

Provisional Results for Darwen Trials Club Wednesday evening series - 2

| Expert | | | | Total | C | 1 | 2 | 3 | 5 | M | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|--------|----|---------------------|---------------------|-------|----|----|---|---|---|----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 94 | Jack Chapman | Nitro 300 | Adult | 3 | 22 | 1 | 1 | 0 | 0 | 0 | 000 | 000 | 000 | 000 | 000 | 210 | 000 | |
| 2 | 93 | Stephen Cornthwaite | AB Tyres 300 | Adult | 4 | 20 | 4 | 0 | 0 | 0 | 0 | 000 | 000 | 010 | 001 | 000 | 000 | 110 | 000 |
| 3 | 99 | Paul Sullivan | | Adult | 5 | 20 | 3 | 1 | 0 | 0 | 0 | 000 | 000 | 010 | 010 | 000 | 000 | 120 | 000 |
| 4 | 90 | Charlie Cripps | Beta 125 | Adult | 12 | 18 | 4 | 0 | 1 | 1 | 0 | 010 | 000 | 130 | 051 | 000 | 000 | 000 | 010 |
| 5 | 96 | Simon Hiscock | 315 | Adult | 21 | 16 | 3 | 1 | 2 | 2 | 0 | 511 | 000 | 010 | 035 | 000 | 302 | 000 | 000 |
| 6 | 95 | Jamie Jackson | Gas Gas 300 | Adult | 22 | 14 | 5 | 2 | 1 | 2 | 0 | 110 | 100 | 500 | 021 | 100 | 000 | 325 | 000 |
| 7 | 89 | Anthony Brown | AB Tyres gasgas 300 | Adult | 26 | 12 | 4 | 4 | 3 | 1 | 0 | 231 | 000 | 210 | 510 | 000 | 210 | 233 | 000 |
| 8 | 98 | Harry Cripps | beta 125 | Youth | 28 | 13 | 5 | 1 | 2 | 3 | 0 | 100 | 000 | 011 | 153 | 000 | 055 | 301 | 200 |
| 9 | 92 | Matthew Hopkinson | A B tyres trs rr | Adult | 31 | 13 | 1 | 4 | 4 | 2 | 0 | 320 | 000 | 053 | 220 | 000 | 000 | 303 | 215 |
| 10 | 87 | David Heys | Gasgas 300 | Adult | 32 | 9 | 4 | 7 | 3 | 1 | 0 | 332 | 100 | 522 | 121 | 000 | 000 | 322 | 201 |
| R | 91 | Danny Butler | Vertigo 300 | Adult | 3 | 0 | 0 | 0 | 0 | 21 | | xxx | xxx | xxx | xxx | xxx | 000 | xxx | xxx |

| Intermediate | | | | Total | C | 1 | 2 | 3 | 5 | M | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|--------------|----|------------------|-------------|-------|----|----|---|---|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 68 | Paul Heys | Gas gas 249 | Adult | 24 | 15 | 3 | 3 | 0 | 3 | 0 | 520 | 000 | 000 | 111 | 000 | 000 | 252 | 500 |
| 2 | 67 | Michael Chislett | sherco 250 | Adult | 33 | 9 | 5 | 4 | 5 | 1 | 0 | 533 | 300 | 321 | 112 | 000 | 001 | 223 | 100 |
| 3 | 66 | Lee Winterburn | Gasgas 300 | Adult | 68 | 5 | 1 | 3 | 7 | 8 | 0 | 555 | 105 | 535 | 323 | 500 | 200 | 353 | 332 |

