

### Provisional Results for Darwen Trials Club Novice and Beginner R4

| Hard Novice |    |                     |              | Total | C  | 1  | 2  | 3 | 5 | M | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|-------------|----|---------------------|--------------|-------|----|----|----|---|---|---|------|------|------|------|------|------|------|------|------|------|
| 1           | 42 | Mason Carter        | Honda 300    | Adult | 3  | 37 | 3  | 0 | 0 | 0 | 0000 | 0000 | 0100 | 0000 | 0001 | 0000 | 0000 | 0001 | 0000 | 0000 |
| 2           | 77 | Brett Willis        | Beta Evo 300 | Adult | 5  | 37 | 2  | 0 | 1 | 0 | 0000 | 0000 | 0000 | 0000 | 1310 | 0000 | 0000 | 0000 | 0000 | 0000 |
| 3           | 86 | Lee Walker          | Beta 300     | Adult | 13 | 33 | 3  | 2 | 2 | 0 | 0000 | 0000 | 0000 | 0021 | 3300 | 0000 | 0000 | 2010 | 1000 | 0000 |
| 4           | 80 | David Higgins       | Fantic 200   | Adult | 13 | 33 | 3  | 2 | 2 | 0 | 0000 | 0000 | 1000 | 0000 | 0003 | 0000 | 1200 | 3002 | 0010 | 0000 |
| 5           | 82 | Stephen Cornthwaite | Gasgas 300   | Adult | 15 | 29 | 8  | 2 | 1 | 0 | 1001 | 0000 | 0010 | 1122 | 1131 | 0000 | 0000 | 0000 | 0000 | 0000 |
| 6           | 44 | Peter Hollingworth  | Beta 250     | Adult | 29 | 20 | 13 | 5 | 2 | 0 | 1011 | 0010 | 2101 | 1301 | 2132 | 0010 | 0011 | 2012 | 0000 | 0000 |
| 7           | 81 | Mick Barton         | Beta Evo 250 | Adult | 43 | 23 | 8  | 2 | 2 | 5 | 0    | 0001 | 0000 | 0000 | 1110 | 3231 | 5200 | 1000 | 5500 | 5100 |

| Novice |     |                      |                   | Total | C  | 1  | 2  | 3 | 5 | M | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|--------|-----|----------------------|-------------------|-------|----|----|----|---|---|---|------|------|------|------|------|------|------|------|------|------|
| 1      | 43  | Lee Sagar            | Fantic 200        | Adult | 2  | 38 | 2  | 0 | 0 | 0 | 0000 | 0000 | 0000 | 1000 | 0000 | 0000 | 0010 | 0000 | 0000 | 0000 |
| 2      | 49  | Barry Sanderson      | Beta 250          | Adult | 9  | 37 | 1  | 0 | 1 | 1 | 0    | 0000 | 0000 | 0000 | 0000 | 0000 | 0053 | 1000 | 0000 | 0000 |
| 3      | 48  | Ben Thomas           | TRS 125           | Youth | 13 | 33 | 4  | 2 | 0 | 1 | 0    | 0000 | 0000 | 0000 | 1000 | 1011 | 5202 | 0000 | 0000 | 0000 |
| 4      | 45  | Jamie Waddington     | Beta 80           | Youth | 18 | 32 | 2  | 4 | 1 | 1 | 0    | 2200 | 0000 | 0000 | 0021 | 0000 | 1020 | 0000 | 0053 | 0000 |
| 5      | 40  | Robert O'connor      | Yamaha TY 250     | Adult | 22 | 22 | 15 | 2 | 1 | 0 | 0    | 0100 | 0000 | 0101 | 1110 | 0112 | 1011 | 1231 | 1000 | 0100 |
| 6      | 112 | Mason Hines          | Electric Motion E | Youth | 24 | 31 | 4  | 1 | 1 | 3 | 0    | 0000 | 0502 | 0000 | 5101 | 0000 | 0000 | 0000 | 5113 | 0000 |
| 7      | 39  | Steven Higgins       | Fantic 156        | Adult | 28 | 32 | 3  | 0 | 0 | 4 | 1    | 0000 | 5500 | 0100 | 0100 | 000x | 0000 | 1500 | 0000 | 0005 |
| 8      | 51  | Allan Bancroft       | Honda TLR 200     | Adult | 35 | 27 | 6  | 0 | 3 | 4 | 0    | 3011 | 5301 | 0000 | 0000 | 0000 | 0000 | 0553 | 0000 | 1100 |
| 9      | 46  | Christopher Mitchell | Beta 200          | Adult | 42 | 20 | 8  | 4 | 7 | 1 | 0    | 0001 | 0000 | 0010 | 2231 | 0310 | 2153 | 3130 | 0000 | 3231 |
| 10     | 41  | jimmy godson         | beta 300          | Adult | 45 | 20 | 10 | 1 | 6 | 3 | 0    | 1010 | 0000 | 0000 | 3003 | 1111 | 5511 | 3335 | 0000 | 3112 |

