



DAKAR 2013

THE WORLD'S
TOUGHEST AND
MOST FOLLOWED
SPORTING EVENT



GHR Honda

1ST OUTRIGHT 13 TIMES IN 19
NATIONAL AND INTERNATIONAL
RALLY EVENTS

IN EIGHT SAFARI EVENTS
AND ONE DAKAR GHR HONDAS
HAVE COMPLETED 210,000KMS
WITHOUT A MECHANICAL DNF



IN 2009 THE AMAURY SPORT ORGANIZATION ANNOUNCED THEIR CONTROVERSIAL DECISION TO REDUCE ENGINE CAPACITY FOR THE MOTO CLASS IN DAKAR TO 450CC.

WHILE MET WITH OUTRAGE IN SOME CAMPS, GHR HONDA REALISED THAT THE TIME FOR AUSTRALIA TO TACKLE THE WORLD'S TOUGHEST AND MOST PRESTIGIOUS RALLY RACE HAD COME.

HAVING DEMONSTRATED TIME AND TIME AGAIN THAT IT HAS MORE RALLY SUCCESS IN THE 450CC CLASS THAN ANY OTHER TEAM ON THE PLANET, GHR HONDA SUCCEEDED IN FINISHING THE DAKAR ON THEIR FIRST ATTEMPT.

WITH DECISIVE FIRST AND SECOND OUTRIGHT RESULTS SECURED AT THE 2011 AUSTRALASIAN SAFARI, GHR HONDA HAS IT'S SIGHTS SET ON DAKAR FOR 2013.

Formed in 2001 by Glenn Hoffmann, GHR Honda has worked tirelessly to become one of the world's best 450 motorcycle rally teams. Glenn's personal success in events such as the Condo 750 Rally and his managerial expertise running corporate trail rides made the formation of GHR a natural progression after he ceased competing as a rider in 2000. Initially operated on an after hours basis it rapidly gained momentum and has now become a full time professional racing operation.

That year, Honda Australia were seeking a team to take the newly released XR650 to top level in competition. GHR Honda were selected to orchestrate the campaign, and managed development of the XR650 rally platform and race team to secure 2nd place in the Australian Safari in the same year. Other noteworthy results for 2001 were a clean sweep of the podium with 1st, 2nd and 3rd outright in the Riverina Cross Country Rally, and a 1st and 4th outright in the Sunraysia Cross Country Rally.

2002 brought another solid podium finish in the Australian Safari with second place, and 1st outright in both the Western Plains Cross Country Rally and Sunraysia Cross Country Rally.

GHR's focus on rally racing intensified in 2003 by securing 2nd and 3rd place in the Australian Safari. GHR were also victorious in the Condo 750 Rally – a coming of age for the team, with Glenn having won the Condo himself in his own days as a rider.

2004 was a significant year on a number of fronts. Honda stepped into the water-cooled 250 arena for the first time with the new CRF250X. This new machine was a massive break from Honda's air-cooled XR250, and GHR was selected to manage the Australian launch and media materials. In their fourth consecutive year running Honda Australia's Safari program, with over 80,000km of competitive rally racing without a single mechanical DNF, GHR had a breakthrough victory with the XR650. 2004 also heralded the racing debut of the new water-cooled 450, and then began a series of reliability records that are yet to be bested. It saw the ascent of the CRF450R to victory in the Finke Desert Race – GHR bikes claiming both 1st and 3rd outright in the event. The Condo 750 Rally that year also saw GHR claim 1st outright, 2nd outright, and 1st in the 250cc 4 stroke class.

