



2017
AUSTRALIAN MULTIHULL
CHAMPIONSHIPS
Moreton Bay – Queensland
Monday 2 October – Saturday 7 October 2017



Race Committee	Commodore – Bruce Weiland Chairperson of Sailing Committee MYCQ – Bruce Dickson Rear Commodore MYCQ – Mike Hodges Principle Race Officer - Brady Lowe	
Sailing Office	Brady Lowe (RQYS Sailing Manager) Rebecca Ellem (RQYS Sailing Administration)	
Sailing Committee	Bruce Dickson Geoff Cruse Peter Hackett	Chris Wren Tony Epell
Rating / Boat Measurers	Geoff Cruse Peter Hackett	Alastair Noble Richard Jenkins
Race Officers	Sylvia Talbot – Start Officer , Start Boat Skipper – Peter Talbot Support boat Skipper – Donald Murray	
Protest Committee	TBA	
RQYS Venue Address	578 Royal Esplanade Manly QLD 4179	
Postal Address	PO Box 5021 Manly QLD 4179	
Telephone	07 3396 8666	
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AMC Documentation Links	http://www.rqys.com.au/multihull-events/ http://mycq.org.au/	
Australian Sailing, National Equipment Auditors	Bruce Wieland, Jim Fern, Tony Epell, Geoff Berg, Lyle Stanaway, Chris Wren	

Revision Table:

Date	Revision Detail	Rev
16/9/17	Initial Release and posting	1
17/9/17	Amendments: Sections 5.4, 6, 18.2.a, 21	2
24/9/17	Amendments: Sections 1.7, 5.4	3
30/9/17	Sponsor Logos, Section 9, 10,12,21 & App B – Marks and Buoys	4

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1. RULES

The regatta will be governed by the following.

- 1.1 The current edition of the Racing Rules of Sailing (RRS)
- 1.2 The current Australian Sailing (AS) Special Regulations, Part 1, Category 5.
- 1.3 The MYCQ Offshore Multihull Rule (OMR) for divisions 1 & 2.
- 1.4 Rule 50.2 is changed to allow fixed and retractable spinnaker poles to set spinnakers, screechers and code zeros.
- 1.5 RRS 52 is changed to allow the use of electric or hydraulic winches.
- 1.6 RRS 44.1 is changed to a 'one-turn' penalty in lieu of 'two- turns'.
- 1.7 All Skippers shall supply the Sailing Office with a current, Category 5 form (Higher category forms will be accepted) as per the NOR. Forms are available via the following link: (DELETE) <http://www.rqys.com.au/cat-forms> (INSERT) <http://www.sailing.org.au/sport-services/safety/nea-scheme/national-equipment-auditor-form/>
In recognition that there are relatively few AS National Equipment Auditors to sign off the Category 5 forms, forms may be self-certified, as long as they are current (i.e. the equipment checked and the forms signed after 1 July 2017).

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the RQYS / MYCQ websites and the official notice board located outside the RQYS Marine Sports office.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted on the RQYS website <http://www.rqys.com.au/> and on the RQYS official notice board before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours on the day before it will take effect.
- 3.2 Changes may also be made to the Sailing Instructions prior to the first warning signal by displaying code flag L on the race committee vessel and advising of the change by VHF Radio Channel 72.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the RQYS Official Flag Pole located at the Eastern Gangway to the Bill Kirby Jetty (VIP Wharf).
- 4.2 When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

5. SCHEDULE

- 5.1 After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound at least five minutes before a warning signal.
- 5.2 On the last day of the regatta, no warning signal will be made after 1500 hours.

5.3 The Race Committee shall inform competitors on the Official Notice Board of the intentions regarding the sequencing of starts for the days racing in advance. The Race Committee may change the divisions and start sequence with appropriate notices posted, 'L' flag afloat or ashore and Ch 72 communications. No part of SI 5.3 shall be grounds for Redress by any competitor.

5.4 The first warning signal for racing covered by these sailing instructions shall be as follows:

DATE	EVENT	TIME/WARNING SIGNAL	Start Location Refer Att A
Monday 2 October 2017	Registration and weigh-in for crews sailing OMR races	0730 - 0900	RQYS Café Stage
	Welcome Breakfast, Registration and weigh-in for crews sailing OMR races	0800	RQ Cafe
	Competitors Briefing in the Auditorium (Compulsory for 2 representatives from each yacht)	0900	RQ Auditorium
	Race 1: Medium Length Passage Race	1200	A2
	** Daily Presentation/Giveaways	1800	RQ Deck bar
Tuesday 3 October 2017	Race 2: Short Race*	1100	A1
	Race 3: Short Race*	ASAP after Race 2	A1
	** Daily Presentation/Giveaways	1800	RQ Deck bar
Wednesday 4 October 2017	Championships Lay-Day		
	WAGS race - Family fun afternoon WAGS Presentation	12:30 Registration - RQ Deck Bar 1800	A2 RQ Deck Bar
Thursday 5 October 2017	Race 4: Long Passage Race	1100	A2
	** Daily Presentation/Giveaways	1800	RQ Deck bar
Friday 6 October 2017	Race 5: Short Race*	1100	A1
	Race 6: Short Race*	ASAP after Race 5	A1
	Division 4 Multihull Central Short Series Commences	TBA - Not before 1100	A2
	** Daily Presentation/Giveaways	1800	RQ Deck bar
Saturday 7 October 2017	Race 7: Short Passage Race	1100	A2
	Presentation @ RQYS	1800	Flags Function Rm





Note: *Divisions 3 & 4 will start in area A2 each day including the nominated short course days.

Note: ** *To make the event as enjoyable as possible, we would like to get the competitors and friends together each evening at RQYS at 6.00pm (or as soon as practical after the days racing advised over VHF Channel 72) for a brief daily presentation. There will be 'fast give-aways' for stories about the day and for any special achievements.*

Competitors can text Peter Hackett on 0438 695 943 about anything that happened each day, including humorous stories, heroic deeds, near misses, ridiculous things, etc. With sailing there are always tales to tell of escapes, what could have been and the whys and wherefores, that make our sport enjoyable.

As we will be getting together each day, the Wednesday evening function has been cancelled, leaving the lay day an entirely free day.

6. CLASS FLAGS

Date	Scoring	Flag
Division 1 OMR Racing	OMR (See 15.1-HCPs) PCF (See 15.2 – HCPs)	Numeral Pennant 1 
Division 2 OMR Racing	OMR (See 15.1-HCPs) PCF (See 15.2 – HCPs)	Numeral Pennant 2 
Division 3 PCF Cruising	PCF	Numeral Pennant 3 
Division 4 PCF One Design & Multihull Central Short Series	PCF	Numeral Pennant 4 

7. RACING AREAS

7.1 The racing areas will be generally east of Green Island, north to and around Mud Island and south to and around Peel Island.

7.2 Passage races will be started in the area designated A2, to the west of Green Island. Short races for the Divisions 1 and 2, comprising windward/ leeward courses, will be started and raced near the area designated A1 to the east of Green Island, as per Attachment A. Divisions 3 & 4 will start in the area designated as A2 each day.

8. THE COURSES

8.1 The courses for Windward/ Leeward Races are detailed in Attachment B.

8.2 Passage race course diagrams are detailed in Attachment C

8.3 The race committee start boat will display the designation of the course for each division and the approximate compass bearing of the first leg.

9. MARKS

9.1 Designated Fixed Marks will be described in the Passage Course Booklet for the AMC and will form an Appendix to these Sailing Instructions.

9.2 Mark X will be an inflatable buoy. For courses that include Mark X, the race committee vessel will display prior to the warning signal green (starboard) or red (port) flag to signal the side on which boats shall leave the mark on the first leg of the race.

9.3 Laid marks will be inflatable buoys of the colours designated in the course diagrams.

9.4 The start/finish marks will be Pink "MYCQ" inflatable buoys.

9.5 All navigation marks must be observed to complete a course.

10. THE START

10.1 Races will be started by using rule 26 with the warning signal made five (5) minutes before the starting signal. The start signal of one division will be the warning signal for the next division.

10.2 The starting line will be between a staff displaying an orange flag on the start vessel at the starboard end of the line and an inflatable Pink "MYCQ" buoy at the port end of the line.

10.3 Boats shall keep clear of the starting area during the starting sequence for other divisions and shall not pass through the line unless starting. Failure to do so may result in Protest by the Race Committee.

10.4 A boat starting later than ten (10) minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A4, page 56 and 57.

10.5 No part of a boat's hull, crew or equipment shall be on the course side of the triangle formed by the two ends of the starting line and the first mark, during the one minute before the starting signal. Should a boat infringe this rule, the race committee may attempt to broadcast a boat's name and number, on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a), page 37.

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position and advise competitors accordingly.

12. THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the finishing boat at the starboard end of the line and a pink "MYCQ" inflatable mark at the port end. Boats shall clear the finish line before changing course and shall not pass through the line unless finishing.

12.2 In the unlikely event when there is no race committee vessel on station at the finish for passage courses, the alternate finish line will be an extension of the Eastern Port and Starboard Lateral Beacons at the Manly Harbour entrance, with the finish being to the south and within 100m of the port beacon. In this case, skippers are required to take careful note of the finishing time and complete a declaration form which will be available from the Sailing Office. Finish declaration forms shall be lodged at the Sailing Office within 24 hours following the completion of the race and shall include the name of the yacht and skipper and finishing time to Eastern

Standard Time. If available, the name of the boats immediately in front & behind the declaring boat shall be listed on the declaration. Declarations may be emailed to sailing@rqys.com.au.

13. TIME LIMITS

13.1 For Windward/Leeward Races, boats failing to finish within 45 minutes after the first boat in their division finishes, will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

13.2 For all other races, the time limit for the first boat to finish shall be five hours after the starting signal of the race, or by 1600, whichever is earlier. Boats failing to finish within six hours of the starting signal, or by 1700, whichever is earlier, will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

14. PROTESTS AND REQUESTS FOR REDRESS

14.1 Protest forms are available at the RQYS Sailing Office. Protests and requests for redress or reopening a hearing shall be delivered there within the appropriate time limits nominated below.

14.2 For each division, the protest time limit is 2 hours after the last boat has finished the last race of the day or the race committee or race officials signal no more racing that day, whichever is later.

14.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room in the vicinity of the RQYS Sailing Office beginning at the time posted.

