



# **Tour of the Snowy**

**19 – 23 March, 2024**

## **Event Guide**

**Historic Rally Club of NSW & ACT**

## Table of Contents

Welcome .....	3
Permit.....	4
Code of Conduct on the Road.....	5
Communications .....	6
WhatsApp .....	6
Mobile coverage .....	6
UFH Radio.....	7
Emergency Plan.....	8
Emergency Contacts.....	9
Hospital locations.....	9
Tour Officials Contacts.....	9
The Road Book .....	10
Daily Schedule.....	10
Sections.....	10
Regular and Tarmac Options .....	10
Incident Report .....	11
Maps.....	11
Understanding the Road Book.....	11
Abbreviations.....	12
Conduct of the Event.....	13
Briefing .....	13
Car Zero .....	13
Time Schedule.....	13
Road Book Changes and Redirections.....	13
Start Procedure and Checking-in at Controls .....	14
Status Updates via WhatsApp.....	14
Sweep Cars .....	14
Boards .....	15
Event details.....	15
Day Start, Lunch and End Locations .....	15
Day One.....	15

Day Two ..... 15

Day Three ..... 16

Day Four ..... 16

Day Five ..... 16

Distances and Fuel Stops ..... 16

## Welcome

Welcome aboard !

Great to have everybody join us for what we have designed as a great five days looking at some country that hasn't been visited for quite a few years and some that has some great history of rallying.

Our chance to get into Victoria, when we decided to extend our three days into five, has given Ian Richards the opportunity to show us some of the best of the Victorian High Country.

Whenever I return to Lakes Entrance my memories go back to the 1967 Southern Cross Rally and the turning point, giving Barry Ferguson and myself victory, when John Keran famously ended up in the water at Lakes Entrance.

If you haven't heard the story, then ask me on one of our evenings during the Snowy.

The following guide has all the detail that you will need to interpret the Road Book and get us through this tour together, but I will highlight some of the more salient points for you and for us as a sport as well.

- This is not a Speed Event. With some of our cars painted replicating the rally cars of the past we are openly on display to the public, so please if you wish to continue enjoying these tours don't use speed and poor driving when there is anyone else around. We all love to drive the roads and need to watch ourselves if we wish to continue to do so. See the Code of Conduct Section of the Guide, which was written by other drivers and crews as a request to all.
- Incidents and Emergencies. We hope that no-one has either of these but with any such event we have to make provision for them. I am always reluctant to summarise the procedures to follow in such cases as the full detail is what is important here. Please read this section fully beforehand as when you need to implement the procedures they need to be automatic.
- Communications. This is a tour and everyone needs the flexibility to travel at their own pace and decide what else to do. But we need to account for everyone. So please keep us informed. The communications section below explains the use of the WhatsApp messaging application. Our Communications man will be monitoring everything to make sure we don't lose anyone.
- Road Book. We had to agonise for a long time to decide how to set up the Road Book and whether to have separate Books for the Regular and the Tarmac Routes. We decided on one book with the instructions for both routes together under the details for each day.

The Day is identified with a diagrammatic layout of the day's routes and Sections R1, R2 etc used for the Regular Route and Sections T1, T2 etc. used for the Tarmac Route. Where the section is common to both Routes it will be identified as Common Route marked C2, C2 etc. and included in sequence in order amongst the Regular Route Section instructions. This

Day's Summary Page will also contain details of Start times, refuelling, breaks and time windows.

The second innovation you will see are clearly marked Identification points or tags where the two routes join up. These are there so that if you need to or wish to change to the other route then you can do so easily. Just remember to adjust your odometer to the other cumulative distances and let us know on WhatsApp if you are changing to the other route..

- Evening social functions. We are keeping the evenings as casual as possible and will advise you in the final information for each day's travel where we will be congregating for a meal that evening. On all except the last night in Yass we will be ordering individually and sharing space with the regulars in some cases. If there is need to vary this then our Communications man will let you know the changes.

Please enjoy the tour.

Dave Johnson  
Tour Organiser

## **Permit**

The Tour of the Snowy is conducted under Motorsport Australia Permit No. 324/2303/01 as a Social Tour with no competition.

## Code of Conduct on the Road

How you behave on the road reflects on all motorsport and could impact our future use of our roads. This not a timed competition. Drive carefully and be courteous to all road users at all times. Please observe the following pointers while travelling with us today.

