



CLASSIC OUTBACK TRIAL 2021
RALLY COMPETITOR
BRIEF EVENT OUTLINE AND GENERAL INFORMATION

The 2021 Classic Outback Trial is now just a few months away!

Sunday 22nd August 2021 will see 50 dedicated rally crews set off on 2,300 kilometres of motoring adventure, which will include 1,500 kilometres of all daylight special stages conducted over 7 days.



As well as the highly competitive special stage rally, the 2021 Classic Outback Trial also includes a separate Regularity Rally, where up to 20 relatively standard cars and SUV's will set out on a more relaxed but mentally demanding adventure across the Greater Western Region of New South Wales.

Note: For details about the Regularity event, see <https://classicoutbacktrial.com.au/cot-regularity/>

This may be your last chance to experience such a great motoring adventure that the Classic Outback Trial is, as the Organisers have stated their aim of conducting this fabulous event just one more time...

Some details of the event are:

Name of Event	2021 Classic Outback Trial
Inclusive dates	22nd to 28th August 2021
Preliminary activities	In Parkes on Friday 20th and Saturday 21st, including Documentation, Scrutiny, Prologue and Welcome function
Event starts	In Parkes, NSW on Sunday 22nd August
Event finishes	in Bathurst NSW on Saturday 28th August
Overnight locations	Saturday, Sunday and Monday overnight stops will be in Parkes
	Tuesday and Wednesday will be in Orange
	Thursday, Friday and Saturday will be in Bathurst
Stage conditions	All special stages (and transports) will be in daylight
Road conditions	All special stages will be on gravel roads
Stage distance	1,500 km of Special Stages (generally 90 – 150km per day)
Total event distance	2,300 km total event distance
Servicing	Servicing twice a day during conduct of the event and no restriction on overnight servicing time, no overnight parc ferme

The Classic Outback Trial is approved by the NSW Police and the relevant Shire Councils and Forestry Departments and is conducted under the auspices of Motorsport Australia (formerly CAMS)

All competition for the Classic Outback Trial is held during daylight hours. There is no night time competition.

The Classic Outback Trial is not just an outback trial for historic and classic cars – it's actually a modern, special stage rally which has been designed to include modern 2WD and 4WD rally cars (particularly Production Rally Cars) which are catered for in their own general classification but will run in the outright running order each day. Without doubt the event would be entirely suitable for these cars.

The Classic Outback Trial caters for those who want an old-fashioned rally experience, but with no night time competition (no need for driving lights) and plenty of sleep each night. No parcs ferme or A to A timing.

You will experience a relaxed atmosphere, but serious competition, great camaraderie and very friendly marshals.

We want to see your car brought back to life and run in an event which you will thoroughly enjoy and enjoy safely. That's why we will have RallySafe tracking units fitted to all cars and we will be providing motor sport experienced Medical Intervention Teams for those times when something does go wrong.

But the biggest reason of all is that this will be the final Classic Outback Trial, ever, so if you have a hankering to get involved, don't put it off.

What is the Classic Outback Trial History?

The first Classic Outback Trial was held in Regional NSW in 2009 and 2010 finishing on the Gold Coast and since then it then has been held every two years. In 2012 and 2014 the Classic Outback Trial was centred in NSW, finishing on the Murray River in Renmark. In 2016 and 2018 the event was based in Alice Springs.

Competitor survey and feedback shows the competitor base wants to see a six-plus day rally – so that's what we are going to provide for you!

You will also get special stages that are generally significantly longer than championship stage rallies, not too many special stages per day, easy to get to service locations with ample service periods and comfortable accommodations at night.

A big feedback point was to make access to the event easier for the majority of Australian rally enthusiasts, so for 2021 the event will be based around the major towns of Parkes, Orange and Bathurst in Central Western NSW.

Previous events have seen Australian Rally Champions such as Ross Dunkerton and David (Dinta) Officer compete.

In 2016 and 2018 International crews from Argentina, Belgium, New Zealand and Germany entered the Classic Outback Trial. In 2021 there were to be rally teams from Argentina, Belgium, UK and possibly from New Zealand as well. However, the spread of COVID-19 resulting in movement restrictions in most countries has resulted in these crews not being able to come to Australia for the event.

But don't let us tell all the stories, read about the [happy competitors accounts](#).

