



FRONTIER SERVICES
2010 CLASSIC
OUTBACK TRIAL

NEWSLETTER #11

CLASSIC OUTBACK TRIAL

SEPTEMBER 2010

POSTPONEMENT #2!

NOW: 21 to 27 NOVEMBER (this year!)

With the rain still falling through central NSW as I write this newsletter it was obvious that the October date would again cause sections to be cancelled so we looked for another date. What else is on the calendar? When will accommodation, venues, Showgrounds caterers be available?

It has been difficult for the organising committee to locate a date that would keep the small number of entrants and find adequate accommodation at our overnight spots. When we chose the October date it was the only time that accommodation was available in Forbes with other major events being conducted in the area. Just locating a suitable venue for the presentation function was difficult with the three main venues booked out. The October date lost us 8 entries from the already small 24 entries that we had received (the later date has allowed a few to come back onboard).

I have always wondered how farmers continue steadfastly running a business and having no control over the one thing that can make them or break them... the weather. After 10 years they are finally receiving rainfalls that guarantee good crops and plenty of stock feed. From one extreme to another. With the rain still falling they now need sunshine to germinate and keep the crops growing, and, to allow them to travel around their properties.

In organising and setting up events one of the rewards is travelling around the remote parts of Australia and meeting the farming community.

When Phil and I drove on the recent surveys it was a joy to see the country looking so green with

ground tanks full and lots of surface water, seeing farmers with grins and looking forward to bumper crops.

Everything is ready for the event to be conducted. Trophies purchased, caps and polos embroidered, all the car decals printed. The last thing to be given to the printers was the road books and luckily they have not yet been sent. So cancellation is out of the question. Entries now close on Friday 12 November.

People are appreciative of what we do to organise these events and often ask, why do we do it. I am now asking myself the same question, why?

With the success of last year's event and the extremely positive feedback we received we decided to conduct this year's COT. After the announcement we received over 100 expressions of interest. At the time of the postponement we had 24 entries. Since then 7 have had to withdraw due to: Three cars are going into containers and departing to New Zealand for the Silver Fern Rally, two entrants are travelling overseas and the remainder have other long-term commitments.

On the positive side we will hopefully pick up a few that were unable to enter due to overseas commitments and others that now have time to get their car back on the road.

Talk about commitment. With the extra months Mike Conway, who built a beautiful little Mk11 Escort for the Red Centre, had a bit of an off recently and sustained some damage to the car. He has now advised that he will be a starter and with limited funds he is carrying out the work himself!

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
21	22	23	24	25	26	27

EVENT CALENDAR

Sunday Nov 21

- Documentation, Scrutiny, Prologue, & Welcome function

Monday Nov 22

- Loop around Forbes via Condobolin

Tuesday Nov 23

- Forbes to Dubbo via Peak Hill

Wednesday Nov 24

- Dubbo to Coonabarabran

Thursday Nov 25

- Loop to the north of Coonabarabran via Gwabegar

Friday Nov 26

- Coonabarabran to Forbes via Tottenham

Saturday Nov 27

- Loop around Forbes via Utes in the Paddock & Presentation function

Caps & Polos:

We have produced caps and polos for the competitors and officials. Each entrant, driver, navigator and official will receive a polo and a cap. Additional polos and caps will be available and order forms will be on the website in the near future.

A note from the Tottenham garage:

Hi Guys

Just letting you know that we now have diesel and premium 93 petrol. No unleaded.

Premium 93 is a special fuel that our distributor has made up. It has additives for the older cars...upper valve cylinder lubricant. Octane level is 93.7. This fuel will still suit your cars; I just wanted you to know, as I had previously told you we had plain unleaded.

Have fun; we will see you in November, Rose





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A note from the CAMS Course Checker

This COT has it all; very fast sweeping farm roads that the quick cars may clean, right through to narrow forestry tracks that will be a challenge to all.

Local communities welcome and support the event, farmers have volunteered roads and tracks; Frontier Services are feeding us breakfast and local service clubs lunch.

State forests have given us access to their plantations, some are well maintained, and others are early in their growing cycle. Most are on relatively flat ground and tend to be boggy when wet.