14.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

14.5 Breaches of SI 10.3, 10.4, 16 and 20 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

14.6 A request for reopening a hearing shall be delivered no later than 24 hours after the requesting party was informed of the decision.

15. SCORING AND HANDICAPS

15.1 The OMR Rule will be applied as a Time Correction Factor (TCF) to the boats elapsed time.

15.2 Performance based handicap Performance Correction Factor (PCF) will be used for PHS Divisions will be determined by the Race Committee and will not be ground for Redress. This alters RRS 60.1(b)

15.3 The Low Point Scoring System will apply.

15.4 Three (3) races are required to be completed to constitute a series.

15.5 If only three races are sailed, all results will count towards the series score. When four (4) races have been completed by any competitor, the series' results will be based on the best three (3) results for all competitors. When five (5) races have been completed by any competitor, the series' results will be based on the best four (4) results for all competitors. When six (6) races have been completed by any competitor, the series' results will be based on the best five (5)

results for all competitors. When seven (7) races have been completed by any competitor, the series' results will be based on the best five (5) results for all competitors.

NOTE: This varies and takes preference over the NOR.

16. SAFETY REGULATIONS

16.1 All skippers shall 'sign on' with the start boat by radio prior to the first warning signal each day via VHF Channel 72. Skippers shall nominate their boat, sail number and number of crew. Skippers failing to sign on may have their boats scored DNC, without a hearing. This changes RRS 63.1, A4 and A5.

16.2 A skipper of a boat that retires from a race, shall notify the Race Committee as soon as practical.

16.3 A boat will be considered to have 'signed off' when they cross the finish line. No declaration is needed, other than required in the case of 12.2 in these Sailing Instructions.

16.4 Competitors shall comply with the following RQYS Policies.

- (a) Remain within the 6-knot speed at all times within and approaching Manly Harbour.
- (b) Unless in use, boats shall NOT carry anchors protruding beyond the bow whilst racing.
- (c) Monitor VHF 72 at all times during the race and during the pre-start period.
- (d) Not fly any spinnakers or other extras within Manly Harbour.

Failure to comply may incur a penalty which may be less than a DSQ.

17. REPLACEMENT OF CREW OR EQUIPMENT

17.1 Boats intending to race with a sail number other than that stipulated on their entry shall complete the Change to Sail Number register prior to racing. Failure to comply will result in the boat being scored DNC for all races on that day. This changes RRS 63.1, A4 and A5.

17.2 Substitution of damaged or lost equipment will not be allowed for unless authorised by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity and no later than 2100 hours on evening prior to the next days racing.

17.3 Replacement, change or addition of crew will be permitted with prior approval of the Race Committee. Replacement crew shall be nominated, along with their name, AS Number and weight for the particular day. Changes of crew shall be presented to the Race Committee for authorisation as soon as possible and no later than 0900hrs on the nominated day of racing.

Note: 17.2 & 17.3 apply only to divisions 1 & 2. The approval of crew changes is entirely at the discretion of the Race Committee and their decision will be final.

18. EQUIPMENT AND MEASUREMENT CHECKS

18.1 A boat or equipment may be inspected at any time for compliance with the Sailing Instructions. On the water, a boat can be instructed by a member of the Race Committee, by an Equipment Auditor or Rating/Measurer and shall proceed immediately to a designated area for inspection.

18.2 The Special Regulations define the fundamental safety requirements required of all boats racing under various categories.

The following is intended to clarify the intent of some of the clauses and to provide a guide to some of the performance requirements. These clauses are not specific to this event.

- a) For boats racing in Division 1 & 2 that do not have a current approved weight, the skippers/owners shall make them available for weighing on the 22nd or the 29th September 2017. Skippers/owners shall book a weighing date with the Chairperson of the Sailing Committee, Bruce Dickson, via email (bcdickson@optusnet.com.au). Skippers/owners shall complete an OMR inventory prior to weighing their boats, for checking and sign-off of the inventory by a measurer. Weighing of boats and inspection of equipment for sign off of the OMR inventory, outside the above days, will require 48 hour's notice to the Sailing Committee, however, no weighing will be permitted after 4pm Friday 29th September. There is a \$250.00 charge for weighing of boats. Boats in Division 1 and 2 failing to provide their boats for weighing or having a current approved weight, will not be eligible for OMR rating but may compete for PCF rating. Note: Boats that have been weighed by an approved method in accordance with the OMR Preamble (<http://mycq.org.au/omr/omr-preamble>) and have not been changed in any way since weighing post 1 October 2013 (within 4 years) will not require reweighing.
- b) All boats competing in Division 1 and 2 and competing in OMR shall present all crew for weighing in their normal street clothing. Weighing of crew will be available during breakfast and up until 0930 Monday 2nd October prior to Race 1 in the RQYS Bar deck area at Registration. Failure of skipper/owners to present all OMR rated boat crews for weighing, such vessels will be automatically defaulted to PCF rating only in Division 1 and 2.
- c) All skippers shall declare that they have adequate permanent affixed propulsion engines, with an adequate supply of fuel, that complies with the Special Regulations, clauses 3.24, page 38, 39 and 40. This is a fundamental safety issue that will be checked prior to racing by the AS National Equipment Auditors.
- d) Clauses 3.24 of the Special Regulations provide a performance requirement and skippers may be asked to provide proof (either by demonstration or video evidence) that the boat engine(s) are adequate. These standards are often debated but as a guide, a motor should conform to at least the following: $HP = \text{boat displacement} \times 0.005$. For example- a boat and crew weighing 1500kg $\times 0.005 = 7.5HP$ or an 8HP motor. This guide is not intended to contradict the Special Regulations or preclude skippers/owners from proving that smaller motors than the guide do achieve the standard required by the RRS. However, boats with smaller motors than the guide, may be asked for proof or precluded from racing, as this is a critical safety requirement.
- e) Clause 3.24 (b) of the Special Regulations shall apply to the amount of fuel required (i.e. 4 hours of fuel for Category 5).
- f) Anchors shall comply with 4.05 of the Special Regulations and be assembled for use and secured in place while racing. Skippers shall copy and complete the table in 4.05 to indicate how they conform with the regulations. This may be checked by a AS approved equipment auditor. Anchors may be stored below decks, provided they are assembled with chain and rope attached and able to be deployed in a timely manner.

19. OFFICIAL BOATS

19.1 Official boats will fly the RQYS pennant.

19.2 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. Support boats breaking this rule, may incur a penalty for any boat to which they are associated as per the NOR.

20. RADIO COMMUNICATION

20.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. Failure to comply with this may result in DSQ of the boat concerned at the discretion of the Race Committee or Protest Committee.

20.2 The race officials shall communicate with boats on VHF Channel 72.

21. PRIZES & DIVISIONS

Prizes shall be awarded to the following divisions.

Division 1 – The Australian Multihull Championship based on OMR, prizes for 1st, 2nd & 3rd.
- PCF prizes for 1st, 2nd & 3rd.

Division 2 – The Australian Multihull Championship based on OMR, prizes for 1st, 2nd & 3rd.
- PCF prizes for 1st, 2nd & 3rd.

A minimum of three (3) yachts will constitute a division.

The race committee reserves the right to allocate a boat to any division. The nominal cut point for Div 1 and Div 2 will be OMR 0.8400. The allocation by the race committee will be final.

Other prizes may be awarded at the discretion of the race committee.

22. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS Fundamental Rule 4, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the series.

23. INSURANCE

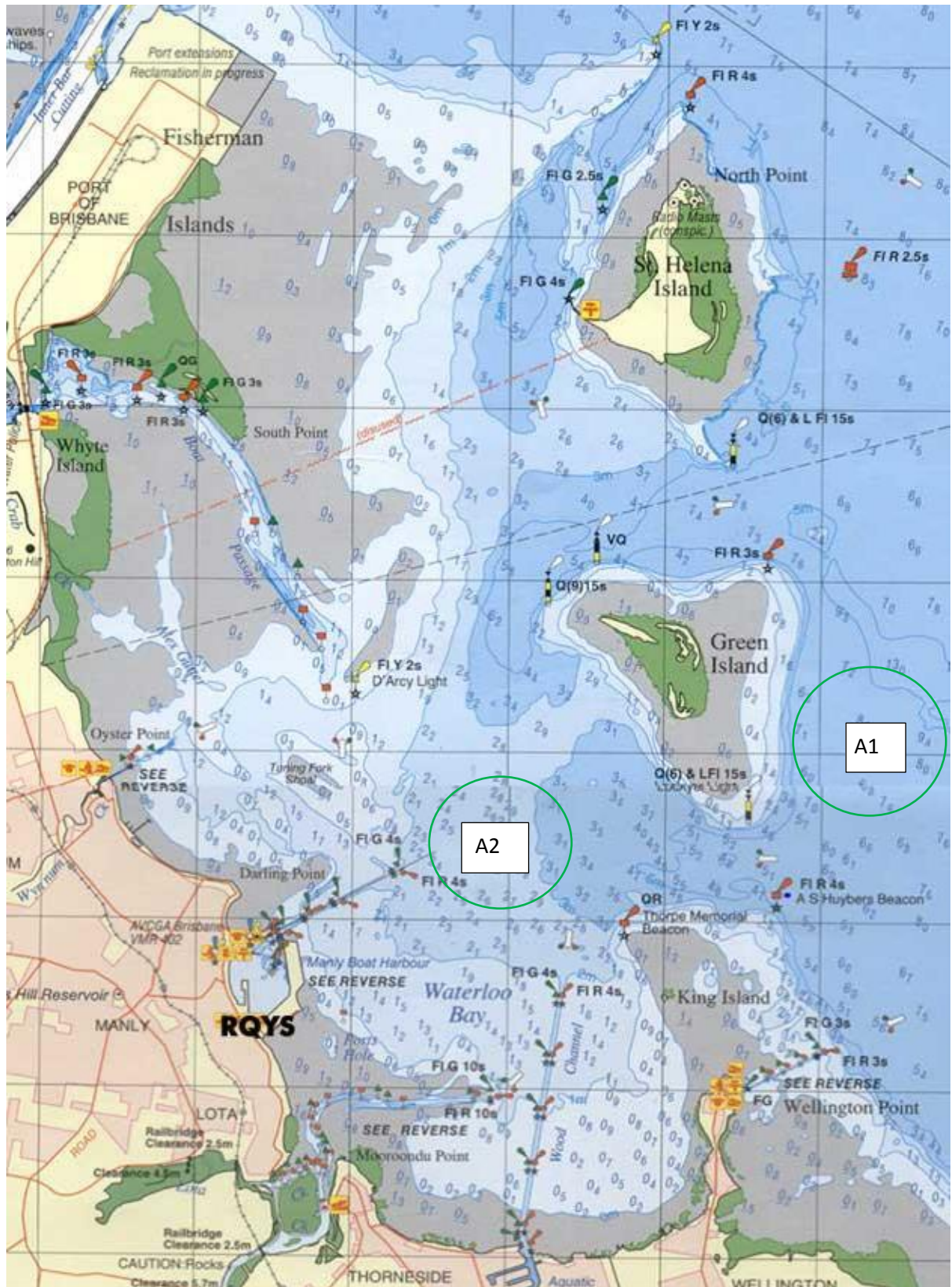
23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000 AUD per incident or the equivalent.

