

WILLIAM HARVEY MEMORIAL TRIAL

PROVISIONAL RESULTS

Congratulations to the crews who managed to get to the finish of the event despite the very slippery conditions. Unfortunately we didn't do a very good job on ordering the weather as the forest copped 3 inches (I don't know what that is in metrics) of rain during the week.

The placings in the event are;

First Outright - Warwick Smith/Paul Paterson

Second Outright - Steve Smith/Stuart Lister

Third Outright - John Rawson/Dave Smith

First Recognised - John Rawson/Dave Smith

First Clubman - Glad Fish/Jenny Hall

First Novice - Daniel Murphy/Paul King

William Harvey Memorial Trophy - Glad Fish/Jenny Hall (First Peugeot)

Congratulations to the above crews for their efforts on the night.

The presentation of trophies will take place at the Camberwell Civic Centre Theatrette, Inglesby Road, Camberwell on Friday 4th December 1987. This is the night of the P.C.C.V meeting which starts at 8.00 and we expect to present the trophies at approx 8.15-8.30pm.

These results will become final if no protests are received by Friday 13th November 1987.

Explanation of abbreviations used in the result sheet.

D.N.F. - Did Not Finish

O.L.R.T. - Out of Late Running Time

Insufficient Controls - Reached the finish control within safety time but visited less than 50% of Major controls within their Late running time.

W.D.E. - Exited the control in the wrong direction

W.D. - Entered the control from the wrong direction

M - Major control either missed or visited outside late running time

() - Scores in the brackets are not used to calculate the final pointscores but are included purely for interest sake so you can see where you went wrong (or right).

Thanking you for entering the event and hope to see you all at the presentation night.

Phil & Dave

CAR	NAMES	GRADE	S	M1	X	B	P1	R	M2	D	E	F	P3	W	T	P4	P5	M3	T	N	P6	P7	G	P8
1	W.SMITH/P.PATERSON	1	—	—	—	—	11	—	3	—	—	—	—	—	11	—	—	25	—	—	—	—	—	—
2	S.SMITH/S.LISTER	1	—	—	—	—	—	—	4 1/4	—	—	—	—	—	—	—	—	10 1/4	—	—	—	—	—	—
3	T.AHEARNE/N.WRIGHT	1	—	—	—	—	—	—	34 1/2	—	—	—	—	—	—	—	—	42	—	—	—	—	—	—
4	R.DYER/G.WALLIS	1	—	—	—	—	—	—	22 1/4	—	—	—	—	—	—	—	—	33	30	30	30	30	30	30
19	R.DEVENISH/P.WYLIE	1	—	—	30	—	—	—	19 1/2	—	—	—	—	—	—	—	—	16 3/4	—	30	—	—	—	—
20	B.THOMPSON/K.SILER	1	—	—	30	—	—	—	28	—	—	—	—	—	—	—	—	23 1/2	—	—	—	—	—	—
5	J.RAWSON/D.SMITH	2	—	—	—	—	—	—	8 3/4	—	—	—	—	—	—	—	—	27	—	—	—	WDE 30	—	—
6	J.WALD/R.JAY	2	—	—	—	—	—	—	32 1/2	(-)	(-)	(-)	(-)	(30)	(-)	(-)	(30)	M	(30)	(30)	(30)	(30)	(30)	(30)
7	R.CAMPBELL-DRURY/ S.RENSHAW	3	—	—	30	30	—	R	24 3/4	(-)	(-)	(-)	(-)	(30)	(-)	(-)	(-)	M	(-)	(30)	(-)	(-)	(-)	(-)
8	M.POWLEY/I.ENDERS	3	—	—	30	—	—	—	DNF - STUCK DOWN STEEP HILL															
9	G.MILLARD/K.MILLARD	3	—	—	30	—	—	—	22 1/2	—	—	—	—	—	—	—	—	35 1/2	—	30	—	WDE 30	—	—
18	B.BEAVERSTOCK/ B.BEAVERSTOCK	3	—	62	DNF - OLR T																			
11	G.FISH/J.HALL	3	—	—	30	30	—	—	20 3/4	—	—	—	—	—	—	—	—	41 1/2	—	30	—	WDE 30	—	—
12	P.BAULCH/C.JAY	3	—	—	30	30	—	—	27 1/2	—	—	—	—	30	30	30	30	70	30	30	30	30	30	30
17	D.OWEN/W.ROFFEY	3	—	—	30	30	30	—	14 1/2	—	—	—	—	30	—	—	30	17	—	30	—	—	DNF-	
13	D.MURPHY/P.KING	4	—	—	30	30	—	—	17 3/4	—	—	30	WD 30	30	30	30	30	67 1/2	—	30	WDE 30	30	30	30
15	R.SCHULZ/P.KINNANE	4	—	—	30	—	—	—	DNF - STUCK DOWN STEEP HILL															
16	R.GREGORY/J.ELLIS	3	—	—	30	30	—	—	17 1/2	—	—	—	—	30	—	—	WD 30	45 3/4	30	30	WDE 30	30	30	30
1	S.WESTE/S.SNOOKS	3	—	—	30	—	—	—	26	—	—	—	—	—	—	—	—	32	—	30	—	WDE 30	—	—
BEST SCORE									3									10 1/4						