I've driven down the Newell Highway past the Pilliga Scrub many times and thought what a straggly forest; uninteresting. How wrong! Its GREAT for rallying, firm enough in the dry, magic about four to six hours after rain and not slippery while raining; and there's plenty of distance in there.

The sections have been graded one to five out of five. There is at least two 5/5 and three long days just to get the endurance side of you working well.

You should have a ball.

Keith Morris, Event Checker



CAMS Course Check

July 24th – 31st

Picking up Keith from Tullamarine airport we set out up to Forbes for the sixth time this year. Armed with a new Monit rally computer it was with some trepidation that we checked the 5km odometer check. I am extremely happy to report that it was spot on and there was almost no discrepancy to our prior readings. A long way from last year!

Although the ground was damp it did not cause us any concern until we got to Peak Hill. It was very obvious that a lot of rain had fallen with large sheets of water across the paddocks. Strahorn forest was our first test with daylight fading fast and the tracks getting quite damp under foot. However we eventually arrived in Dubbo unscathed although the car looking as though it had been through some mud.

It rained overnight and I don't think it stopped until we reached the Great Dividing Range on our approach to Melbourne some five days later.

Despite the 25ml that fell through the Pilliga area we were surprised how well the roads held up. LOTS of puddles but little areas of concern, that is apart for the major No1 Break Road. Not heeding the road warning sign a few anxious moments resulted. The road was VERY slippery coupled with the town slick tyres it was not a good mix.

The next day we headed southwest via the Yalcogrin SF that last year caused some cars to get bogged in the sandy conditions. No such concerns this time although we could not complete the check due to the slippery tracks and almost getting bogged.

The long transport to Tottenham saw more rain and by the time we reached the Burdenda property it was obvious that we were not going to be able to check the 60km stage. Even checking the transport to the lunch break at the shearing shed was an ordeal. The normally well-formed road had turned to mush and was almost impassable with our slick tyres.

We managed to check the Tottenham and Albert SF without too much wheel spin and the transport across to Strahorn was OK. Strahorn State Forest on the other hand had received many millimetres of water since our last run through three days earlier. We, er I, managed to get bogged around the side of a dam wall that resulted in the removal of about 20 meters of barbed wire fencing that the car came to rest against. With some gentle coaxing and 30 minutes later, after replacing the fence, we continued on.

The following day we to check day 6 of the event. The first section was the reverse drive through Overland and Lila Park properties. The rain had subsided but the surface water was still very evident. After checking the first few km we met the owner of Overland, Hugh, who thankfully went ahead to a rather deep channel that will be cleaned up for the event. It was successfully negotiated on our first run through but with the rain that had fallen over the preceding six days it was just a little trickier than the first time. Well we almost made it but got beached on the bank as we tried to exit. With Hugh and his 4WD and a snatchem strap we were on our way again.

The Burrawang West stage which, under normal dry conditions is very fast, has several gates, which allows us to use the stage and keep under the 99km/h average speed, was very slow. We are in black soil country. Even stopping for the gates was an ordeal. Concerned that if we stopped we would not get going again. We had travelled just over half way through the 14km stage trying to keep the car with two wheels each side of the crown of the road with the car running in 4WD with everything locked up travelling at around 10km/h. The slick tyres were doing their job giving us no traction and the car just slid off the road into the watery muddy ditch. We tried for about 45 minutes to remove ourselves without avail. Embarrassed I had to make the call to the property manager.

Across the saturated field came the 'golly green

giant', a 4 wheel drive John Deere tractor and extracted us onto the wet paddock. "Keep off the road" was the advice, so for the next 7km we tracked across the paddocks trying to keep away from the large amounts of sheet water.

We eventually made the bitumen and travelled back to Forbes. There were two sections to check, 53km of Back Yamma and the Fat Lady Sings. With the rain still falling it was decided that we would check them at a much later time.

We left Forbes the next morning with the rain still falling and travelled the 700km back to the airport. With the amount of rain that has fallen, we will have to complete another check of the event around the end of October to inspect what, if any, damage has resulted.



New Ute

Jamie Lawson borrowed a ute to run in last years COT. Jamie and Co Driver Nikki, were doing extremely well setting times in the top five until engine problems caused their withdrawal. This year with new ute and motor, they will be a force to be reckoned with.