

Tour of the Snowy

Report

19th to 23rd March 2024

The event was run successfully with 34 cars participating for from 2 to 5 days on both the Regular and Tarmac Courses.

Entries: 1 car entered for 2 days, 3 cars for 3 days and 30 cars for the full 5 days.

12 cars entered for the tarmac Course the balance of 22 for the Regular Course.

The List of Starters is attached.

There were several breakdowns and some illness but no reported other forms of breakdown. Replacement home cars and rental cars were substituted, and these sometimes necessitated a change of option for the course.

There were quite a few changes of course options apart from the above and these were for a multiple of reasons resulting in a lot of attention to detail for the sweep cars.

Financially we were also successful as the Treasurer will report with about \$2500 profit from the event.

Organisation.

Graham Thompson took on a significant load of the work, both in course checking, accommodation and dining arrangements. I cannot speak too highly of his input and the support from his family when it came to getting the barbecue organised for Yass at the finish. Newcomer to the club was Kev Lonergan, who shared Grahams 00 role.

Allan Denney looked after the Communications role and with me became the Tarmac Sweep. The role expanded significantly with the two course options and the frequency that the cars changed between these courses kept Allan and Kerrie, in the Regular Sweep car with Steve Blair, on their toes.

More on the Sweep's role later.

I cannot speak too highly of the manner all the above performed over the 5 days. Thank you all. !!!

Roads and Course

The general responses that came to me were very positive on the Course, duration of the event and with a few reservations the road conditions were rated as excellent.

Some poorer gravel roads were the cause of some cars deciding to change to the tarmac course and then changing back when they thought there would be better roads back on the Regular Course.

Part of the adventure created by the event was going to places that they would probably never otherwise encounter.

This is a very important issue when choosing a course and locality for future tours.

Promotion

The promotion went well and the numbers of cars was the best the HRC has done. My ideas all seemed to work despite the clash with the AGP and also with the leftovers from the P2S we ended up with a good field.

Geoff Bott from the CRC has been dabbling in producing videos to promote CRC and HRC events. While we don't think we attracted any actual starters I believe the mere fact of the video being there on Youtube together with the CRCs event being similarly promoted creates a greater awareness of our activities and the cost to us of \$40 was justifiable. Geoff did a fair bit of filming on the event and with other peoples dashcams include I understand he has a video of the event in mind when time permits.

Social and Dining Events

Graham had great difficulty getting any private areas for dining. It is certainly a difficulty, however this didn't seem to matter greatly and we assembled in the public areas on 3 evenings to make a couple of announcements and say farewell to participants and it didn't really seem to be a problem.

This reduced the opportunities for 'celebrities' to speak for too long.

The barbecue for the finish night was excellent. We had done it before, at the end of the Black Stump at Parkes and it had worked well and at Yass it did so as well.

I believe that a similarly arranged function should be incorporated into all our future events as it gave far better opportunities for fraternisation with the informality catering perfectly for this. The food costs were paid for by the Club and people brought their own drinks.

Tracking of cars and the roles of the sweeps.

This became a changing list several times a day.

It is probably the best when the Comm officer is one of the Sweeps as their specific job is being done as they go along in the roles of Sweeps.

Most cars did the right thing and told the Start control which was manned by Steve and Kerrie, if they didn't intend to follow their earlier nominated lists which both Allan (AD) and Kerrie (KE) had for ease of looking after their own cars.

AD and KE would confer and check on their lists at the start. AD would depart after the last Tarmac car and KE would normally wait for 30 mins or so before departing.

It was the habit of several cars to leave the start and head back to their motels or then go to breakfast making it very easy to end up behind their sweep cars. The requirement therefore was announced to regardless of the start control to tell us when you were leaving town.

This became an ongoing issue and did require both Sweeps to be recording passage detail from the WhatsApp site on an ongoing basis and from time to time conferring themselves when there was telephone reception.

Both Sweeps found they were getting pushed way back in the field when cars were having problems and if anyone in those cars have other duties particularly connected with the evenings arrangements it is suggested that they be part of the 00 crews and not Sweep. In the Snowy this was not a problem as Graham in 00 had made the evenings arrangements.

We did not successfully set up the WhatsApp Announcements site. After setting up the Tour site and checking that they are all on board the Announcements site we should include that Group completely. Allan and I could not get our heads around this properly and it is suggested that future organisers spend some practice time sorting it out.

Ian Richards planned idea of muting the 'pings' on the general site and keeping the announcement site being 'pinged' when a message came on it will work but the participants need to be trained a little better. We had two occasions where there were re-directions and both could only be advised on the general site and some cars missed the information among the plethora of data on that site. Others were found to not looking at anything other than the road ahead.

The practice of cars announcing their arrival at the finish of day worked well even though the finish control was manned by 00 anyway. Most cars called at the control and said they were in town.

Road Books

I had many great comments about the Route Charts in particular and the Road Book in general.

When I was able to tell them that Ian Richards had compiled it with the history notes and that this was only his practice Book and that the next events Book for the Tour to the Sunshine State would probably be better. Thank you Ian !!

There were a couple of errors in the Book due to my poor checking when the initial start or finish was moved and the link info not being put in correctly.

Overall the Road Books were rated as excellent with the day start page showing the two course options and the link points tagged eventually being understood by at least those who swapped courses at all. The Route Charts

Dave Johnson

1 April 2024