23.2 Each competitor shall be required to produce a copy of their valid Insurance certificate upon nominating for the event as per the NOR or at registration on Monday 2nd October 2017.

24. RESULTS

Results will be posted on the official notice board outside the Sailing Office and on the website: <http://www.rqys.com.au/result> and www.mycq.net.au.

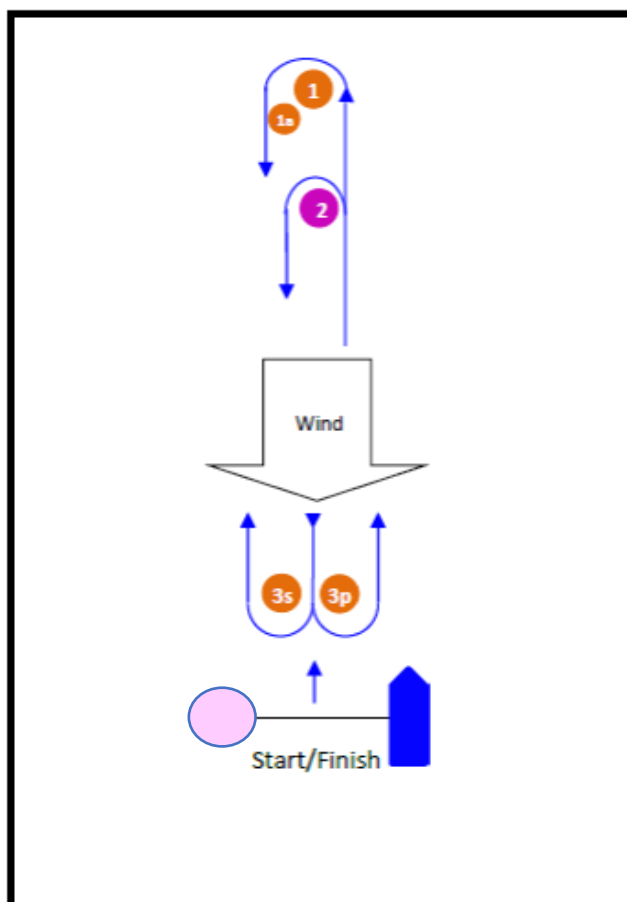
ATTACHMENT A: APPROXIMATE START LOCATIONS



ATTACHMENT B: WINDWARD/LEEWARD COURSES

WIINDWARD /LEEWARD COURSES

	Description	Marks
		Marks 1/1a & 3s/3p
L1	Start – 1 – 1a – Finish	<i>Orange Inflatables</i>
L2	Start – 1 – 1a - 3s/3p – 1 – 1a – Finish	Start/Finish Pin
L3	Start – 1 - 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – Finish	Pink “MYCQ” inflatable
I1	Start – 2 –Finish	Mark 2
I2	Start – 2 –3s/3p – 2 – Finish	<i>Purple Inflatable</i>



ATTACHMENT C: PASSAGE COURSES

AUSTRALIAN MULTIHULL CHAMPIONSHIPS

COURSE BOOKLET

Royal Queensland Yacht Squadron



Multihull Yacht Club of Queensland



DESIGNATED MARKS USED FOR RACING

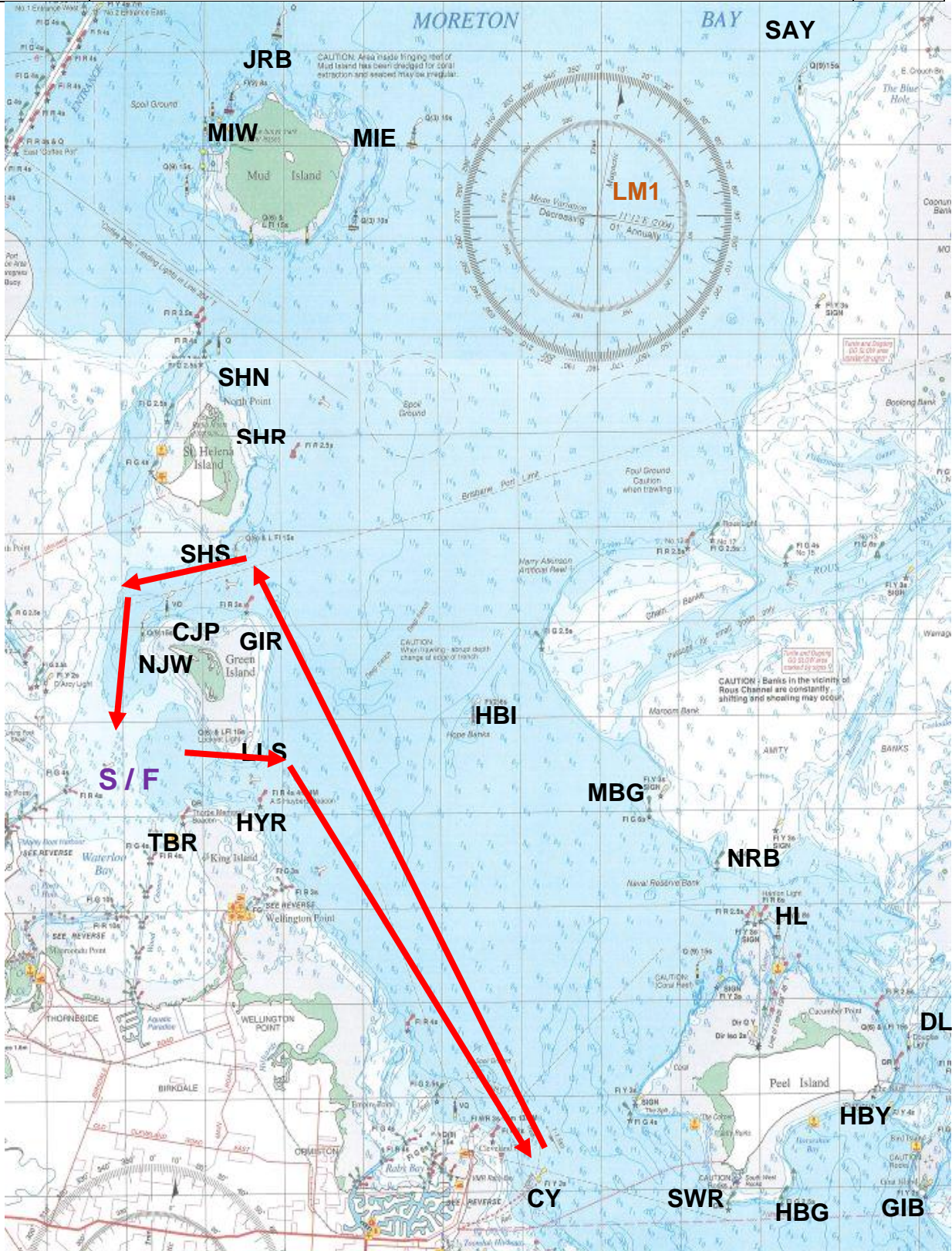
	Description	Approximate Position	
	Start/Finish – Inside Waterloo Bay East of the Manly Boat Harbour Leads		
MIW	2 x West Cardinal Beacons off Mud Island	27°19.8S	153°13.8E
JRB	Jeay's Reef Buoy - North Cardinal Beacon	27°18.9S	153°14.9E
MIE	East Cardinal Beacon off Mud Island	27°19.9S	153°16.5E
NJW	Norman J Wright Beacon (West Cardinal)	27°25.2S	153°13.2E
SHR	Red Buoy East of St Helena Island	27°23.2S	153°15.2E
LLS	Lockyer Light South Cardinal Beacon	27°26.5S	153°14.4E
GIR	Red Beacon NE of Green Island	27°24.8S	153°14.6E
EE	Eric Early Beacon	27°37.4S	153°24.2E
HL	Hanlon Light	27°28.2S	153°21.0E
DL	Douglas Light	27°29.5S	153°22.8E
GIB	Goat Island Beacon FI Yellow 2s	27°31.2S	153°23.1E
CY	Yellow Buoy SE of Cleveland Point	27°30.9S	153°18.1E
ML	Myora Light	27°28.4S	153°24.2E
OMM	Outer Measured Mile	27°15.0S	153°15.1E
HYR	Huybers Beacon	27°26.9S	153°14.6E
CJP	Crawford James Pattison Beacon (Nth Cardinal)	27°24.7S	153°13.6E
SWR	Green Beacon (QG) S-W Rocks	27°31.3S	153°20.6E
HBY	FI Y 4s Eastern End Horseshoe Bay	27°30.3S	153°22.4E
SHN	North Cardinal Beacon St Helena Island	27°22.3S	153°14.1E
HBI	Hope Banks Beacon	27°26.15S	153°17.4E
PIG	Green Beacon West of Peel Island	27°30.26S	153°19.4E
MBG	Green Beacon off Maroom Bank	27°27.03S	153°19.6E
SAY	Sand Hills Yellow	27°16.86S	153°22.9E
SHS	South Cardinal Beacon St Helena Island	27°24.4S	153°14.4E
MHB	Merv Hazell Beacon	27°33.6S	153°24.1E
HBG	Green Beacon (FI G 2.5s) W Horseshoe Bay	27°31.2S	153°21.8E
TBR	Thorpe Beacon NW of King Island	27°27.2S	153°13.7E
PPG	Green Beacon (FI G 2.5s) North of Potts Point	27°34.3S	153°21.8E
NRB	Green Beacon (FI G 4s) Naval Reserve Banks	27°27.6S	153°20.4E
LM1	Bay Laid Mark, located on a bearing from the Start Boat and a nominated distance OR at a GPS position Communicated by the RC from the Start Boat.		
GILM	Laid Mark East of Green Island	27°25.6S	153°14.9E
EPLM	Empire Point Laid Mark	27°29.0S	153°16.7E