For the history books, the 2009 event was won by Terry Naish and Ross Runnalls (Datsun 1600). In 2010 and 2014, Andrew and David Travis visited the top of the Podium in another Datsun 1600, as they did also in 2016 and 2018 (both latter occasions whilst driving a Nissan Gazelle V6). 2012 was Matt Swan and Paul Franklin's turn in their Holden Commodore VL.



What cars are eligible to compete?

The Special Stage Rally component of the Classic Outback Trial has been expanded this year.

There are now two distinct vehicle categories. One is for the traditional two-wheel drive, non-turbocharged Historic and Classic Rally Cars. The other is for the Allcomers – including four-wheel drives and turbocharged vehicles.

The Allcomers category is aimed at encouraging competitors to get their cars out of the garage and re-engage in rallying!

The Historic and Classic Rally Car category entry includes such diverse cars as Triumph 2000, Volvo 242, Mitsubishi Colt, Mercedes 350 SL, Datsun 1600, Holden Monaro and Commodores as well as Ford Cortina and Escorts.

The Allcomers category is similar to that seen in New Zealand rallies and has proven to be popular and is keenly contested. The category caters for a wide variety of cars of varying ages and technical specifications, but with modern safety engineering being an essential ingredient.

This year's Classic Outback Trial will see the winner of each the Special Stage Rally category be equally recognised.

The categories will be:

- The traditional Classic Car Category for 2WD Historic (to 1980), Classic (to 1988) and Production Rally Cars (to 1985);
- A new Allcomers Category for 2WD and 4WD Club Cars (all years) and Production Rally Cars – which include FIA Homologated cars - (from 1986), as well other cars which meet the organiser's selection criteria. Turbocharged 4WD cars will be required to be fitted with restrictors.



Examples of some cars which may be eligible for the Allcomers Category

You will be in good hands

The COT is organised by a dedicated and very experienced team, all of whom have proven experience in managing and producing high quality motor sport events which are acclaimed both within Australia and throughout the World.

The COT Team is headed by **Philip Bernadou** - who takes the title of **Event Director and Deputy Clerk of Course**.



Philip is a long time rally competitor, being prominent in Victorian Championship Rallies in the 1970s driving a Datsun 1600.

His passion for organisational excellence has transpired from management of the successful Porsche Racing Series of the 1980's through to 1994 before he took on the Classic Outback Trial in 2009, having assisted Bob Watson with the 2008 Red Centre to Gold Coast Trial.

Philip's duties extend from providing the corporate infrastructure of the event to liaising with governments, competitors, sponsors and officials to chairing the Organising Committee.

Highly experienced and well-credentialed motor sport administrator **Tom Snooks** takes on the role of the **Clerk of the Course**.



In effect, Tom will be the man who steers the ship through not only the 7 days of the event, but for many months prior to the start, ensuring that all the Organising Committee's plans are detailed, budgeted and where necessary approved by Motorsport Australia.

Tom has received the honour of being Motorsport Australia's Official of the Year in 1996 and has been the guiding light behind such Classics as Targa Tasmania and Classic Adelaide, Wynn's/Australian Safari and the world renowned 1979 Repco Reliability Trial, as well as the 1995 and 1998 Round Australia Trials

Assistant Clerk of the Course for the Rally event will be **David (Dinta) Officer**.



David is not only a previous Australian Rally Champion; he is a former Mitsubishi factory rally driver.

His experience extends throughout the world, with not only traditional special stage rallies in Australia, but long distance, off Road Safari rallies as well. David has competed in World Rally Championship events in Australia, New Zealand and India.

Included in his resume are 7th outright place in both the 2014 and 2016 Classic Outback Trial.

David has kept his close connection with rallying and is now one of the dedicated RallySafe technicians attending motor sport events around the world.

David took on the role of Assistant Clerk of Course in 2018 and will continue that same role for 2021. In essence, David chooses the roads used for the rally and to make sure everything is in tip top shape, he will also check the entire 7 day course immediately prior to the first car.

What you will be presented with...

For a start, it's a blind rally – no pace notes are permitted.

There will be between 90 to 150 kilometres of competitive Special Stages each day – some a bit more, some a bit less. There is planned to be 5 Special Stages per day. Cars will start each day at two minute intervals. Each day there will be a lunch break and two service breaks, each of 15 minutes duration.



The Classic Outback Trial is traditionally a “camaraderie positive” experience for every participant and 2021 will be no different.

The event will kick off for most of the teams with crew and vehicle documentation, service crew registration and vehicle scrutiny on Friday 5th and Saturday morning of 6th March.

