



*CLASSIC OUTBACK TRIAL 2021
REGULARITY COMPETITOR*

EVENT OUTLINE AND GENERAL INFORMATION

“Sunday 22nd August will see 50 to 60 dedicated rally and regularity crews set off from the New South Wales town of Parkes on a 7 day motoring adventure, finishing in Bathurst on Saturday 28th August.

The Classic Outback Trial Regularity Rally will be held in Central Western Region of New South Wales in August 2021. During its 7 days of competition, it will overnight at the regional cities of Parkes, Orange and Bathurst”



This document will provide the prospective regularity competitor and those already entered with an in-depth view of the event, what you will require and how the event will be conducted.

We invite you to read the following and if you require further information, please contact us at <https://classicoutbacktrial.com.au/> or email philip@classicoutbacktrial.com.au

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1. Background to Classic Outback Trial Regularity

As well as a Special Stage Rally the 2021 COT also includes a separate Regularity Rally, where the cars and crews can set out on a long, adventurous and mentally demanding adventure across the Greater Western Region of New South Wales.

The first Classic Outback Trial (COT) was held in Regional NSW in 2009 and 2010 and since then it then has been held every two years.

In 2012 and 2014 it was centred in NSW, starting in Forbes/Parkes and finishing on the Murray River in Renmark, travelling via Condobolin, Cobar, Ivanhoe and Broken Hill.

In 2016 and 2018 the event was based in Alice Springs and a Regularity Category was introduced and many valuable lessons conducting dirt rally Regularity were learned by organisers and crews alike, thus resulting in much experience being gained so this year the organisers can present a high class regularity event.

Typically, on most of the regularity sections competitors will experience a taste of each type of regularity competition, terrain and road type, not to mention some wonderful scenery throughout the event.

Lunch breaks with ample car and crew replenishment periods are provided, not to mention an early return to comfortable accommodation each afternoon.

A big feedback point from the last event 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.

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

The Classic Outback Trial Regularity caters for those who want an old-fashioned rally experience.

A dynamic synergy between driver and co-driver will be essential to finish at the top of the leader board.

2. What is a Regularity Rally?



A Regularity Rally, also known as a 'Time-Speed-Distance rally' (or TSD rally), has the object of driving a specified course at a specified average speed. The aim is not to be the fastest but rather to stay on the prescribed time across all GPS waypoints. Each crew is given a route schedule in the road book and this schedule contains information that the navigator uses to try to meet the designated speeds.

The vehicles start each regularity section at least at one minute intervals and cover the route outlined in the road book. Crews who complete a timed section in a shorter or longer time than the Ideal Time (ie: covering the distance at the average speed/s specified by the organisers) will receive penalty points at the rate of one point per second variation. The winner is the crew who received the least penalty points overall, and misses the least number of regularity sections.

The maximum speed at any time must not exceed 100km/h and penalties are applied for exceeding this speed; no average speed set by the organisers will exceed 80km/h.

There will be two different types of average speed:

- Constant Average Speed (CAS) - also known as Maintained Average Speed.
- Overall Average Speed (OAS).

Constant Average Speed

Constant average speed/s tests are where the crew is required to keep to a constant average speed/s as stated in the road book. The average speed/s achieved for a specified distance/s, will be converted to the Ideal Time between each GPS waypoint. Timing is between each timing GPS checkpoint, which will be located secretly (that is, their location is unknown to the crew). The end of the regularity section will be noted in the road book and marked on the ground, although it may not be a timing point.

There may be more than one constant average speed in a regularity section - speeds may be varied to suit the terrain (eg: lower speed for tight parts of the course, faster speed for more open running.)

Overall Average Speed

Overall average speed tests are where drivers are required to achieve a specified average speed between the start and finish GPS waypoints, but not necessarily driving at a constant average speed. Intermediary GPS waypoints will not be used in the tests. On overall average speed tests a crew will also be penalised ten points per second when the vehicle is below 30 km/h in the last kilometre of the specified course (unless a lower speed is specified in the road book). The speed of the vehicle will be monitored by the RallySafe equipment. The end of the regularity section will be noted in the road book and marked on the ground, although it may not be a timing point.