Course Book Supplementary Sailing Instructions:

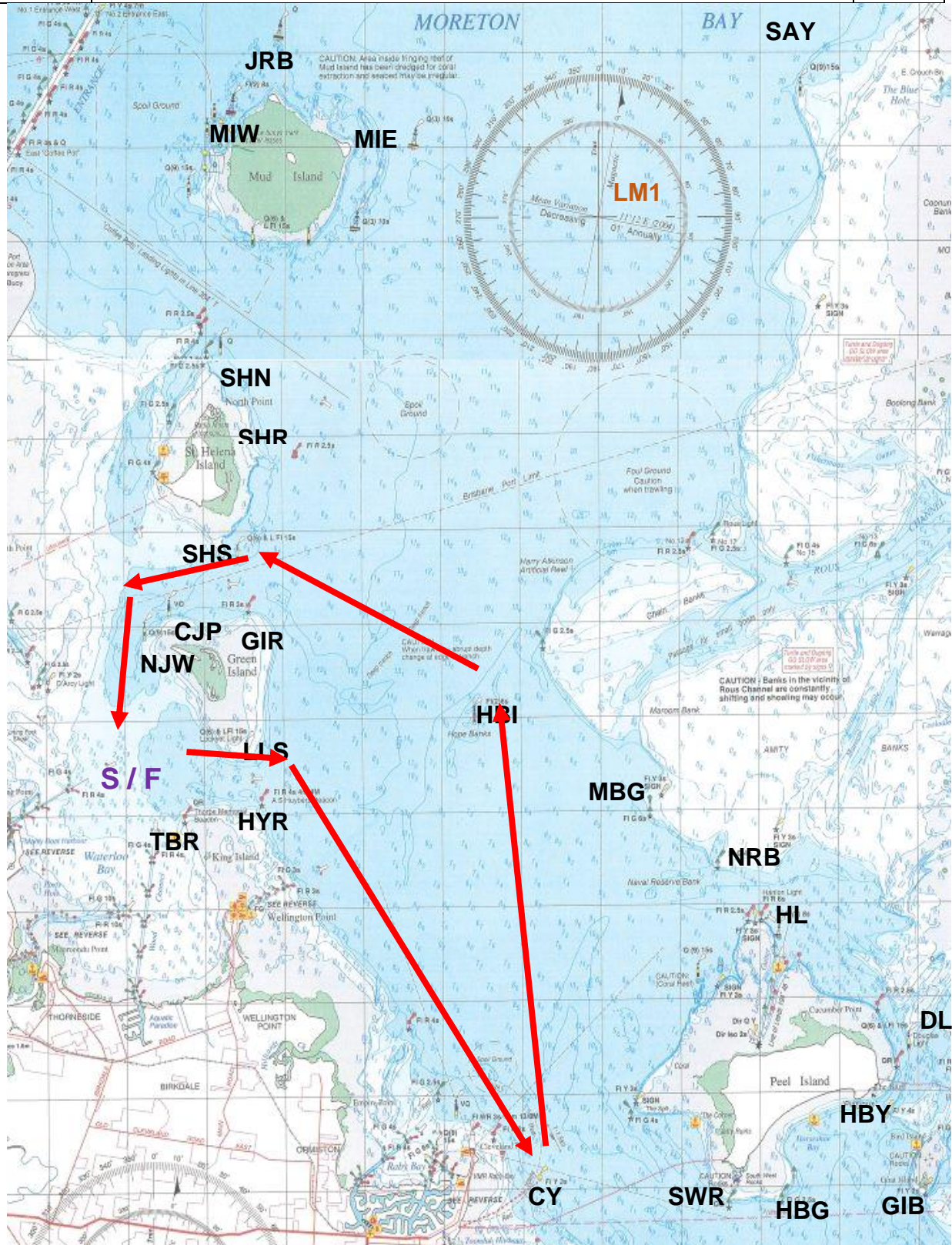
1 – The Use of an “X” Mark (a mark set at 90 degrees to the Start Line, usually upwind) is indicated by the flying of a Green or Red flag on the Start Boat, this flag indicates the rounding of the “X” Mark and shall be inserted in the Course Mark list in between the Start and the first mark of the course.

2 – Where the Race Committee wish to run these courses as a “Reverse” they shall indicated the course number followed by a prominent R and indicate as such on Radio. The course shall observe all marks in the opposite order and with the opposing rounding.