In 2005 GHR Honda shifted up a gear with contracts signed for the first permanent part time mechanics. It was a huge year for the team, with forays into SuperMoto, EnduroX, the Australian Offroad Series, Longtrack, Enduro, the Condo 750 Rally and Finke Desert Race. Although there was no Australian Safari that year, its omission from



the racing calendar afforded time for these other diverse events – and the effort was worthwhile. 1st place in the 250cc International Prolites at the Ssangyong International SuperMoto event was the beginning of big things in the world of sideways mixed surface racing for GHR. Still in the realms of the unusual for the Australian scene, the EnduroX yielded 1st and 2nd outright, 1st 450cc 4 stroke, and 2nd in 450cc 4 stroke. The wins and podiums continued to accrue. Australian Longtrack Title, 1st in 450cc and over 4 stroke. Australian Offroad Series, GHR riders secured 2nd outright, 1st 250cc 4 stroke, 1st in class (E1), 3rd outright, 1st 450cc 4 stroke and 2nd in class (E2). A4DE, 2nd 250cc 4 stroke. Finke Desert Race, 4th and 5th outright. Condo 750 Rally, 1st outright, 1st 250cc 4 stroke class, and 2nd outright.

After such a busy year in 2005, the part time members of the mechanical team were signed up to full time operations in 2006. GHR was now a fully fledged professional race team with domination their objective. There was victory in the Australian Supermoto Championship with a 1st outright in the S3 250cc 4 stroke class. There was a 2nd outright, 1st 450cc 4 stroke class in the Hattah Desert Race and

3 years. Outright victories in the Australian Offroad Championship (1st in E2 class, also 3rd outright, 1st in E1 class) and the Hattah Desert Race followed. The Finke Desert Race results from 2004 were repeated – 1st and 3rd outright. A 2nd outright in the Condo 750 Rally and both 4th outright and 3rd in E2 class in the A4DE were sound results also.

Rally momentum only grew in 2008. Australasian Safari, 1st and 3rd outright on 450s. Yellow Mountain Desert Race, 1st and 2nd outright. Finke Desert Race, 1st outright. Condo 750 Rally, 1st and 3rd outright. Hattah Desert Race, 2nd and 3rd outright. Not limiting their interests, GHR secured 1st in 250cc 4 stroke and 3rd outright in the A4DE, and both 2nd and 4th outright in the Australian Offroad Series.

2009 saw the introduction of the all new CRF450R. This bike was all new from the ground up with the team having to fabricate many parts from scratch. New forks, shock, frame, engine and fuel injection tested the teams developmental skills early on. By the third round of the championship the GHR 450Rs had tasted victory in the Offroad Championship and by June had won the Finke Desert Race in the 450cc class. By the end of day four of the Safari, GHR had both

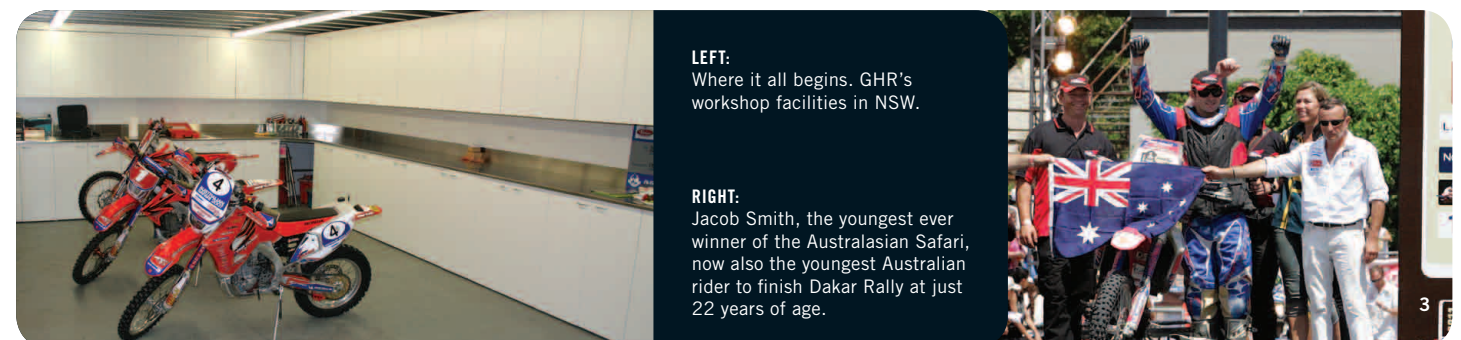
GHR HONDA - AUSTRALIA'S OWN RALLY RAID TEAM

3rd outright, 2nd 450cc 4 stroke class in the Finke Desert Race. There was a 4th place in the 450cc 4 stroke class of the A4DE, but the biggest success came with the Condo 750 Rally. GHR riders secured 1st outright (for the fourth consecutive year, no less), 1st 450cc 4 stroke and 2nd outright, 2nd 450cc 4 stroke respectively. The CRF450 platform was now a force to be reckoned with, continuing to deliver incredible reliability and pace.

