	Classic
Jorn	Granger	QLD	TBA	TBA		Ford	Capri Parana	1970	Classic
Kim	Harper	VIC	Alex	Kovacevic	VIC	Ford	Escort RS2000	1972	Classic
Greg	Hannah	VIC	Jacqui	Collhole	VIC	Holden	Commodore	1981	Classic
John	Henderson	NSW	Jeff	West	NSW	Volvo	144 DL	1974	Classic
Tony	Jordan	NSW	Richard	Davidson	NSW	Triumph	Stag	1974	Classic
Adam	Kaplan	NSW	Aleshia	Penney	NSW	Mazda	RX7	1985	Classic
Tim	Kennon	VIC	Chris	Lee	VIC	BMW	321i		Regularity
Bruce	Lake	WA	Peter	Hall	WA	Datsun	240Z	1973	Classic
David	McKenzie	VIC	Terry	Brain	VIC	Chrysler	Galant	1973	Classic
Robert	Mifsud	NSW	Starr	Mifsud	NSW	Datsun	Stanza	1981	Classic
Jorge	Perez Companc	ARG	Jose	Volta	ARG	Ford	Escort Mk2	1978	Classic
Mark	Pickering	NSW	Dave	Boddy	NSW	Datsun	240Z	1973	Classic
Tim	Shepherd	VIC	Bruce	Shepherd	VIC	Peugeot	505	1985	Classic
Justyn	Snooks	QLD	Steuart	Snooks	VIC	Nissan	Stanza	1979	Classic
Trevor	Stilling	NSW	Jon	Thompson	NSW				Classic
Ian	Swan	VIC	Val	Swan	VIC	Volvo	242	1075	Classic
Andrew	Travis	NSW	David	Travis	NSW	Nissan	Gazalle	1984	Classic
Michael	Valantine	NSW	TBA	TBA	NSW	Datsun	Stanze	1980	Classic
Joel	Wald	VIC	Chris	Ellis	VIC	Datsun	Stanza	1978	Classic
Graham	Wallis	VIC	Brian	Ward	VIC	Peugeot	309 GTI 16	1989	Classic
Michael	Ward	VIC	John	Fraser	NSW	Toyota	Corolla	1976	Classic