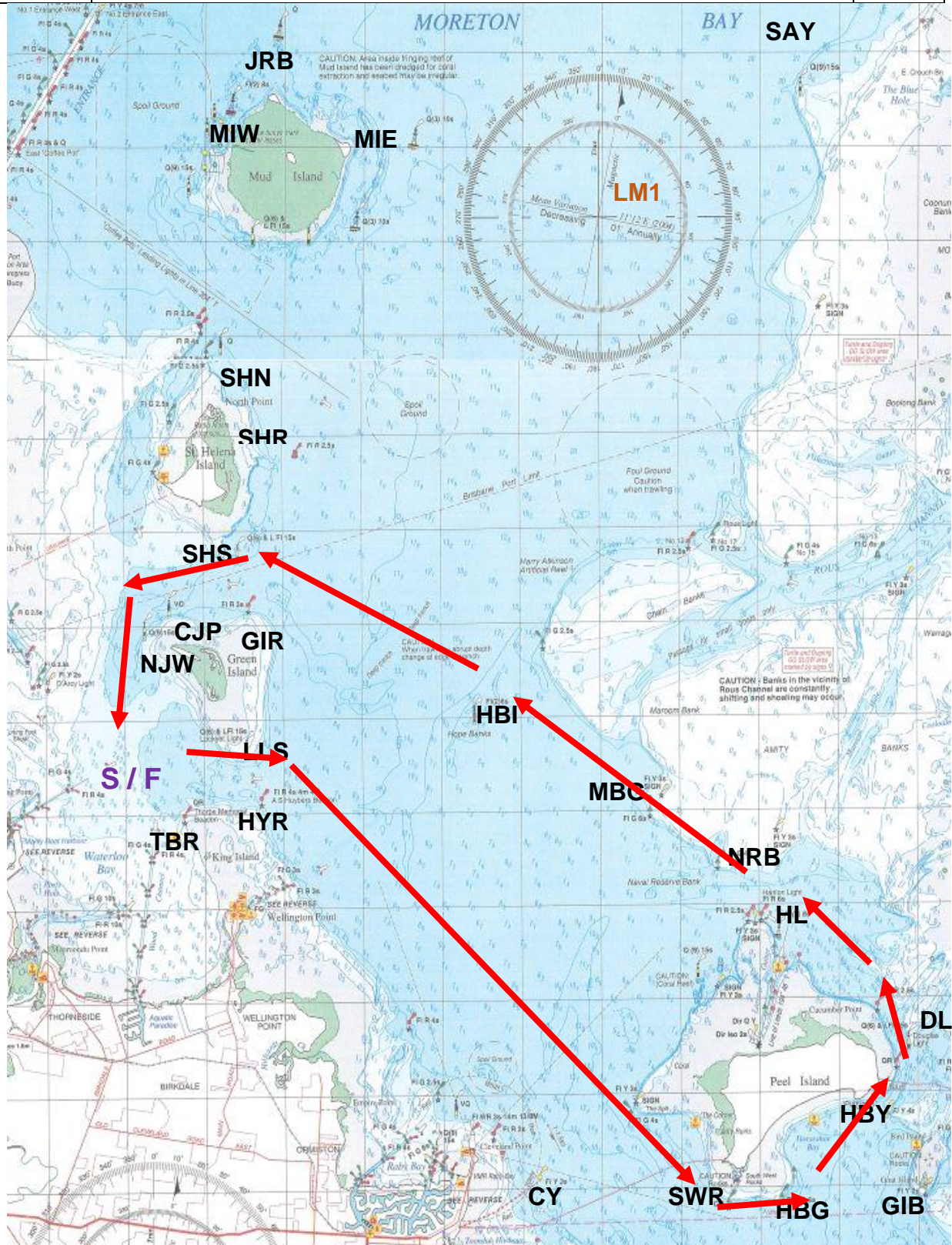
S1	Start – HYR (S) – CY (P) – GIR (P) – CJP (P) – NJW (P) – Finish	16
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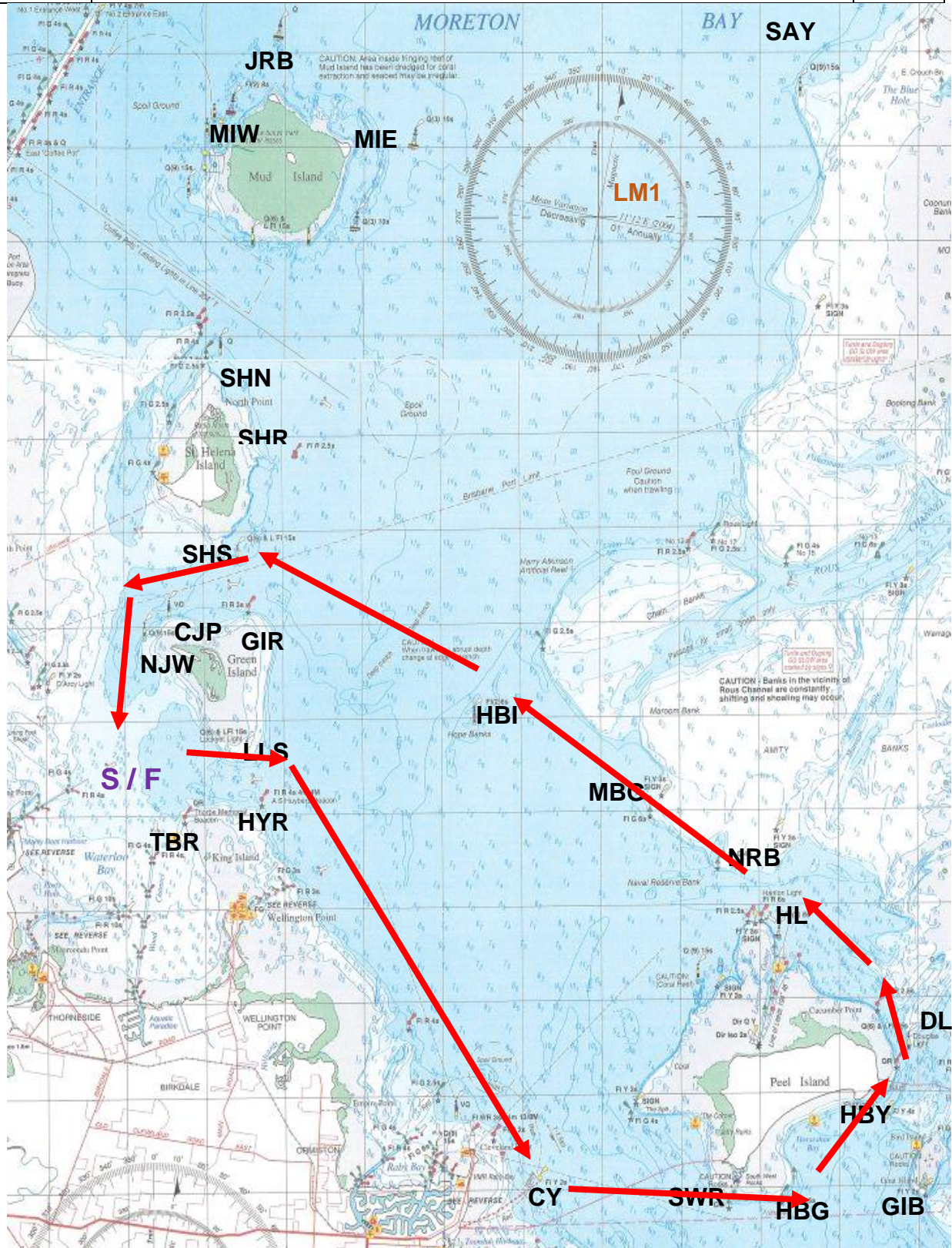
S2	Start – HYR (S) – CY (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) – Finish	17
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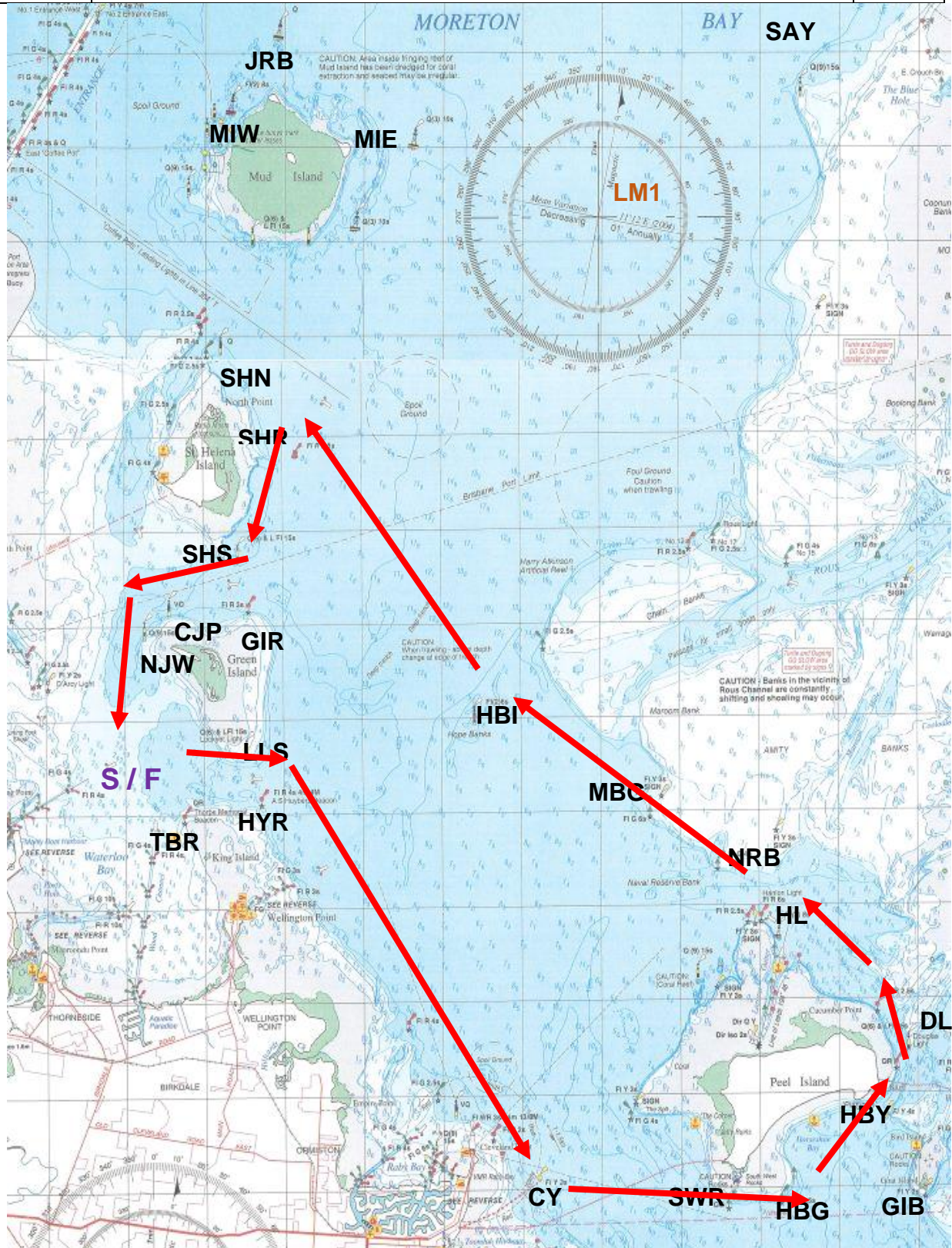
S3	Start – HYR (S) – SWR (P) – HBG (P) – HBY (S) – HL (P) – HBI (P) GIR (P) – CJP (P) – NJW (P) – Finish	22
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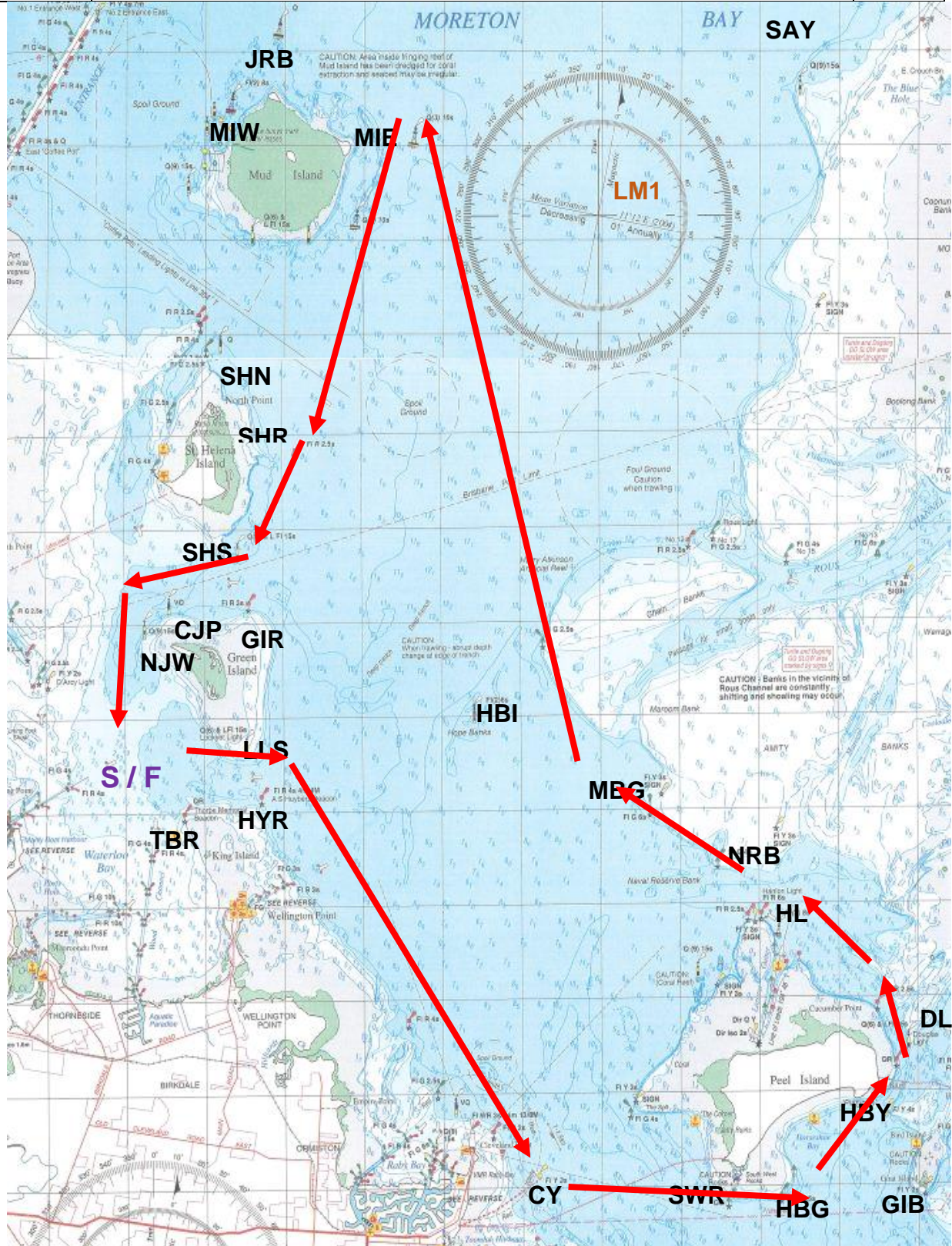
S4	Start – HYR (S) – CY (P) – HBG (P) – HBY (S) – HL (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) – Finish	23