1. In the interests of safety please have your low beam headlights on during all daylight running.
2. Obey Regulatory Speed Limits and any Speed Limits mentioned in the Road Book. These may apply where there is no Regulatory Speed Limit signage.
3. If another car, whether in the Tour or a member of the public, catches you please pull over and let them past. They wish to travel at a different speed to you, so please extend that courtesy to them and let them enjoy their drive as well.
4. The overtaking vehicle needs to also have patience and to show respect to other vehicles and not shower them with gravel. Overtaking on a sealed road is far safer and the slower vehicle can choose the place of overtaking by slowing and/or actually stopping to significantly negate any dangers.
5. Drive to the conditions. There are some narrow roads and blind bends where you must drive slowly, be careful and stay well to the left. Some of these roads are also School Bus Routes. The farmers who are now driving modern vehicles and not the Land Rover of yester year may not be expecting cars on the access roads to their farms, so always be alert for oncoming traffic. On narrow roads always slow down to pass an oncoming car safely and without windscreen damage to either vehicle.
6. Some of the country we traverse is grazing land, so approach livestock slowly and quietly so as not to spook them.
7. Quiet Zones: Whether notified in Road Book or not, when passing any house within 100 m of any gravel roadway, you are asked to reduce speed to a level where you reduce dust (and noise) levels significantly.
8. Do not stop on the roadway, if stopping pull off to the left side verge.
9. Event Radar. We use the Radar to show to the authorities, if challenged, that we take active steps to monitor the driving of our participants. Particular attention is given to driving in villages/towns and in 50, 60 or 70 km/h zones.

## Communications

Mobile phones are the primary means of communication. Please ensure your phone is fully charged at the start of each day.

### WhatsApp

The WhatsApp mobile phone app is the primary mechanism for communication between participants and the organisers. We will place both phone numbers from the Entry Form into the WhatsApp site. If you do not wish both numbers included please advise the Comm. Officer before the start. You need to load the WhatsApp app to your phone beforehand.

Important messages from the organisers will generally be sent as a WhatsApp BROADCAST to all participants. In most cases this will be from the Tour Manager or Road Director. You should ensure that these people are not “muted” on your WhatsApp (this is the default) so that you will receive notifications, e.g. a ping, on your phone when a message is received. You are also able to reply to these messages, e.g. to seek clarification, and other participants will NOT see your reply.

The “Snowy Tour” WhatsApp group will primarily be used for participants to communicate their status, e.g. arrival or departure at nominated locations. It can also be used to communicate with all other participant for any reason. You should check that you have been added to the group “Snowy Tour”. Note that messages to the group can be seen by ALL participants and the organisers. Because of the potentially high volume of message on the group it is recommended that you “Mute” the group so that you don’t receive a notification, e.g. a ping, on your phone for every message.

Participants will be requested in the Road Book to “report in” to the organisers using WhatsApp at various locations where a physical check-in is not available.

Participants must also notify the organisers using WhatsApp if they intend to deviate from the designated route, follow the tarmac option (if they are entered to follow the regular route) or if they are withdrawing from the event.

### Mobile coverage

Both voice calls and other mobile phone functionality, including WhatsApp, relies on having network coverage. WhatsApp will also work in the absence of mobile coverage if you have a WiFi connection, such as in a café or motel.

Mobile coverage is limited in some areas, especially in the mountains. Therefore, it will often be necessary to check your phone for messages and to communicate your status or intentions when in mobile range, principally in towns. The coverage is roughly as follows:

- Day 1 has reasonable coverage throughout. The regular route will have some significant black spots south of Braidwood. The tarmac route is generally OK but Optus coverage is patchy between Braidwood and Moruya.

- Day 2 has good coverage from Cooma to Jindabyne and from Adaminaby back to Cooma but otherwise only has reasonable coverage near Thredbo, Khancoban and Mt Selwyn, except for Optus which has no coverage at Mt Selwyn.
- Day 3 has reasonable coverage as far as Delegate but little coverage until you reach Orbost. There is limited coverage between Orbost and Buchan and coverage from Buchan to Lakes Entrance is patchy, especially with Optus.
- Day 4 has coverage in the vicinity of Bruthen, Ensay, Swifts Creek, Omeo and Mitta Mitta but very little coverage in between. There is no Optus coverage at Mitta Mitta. North from Mitta Mitta to Jingellic is patchy but Telstra then has good coverage through to Tumut, Optus only once close to Tumbarumba and Tumut.
- Day 5 has good coverage in the vicinity of Tumut, Batlow, Tumbarumba and Yass, while Telstra also has coverage around Talbingo but very patchy coverage once any distance from these towns.

