

Provisional Results for Darwen Trials Club Evening Trial - 3

Expert				Total	C	1	2	3	5	M	1	2	3	4	5	6	7	8	9	
1	90	Charlie Cripps	Beta 300	Adult	2	25	2	0	0	0	000	000	000	000	000	000	000	000	011	
2	89	Ben Butterworth	Beta 300	Adult	4	24	2	1	0	0	000	000	000	000	000	000	002	100	100	
3	93	Harry Cripps	Beta 125	Youth	11	20	6	0	0	1	0	000	110	010	051	000	000	100	001	
4	91	Danny Smith	Vertigo 300	Adult	14	19	3	4	1	0	000	001	002	000	000	000	200	022	311	
5	94	Issac Shuttleworth	Beta 300	Adult	27	14	7	2	2	2	0	050	101	000	120	000	000	113	113	502
6	87	Andy Payne	Vertigo 250	Adult	34	10	8	3	5	1	0	101	210	130	000	520	010	233	111	330
7	88	Anthony Brown	Gasgas 300	Adult	36	12	4	5	4	2	0	010	211	205	000	000	000	533	212	332
8	92	David Heys	Gasgas 300	Adult	42	7	7	4	9	0	0	011	223	003	103	011	011	323	032	333
9	95	Jacob Joyce	Beta 300	Adult	48	3	9	6	9	0	0	321	210	211	102	011	321	333	312	333
10	96	Koby Smith	Beta 125	Youth	62	9	3	4	2	9	0	050	232	501	055	000	500	535	215	152

Intermediate				Total	C	1	2	3	5	M	1	2	3	4	5	6	7	8	9	
1	81	Ben Francis	Gasgas 300	Adult	15	18	5	2	2	0	0	100	000	000	100	000	000	212	010	331
2	70	Ben Hanson	TRS 280	Adult	18	18	4	3	1	1	0	000	500	000	010	000	100	123	002	210
3	74	Gareth Carr	Montesa 4 banger 3	Adult	28	9	13	2	2	1	0	011	010	101	001	100	101	513	121	231
4	78	Jane Daniels	GasGas 250	Adult	30	12	8	3	2	2	0	125	111	100	032	000	001	510	000	132
5	75	GLYNN BOUGHTON	TRS 250	Adult	34	12	3	5	7	0	0	132	200	300	031	000	000	233	021	332
6	69	Albert Martindale	GasGas 250	Adult	35	11	7	1	7	1	0	331	001	000	033	010	000	121	511	333
7	79	Martin Jackson	Beta EVO 300	Adult	38	10	4	5	8	0	0	202	303	300	120	000	010	331	312	233
8	71	callum charnock	Gas gas 300	Adult	38	7	10	4	5	1	0	501	020	111	313	000	111	230	223	113
9	73	chris watson	Trs 300	Adult	48	5	9	4	7	2	0	121	130	151	113	200	010	221	333	353
10	80	Nerijus Barcas	Gas gas 250	Adult	57	5	3	5	13	1	0	333	200	333	333	000	112	353	221	332
11	72	Chris Hayhurst	Montesa Tractor 30	Adult	66	9	3	0	6	7	2	551	000	500	553	100	050	333	331	5xx
R	76	Jacob Ryder	Sherco 300	Adult		1	4	1	6	4	11	31x	53x	30x	55x	11x	21x	33x	3xx	5xx

Clubman				Total	C	1	2	3	5	M	1	2	3	4	5	6	7	8	9
1	7	Graham White	Vertigo 300	Adult	2	25	2	0	0	0	000	000	000	000	000	000	011	000	000
2	6	George Emmott	Triumph 500	Adult	2	25	2	0	0	0	000	000	000	000	010	000	010	000	000

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3	9	Neil Sharp	Fantic 240	Adult	8	21	4	2	0	0	0	000	001	000	000	011	201	000	200	
4	8	John Trippier	Beta 250	Adult	11	20	4	2	1	0	0	200	000	000	000	300	101	100	201	
5	14	Robert Graham	Beta 250	Adult	13	17	7	3	0	0	0	110	100	000	200	001	221	110	000	000
6	12	Pete Clibburn	TRRS 250	Adult	14	19	5	2	0	1	0	100	010	000	000	000	051	212	000	010
7	13	Peter Moore	Gas gas 250	Adult	14	16	8	3	0	0	0	101	111	000	200	000	021	112	000	000
8	10	Norman Tarbuck	Bultaco 340	Adult	21	13	11	1	1	1	0	201	100	001	001	000	111	531	011	100
9	19	Tom Emmott	Gasgas 300	Adult	23	15	6	3	2	1	0	000	002	000	300	300	111	211	500	210
10	4	Colin Steele	Gas Gas 250	Adult	23	15	6	3	2	1	0	111	000	000	000	030	250	211	000	321
11	1	Ad Gray	Gas Gas 250	Adult	27	14	6	4	1	2	0	513	102	000	000	200	121	021	000	105
12	18	Ted Bullen	Beta 125	Youth	29	11	8	5	2	1	0	110	221	000	330	011	021	102	100	502
13	2	Andy Shuttleworth	Beta 300	Adult	36	6	12	3	6	0	0	030	131	000	313	113	211	123	101	211
14	11	Paul Hardaker	Beta 250	Adult	43	9	5	5	6	2	0	333	001	000	501	232	250	231	001	321
15	5	Gari Hughes	Beta 300	Adult	43	7	5	7	8	0	0	302	221	000	310	331	222	333	120	130
16	3	Chris Mitchell	Beta 200	Adult	83	3	2	3	10	9	0	233	555	000	311	532	333	555	552	333

Easy			Total	C	1	2	3	5	M	1	2	3	4	5	6	7	8	9		
1	105	Michael Houghton	Trs 250	Adult	14	20	0	2	0	2	0	500	000	000	000	000	205	200	ooo	
2	104	Jenson Heys	Beta 125	Youth	16	16	4	2	1	1	0	002	000	000	110	000	500	001	123	ooo
3	103	Jason Tahir	GasGas 250	Adult	46	8	4	2	6	4	0	555	200	100	331	100	010	332	353	ooo
4	101	David Tattersall	Betqa 125cc	Adult	48	12	2	0	2	8	0	035	510	000	530	000	000	155	555	ooo
5	102	Harrison Heys	Gasgas 250	Adult	52	5	5	5	4	5	0	531	232	201	525	000	110	213	355	ooo
6	108	Tom Mitchell	Oset E	Youth	78	0	3	2	12	4	3	555	333	xxx	533	223	111	333	333	ooo

R - Retired

TSR23 - TIES

Ties will be resolved by the following method in the sequence shown:

1. In favour of the rider with the highest number of cleans.
2. In favour of the rider with the highest number of one mark.
3. In favour of the rider with the highest number of two marks.
4. In favour of the rider with the highest number of three marks.
5. In favour of the rider who travelled furthest with the least marks lost.

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6. In favour of the rider who completes the course with the least marks lost on time.