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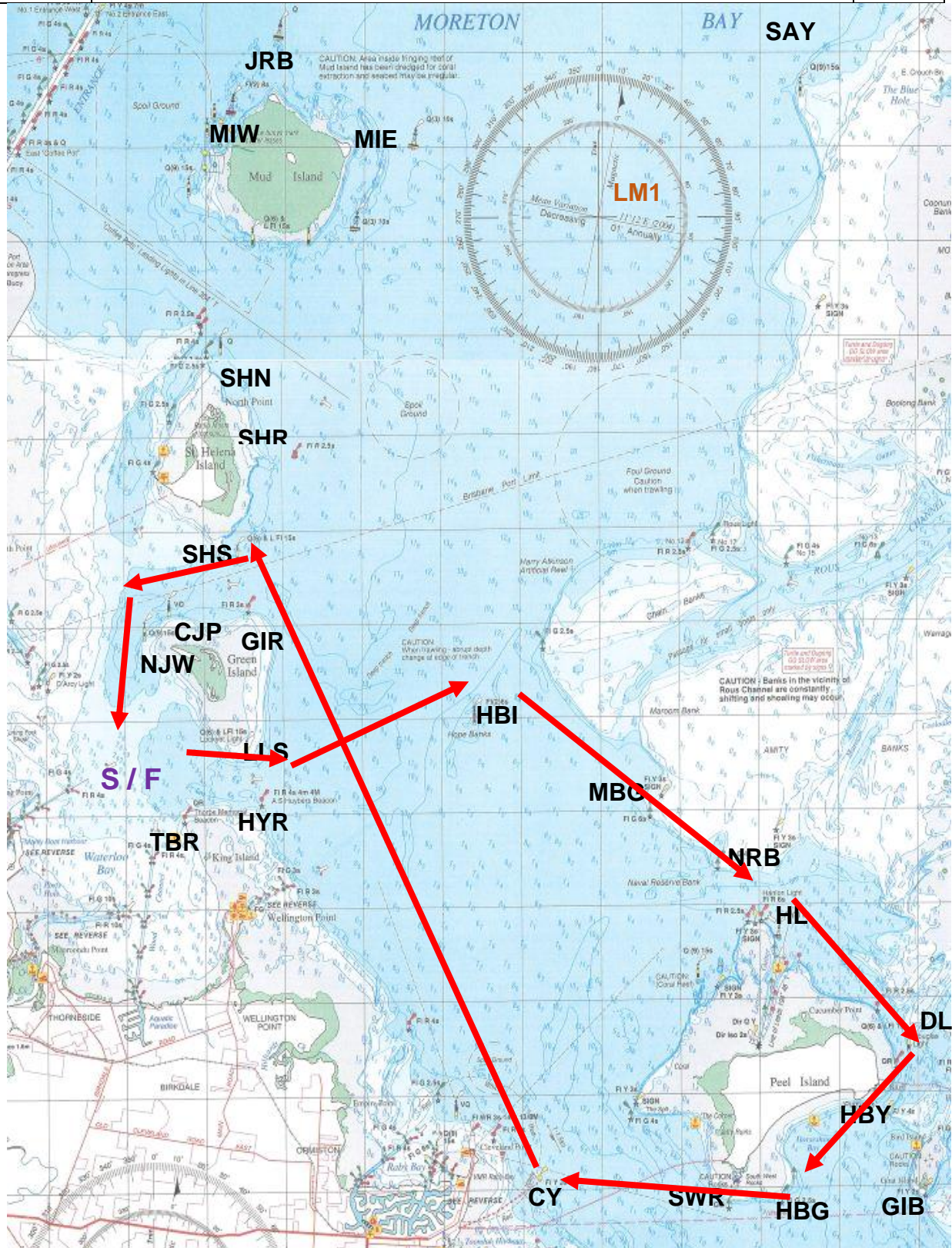
S5	Start – HYR (S) – CY (P) – HBG (P) – HBY (S) – HL (P) – HBI (P) – SHR (P) – SHS (S) – CJP (P) – NJW (P) – Finish	25
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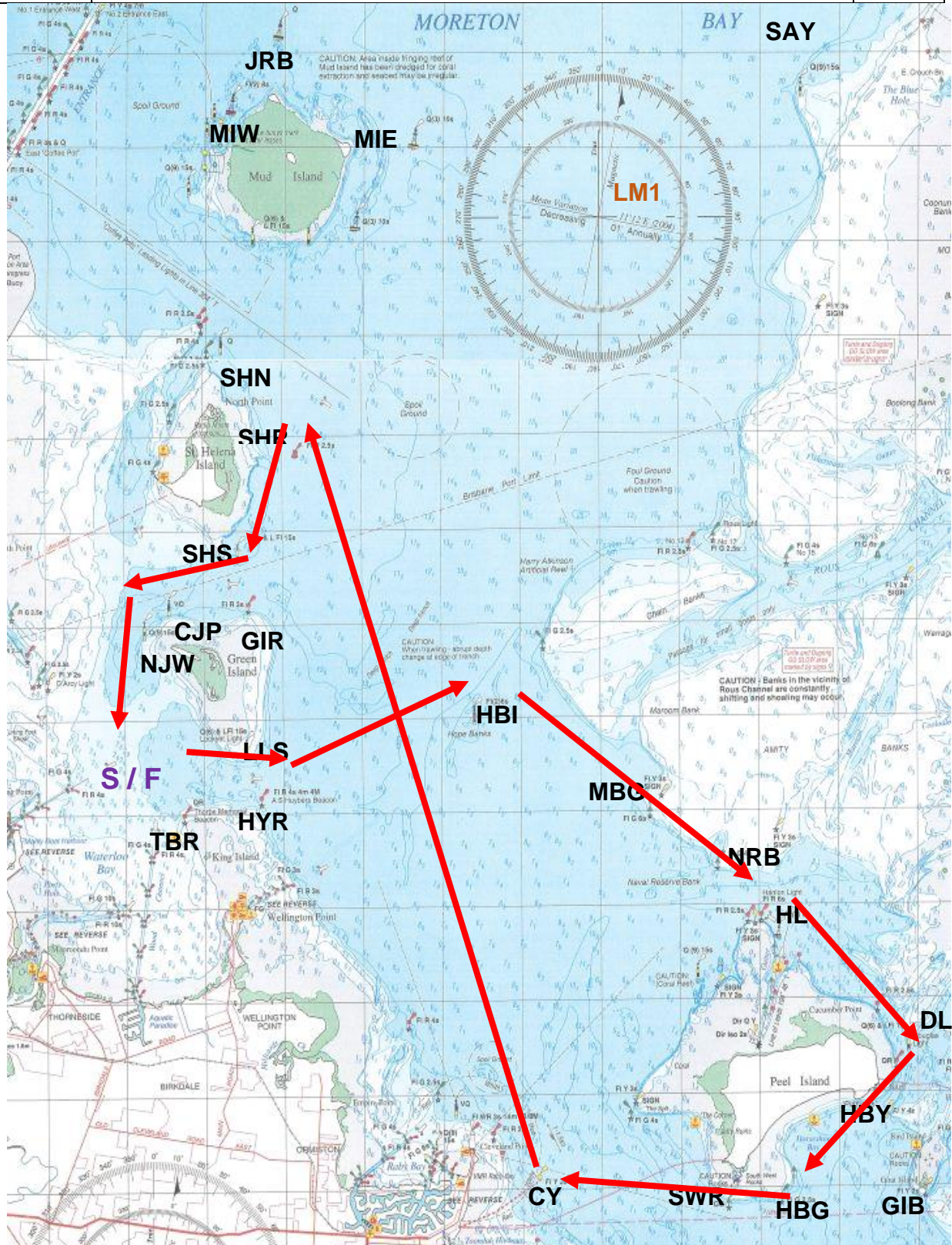
S6	Start – HYR (S) – CY (P) – HBG (P) – HBY (S) – HL (P) – MBG (S) – HBI (P) – MIE (P) – SHR (S) – SHS (S) – CJP (P) – NJW (P) – Finish	32
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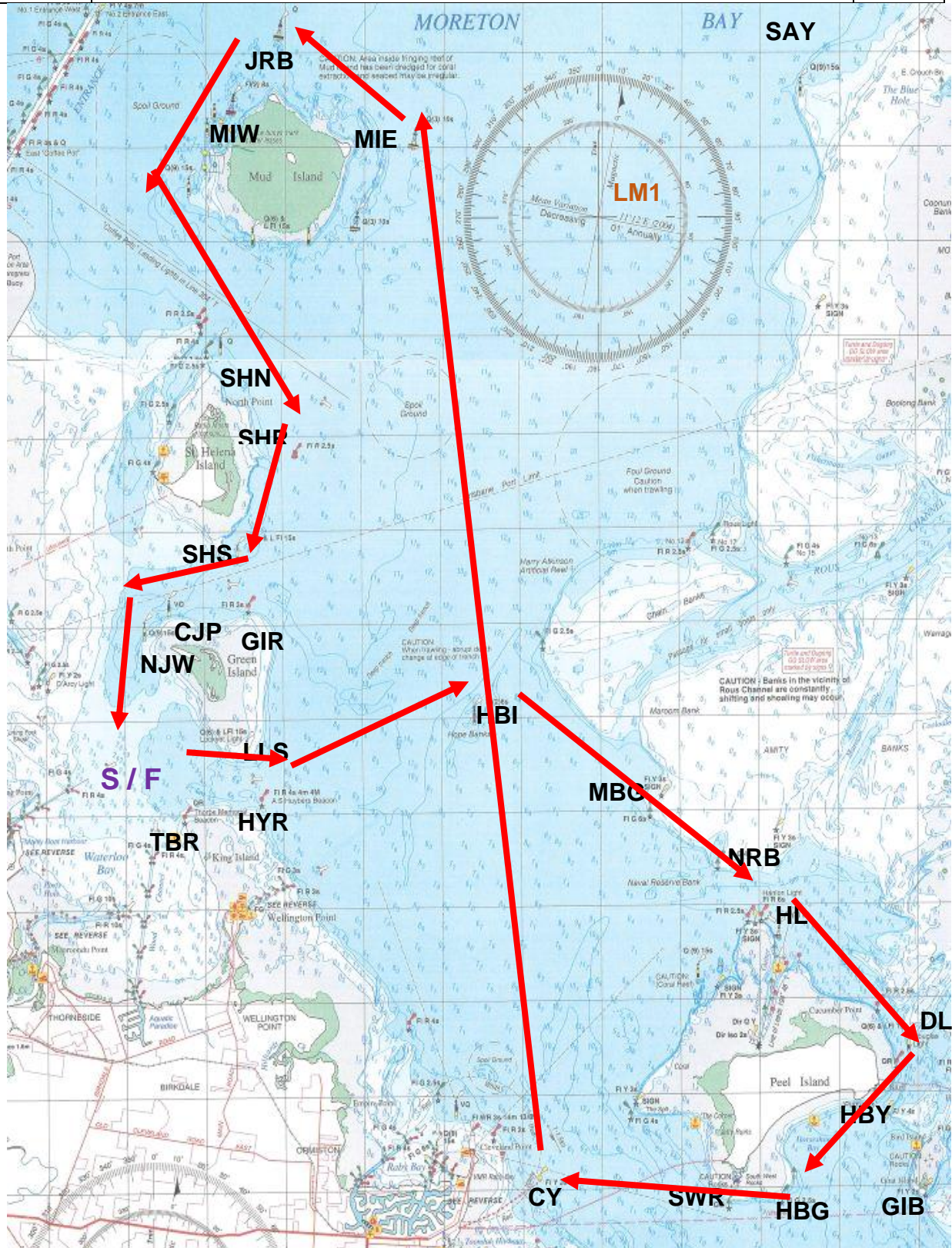
S7	Start – HBI (S) – HL (S) – HBY (P) – HBG (S) – CY (S) – GIR (P) – CJP (P) – NJW (P) – Finish	24
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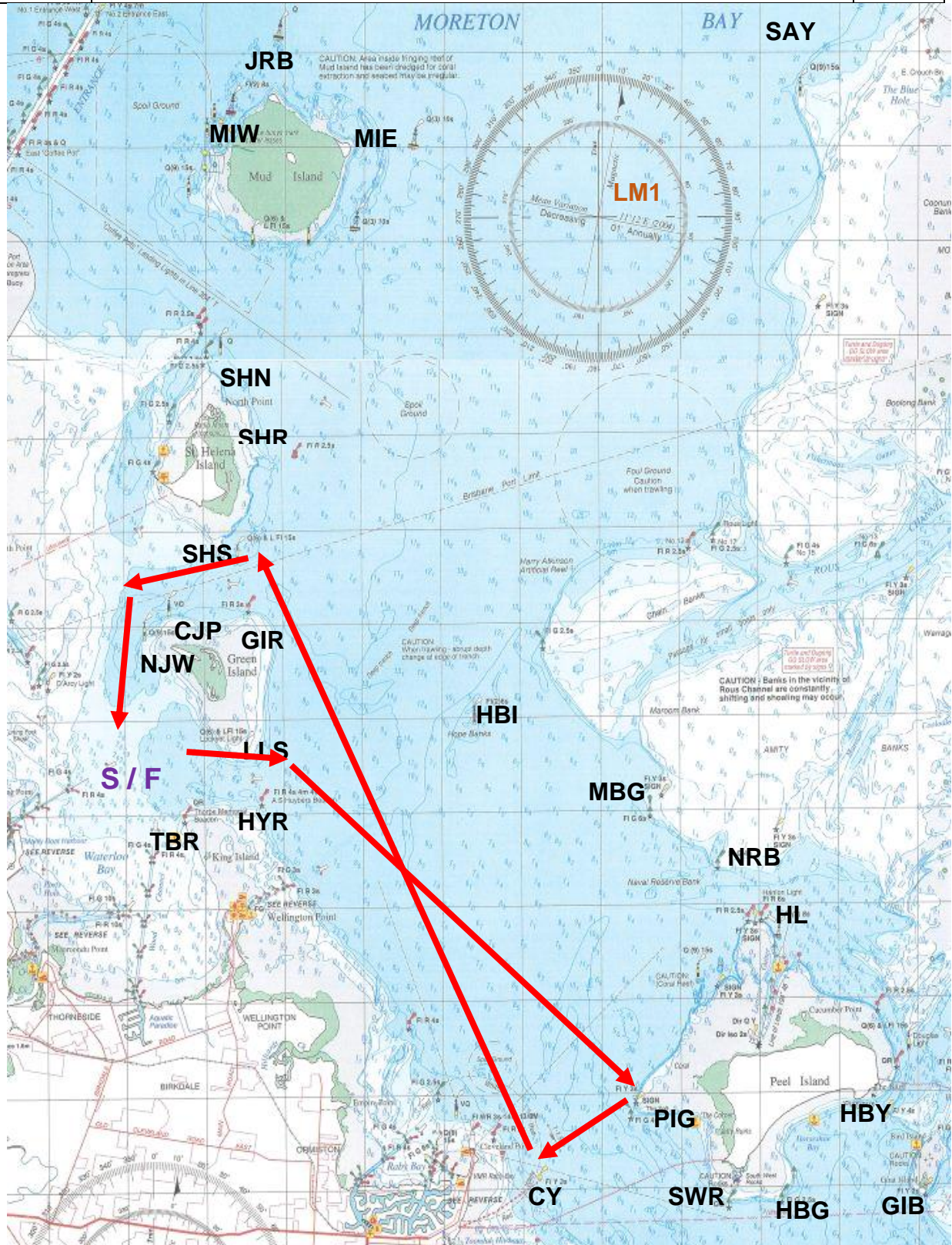