GHR's authority in desert and rally racing was further defined in 2007 with a 1st outright, 1st in class and 6th outright, 3rd in class for team entrants in the first Australian Safari in

new riders running 1st and 2nd outright with only a 10 second gap between them and a twenty minute lead over the larger capacity 570 KTM's. GHR went on to victory with the youngest ever winner.

Brothers Todd and Jacob Smith recently dominated the 2011 Australasian Safari to finish first and second outright in the presence of France's multiple Dakar champion, Cyril Despres. This sensational display of determination by both riders and the team was the first time a Factory KTM450RR was beaten by Australian developed production machines. With the 2011 Dakar Rally treated as a development event for the team, the work for GHR's 2013 Dakar campaign is just beginning.



LEFT: Where it all begins. GHR's workshop facilities in NSW.

RIGHT: Jacob Smith, the youngest ever winner of the Australasian Safari, now also the youngest Australian rider to finish Dakar Rally at just 22 years of age.

THE LEGEND OF DAKAR

The Dakar Rally is without doubt the world's toughest and most exciting rally race. The Dakar spirit is found at the crossroads of several passions. It is not only a unique event in the motor racing world, it is also a unique human experience.

As the condor (rather than the crow) flies, almost 5,000 kilometres separate Mar del Plata from Lima. In 2013, the Dakar will be staging a pan-American adventure of more than 9,000 kilometres in total. Unlike previous year's loops, the route will transport the rally from the shores of the Atlantic Ocean to those of the Pacific, enabling its competitors to discover new lands and another aspect of South America. The scale of this challenge has also led to a change in the race's format, which will include 14 days of racing in 2013. Constantly guided by the Andes Mountain range, the drivers and riders will be crossing the Atacama, and will experience in particular the diversity of the dunes as they head into Peru.



Born in Africa where the legend was created, the Dakar is by nature attracted towards the unknown. The discovery of territories, one of the event's reasons to be, has pushed the Dakar to head to new directions. The Sahara fascinated the competitors for nearly 30 years and in the future will, once again, become a regular meeting point. For now, it is the conquest of other continents that the Dakar seeks with the desire to surprise intact.

Following up the adventures of 2009, 2010, 2011 and 2012, the 2013 Dakar will once again be run in Chile and Argentina, South America. The Dakar has always been an international nomad event. It is based on the need for exchange and on its competitors' capacity of openness. They all have the desire to explore the deserts of the world.

More than a simple motor race, the Dakar requires off-road navigation capabilities and rock-solid consistency. In rally, endurance is paramount; the slightest mistake can be costly. This mix of physical rigour and technical performance has been an attraction for champions from diverse horizons for nearly 30 years, all of whom desire to measure themselves and learn about this original event. Former WRC world champion, Ari Vatanen found the winning formula; Stéphane Peterhansel, who tried his hand at all sorts of exceptional challenges early in his career became a consummate expert of the event; Cyril Despres has stepped onto the top step of the podium; world ski champion, Luc Alphand was a fast learner in the desert; American NASCAR stand out, Robby Gordon, the king of ice racing in another life, Yvan Muller, Carlos Sainz and Guerlain Chicherit have also turned towards the ultimate goal: to win the Dakar. Now it is time for Australia to shine!