In the case of poor coverage it will often help to get yourself onto a high spot.

## **UFH Radio**

UFH radio is not mandatory for this tour.

UHF (CB) radio has limited range, especially in mountainous terrain, and is therefore primarily useful for car-to-car communications. In an emergency, access to UHF repeaters can extend the range significantly, but repeaters are few and far between! Repeater channels operate on Channels 1 to 8 in Duplex mode. Channel 5 is for emergency use only.

If using UHF for car-to-car communications, use Channel 10 in Simplex mode. Listen on this channel for communications from other cars. For example, if following another car in dust it may prove worthwhile to make a call, citing the distance into the section and that you wish to pass. You may wish to broadcast any unexpected hazards or oncoming traffic to other cars.

On main roads, trucks generally use Channel 40.



## Emergency Plan

The following will be reproduced in the Road Book.

In the case of an incident or accident where personal injury has been sustained and where assistance is required from emergency services, the following plan should be implemented.

The first car on the scene should ascertain if help is required and assist where possible. If so and there is mobile coverage, **contact Emergency Services on 000**.

A method to warn other cars of potential danger should be implemented, such as warning triangles. **Do not put yourself in danger**.

Should there be no mobile coverage, the second car on the scene should proceed to the nearest location with mobile coverage or access to a landline phone.

After Emergency Services have been contacted, a Tour Official should be informed as soon as possible on one of the numbers below. If voice calls are unsuccessful, a WhatsApp message should be sent.

Any incident or accident, including those involving any damage to public or private property, must be reported to a Tour Official as soon as possible and a written Incident Report submitted. An Incident Report sheet will be available in the Road Book.

## Emergency Contacts

### EMERGENCY SERVICES – Ambulance – Fire – Police – 000

#### Hospital locations

Hospital	Address	Phone	Emergency Department
Yass	145 Meehan Street, Yass	(02) 6220 2000	Yes
Canberra	Yamba Drive, Garran	(02) 6201 6111	Yes
Braidwood	73 Monkittee Street, Braidwood	(02) 4842 1034	No
Batemans Bay	7 Pacific Street, Batemans Bay	(02) 4475 1500	Yes
Moruya	2 River Street, Moruya	(02) 4474 2666	Yes
Narooma	14 Graham Street, Narooma	(02) 4475 7200	No
Bega	4 Virginia Drive, Bega	(02) 6491 9999	Yes
Cooma	Bent Street, Cooma	(02) 6455 3222	Yes
Jindabyne	5 Thredbo Terrace, Jindabyne	(02) 6150 7600	No
Corryong	Kiell Street, Corryong	(02) 6076 3200	Limited
Bombala	Wellington Street, Bombala	(02) 6458 5777	No
Delegate	15 Craigie Street, Delegate	(02) 6459 8000	Yes
Orbost	104 Boundary Road, Orbost	(03) 5154 6666	Yes
Bairnsdale	122 Day Street, Bairnsdale	(03) 5150 3333	Yes
Omeo	12 Easton Street, Omeo	(03) 5159 0100	Yes
Tallangatta	25 Barree Street, Tallangatta	(02) 6071 5200	Limited
Wodonga	53-81 Vermont St, Wodonga	(02) 6058 4444	Yes
Albury	201 Borella Road, Albury	(02) 6058 4444	Yes
Tumbarumba	4 Mitchell Street, Tumbarumba	(02) 6948 9600	Yes
Batlow	61/81 Pioneer Street, Batlow	(02) 6941 4333	Yes
Tumut	107-111 Simpson Street, Tumut	(02) 6947 0800	Yes

#### Tour Officials Contacts

Role	Name	Phone
Communications Officer	Allan Denney	0414 902500
Tour Manager	Dave Johnson	0493 812474
Road Director	Graham Thompson	0412 108185
Assistant Road Director	Steve Blair	0409 208883

## The Road Book

The primary purpose of the Road Book is to ensure that you have the chosen route to follow. The Road Book is not a set of “pace notes” and does not in any way diminish your responsibility to drive to the conditions and to obey all road rules, including speed limits.

### Daily Schedule

The first page of each day is a Schedule which provides the following information:

- A list of activities with the time window (earliest and latest) for that activity. Activities are as follows:
  - Departure from a town (day start/refuel/mealbreak etc.)
  - Travel between towns, showing the distance and for the REGULAR option, the percentage of gravel
  - Arrival at a town (refuel/mealbreak/end of day etc.)
  - Duration of scheduled break in the town
- A diagrammatic depiction of the day's route showing the main towns and the REGULAR and TARMAC routes, and any sections where there is a COMMON route to use, together with the points and distances at which they diverge or merge.