A variation could be the organisers specifying more than one overall average speed in a regularity section, due to varying road or terrain conditions requiring a slower speed or allowing a higher speed.

Combination of both Constant and Overall Speeds

The organisers may specify both types of tests in the one regularity section.

RallySafe

RallySafe is a GPS tracking and monitoring system which will ensure organisers can keep track of all competitors at all times - will be fitted to each car and will also act as the timing device for the event.

3. Crew member requirements

Who is eligible?

The minimum age for a crew member is 14 years and all crew members must hold a current Motorsport Australia Level 2NS Licence, or superior. Crew members under 18 years of age must hold an equivalent Junior Licence. To be eligible to drive a vehicle in the event crew members must be holders of a civil driving licence.

What are the apparel requirements?

Whilst competing over the regularity sections both crew members may wear as a minimum clothing of short sleeve shirts and shorts. Footwear must cover the feet (ie: no sandals, thongs, etc). Both clothing and footwear must not be of flammable synthetic material such as nylon. Driving suits, helmets and frontal head restraints are not required as the maximum speed is not to exceed 100km/h, but are optional.

4. Vehicle specifications

What car requirements have to be met?

The regularity activity has been designed to be enjoyed in a responsibly prepared club competition car, or classic rally car, or a modern car including a SUV. Eligible vehicles are:

- Category 1: Vintage – Cars in production before 1942;
- Category 2: Classic – Cars in production between 1942 and 1976;
- Category 3: Post-Classic - Cars in production after 1976.

Some equipment that is required (rqd)/recommended (rec) is:

- Some under-body protection is desirable (rec);
- a laminated windscreen (rqd);
- safety triangles (rqd);
- a first aid kit (rqd);
- a 0,9kg fire extinguisher (rqd);
- Navigational instruments, including an accurate odometer and time-keeping devices (rec);
- “RallySafe” unit, which will provide the means for timing (rqd).

There is *no* requirement for special safety equipment, including rollover protection or harness seat belts. Normal seat belts are compulsory unless exemption for older cars is applied for and granted by the organisers.



5. Details of the Classic Outback Trial Regularity Event

Some details of the event, specific to Regularity competitors, are:

<i>Name of Event:</i>	2021 Classic Outback Trial Regularity Rally
<i>Inclusive dates:</i>	22 August to 28 August 2021
<i>Preliminary activities:</i>	In Parkes, NSW on Friday 20th and Saturday 21st August 2021, including Documentation, Scrutiny, Official Briefing, Shakedown and Welcome Function
<i>Event starts:</i>	In Parkes, NSW on Sunday 22nd August 2021

<i>Event finishes:</i>	in Bathurst NSW on Saturday 28 August 2021
<i>Overnight locations:</i>	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
<i>Event times:</i>	All on-road activities will be in daylight
<i>Road conditions:</i>	Most regularity sections will be on gravel roads
<i>Regularity distance:</i>	740 km of regularity sections
<i>Total event distance:</i>	1660 km total event distance
<i>Servicing:</i>	No restriction on overnight servicing time
<i>Daily finishes:</i>	Early afternoon finish most days
<i>Other information:</i>	Friendly and relaxed atmosphere at all times!

The Classic Outback Trial Regularity is a mostly gravel, daylight regularity rally which is run in conjunction with the Classic Outback Trial Special Stage Rally. Competitors will experience a relaxed atmosphere, serious but very fair competition, great camaraderie and very friendly marshals.

All competition for the Classic Outback Trial Regularity is held during daylight hours. There is no night time competition, no need for driving lights and there is ample time for plenty of sleep each night.

While the main overnight and lunch stops will be the same for both the rally and the regularity events, giving an opportunity for crews in each event to mingle, the route for the regularity has been chosen specifically for regularity competitors. Lunch stops will be taken at Condobolin, Molong, Carcour, Sofala and Black Springs.

