



Tour d' Course - 20th June 2021

As first time directors, both Lauren and I are very happy with the level of attendance to this year's Tour d' Course. With a full field of 50 entries, spanning across the four categories, it was great to see entrants at all levels enjoy what we had put together. We certainly thank you all, for making the effort in coming along, and by all accounts it looks like you certainly enjoyed the day.

We would like to make a special note about all of the officials we used, as without their experience and help the event simply couldn't run. It is certainly worthy of naming those that made the event an enjoyable one (in no particular order).

- We had John and Helen Young on check in / rally packs, the issue of instructions at the start, followed by them acting as sweep for the event.
- Paul Morton and Garth Taylor, as manned passage controls, appearing once in Division 1 and again late in Division 2 before the end.
- Chris and Julia McDonald, also as a manned passage and later as a photographer in the afternoon.
- Glenn and Joyce Innis making the trip over to do the lunch control, both in and out for the afternoon section.
- Lui MacLennan as the Clerk of Course – overseeing how we handled and planned the event – as to assess both Lauren and I for our event command and event administration officials accreditations.
- Tony Wise, who again put together the lunch venue at the Kangaroo Valley Golf and Country Retreat, and acted as our overall 'public relations' officer if you will.
- And lastly but certainly not least - Lauren Walker – whose help, guidance and experience with not only the admin side but also the experience in rally navigation over the more than decade of events we had entered. Undoubtedly contributed to honing the event into what we put forward for all of you to enjoy.

The 2021 Tour d' Course has been an absolute whirlwind for us, beginning way back in 2020 with a postponement and seemingly now timed just before another period of restriction. The event took shape after Carol Both chose to pass the role of director on. Just like in most cases I had certainly considered the chance to become a director and once Lauren was convinced we said yes.

In the past two years, the event slowly came together. Confidence certainly taking a knock upon the first postponement. With some time away, we reinvested ourselves in the task – always much larger than you think – to really set out and develop a rally that had the feel of an event that we competed in when we first started out. The period before the use of Z-boards, fairly straight forward instructions and simple but effective out of bounds and special instruction use. It was a little risky considering the field of navigators we would be putting it to, certainly have learned and evolved into quite a formidable field over the last 15 years that we have been rallying.

The smiles and compliments across the board about the event, had justified our take on what we thought the event could be. The results showing, that with hopefully only a little adjustment next time should allow for a range of experience. With three clean sheets in the masters category, it is nice to know that we should hear / read at least

a few different viewpoints on the event!. Apprentices may need a few more 'hints' as I think not only at this event but other rallies too – we need to mentor the competitors that are trying Apprentices, as the leap from tour to a 'mapping' level can be quite a jump. Congratulations going to the Apprentices - Tina and Jonathan Mansell for only being caught out on a small out of bounds. The Tour Competitive reads like the masters with three clean sheets, followed by a fairly close field right behind.

Being on this 'side of the maps' if you will, allows you to see a rally from an entirely different perspective. Seeing what worked, what didn't and sometimes left to wonder 'just how did they come up with that?'

Scoring

This event was no different – Scoring is always an eye opener as it is the only real way to tell where and how the rally went. We found that when we scored this year's event, that firstly we took in to consideration that you had enough information in the correct place on your answer, to satisfy us you were in the correct place.

This is pretty much as far as you need to go with Masters and Apprentices but with Tour we have to keep going. When then looked at your answers to see whether all of the correct details were recorded, we then take the spelling into account, and finally if needed can go as far as upper and lowercase details of the answers (we didn't use the last one this time round).

Boards

Many of you realised but second guessed the VRC board changes that took place within Division 1. A quick change of 'XE' to '6E' and 'F2' to 'H2' certainly may have had the navigator second guessing the word of the drivers.

Overall most teams recorded all of the boards quite well, with only a few occurrences where they were either off route, and some Masters and Apprentice crews recorded the 'JH' even though they certainly didn't have a question anywhere near that location (the question was a tour only one), they should be pleased to know that no penalty was recorded against the 'JH' noted by them.