FAST FACT: GHR HONDA RIDER JACOB SMITH IS THE YOUNGEST AUSTRALIAN TO COMPLETE DAKAR



Typical Dakar day

- 5:00 Wake-up call, stowing tent and belongings into trunk.**
 - ☛ Eat and drink.
 - ☛ Check bike over: any external help is forbidden.
 - ☛ Lighten your road book if necessary.
- 5:20 Breakfast (ample!!)**
 - ☛ Collect rations and water for the day (possible to make yourself a take-away sandwich, to eat at fuel stop).
 - ☛ Organize your rations, dividing up the food items you need between the pockets of your jacket (for motorcycle riders).
 - ☛ Check start time on the notice boards at the Motorcycle trunks or at the dining area. Memorise the numbers of the competitors starting ahead of and behind you, so that you can take up the right position.
- 5:50 Head for the start TC, 10 minutes ahead of time.**
 - ☛ Turn on GPS and enter the code.
 - ☛ Turn on Iritrack and Sentinel.
 - ☛ The various service providers are on hand, in the event of equipment malfunction.
 - ☛ Officials are on hand to check safety equipment.
 - ☛ Get into position behind the competitor who is before you in the starting lists.
- 6:00 Pick up card and start liaison.**
- 7:30 Arrival at Liaison finish TC prior to Special Start.**
 - ☛ Hand in your card. If you are very early, try to catch a little sleep. If the road book is thick, remove the liaison part so it won't be a hindrance during the special (motorcycles).
 - ☛ Check operation of GPS, Sentinel, and Iritrack, and notify any malfunction to the TC team (an Iritrack technician is present at the special start).
- 8:30 Recover card and start on the special.**
- 11:30 Arrival at fuel stop (motorcycles).**
 - ☛ Hand in your card.
 - ☛ Fill up yourself using jerry-can and funnel.
- 11:40 Recover your card and set off again on the special.**
- 17:00 Arrival at the liaison TC (bivouac).**
 - ☛ Hand in your card, and recover your Road Book for the next day + the opening notes.
 - ☛ Try to fill up with fuel right away.
 - ☛ Then go and find your backup or the Motorcycle trunk area.
 - ☛ Any questions: Competitors' Service or officials, by the Race PC.
 - ☛ For medical problems: medical tent on the tarmac.
 - ☛ For any problems with safety equipment: Safety Center.
- Don't waste too much time:**
 - ☛ Pitch your tent right away, change and get your things ready for the next day. Watch out for pilfering!!
 - ☛ Many competitors sleep in the organization's dining tents, to avoid having to pitch their own. It's up to you...
- 18:00 Go over your vehicle and carry out any repairs needed.**
- 19:00 Prepare the road book and mount it on your bike.**
- 20:00 Go and eat.**
- 21:00 Briefing.**
 - ☛ Collect your GPS code, to be noted in your road book.
 - ☛ Go and check your start time and note that in your road book.
- 21:30 Time for bed!! Don't forget your ear-plugs.**



The Dakar Rally is a massive undertaking on all levels. If you have always dreamed of Dakar and you want to live it in 2013, GHR Honda can help make this great adventure a reality.



FAST FACT: GHR HONDA HAS COMPETED IN 18 NATIONAL OR INTERNATIONAL RALLIES WITH 24 OUTRIGHT PODIUM POSITIONS



D13 RR1: RACE RENTAL PACKAGE THE EASIEST AND BEST SUPPORTED DAKAR EXPERIENCE FOR RIDERS

GHR have 11 years of proven Rally Raid experience and unmatched reliability in the 450cc class - now the engine capacity limit for all competitors.

The D13 RR1 package provides comprehensive personal, administrative, and mechanical support. From the time you commit to do this event, GHR will assist you with each step and give you the best chance of successfully completing Dakar.

Please feel free to ask any questions, regardless of how trivial they may seem. The GHR crew are here to help you and make your dream a reality.