As well as open shire roads regularity sections, both forest and closed shire road special stages will be incorporated in the regularity event.



The total distance will be some 1650 kilometres with 880 kilometres (54%) forming the competition. The daily distances will vary from 150 to 300 kilometres per day, with all days having a 'respectful' time of starting and the days being completed by mid- afternoon.

6. The Classic Outback Trial Regularity Organisers

Competitors will be in good hands...

The Classic Outback Trial is organised by a very experienced and dedicated 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.



Steve Hollowood, Tom Snooks, Phil Bernadou

Phil Bernadou - Event Director and Deputy Clerk of the Course (Classic)

- Past Rally competitor
- Co-organiser Holden Dealers International Rally 1975 & 1976
- Porsche Cup competitor and series administrator 1988-1994
- Clerk of the Course, Challenge section of the Mobil 1 Trial 1995
- Assistant Clerk of the Course Grand Prix Rally 2004/2005
- Deputy Clerk of the Course Porsche Great Ocean Road Escape 2007
- Assistant Clerk of the Course Red Centre to Gold Coast Trial 2008
- Event Director and Deputy Clerk of the Course, Classic Outback Trial 2009, 2010, 2012, 2014, 2016 and 2018.

Tom Snooks - Clerk of the Course

Tom has vast experience in rally organisation. He originated the Australian Safari in 1985. Tom was inducted into the Targa Tasmania Hall of Fame, Australian Rally Hall of Fame, is a Life Member of CAMS, and was the inaugural CAMS National Official of the Year in 1996.

- Past Rally Competitor (WA Navigating Champion)
- Administrator 1971 Dulux Rally; Clerk of the Course 1972 Dulux Rally
- Event Manager for the Southern Cross Rally 1972-1977
- Event Coordinator TOTAL OIL Economy Run 1976-1980
- General Manager 1979 Repco Reliability Trial
- Clerk of the Course for Targa Tasmania 1994-2003, and Classic Adelaide 2002-2005
- Event Manager for the Repco Reliability Trial 1979, the Mobil 1 Trial 1995 and the Playstation and Round Australia Trial 1998.
- Event Administrator Red Centre to Gold Coast Trial 2008
- Clerk of the Course Classic Outback Trial 2009, 2010, 2012, 2014, 2016 and 2018
- Promoter and Clerk of the Course Bega Valley Rally 2009-2013

Steve Hollowood – Road Director (Regularity)

- Ex-rally competitor, club administrator and event organiser.
- Road Official's Team Red Centre to Gold Coast 2009
- Key Official for 5 out of 6 COTs
- Road Official on the Red Centre to Gold Coast 2008 & Classic Outback Trials in 2009, 2010, 2012
- Assistant Clerk of the Course, Classic Outback Trial 2014, 2016
- Assistant Clerk of the Course, Alpine Rally of East Gippsland 2017
- Road Director/Deputy CoC, Alpine Rally of East Gippsland 2019, 2021
- Regular official on Victorian events

In addition to these expert Senior Officials, the Classic Outback Trial requires 70 experienced motorsport officials to be able to run it to the high standard which is aimed for. These include such diverse activities as equipment supply and handling, data processing, course and control set up, control officials, media officials, scrutineers, vehicle recovery and medical teams

Comprehensive medical and incident response teams will be available throughout the event.

7. How the Event will unfold

Friday/Saturday 20/21 August



Documentation and Scrutiny - takes place on these two days.