### Sections

The Road Book is presented as a number of sections each day. Sections normally traverse part of the route between major towns where a refuel or mealbreak is located. Each section comprises a route chart with both total (cumulative) distances and intermediate (partial) distances for each instruction. Distances are in kilometres to the nearest hundredth. The cumulative distance restarts at zero for each section and the instructions will inform you exactly where to RESET your odometer.

At the top of each section you will find the following information:

- The Day and the section number and whether the instructions are for the REGULAR route, the TARMAC route or a COMMON route
- **From** which location **To** which location
- The total distance and estimated travel time
- The earliest and latest start (departure) times
- General comments on the nature of the section including the amount of gravel, any specific hazards etc.

### Regular and Tarmac Options

The Road Book contains TWO sets of instructions, the first being for the REGULAR tour route which will likely include sections of gravel road, and the second being for the TARMAC tour route. In a few instances where the Regular and Tarmac routes are common there will be one set of instructions labelled COMMON. These are clearly marked at the top of each page.

Those following the regular route may, for various reasons, wish to follow a tarmac section, in which case they should inform the organisers of their intentions. The organisers may inform those following the regular route to follow all or part of a tarmac section in the case of unsuitable road conditions, perhaps due to wet weather.

## **Incident Report**

The Road Book will contain a one-page incident report form at the back. It can be torn out and filled in to report an incident or used as a guide to provide the relevant information to the organisers regarding an incident.

## **Maps**

Maps will be issued separately from the Road Book. Maps are for information only and should not generally be relied upon for navigational purposes. Navigation is via the route charts and map reading is not required. The printed colour maps are reduced copies of 1:250,000 Natmaps with markup showing the route and other key locations. The detail of the maps is quite small so you may wish to bring a magnifying glass!!

We have not provided maps of towns. You should use the mapping app on your phone, e.g. Google Maps, to find suitable venues in towns for fuel and refreshments and/or lunch.

## **Understanding the Road Book**

You should also note the following regarding the route charts in the Road Book:

- Participants are recommended to have an accurate odometer reading to the nearest hundredth of a kilometre. GPS based odometers are preferred, however note that GPS odometers can often read under the actual distance on twisty roads where there is substantial vegetation cover.
- Standard abbreviations are utilised and are provided below.
- Not all junctions will be mentioned. In the absence of an instruction, you should proceed SO or FMR.
- We have attempted to include all grids, gates and gateways, particularly on secondary roads, so generally do not proceed through other grids or gates as these may lead into private property.
- All significant changes of surface between tarmac and gravel are indicated and when on gravel the instructions have a shaded background.
- The "Sign" column shows signposts and where it is struck-through, e.g. ~~BILLS LANE~~, it indicates that the sign points in a direction other than where you are meant to go.
- Speed zones are NOT generally shown. It is your responsibility to observe speed signs and to obey speed limits. Similarly for other road signs including Give Way, Stop signs and traffic lights.
- When a house is close to a gravel road the instruction may say "Slow spot past house". The distance will generally be AT the house or its driveway. You

should slow accordingly at least 100 metres before the house and only speed up once past the house. Use your discretion – the primary aim is to reduce the dust nuisance.

- Cautions are used sparingly in the route instructions. Where hazards are marked with a sign on the road or are easily visible these will not generally be mentioned in the Road Book. Cautions will only be mentioned where the hazard is difficult to see or of an unexpected severity. The words “Extreme Caution” should be treated accordingly.
- Where the regular route diverges from or rejoins the tarmac route, this is noted in the route charts in order to avoid confusion, e.g. you may see another participant going a different direction. These locations are labelled with letters to allow easy identification should it be necessary to use part of the tarmac route as a wet weather alternative. You will also find these tags on the daily summary maps and the supplied coloured maps. These tags can largely be ignored unless they are specifically referenced in advice or directives from the organisers.

### Abbreviations

BL	Bear left	KR	Keep right	THR	Turn hard right
BR	Bear right	N	North	TJ	“Tee” junction
E	East	RA	Roundabout	TL	Turn left
FMR	Follow main road	RGR	Road goes right	SP	Signpost
FMT	Follow main track	RGL	Road goes left	TR	Turn right
KL	Keep left	S	South	W	West
km	Kilometre	SO	Straight on	XR	Cross road
km/h	Kilometre per hour	THL	Turn hard left		

## **Conduct of the Event**

### **Briefing**

A mandatory briefing will be held at the start location at the Swaggers Motor Inn at 8:30 on Tuesday March 19. Those who are not participating on Day One must seek out the Tour Manager at the start of their first day and request a personal briefing.