S8	Start – HBI (S) – HL (S) – HBY (P) – HBG (S) – CY (S) – SHR (P) – SHS (S) – CJP (P) – NJW (P) – Finish	27
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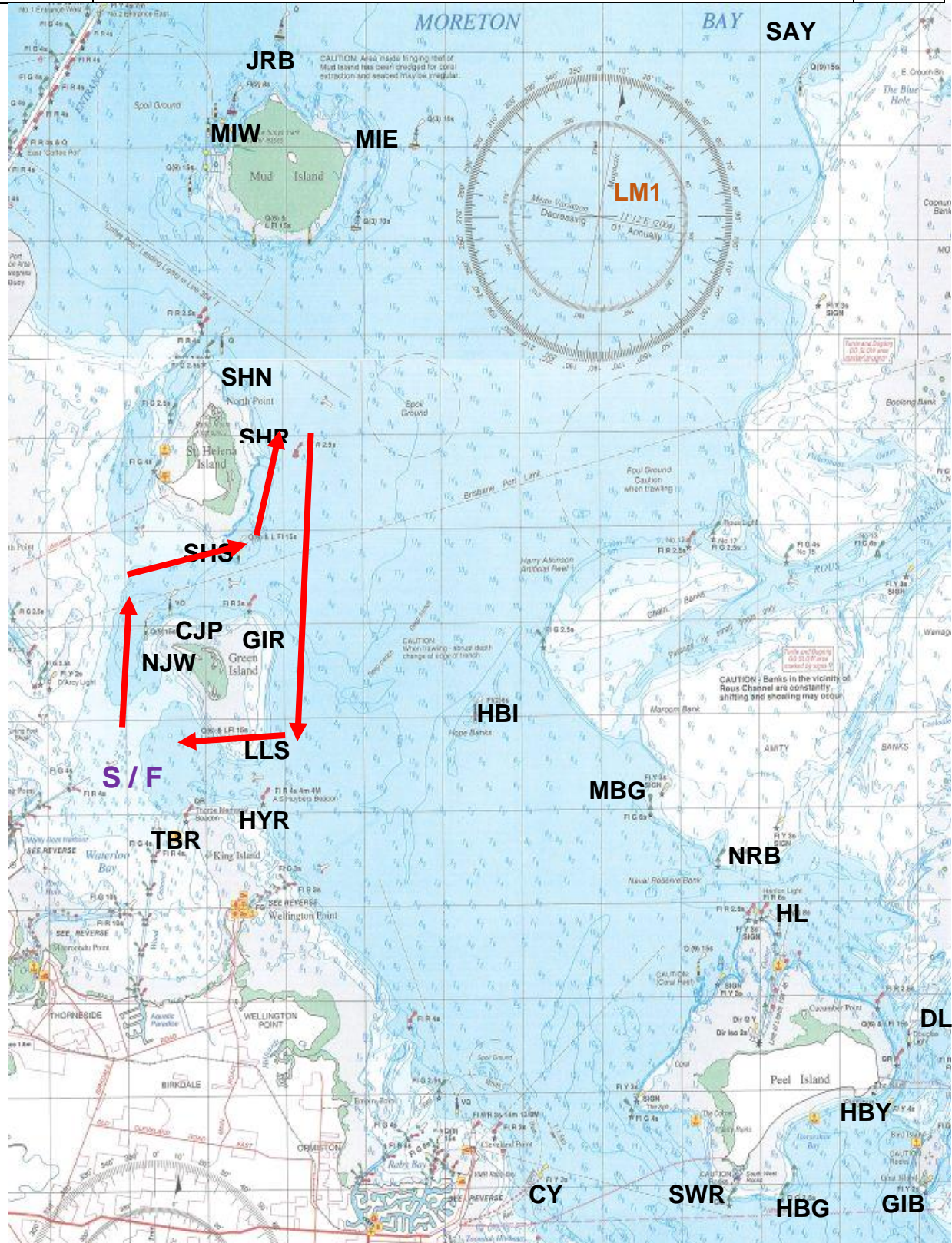
S9	Start – HBI (S) – HL (S) – HBY (P) – HBG (S) – CY (S) – MIE (P) – JRB (P) – MIW (P) – SHR (P) – SHS (S) – CJP (P) – NJW (P) – Finish	37
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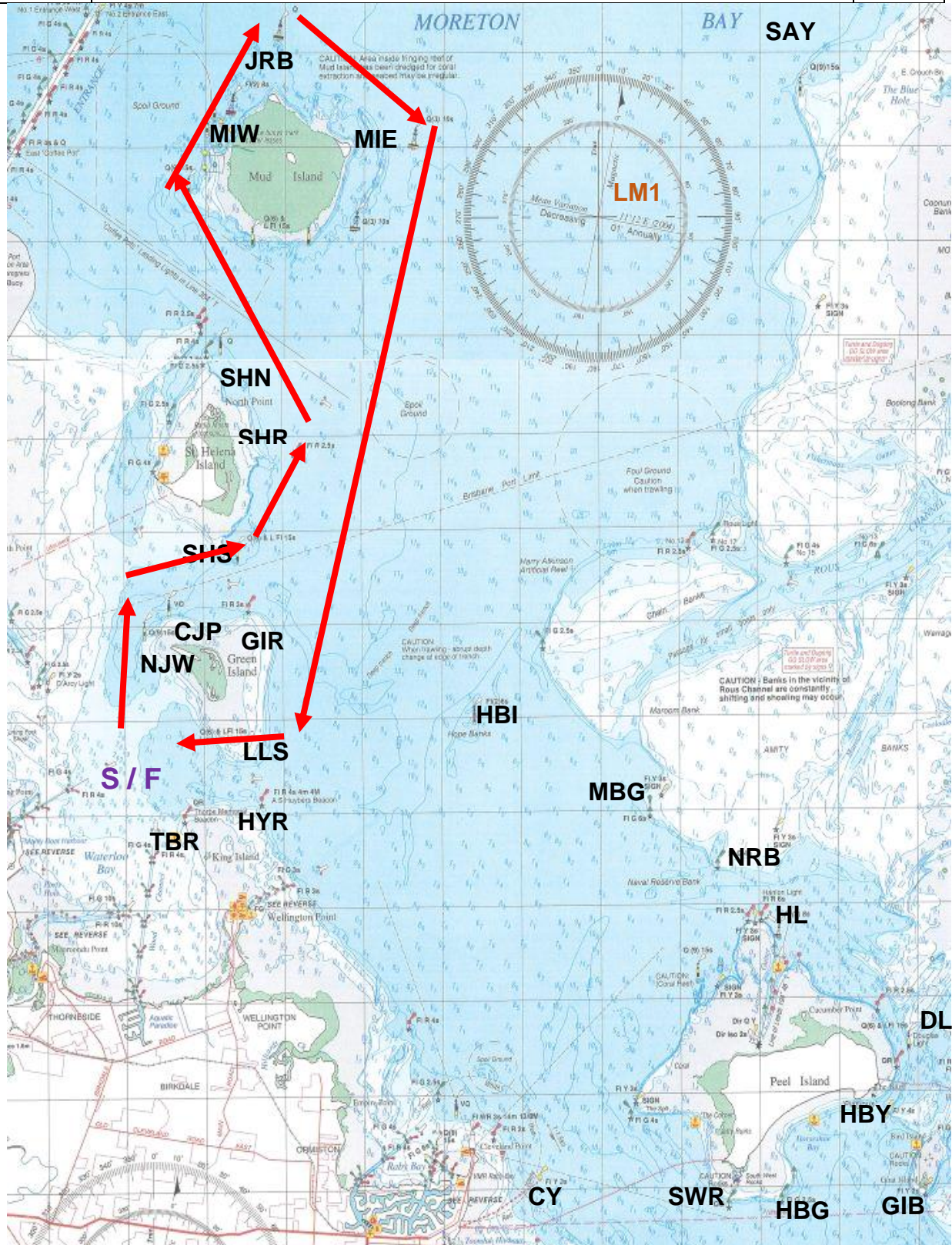
S10	Start – HYR (S) – PIG (S) – CY (S) – GIR (P) – CJP (P) – NJW (P) – Finish	16.9
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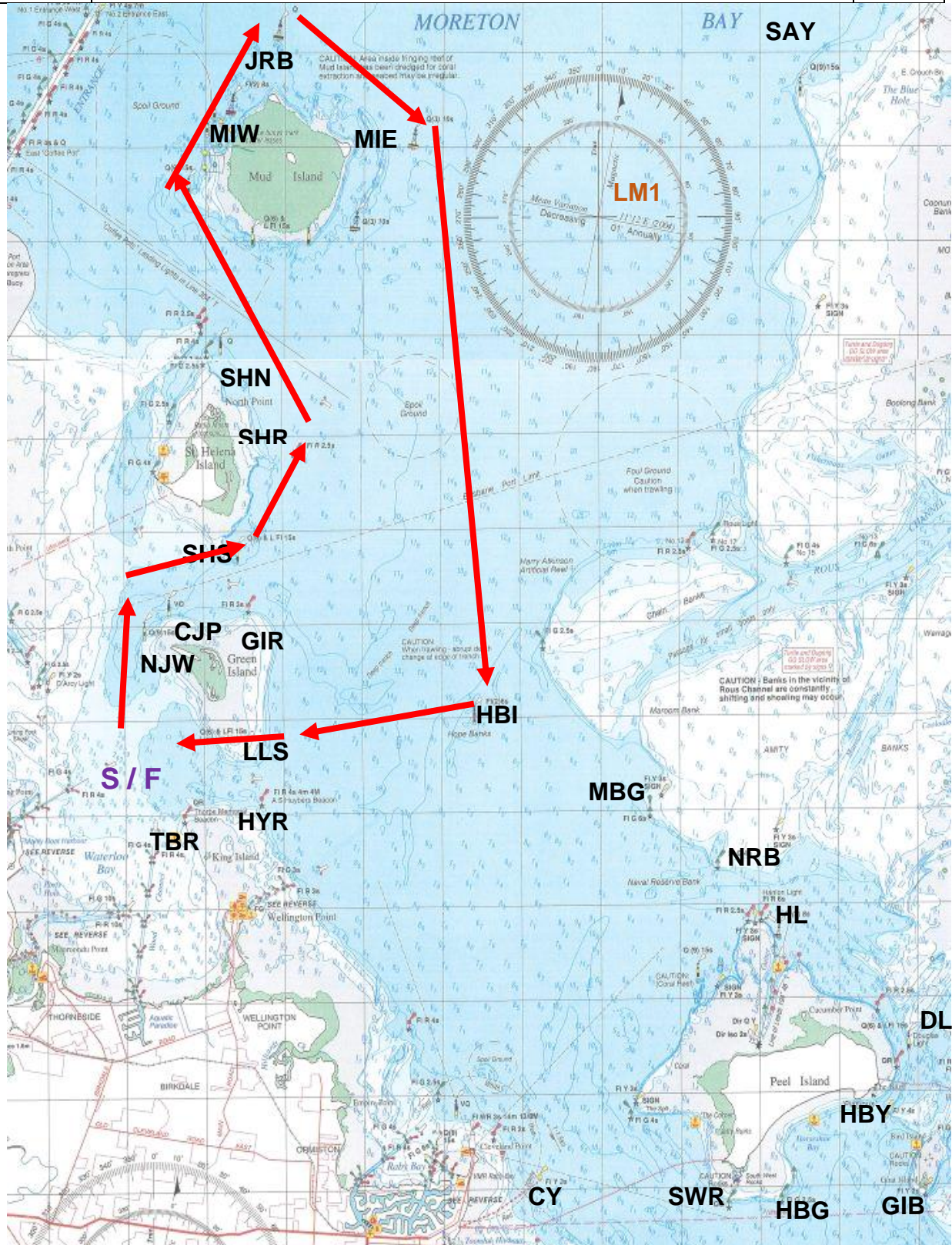
N1	Start – NJW (S) – CJP (S) – SHS (P) – SHR (S) – LLS (S) – Finish	8.5