D13 RR1 Race Rental Package Includes:

GHR Honda Dakar Bike Preparation to full GHR A spec standard

- D13 ENG: Engine Package
- D13 TYR: Tyre Package
- D13 SER: Service Package
- D13 PAR: Parts Package
- D13 RSP: Rider Support Package
- D13 TRA: Transport A Package
- D13 TRB: Transport B Package
- D13 CLO: Clothing Casual Package

GHR Honda Dakar spare engine for each rider (not shared among clients)
GHR Honda Dakar tyre and mousse package
GHR Honda Dakar complete servicing during event (rider only does maps)
GHR Honda Dakar complete parts support
GHR Honda Dakar rider support programme
GHR Honda Transport of bike and equipment to South America and back to Australia
GHR Honda Transport of bike and equipment throughout the race in South America
GHR Honda Dakar personal clothing package

Equipment Fees:

- ERTF: GPS Antennas and rental equip
- TDCOM: Iritrack and Safety Equipment
- Tripy mounts and usage

Entry Fees paid to ASO:

- Competition Vehicle Fee
- Individual Rider Fee

Admin Support:

- Individual's Entry paperwork
- Individual's Medical paperwork
- Individual's Race Vehicle paperwork
- Individual's Race History paperwork
- Service Crew paperwork
- Service Vehicle paperwork

COSTS:

D13 RR1 Race Rental Package

\$118,000 + GST

SEE FOLLOWING PAGES FOR
BREAKDOWN OF INDIVIDUAL
PACKAGE DETAILS



D13 SER: SERVICE PACKAGE

The GHR Dakar service package provides full mechanical support for riders intending to compete on their own motorcycle. The rider's bike will be fully maintained by GHR's technicians in their rolling workshop. This means the only job to be undertaken by the rider at night is the installation of the next stage's maps into the roadbook holder. Should the rider be unable to continue in the Rally for any reason then their motorcycle will be collected and carried to the finish line in the GHR convoy.

GHR technicians have the experience and equipment at their disposal to rectify major mechanical issues during the race and provide the best possible support.

This package includes:

- D13 CLO: GHR Honda Dakar Clothing package personal
- D13 PAR: GHR Honda Dakar Parts support complete
- D13 TYR: GHR Honda Dakar Tyre and mousse package
- D13 TRB: GHR Honda Dakar Transport B package bike / equip
- Mechanic admin support
- Mechanic registration fees paid to Dakar organisers, ASO
- Mechanic contract fee
- Mechanic flights to event start and return from event end.
- Mechanic accommodation before / during / after event.
- Mechanic food package before / during / after event.
- Mechanic transport with GHR for the duration of the event.
- Mechanic transport of overnight bedding and personal gear during event
- Mechanic access to GHR team infrastructure of lights, air compressor, etc

Cost TBA

D13 PAR: PARTS PACKAGE

The GHR Parts Support package is for riders competing in the Dakar who want to have the ability to purchase parts they may discover they need at the worst possible times. This non-refundable fee must be paid before the start of the Dakar and not during the event when you discover that you need it.

In the past many riders have come to GHR desperately seeking parts help. Often this happened during the day's competition and the riders would have instantly DNF'd if not for GHR's parts inventory. Examples included fuel tanks, radiators and chains. You may think you have most general spares in your own stock until things like crash damage and inexperience take place.

Conditions: every single part we have has to be sourced and put into our system and finally transported throughout the event. This is a transport and labour fee for transporting and cataloging the parts inventory. Any parts required during the event will be charged at normal retail pricing. please note that if you want to pay on credit card then a 3% surcharge will apply. The GHR parts package is to registered to one individual and their motorcycle only.

This package includes:

- Honda Genuine Parts: GHR has in stock and has catalogued over 1500 genuine Honda Parts to suit the CRF 450X
- Offroad tyres front 90/90-21
- Offroad rear 140/90-18
- Heavy duty tubes front and rear
- Mousse tubes if any left over (no guarantee)
- Lubricants (large selection)
- Renthal handlebars new and used (but straight)
- Brake pads front and rear.
- O-ring chains: new and used 520 O-ring heavy duty.
- Clothing: GHR has a range of gloves, goggles etc that may be required after crash damage

Cost TBA



D13 RAP: RIDER ASSISTANCE PACKAGE

This package can be requested as a stand alone support package for competitors taking their own machines and handling all associated administrative tasks themselves. GHR will provide specialised assistance to help the competitor in the bivouac each night. Recovery time is extremely precious at night and this package offers the rider the maximum possible time for rest in bivouac.