| Novice | | | | Total | C | 1 | 2 | 3 | 5 | M | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
|--------|----|----------------------|-------------|-------|----|----|----|---|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 23 | Philip Ingham | Beta 250 | Adult | 1 | 23 | 1 | 0 | 0 | 0 | 0 | 000 | 000 | 000 | 100 | 000 | 000 | 000 | 000 |
| 2 | 22 | Martin Jackson | | Adult | 5 | 19 | 5 | 0 | 0 | 0 | 0 | 011 | 000 | 000 | 101 | 000 | 000 | 000 | 010 |
| 3 | 10 | Peter Clibburn | TRS 250 | Adult | 7 | 18 | 5 | 1 | 0 | 0 | 0 | 001 | 100 | 000 | 210 | 000 | 010 | 000 | 100 |
| 4 | 20 | Paul Morris | GAS GAS 327 | Adult | 7 | 17 | 7 | 0 | 0 | 0 | 0 | 001 | 000 | 000 | 111 | 000 | 000 | 000 | 111 |
| 5 | 21 | John Duffy | Sherco 300 | Adult | 8 | 21 | 1 | 1 | 0 | 1 | 0 | 020 | 000 | 000 | 050 | 000 | 000 | 000 | 001 |
| 6 | 19 | Kevin Tyson | Vertigo 250 | Adult | 9 | 17 | 5 | 2 | 0 | 0 | 0 | 200 | 010 | 000 | 211 | 000 | 000 | 000 | 011 |
| 7 | 7 | Jacob Joyce | Fantic 200 | Adult | 11 | 17 | 3 | 4 | 0 | 0 | 0 | 010 | 120 | 000 | 202 | 000 | 000 | 210 | 000 |
| 8 | 18 | John Trippier | Beta 250 | Adult | 11 | 16 | 6 | 1 | 1 | 0 | 0 | 111 | 000 | 011 | 302 | 000 | 000 | 000 | 100 |
| 9 | 9 | Christopher Hayhurst | Gas gas 300 | Adult | 11 | 16 | 6 | 1 | 1 | 0 | 0 | 130 | 000 | 100 | 102 | 001 | 000 | 100 | 010 |
| 10 | 4 | Chris Robinson | Vertigo 300 | Adult | 17 | 10 | 12 | 1 | 1 | 0 | 0 | 011 | 010 | 010 | 112 | 000 | 101 | 101 | 311 |

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| Novice | | | | | Total | C | 1 | 2 | 3 | 5 | M | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|--------|----|------------------|-------------|-------|-------|----|---|----|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| 11 | 15 | Stephen Smith | Beta 250 | Adult | 18 | 17 | 5 | 0 | 1 | 0 | 1 | 110 | 000 | 000 | 111 | 000 | 00x | 300 | 000 |
| 12 | 13 | Graeme Menzies | Beta 250 | Adult | 26 | 12 | 3 | 4 | 5 | 0 | 0 | 321 | 000 | 000 | 103 | 020 | 300 | 310 | 322 |
| 13 | 1 | Melissa Chambers | Nitro 250 | Adult | 29 | 12 | 1 | 5 | 6 | 0 | 0 | 332 | 000 | 000 | 223 | 000 | 302 | 023 | 310 |
| 14 | 8 | Stephen Burns | Montesa 260 | Adult | 29 | 10 | 5 | 5 | 3 | 1 | 0 | 332 | 101 | 002 | 221 | 000 | 005 | 200 | 113 |
| 15 | 12 | Michael Joyce | Beta 200 | Adult | 32 | 10 | 2 | 10 | 0 | 2 | 0 | 500 | 220 | 220 | 222 | 100 | 000 | 021 | 252 |
| 16 | 16 | Kieran Langrish | Vertigo 250 | Adult | 32 | 8 | 8 | 4 | 2 | 2 | 0 | 325 | 100 | 150 | 121 | 000 | 001 | 111 | 232 |
| 17 | 2 | Andrew Ainsworth | beta 300 | Adult | 40 | 9 | 5 | 3 | 3 | 4 | 0 | 221 | 311 | 050 | 131 | 000 | 000 | 502 | 535 |
| 18 | 6 | Richard Taylor | Beta 250 | Adult | 43 | 11 | 2 | 2 | 4 | 5 | 0 | 352 | 000 | 013 | 512 | 050 | 050 | 000 | 353 |
| 19 | 3 | Joseph Mercer | Montesa 260 | Adult | 44 | 6 | 4 | 6 | 6 | 2 | 0 | 212 | 123 | 313 | 322 | 000 | 000 | 323 | 155 |
| 20 | 5 | Chris Mitchell | Beta 200 | Adult | 60 | 2 | 1 | 10 | 8 | 3 | 0 | 522 | 122 | 332 | 323 | 520 | 032 | 335 | 232 |

| Easy | | | | | Total | C | 1 | 2 | 3 | 5 | M | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------|-----|------------------|-------------------|-------|-------|----|---|---|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 103 | Peter Wraith | Vertigo 250 | Adult | 11 | 17 | 4 | 2 | 1 | 0 | 0 | 200 | 000 | 111 | 203 | 000 | 100 | 000 | 000 |
| 2 | 104 | Jamison Craddock | Vertigo works 125 | Youth | 43 | 9 | 6 | 1 | 5 | 2 | 1 | 533 | 201 | 113 | 011 | 030 | 35x | 001 | 000 |

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