| 50/50 |    |                 |             | Total | C  | 1  | 2 | 3 | 5 | M  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|-------|----|-----------------|-------------|-------|----|----|---|---|---|----|------|------|------|------|------|------|------|------|------|------|
| 1     | 58 | Mick Ainscow    | Gas gas 300 | Adult | 9  | 34 | 4 | 1 | 1 | 0  | 0    | 1100 | 0000 | 0000 | 0000 | 0000 | 0100 | 3200 | 0001 | 0000 |
| 2     | 62 | Andrew Chicken  | Sherco 200  | Adult | 12 | 34 | 4 | 0 | 1 | 1  | 0    | 0000 | 0010 | 0000 | 0000 | 0100 | 1000 | 3001 | 5000 | 0000 |
| 3     | 59 | Malcolm Cocking | BSA 280cc   | Adult | 23 | 31 | 5 | 0 | 1 | 3  | 0    | 0000 | 0501 | 0000 | 0000 | 0000 | 0500 | 1311 | 5000 | 0000 |
| R     | 61 | chris douglass  | beta 200    | Adult | 14 | 0  | 0 | 1 | 3 | 22 | 55xx | 5xxx | 000x | 0000 | 000x | 000x | 0xxx | 3xxx | xxxx | xxxx |

| Easy |     |            |                   | Total | C | 1  | 2 | 3 | 5 | M | 1 | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|------|-----|------------|-------------------|-------|---|----|---|---|---|---|---|------|------|------|------|------|------|------|------|------|
| 1    | 102 | Alan Mills | Drayton Bantam 18 | Adult | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 |

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| Easy   |                  |                   |       | Total | C  | 1 | 2 | 3  | 5  | M  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|--------|------------------|-------------------|-------|-------|----|---|---|----|----|----|------|------|------|------|------|------|------|------|------|------|
| 2 119  | Robert Baker     | James 250         | Adult | 2     | 38 | 2 | 0 | 0  | 0  | 0  | 0000 | 0000 | 0000 | 1001 | 0000 | 0000 | 0000 | 0000 | 0000 | 0000 |
| 3 111  | Jason Tahir      | Gas gas 250       | Adult | 6     | 36 | 2 | 2 | 0  | 0  | 0  | 0000 | 0000 | 0000 | 2000 | 0000 | 0000 | 0000 | 1001 | 0200 | 0000 |
| 4 107  | Helen Tatlock    | Montesa 260       | Adult | 9     | 37 | 1 | 0 | 1  | 1  | 0  | 0000 | 0000 | 0000 | 0000 | 3000 | 1000 | 0000 | 5000 | 0000 | 0000 |
| 5 115  | Simon Green      | Honda montesa 4rt | Adult | 9     | 36 | 2 | 1 | 0  | 1  | 0  | 0005 | 0000 | 0000 | 0000 | 0000 | 1201 | 0000 | 0000 | 0000 | 0000 |
| 6 101  | Alan Ainsworth   | 4RT 300           | Adult | 10    | 35 | 3 | 1 | 0  | 1  | 0  | 5000 | 0000 | 0000 | 0011 | 0000 | 0000 | 0000 | 2001 | 0000 | 0000 |
| 7 105  | Darren Ainsworth | Montesa 4rt 260   | Adult | 13    | 35 | 3 | 0 | 0  | 2  | 0  | 0000 | 0000 | 0000 | 0101 | 0000 | 0000 | 0000 | 0550 | 0100 | 0000 |
| 8 116  | Thomas Green     | Beta 300          | Adult | 13    | 35 | 3 | 0 | 0  | 2  | 0  | 0000 | 0010 | 0000 | 0001 | 1000 | 5000 | 0000 | 0500 | 0000 | 0000 |
| 9 114  | Ryan Smith       | Empure E          | Adult | 14    | 31 | 4 | 5 | 0  | 0  | 0  | 0000 | 0001 | 0000 | 0010 | 0000 | 2202 | 0000 | 2112 | 0000 | 0000 |
| 10 117 | Tom Humes        | Beta 125          | Youth | 18    | 34 | 1 | 2 | 1  | 2  | 0  | 0020 | 2005 | 0000 | 0000 | 0000 | 0500 | 0000 | 0130 | 0000 | 0000 |
| 11 113 | Maxine Knagg     | Montesa cota 260  | Adult | 20    | 30 | 6 | 0 | 3  | 1  | 0  | 3110 | 1500 | 0000 | 0000 | 0000 | 0000 | 0000 | 1113 | 0300 | 0000 |
| 12 110 | Jaso Worrall     | Gasgas 250        | Adult | 22    | 26 | 9 | 4 | 0  | 1  | 0  | 0101 | 1120 | 0000 | 1012 | 0000 | 2100 | 0000 | 5010 | 0210 | 0000 |
| 13 118 | Tom Mitchell     | Oset E            | Youth | 28    | 25 | 8 | 3 | 3  | 1  | 0  | 1110 | 1000 | 0000 | 0010 | 2000 | 2330 | 0010 | 5132 | 0000 | 0010 |
| 14 109 | Jake Trippier    | Oset 20 E         | Youth | 34    | 25 | 6 | 3 | 4  | 2  | 0  | 0011 | 5322 | 0000 | 1100 | 1000 | 3233 | 0000 | 5100 | 0000 | 0000 |
| 15 103 | Andy Merrell     | Beta 300          | Adult | 82    | 20 | 3 | 2 | 0  | 5  | 10 | 0010 | 00xx | 000x | 0011 | 052x | 0550 | 00xx | 5502 | 00xx | 00xx |
| 16 104 | Bobby Hardman    | Trs E             | Youth | 109   | 6  | 8 | 3 | 10 | 13 | 0  | 3323 | 3533 | 2120 | 1555 | 0030 | 5553 | 1150 | 5555 | 1111 | 5033 |
| R 108  | Henry Hardman    | Beta 80           | Youth | 19    | 6  | 1 | 2 | 1  | 11 |    | 2100 | xxxx | 00xx | 0000 | 5010 | 3030 | 0100 | 110x | xxxx | 0001 |

#### 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.