This package includes:

- Access to GHR recovery centre
- Passports and all border crossing paperwork handled by GHR
- GPS codes to be sourced by GHR
- Start times to be sourced by GHR
- Filming of evening competitor briefings for replay on demand
- Limited road book assistance
- Access to GHR tents
- Access to GHR quick shades for changing and storage
- Access to GHR shower for riders
- Access to GHR sleeping quarters to standard of lead riders

Planned recovery centre to be built which has insulated walls on truck. Double or triple bunks will be permanently built on truck. This room will be climate controlled and dust free. Set up as a sleeping quarters for riders at night. This will allow riders to sleep in a quiet insulated area which is climate controlled.

Cost TBA

D13 CLO: CLOTHING PACKAGE

- Beanie and cap
- Jacket
- Vest
- 10 short sleeve shirts

Cost TBA

D13 TYR: TYRE PACKAGE

This package can be requested as a stand alone support package for competitors taking their own machines and handling all associated administrative tasks themselves. GHR will provide and transport tyres to the start line and throughout the event. GHR will arrange to have all tyres and mousse changed during the event. However, the competitor will be responsible for the removal and fitting of wheels for their motorcycle unless this package is included in another GHR service package.

This package includes:

- Front tyres supplied
- Front mousse supplied
- Rear tyres supplied
- Rear mousse supplied
- All tyres and mousse transported to start
- All tyres and mousse transported along event
- All tyres and mousse changed for rider during event

Cost TBA

D13 ENG: ENGINE PACKAGE

This package can be requested as a stand alone support package for competitors taking their own machines and handling all associated administrative tasks themselves. GHR will provide one new engine per package to suit their motorcycle which remains the property of the competitor unless that competitor is riding a rental bike from GHR Honda.

This package includes:

- New engine provided for each package purchased
- Engine transported to each overnight stop
- Engine transported to start line
- Engine scrutinised with entrant

Cost TBA



D13 TRA/TRB TRANSPORT PACKAGES

D13 SPR/SPU SUPPORTER PACKAGES

D13 TRANSPORT PACKAGES

D13 TRA: Transport A Package

GHR Honda transport package of bike equip to and from Dakar

- Transport of one motorbike from Mittagong to start line
- Transport of one motorbike from finish back to Mittagong
- Transport of 4 x 60 litre spare parts tubs to the start from Mittagong
- Transport of 4 x 60 litre spare parts tubs to Mittagong from finish
- Transport of 15 loose tyres during event to the start from Mittagong
- Transport of 15 loose tyres during event to Mittagong from finish

D13 TRB: Transport B Package

GHR Honda transport package of bike equip during Dakar

- Transport of 4 x 60 litre spare parts tubs during event
- Transport of 15 loose tyres during event
- Transport of one motorbike from any overnight stop through to finish
- Transport of overnight bedding and personal gear during event
- Entry of freight to all overnight stops and camping grounds during the Dakar
- Access to GHR network at all service points along the event
- Access to GHR team oil drain container, bike stand and ground tarp 3m x 3m
- Access to GHR team infrastructure of lights, air compressor, etc
- Access to GHR team personnel for information.
- Package D13 Clothing GHR / Honda Dakar Personal Clothing Package
- Package D13 Parts / GHR Honda Dakar Parts Support Package

D13 SUPPORTER PACKAGES

D13 SPR: GHR Supporter Package REGISTERED

GHR Supporter Package REGISTERED is for competitors who wish to have a supporter travel with the event. Supporter will be taken in a registered event vehicle from overnight stop to overnight stop. Package includes:

- Meals with the event organisers
- Insurance with event organisers
- All benefits provided by organisers ASO such as showers / toilets / medical etc
- Transport with GHR from day 1 until the end of the event
- Transport with GHR includes going to each service stop on the course when possible
- Entry to all overnight stops and camping grounds during the Dakar
- Transport of overnight bedding and personal gear during event
- Transport of limited personal gear in GHR container from Australia
- Access to GHR team infrastructure of lights, air compressor, etc
- Package D13 Clothing Casual / GHR Honda Dakar Clothing package