### **Car Zero**

An official car will traverse the REGULAR route between 1 and 2 hours ahead of the scheduled earliest time for any participant. The purpose of the zero car is to check that the course is open and to identify any unexpected hazards. Any changes to the Road Book may be communicated to participants (as below) or may be marked on the road, e.g. with a Caution board (! or !!) or a pink HRC Arrow.

The TARMAc route will not generally be traversed by an official car as it tends to use more main roads, the condition of which is available via traffic websites such as [livetraffic.com](http://livetraffic.com), to which the organisers will refer at the start of each day. However, where the tarmac route is common with the regular route it will of course be zero'ed.

### **Time Schedule**

It is important to keep within the time window. Each day starts with a time window of 30 minutes but this is progressively widened throughout the day to about 1½ hours during the afternoon.

Do not leave a location earlier than the start of the time window. Never pass Car 0. The Road Book may advise that if leaving after a certain time that you should take a short cut. If short-cutting, please notify the Organisers with a WhatsApp message. If you choose to continue to follow the route later than the time window you should inform the organisers and be aware that there may not be a sweep car behind you.

A detailed time schedule will be provided in the daily summary of each day in the Road Book.

### **Road Book Changes and Redirections**

Any Road Book changes, including redirections or the use of wet weather alternatives, will be communicated to participants either using WhatsApp or at a physical control.

Because of the limited or unreliable mobile coverage on some parts of the route, the Road Book may advise you at certain points to check your phone for messages prior to entering an area of poor coverage.

In the case of an unexpected redirection the following procedure will apply:

- A triple caution (!!!) board will be placed – this will only be used when a change of route is required
- This will be followed by a “P” board

- This will then be followed either by:
  - A manned passage control where you will STOP and receive the redirection instructions, or
  - A board with redirection instructions written where you will STOP and note the redirection (it is suggested you take a photo with your phone).

### **Start Procedure and Checking-in at Controls**

Physical controls will be marked with an “M” board together with witches’ hats if required to delineate the safe place to stop.

Such controls will be used at start-of-day and may be used at other locations such as lunch and end-of-day.

The purpose is solely to record the arrival/departure of participants from that location on the Control Card. Participants will need to provide their car number if it is not visible on the vehicle. Participants will NOT carry a Road Card.

There is no requirement to be held in control any longer than necessary, subject to complying with the earliest departure time. At start-of-day controls you are requested not to queue more than 5 cars at a time.

### **Status Updates via WhatsApp**

You will be required to report your arrival at various points using WhatsApp. This will be specified in the Road Book, typically at towns where there is good mobile coverage. There will typically be between two and four of these each day.

It is also important to advise when you are leaving a meal or coffee break. The sweep will be monitoring your messages and he is trying to be behind participating cars on the road. If you don’t let us know on departing he may end up in front of you and that doesn’t help if you break down.

If you reach a location where a manned control is expected but there is none there, this should also be treated as a location requiring a WhatsApp message.

Additionally, you MUST send a WhatsApp message if you are deviating from the prescribed route, are taking a short-cut, or withdrawing from the tour. You must also send a WhatsApp message if you are outside the time window, e.g. you are departing a location LATER than the specified latest departure time, and to indicate your intentions.

### **Sweep Cars**

Two sweep cars will depart after the last car, one following the REGULAR route and one following the TARMAc route. The purpose of the sweep cars is to account for everyone at each location, whether at a manned control or a nominated point where a WhatsApp message has been required. It is therefore imperative that all participants send the required WhatsApp messages, whether at nominated locations or if they are deviating from the prescribed route(s).

If a participant is stopped, the first priority of the sweep car is to ensure their safety, and then they MAY be able to provide assistance. Should a car be broken down or otherwise unable to continue, the sweep car will ensure that there is an appropriate plan in place to allow the participants to obtain the required assistance. Only in limited cases will the sweep car be able to provide towing for a short distance.

Where the sweep car(s) are unable to account for a car at a control or a WhatsApp reporting point, they will first seek to contact the participant by mobile voice call, and then seek information from all other participants using a WhatsApp broadcast as to whether they have seen the car, where and when etc. The sweep cars will then establish a recovery plan if necessary or appropriate.