Participants are encouraged to mingle with each other – at a “COVID-Safe” distance, of course - as often as possible throughout the preliminaries and the event itself. Organisers are providing plenty of opportunities to do just that.

With the necessary restrictions placed on gatherings due to the COVID-19 pandemic, organisers have carefully reviewed current and possible future laws of social restrictions and will always act in the best interests of the event and the community, on the advice of Motorsport Australia, whilst of course always staying within the governments guidelines at the time.

While restrictions are not as harsh as they have been, we must keep an eye on development and react accordingly. If plans change, you will be the first to know about it! Communications with teams will be by email to nominated addresses and in time critical cases, by SMS Text.



Daily itinerary

Saturday 21st

All crews, rally and regularity alike, will attend an Event Briefing at 1pm and then participate in a ceremonial start for the event outside the Parkes Services Club in Short Street, Parkes. This will enable our media personnel to record images and video of each crew and to demonstrate to the people of Parkes the benefits that the Classic Outback Trial brings to their town and community.

From the ceremonial start, competitors will then venture to the Gunningbland Forest for the 11 kilometre prologue (to assist with the seeding by the organisers) before the first car returns to Parkes at 3 pm, leaving plenty of time to prepare for the start of the event proper on Sunday.

The traditional welcome function will be held at Parkes Services Club commencing at 6pm.

Sunday 22nd

Sunday at 8 am the first car will depart from the day's start in the centre of Parkes in Church Street and crews will then undertake the first of 5 stages for the day. Lunch break will be in Condobolin and the first car is due back in Parkes at the end of the day at 4pm.

On arrival at the day's finish control, as in all days of the Classic Outback Trial, crews are free to work on their car until their due start time the next day. The designated Service Area in Parkes is at the Parkes Showgrounds with space for all crews and their cars.

Start	8 am
Number of Special Stages	5
Total length of Special Stages	155
Total distance	515
First car due at finish of day	4 pm

David Officer's stage of the day: *Mount Nobby, a fabulous 20km section through native forest with plenty of stumps to keep you alert.*

Monday 23rd

Monday sees cars again commence the day in Church St, Monday's competition will include two stages on private property and three stages in forests, again in the Condobolin area. The lunch break will again be in Condobolin. The first car on the road will arrive back at Parkes at 3.30pm

Start	8 am
Number of Special Stages	5
Total length of Special Stages	135
Total distance	470
First car due at finish of day	3.30 pm

David Officer's stage of the day: Strahorn, the first stage of the day and is 48km of great roads, kangaroos, emus and pigs!

Tuesday 24th

On Tuesday crews will decamp from Parkes and relocate to Orange, 100 km away. Crews will commence the first transport of the day – again from Church St – at 9 am and this brings the first of what will be a feature of the 2020 Classic Outback Trial, three sensational shire road special stages! Interspersed with two traditional forest stages. The fast and flowing shire roads will be a great contrast to the technical forest stages seen on the first two days.

The course heads east via Molong (for lunch) before crews arrive at the Orange Showgrounds at 2.30pm time. Servicing will be undercover in a new agriculture shed – with a concrete floor! As is normal, no time limit will be placed on servicing overnight.

Start	9 am
Number of Special Stages	5
Total length of Special Stages	125
Total distance	320
First car due at finish of day	2.30 pm

David Officer's stage of the day: Hard to choose today! Two fairly tough forest stages including the dreaded Back Yamma and three great shire stages. My pick goes to Amaroo Way, if you don't enjoy this one you might as well go home!

Wednesday 25th

Out of Orange on Wednesday at 9.30 am! Lunch is served at Carcour and after another two stages crews will enjoy an early return to the big smoke (Orange) by 2pm. The day's activities will include a further 2 shire roads and 3 stages in forests.

Start	9.30 am
Number of Special Stages	5
Total length of Special Stages	100
Total distance	230
First car due at finish of day	2 pm

David Officer's stage of the day: Another tough decision but stage of the day goes to SS20 Glenwood a 22k stage reminiscent of the Bright Alpine rallies through pine forest on great roads with great scenery.

Thursday 26th

After the Wednesday hump, crews are on the downside of the 7 day event on Thursday. 5 magnificent shire road stages are planned for this day with a lunch break at the old gold mining town of Sofala before arriving at Bathurst where the event will be based for the next three nights.