D13 SPU: GHR Supporter Package UNREGISTERED

GHR Supporter Package is for competitors who wish to have a supporter travel with the event. Supporter will be taken in a registered event vehicle from overnight stop to overnight stop. The supporter package does not include meals with the event and GHR can only guarantee transport from bivouac to bivouac. Package includes:

- Transport with GHR from day 1 until the end of the event
- Transport with GHR includes going to each service stop on the course when possible
- Transport from bivouac to bivouac
- Transport of overnight bedding and personal gear during event
- Transport of limited personal gear in GHR container from Australia
- Access to GHR team infrastructure of lights, air compressor, etc
- Package D13 Clothing Casual / GHR Honda Dakar Clothing package

PLEASE NOTE: if any supporters are going to work on the bike at all then they must be registered as a mechanic with the event promoters and the fees paid as per supplementary regulations to the organisers.



2011

2011 Personal Dakar Rally
Australasian Safari

32nd overall from 186 starters
1st outright, 1st in class; 2nd outright, 2nd in class

2009

Australasian Safari
Finke Desert Race
Australian 4 Day Enduro

1st outright
1st 450cc 4stroke, 3rd outright
4th and 5th outright

2008

Australasian Safari
Australian Offroad Championship
Australian Offroad Championship
Yellow Mountain Desert Race
Hattah Desert Race
Finke Desert Race
Australian 4 Day Enduro
Condo 750 Cross Country Rally

1st outright; 3rd outright
2nd outright; 2nd E2 class
4th outright; 1st E2 class
1st outright; 2nd outright
2nd outright; 3rd outright
1st outright
1st 250cc class; 3rd outright
1st outright; 3rd outright

2007

Australian Safari
Australian Offroad Championship
Hattah Desert Race
Australian 4 Day Enduro
Finke Desert Race
Condo 750 Cross Country Rally

1st outright, 1st in class; 6th outright, 3rd in class
1st outright, 1st E2 class; 3rd E1 class
1st outright, 1st in class
4th outright, 3rd E2 class
1st outright, 1st in class; 3rd outright, 3rd in class
2nd outright, 2nd in class

2006

Australian SuperMoto Championship
Hattah Desert Race
Finke Desert Race
Australian 4 Day Enduro
Condo 750 Cross Country Rally

1st outright, S3 class 250cc 4stroke
2nd outright, 1st 450cc 4stroke
3rd outright, 2nd 450cc 4stroke
4th 450cc 4stroke
1st outright, 1st 450cc 4stroke; 2nd outright, 2nd 450cc 4stroke class

2005

Ssanyong International SuperMoto
Australian Longtrack Title
EnduroX Melbourne
Australian Offroad Series
Australian 4 Day Enduro
Finke Desert Race
Condo 750 Cross Country Rally

1st 250cc International Prolites
1st 450cc 4stroke and over
1st outright, 1st 450cc 4stroke; 4th outright, 2nd 450cc 4stroke class
2nd outright, 1st 250cc 4stroke, 1st E1 class; 3rd outright, 1st 450cc, 2nd E2 class
2nd 250cc 4stroke class
4th outright; 5th outright
1st outright, 1st 250cc 4stroke class; 3rd outright

2004

Australian Safari
Finke Desert Race
Condo 750 Cross Country Rally

1st outright
1st outright; 3rd outright
1st outright, 1st 250cc 4stroke class; 2nd outright

2003

Australian Safari
Condo 750 Cross Country Rally

2nd outright; 3rd outright
1st outright; 4th outright

2002

Australian Safari
Western Plains Cross Country Rally
Sunraysia Cross Country Rally

2nd outright
1st outright
1st outright

2001

Riverina Cross Country Rally
Australian Safari
Sunraysia Cross Country Rally

1st outright; 2nd outright; 3rd outright
2nd outright
1st outright; 4th outright