## **Boards**

The only boards that will be used as “M” at a control, cautions (! or !!), triple-caution (!!!) for a redirection, “P” for a redirection passage control and HRC pink arrows.

Samples of all the boards will be shown at the briefing.

## **Event details**

### **Day Start, Lunch and End Locations**

These details are provided here in case of the need to short-cut, rejoin at a later time, including on a later day, and for those not starting on Day One. When delayed, please inform the Organisers using WhatsApp, including whether and where you intend to rejoin. Note that every day starts at 9 am EXCEPT Day 4 which starts at 8 am.

Lunch locations are in towns and participants may choose where to obtain refreshments. You should use the mapping app on your phone when in towns.

### **Day One**

Start: Yass, Swaggers Motor Inn, 9:00 – 9:30

Lunch Regular Route: Braidwood, approx. 12:30 – 13:30

Lunch Tarmac Route: Choice of Batemans Bay, Moruya, Narooma or Bermagui

Finish: Cooma, Commissioners Carpark, Commissioner Street between Vale and Soho Streets, approx. 16:30 – 18:00

### **Day Two**

Start: Cooma, Commissioners Street Carpark, between Vales and Soho Streets, 9:00 – 9:30

Morning Tea: Jindabyne, approx. 10:30 – 11:30

Lunch: Khancoban, Town Centre carpark, Mitchell Avenue, approx. 12:45 – 14:30

Finish: Cooma, Commissioners Street Carpark, between Vale and Soho Streets, approx. 16:15 – 18:00



### **Day Three**

Start: Cooma, Commissioners Street Carpark, Commissioner Street between Vale and Soho Streets, 9:00 – 9:30

Morning Tea: Bombala, approx. 10:15 – 11:30

Lunch: Orbost, approx. 13:00 – 15:00

Finish: Rotunda Carpark, Esplanade, Lakes Entrance, immediately east of Myers Street, approx. 16:00 – 18:00

### **Day Four**

Start: Rotunda Carpark, Esplanade, Lakes Entrance, immediately east of Myers Street, 8:00 – 8:30

Morning Tea / Breakfast: Bruthen, approx. 8:30 – 9:30

Lunch: Mitta Mitta, approx. 12:00 – 14:30

Afternoon Tea: Jingellic, approx. 15:00 – 16:30

Finish: Tumut, Heritage Railway carpark, off Snowy Mountains Highway opposite Simpson Street, approx. 16:40 – 18:00

### **Day Five**

Start: Riverside Café carpark, Elm Drive, Tumut, 9:00 – 9:30

Lunch: Batlow or Tumut, approx. 12:30 – 14:30

Finish: Yass Bowling Club, Adele Street, Yass, approx. 15:30 – 17:30

### **Distances and Fuel Stops**

The following information provides an overview of the event and should assist with fuel planning. Distances in brackets are to other refuels within the section. Note that some locations do not have higher octane fuels.

Day	Section	Location	Regular km	Gravel %	Tarmac km	Notes	
1	Start	Yass					
		Michelago	(147)				
			Braidwood	234	42%	126	
	2		Batemans Bay			(60)	
			Moruya			(93)	
			Narooma			(134)	
			Bermagui			(168)	
			Candelo			(264)	
			Nimmitabel	(162)		(327)	
			Cooma	198	49%	364	
		DAY TOTALS	436	45%	490		
2	Start	Cooma					
		1	Berridale	(81)		(53)	
			Jindabyne	135	31%	105	
	2	Khancoban	108	0%	108		
	3		Adaminaby	(118)		(122)	
			Cooma	193	21%	173	
			DAY TOTALS	423	16%	384	
3	Start	Cooma					
		1	Bombala	105	37%	97	
	2	Orbost	163	72%	162		
	3	Buchan	58	0%	58	No premium fuels	
	4	Lakes Entrance	65	60%	55		
			DAY TOTALS	391	50%	372	
4	Start	Lakes Entrance					
		1	Bruthen	32	28%	33	
	2		Swifts Creek	(73)		(73)	
			Omeo	104	0%	104	
	3	Mitta Mitta	109	14%	107	No premium fuels	
	4	Jingellic	123	41%	142	No fuel	
	5	Tumut	122	12%	112		
		DAY TOTALS	490	18%	498		
5	Start	Tumut					
		1	Tumbarumba			(171)	
			Tumut	234	24%	239	
	2		Coolac			(59)	
			Yass	118	37%	164	
		DAY TOTALS	352	29%	403		
		EVENT TOTALS	2101	32%	2149		