Saturday 21 August

Event Briefing

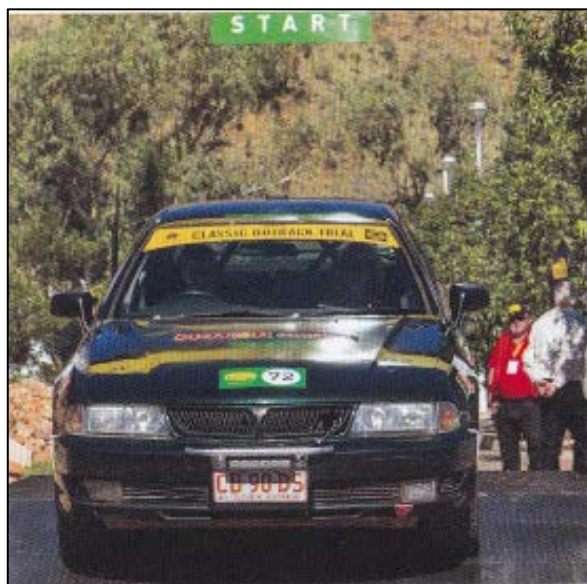
Rally and Regularity crews will attend their separate event briefing early afternoon and then participate in a ceremonial start for the event outside the Parkes Services Club in Short Street, Parkes. This will enable media and publicity personnel to record images and video of each crew as they pass under the starting arch.



2018 Officials Crew Briefing - Phil Bernadou addressing the competitors and service crews



Driver **Phillip Macwhirter** [AUS]
Co-Driver **Laurette Macwhirter** [AUS]
Car **1969 Morgan Plus 8** 4600cc



Driver **Debra McCormack** [AUS]
Co-Driver **Leonie Kerr** [AUS]
Car **1999 Mitsubishi Magna** 3500cc

Shakedown / Prologue

From the ceremonial start, competitors will then travel over two 'shakedown' stages:

- a 20 kilometre stage for regularity;
- an 11 kilometre stage for both the competition and regularity.

Welcome Function



The traditional Welcome Function will be held at the Parkes Service Club commencing at 1800 hrs.

Daily itinerary follows *Note: Details may change, however the following is currently planned.*

Day 1 - Sunday 22 August

At 0900 the first Regularity crew departs the start in Church Street, Parkes.



Parkes start

Crews will undertake three regularity sections prior to a lunch break at Condobolin, and the another section before the first car is due in Forbes in mid-afternoon for a visit to McFeeters Auto Museum to provide an opportunity to see this fabulous collection.



Crews then drive the 35 kilometres to Parkes and are free to work on their car without time restrictions. The designated Service Area in Parkes is at the Showgrounds in an undercover area with space for all crews and their cars.

Start	0900 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	175 km	65, 37, 30, 41 km long
Total distance	305 km	
First car due at finish of day	1430 hrs	

Day 2 - Monday 23 August

Monday sees cars again commence the day in Church Street, Parkes, and again the competition will be between Parkes and Condobolin. Day 2 has three regularity sections prior to lunch (again at Condobolin) and features two Classic Outback Trial rally stages that the rally competitors used on Day 1. On the way to the fourth and last regularity section there is the 'Utes in the Paddock' to visit.



Utes in the Paddock at Condobolin

The first car will arrive back at Parkes at approximately 1500 hrs.

Start	0900 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	151 km	67, 13, 21, 50 km long
Total distance	310 km	
First car due at finish of day	1500 hrs	

Day 3 - Tuesday 24 August

On Tuesday crews will decamp from Parkes and relocate to Orange, 100 km away. Regularity crews will have a 0830 start, again taking in three sections before lunch at Molong, including two shire road rally stages immediately after the rally crews. After lunch and another regularity section the first car will arrive at the Orange Showgrounds at about 1600. Once more, servicing will be undercover, in the new agriculture shed which has a concrete floor!



Typical Classic Outback Trial end-of-day get-together

Start	0830 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	109	24, 15, 540, 50 km long
Total distance	249	
First car due at finish of day	16:00 hrs	

Day 4 - Wednesday 25 August

A latish start (1030 hrs) on this short day of only 155 kilometres with yet another three sections prior to lunch, at Carcoar. Two of these sections are great regularity stages on smooth and fast closed shire roads, running again immediately behind the last of the rally crews.



A section after lunch will then take the field back to Orange.