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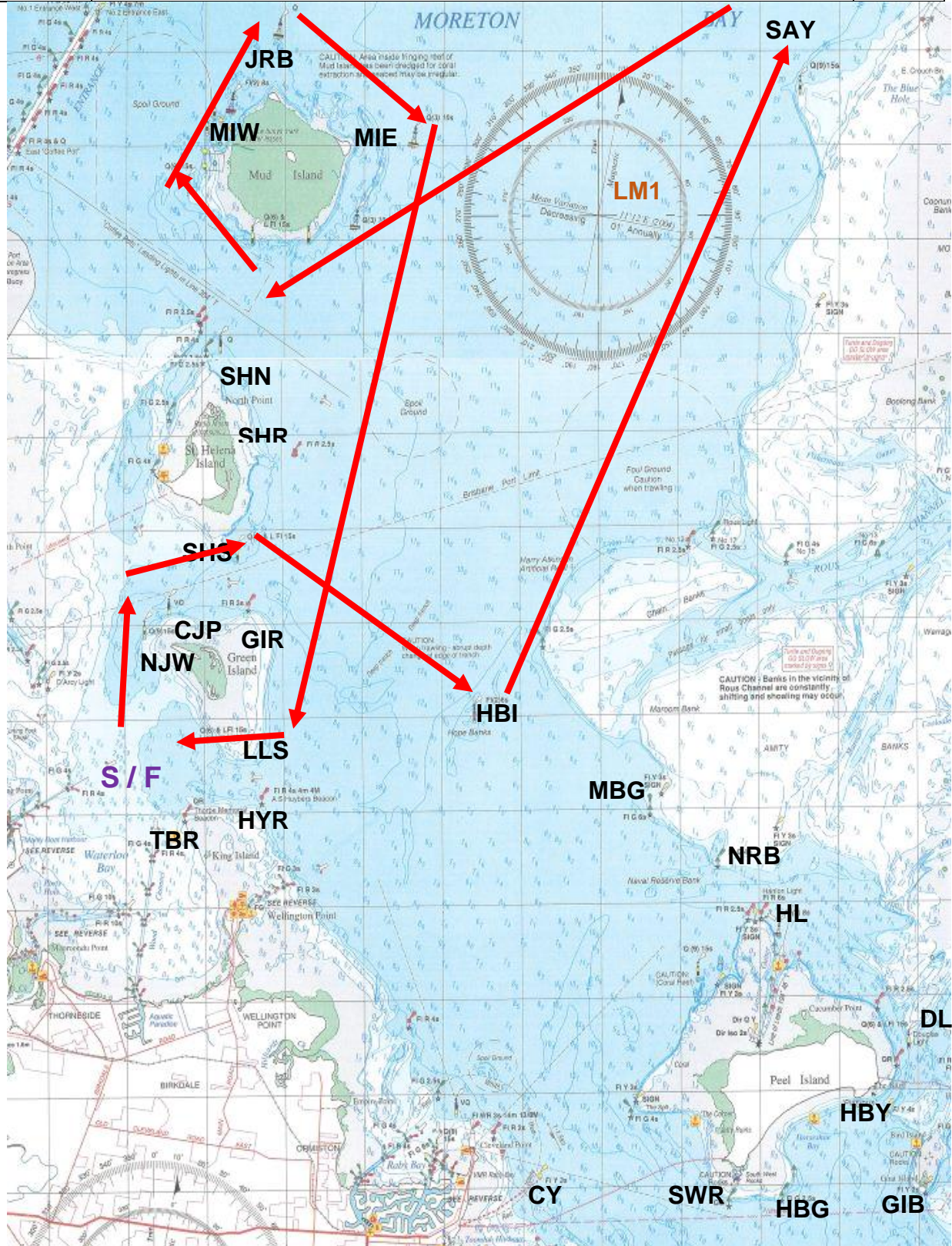
N2	Start – NJW (S) – CJP (S) – SHS (P) – SHR (P) – MIW (S) – JRB (S) – MIE (S) – LLS (S) – Finish	20
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N3	Start – NJW (S) – CJP (S) – SHS (P) – SHR (P) – MIW (S) – JRB (S) – MIE (S) – HBI (S) – LLS (S) – Finish	21
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N4	Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – SAY (P) – MIW (S) JRB (S) – MIE (S) – LLS (S) – Finish	38
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N6	Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – SHN (P) – SHS (P) – LLS (S) – Finish	18
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