H	V	P9	K	P10	M4	M5	C	P11	C	R	S	I	P12	D	A	M6	M7	S	E	Y	J	M8	TOTAL	CLASS	OUTRIG
-	-	-	-	-	7 $\frac{1}{4}$	-	-	-	-	-	-	-	-	-	-	15 $\frac{1}{2}$	-	-	-	-	-	-	50 $\frac{3}{4}$	1	1
-	-	-	-	-	13 $\frac{3}{4}$	-	-	-	-	-	-	-	-	-	-	31	-	-	-	-	-	7 $\frac{1}{4}$	66 $\frac{1}{2}$	2	2
-	-	-	-	-	30	30E	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	M	M	(30)	(30)	(30)	(30)	M	3M 136 $\frac{1}{2}$	6	10
30	30	30	30	WD 30	-	25	-	-	30	30	30	30	30	30	-	26	5E	30	30	30	30	-	741 $\frac{1}{4}$	5	8
-	-	-	-	-	7 $\frac{3}{4}$	-	-	-	-	-	-	-	-	-	-	33	-	-	-	-	-	3	140	3	4
-	-	-	-	-	32	12E	-	-	-	30	30	30	30	30	-	11	8E	-	-	-	-	10	304 $\frac{1}{2}$	4	5
-	-	-	-	-	26 $\frac{1}{2}$	-	-	-	-	-	-	-	-	-	-	24 $\frac{1}{4}$	-	-	-	-	-	2 $\frac{1}{4}$	118 $\frac{3}{4}$	1	3
(30)	(30)	(30)	(30)	(30)	M	M	(-)	(30)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	M	M	(-)	(-)	(-)	(-)	M	DNF - OLRT		
(-)	(-)	(-)	(-)	(WD 30)	M	M	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	M	M	(30)	(30)	(30)	(30)	M	DNF - INSUFFICIENT CONTROLS		
-	-	-	-	-	32 $\frac{1}{4}$	16E	(-)	(30)	(-)	(-)	(30)	(30)	(30)	(-)	(30)	M	M	(30)	(30)	(30)	(30)	M	3M 196 $\frac{1}{4}$	3	11
-	-	-	30	WD 30	34	25E	-	-	-	-	30	30	WD 30	-	30	39 $\frac{1}{2}$	-	30	30	30	-	-	550 $\frac{3}{4}$	1	6
30	30	30	30	WD 30	-	22E	(-)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	M	M	(30)	(30)	(30)	(30)	M	DNF - OLRT		

FLAT BATTERY

30	30	30	30	WD 30	-	3E	-	30	-	-	-	-	-	-	30	42 $\frac{1}{4}$	-	(-)	(-)	(-)	(-)	M	1M 730 $\frac{1}{2}$	1	9
30	30	30	30	WD 30	-	-	-	30	-	-	-	-	-	-	30	45 $\frac{3}{4}$	-	-	-	-	-	14 $\frac{1}{2}$	633 $\frac{1}{2}$	2	7
-	-	-	-	-	42	5	-	30	-	-	-	-	-	-	DNF - BOGGED ON WRONG ROAD										
					7 $\frac{1}{4}$	-										15 $\frac{1}{2}$	-					-	36		