Start	1030 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	75 km	34, 13, 8, 20 km long
Total distance	153 km	
First car due at finish of day	1500 hrs	

Day 5 - Thursday 26 August

After the Wednesday hump, crews are on the downside of the 7 day event for Thursday. Four regularity stages are planned for Thursday with a lunch break at the gold mining town of Sofala. Two sections will be conducted before lunch, one of them the fabulous 'Razorback' closed shire road.



After lunch there will be another two shire road sections on the way to the Motorsport Mecca of Bathurst. The end of day will be early (at 1320 hrs) and the finish will be in the paddock area at the Mt Panorama Motor Racing Circuit.

Start	1000 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	90 km	41, 27, 10, 7 km long
Total distance	170 km	
First car due at finish of day	1320 hrs	

Day 6 - Friday 27 August

Friday starts with a run around the famous Mt Panorama Motor Racing Circuit.

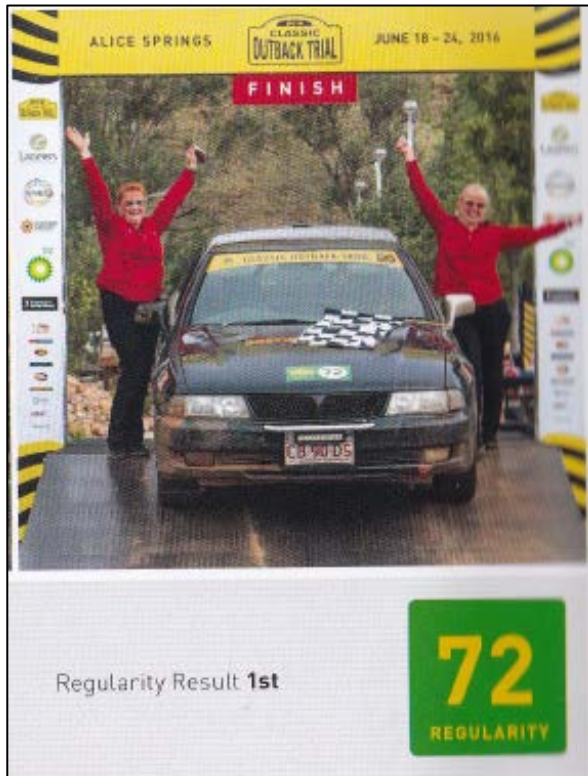
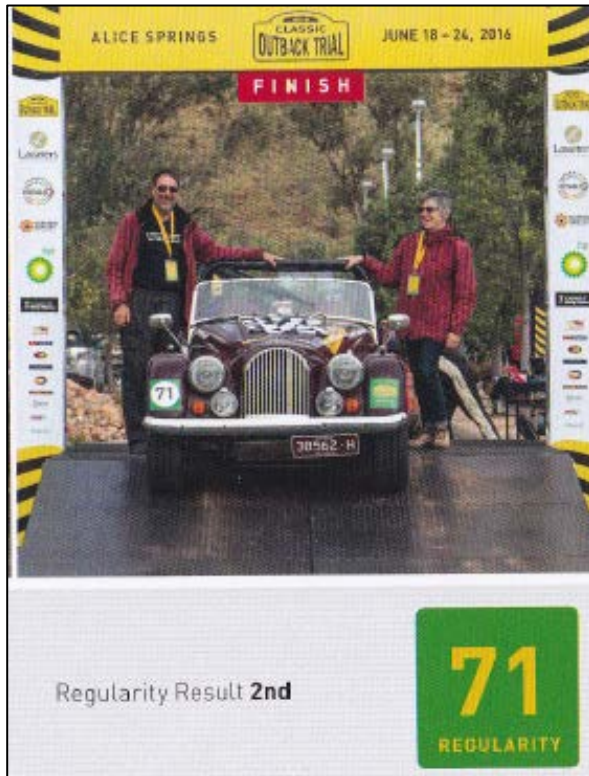


Then the fun continues with four regularity sections, all before lunch, using some of the twisty and undulating bitumen roads and then some fabulous rally stages in magical pine forest country to the south of Bathurst. Lunch will be at Black Springs and the return to Mt Panorama at about 1600 hrs.