Start	9am
Number of Special Stages	5
Total length of Special Stages	70
Total distance	300
First car due at finish of day	3pm

David Officer's stage of the day: A day entirely of shire road stages with a rugged transport and ford thrown in! The pick of the day has to go to Razorback, I guarantee you will remember it! My advice is to stay on the road, there are some big drops.

Friday 27th

Friday is a return to an all forest special stage day conducted in the Motorsport Mecca around Bathurst. Crews will combat each other over 120 km of tightly twisting stages in the magical pine forest country to the south of Bathurst

Lunch is scheduled for 1145am at Black Springs and crews will return to Mt Panorama, Bathurst by 2.15 pm.

Start	9 am
Number of Special Stages	5
Total length of Special Stages	120
Total distance	300
First car due at finish of day	2.15 pm

David Officer's stage of the day: Arkstone, 36 k of terrific pine forest roads which will really test your concentration levels after 6 days of rallying.



Saturday 28th

Saturday, the Fat Lady Sings! And it's not over until she does her thing. A last gasp, short day of two forestry stages with the traditional sting in the tail being over a great shire road! No lunch break today as the finish of the 2020 Classic Outback Trial will be outside the Bathurst Regional Council Offices in Russell Street, Bathurst at 1 pm

Our media crews will again be in action at the finish recoding each and every crew on their final pass under the finish arch, before the celebrations commence!

Start	10am
Number of Special Stages	3
Total length of Special Stages	50
Total distance	140
First car due at finish of day	1pm

David Officer's stage of the day: *This just has to be the 17 kilometre Fat Lady Sings. This is the last stage and is one of the great shire stages and has been used in numerous rallies over the years. Tom Snooks even had a car burn to the ground on this stage many, many years ago!*

At the day's end, the traditional celebration dinner and prize giving ceremonies will be held at the function rooms above the garages along Pit Straight at the famous Mt Panorama Race Circuit, commencing at 6.30pm.

The social events



Saturday 21st - Briefing and Welcome Function. This will be held at Parkes Services Club commencing at 6pm

Sunday 22nd - Saturday 28th - gatherings for coffee and light tucker each morning prior at the start location. A great opportunity to engage in some mind games with your fellow competitors before each day's competition!

Saturday 28th – The Final Presentation function will be held in the corporate facilities above pit lane at the Mount Panorama Racing Circuit. A night not to be missed!



Who has already entered?

Classic Outback Trail winners in 2102, 2016 and 2018, Andrew and David Travis hope to make it five victories in their Nissan Gazelle



An exciting driver in a big car from South Australia, Stuart Bowes and Jeremy Browne will be fighting for a win in their first Classic Outback Trial



Mark Pickering and Dave Boddy from New South Wales are keen to make up for previous retirements in their Datsun 260Z



Other highly regarded crews will include:

Pat Cole/Bradley Cole	Mercedes 280SE Pagoda
Peter Glennie/Peter Clark	Datsun 1200 Coupe
Adam Kaplan/Aleisha Penny	Mazda RX7 Series 3
Tony Jordan/Richard Davidson	Triumph Stag V8
David Hills/Ben Richards	Ford Escort RS1800

Entries

A Nomination Fee of \$1000 will guarantee a place in the event and the Nomination Form is available on the event website under '[Regularity>Regularity Docs and Forms](#)'.

The entry fee is \$7500 (less the \$1000 Nomination Fee) and is payable by the close of entries. Periodic payment can be arranged through Phil Bernadou (see contact details below).

The entry fee covers:

- Motorsport Australia Permit Fee which covers Motorsport Australia Public and Products Liability Insurance and Motorsport Australia Personal Accident Insurance;
- set of competition road books;
- hire of RallySafe unit (not including wiring loom, antennas and mounting kit);
- entry to pre-event welcome reception for all crew, service crew members and officials;
- two tickets to the presentation;
- registration of one service crew and one set of service instructions;
- apparel (eg: cap and polo shirt for each competing crew member);
- newsletters - issued throughout the year;

Supplementary Regulations and Entry Form

The Supplementary Regulations and Official Entry Form is available on the event website under 'Rally' > 'Docs and Forms' [or here](#)

Further information

For further information or any enquiries about the Classic Outback Trial, please visit the website at <https://classicoutbacktrial.com.au/>

or contact:

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Joost Van Cauwenberge, co-driven by Jacques Castelein, brought their Porsche 911 all the way from Belgium to fight hard for seven days, resulting in a sensational second outright place in the 2018 Classic Outback Trial.