Those with very keen eyes may have noted the first letter from the VRC boards 1 – 7 in Division 2 could be made out to read 'A GAME 4 RW', just another little hidden gem that was used.

Questions

Our choice of questions hopefully had a variety for you to find, with most reasonably easy to see from road at an appropriate speed.

We did have a couple of mistakes on two of the question locations. This happened once in Division 1 and also once in Division 2. Even though we did the setup, running off our 'complete' question list, we unfortunately still had an incorrect distance – hence we didn't notice the one in Division 1 Question 18 (Jindalee) was out. Well done to the 48 crews that managed to get it.

We paid special attention in Division 2 only to come across another that was out, Question 16 (Grey Gum Ln), but this time we managed to mount a VRC upside down in the correct position to make sure an answer came up on distance. Needless to say, we were quite surprised to find a vast number of Masters and Apprentices that noted it down also.

Question 15 in Division 2, the 'yellow diamond shaped sign' this one really wasn't meant to be a trick by any means. It's main purpose was to make sure the Masters and Apprentices worked out the first of five railway crossings needed to complete their instruction. They had a VIA at 84.50 and Tour had a RJ TR at the same distance, the question then was at 84.62 some 120m after the junction. You should have then come across two yellow diamond shaped signs, one with text 'FIRE STATION' and the other with a silhouette of children crossing. The answer being the one with the 'text'.

Kirkland / Kangaloon Rd count the spaces to be filled in the hint – need we say more? Or you can blame Lauren as she found that one – it was good though, wasn't it!

Those two were the stand outs, but aside from those, all we can say is:

1. If given a hint (T _ _ _ _ T _), when answering please write the whole word in the answer space (TRINITY). The spaces and letters provided are a hint, to get you to find the desired piece of information we are after (please note this time around the Tour didn't get a penalty for this).
2. Make sure you write down what is actually on the sign, _____ RURAL FIRE_____. Actual showed BALMORAL VILLAGE RURAL FIRE BRIGADE. Not Station or Service.



So if you need an entire word – write the whole word including the hint parts.

And a special note for Tour, please make sure you get your spelling and Upper and Lowercase lettering correct. It's up to you to make it harder for the scorer to give out any penalties.

Passages

Manned passage controls and the 'double jeopardy' issues. It was noted that the position of some boards, either on the correct or incorrect road near a passage control did enable a chance of a 'double jeopardy' situation. These instances have been scored appropriately, with only the larger penalty being applied.

We did know this was the case, and chose to use the boards as a 'back up' in case our control officials were impeded in seeing you on the incorrect route.

The Lollies!

Yes – they ended up being all 'chew' lollies, this happened as they were all individually wrapped. An attempt to deal with any issues with certain 'contact restrictions'.

We too love snakes and frogs along with musk sticks, and will certainly trying to get them back asap!

SPECIAL NOTES for entrants to consider in future events

Please think about moving away from the start control in a timely manner. Once you have your instructions and settled in the car – you should really only need 5 – 10 minutes to get under way and out of the start carpark. This is a great help to keep up with the 'timing' of the event and to make sure that controls can be opened and closed when needed and best of all get you to lunch on time!

Instructions

Take the time to read and remember everything in the instructions. This includes the out of bounds, special instructions and exactly what and what order your instruction is to be performed.

Simple but this is what brings most undone.

Answers to observations

Once you arrive at a 'question' or VRC make sure you record the information that you need correctly.

Take note of all of the information needed, how it's written (spelling, upper / lower case, apostrophes, et cetera).

It's really up to you to make it hard for the scorer to penalise.

Map priority

When using maps, the number one reason to find it hard to work out what is needed is you are on the wrong map.....

Conclusion

We do hope you enjoyed the event, as we are certainly looking forward to putting a few more ideas together for the next one. It was most definitely a rewarding experience to run the event and made all the better to hear that you had an enjoyable, social and fun day out.

If you enjoyed this style of event by all means take a look at the Classic Rally Club website for future events and we hope to see you again next time.

Thank you again for your attendance & we look forward to seeing you out on the roads.

Alan and Lauren Walker, Tony Wise
Tour d' Course Organising Committee

Report prepared by Alan Walker