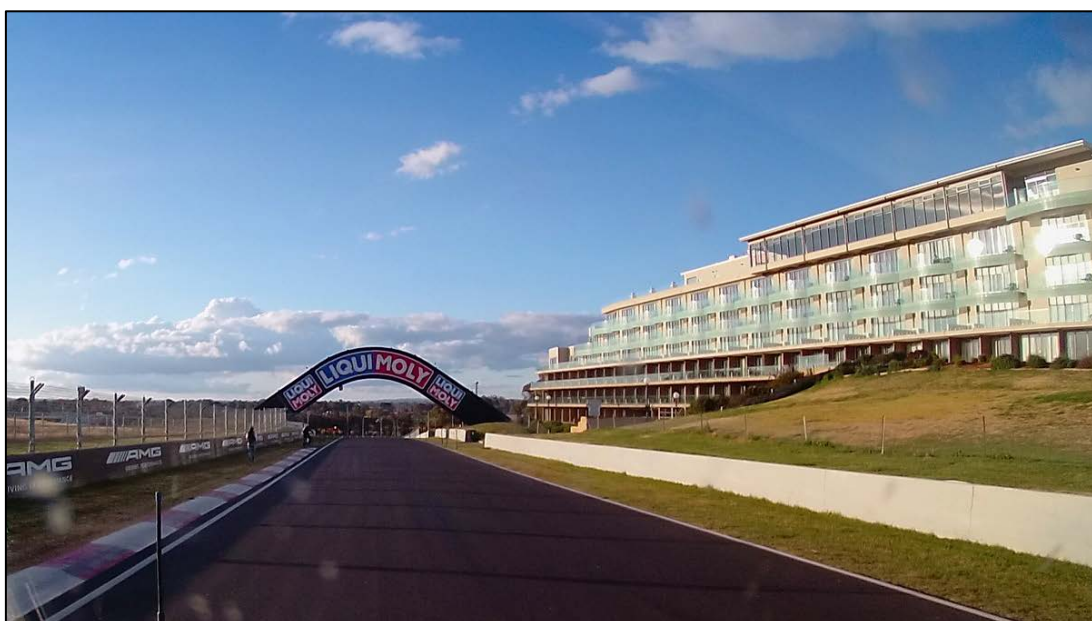
Start	1015 hrs	
Number of Regularity Stages	4	
Total length of Regularity Stages	120 km	50, 27, 22, 23 kms long
Total distance	250 km	
First car due at finish of day	1500 hrs	

Day 7 - Saturday 28 August

On Saturday, the Fat Lady Sings section! And it's not over until she does her thing. A short day with the traditional sting in the tail! After taking in a regularity section in the Sunny Corner Forest crews will take on the Fat Lady Sings (a shire road special stage) and be clear of the section before the classic competition has its turn. There is no lunch break today as the finish of the Classic Outback Trial will be outside the Bathurst Regional Council offices from 1300 hrs.



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



Start	0930 hrs	
Number of Regularity Stages	2	
Total length of Regularity Stages	41 km	24, 17 km long
Total distance	107 km	
First car due at finish of day	1230 hrs	



At the days end, the traditional celebration dinner and prize giving ceremonies will be held at the functions rooms above the garages along Pit Straight at the famous Mt Panorama Race Circuit, commencing at 1830 hrs

8. Entering the Classic Outback Trial Regularity Rally

Crew Member Requirements & Vehicle Specifications

Please refer to Section 3 above.

Entries

A Nomination Fee of \$500 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 \$5000 (less the \$500 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 'Regularity' > 'Regularity Docs and Forms'

9. Who has nominated/entered the Regularity Rally?

The list of competitors who have nominated/entered the event is available from the event website under 'Regularity' > 'COT Regularity Nominations'.

10. 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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11. Regularity Gallery from 2018 Classic Outback Trial







