

# Down the Drain Touring Assembly 2017

Attached are the full Provisional results from the event run 5<sup>th</sup> March 2017.

These results will become final at 6:00pm Friday 17<sup>th</sup> March 2017 unless any protests are received by the Clerk of Course. Protests must be lodged in accordance with the procedure laid out in the Supplementary Regulations.

## **A word from the Directing Team**

A disappointing low number of entrants although, due to outside influences, there was not much time for advance publicity.

Those that did compete appeared to enjoy the event.

As in previous years, all Informations were got by someone, but not by the same crews. Examination of the results from Section 3 is interesting as to who got what!

We have set an allowance of 5 minutes past your due time before the 200 points bonus was lost.

In future we suggest that the time due be at the last Via point before the transport to the finish to allow for any traffic hold ups.

We also recognize the need for a "loop" near the end of Section 3 that a crew may short cut to stay inside time.

We hope you enjoyed the day and maybe that you will compete in more Touring Assemblies (or even help run one!)

Finally a big thank you to the following:-

### Road Officials:

Rob Cranston and Col Hardinge, Bob Halyer, Kim Harper, Dave Smith, Kim Begelhole, Karl Grealy, Chris and Nathan, John Moore and Toby

### Start Officials:

Carol and Tom Latta

### Catering:

JD, Charles, Yumi and Andrew

All Results, Solutions, Route Maps and Setup Instructions are available at:  
[http://ceconveyancing.com.au/DtD\\_2017](http://ceconveyancing.com.au/DtD_2017)

# RESULTS - SECTION 1

GRADE: HRA "A" = A    HRA "B" = B    HRA "C" = C

OUTRIGHT		VIA	1	2	3	4	5	6	7	8	9	10	11	12	13	14	C1	TIM	TOTAL	O/R
CAR NO:	DRIVER / NAVIGATOR	GRADE	C9	A9	D2	J3	B3	M7	C4	M2	Z4	Q2	G3	F5	M9	D3		200		
1	PARRY/KNIGHTS	A	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
2	BELMAINE/SNOOKS	A	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
3	GILHOME/GILHOME	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
4	WALD/STRONG	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
5	WALLIS/WARD	B	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
6	HARTMANN/McKEMMISH	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
7	PARTINGTON/POLLOCK	B	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
8	DUNBAR/DUNBAR	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
9	NICHOLAS/NICHOLAS	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
10	MURPHY/BROWN	A	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
11	WINTER/MAURER	B	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
12	HARVEY/HARVEY	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1
13	ELLIS/OPIE	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	OK	200	340	=1

# RESULTS - SECTION 2

GRADE: HRA "A" = A      HRA "B" = B      HRA "C" = C

OUTRIGHT		VIA	1	2	3	4	5	6	7	8	9	10	10a	11	12	13	14	15	16	16a	16b
CAR NO:	DRIVER / NAVIGATOR	GRADE	N7	Q5	E2	J6	J8	P	T8	P6	N5	N4	R3	S5	V2	J5	L7	1910	B4	R6	A2
2	BELMAINE/SNOOKS	A	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
4	WALD/STRONG	C	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
5	WALLIS/WARD	B	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
6	HARTMANN/McKEMMISH	C	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
7	PARTINGTON/POLLOCK	B	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
8	DUNBAR/DUNBAR	C	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
9	NICHOLAS/NICHOLAS	C	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
12	HARVEY/HARVEY	C	10	10	10	10	10	20	10	10	10	10	10	10	10	10	10	10	10	10	10
10	MURPHY/BROWN	A	10	10	10	10	10	20	10	10	10		10	10	10	10	10	10	10	10	10
13	ELLIS/OPIE	C	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1	PARRY/KNIGHTS	A	10		10	10	10	20	10	10	10		10	10	10	10	10	10	10	10	10
11	WINTER/MAURER	B	10		10	10	10	20	10	10	10		10	10	10	10	10	10	10	10	10
3	GILHOME/GILHOME	C	10	10	10	10	10	20		10			10	10	10	10	10		10		10

17	18	Q	TIME BONUS	SECTION 2	SECTION 1	TOTAL	O/R	GRADE
K4	J9	8	200	TOTAL	TOTAL			
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	430	340	770	=1	
10	10	10	200	420	340	760	=2	
10	10	10	200	420	340	760	=2	
10	10	10	200	410	340	750	=3	
10	10	10	200	410	340	750	=3	
10	10		200	370	340	710	4	





22a	23	TIME BONUS						
F8	B2	200	SECTION 3 TOTAL	SECTION 2 TOTAL	SECTION 1 TOTAL	TOTAL	O/R	GRADE
10	10	200	590	420	340	1350	1	
10	10	200	570	430	340	1340	2	
10	10	200	550	430	340	1320	3	
10	10	200	520	430	340	1290	=4	
10	10	200	520	430	340	1290	=4	
10	10	200	490	410	340	1240	5	
		200	420	430	340	1190	6	
10	10	OLT	410	430	340	1180	7	
10	10	OLT	380	430	340	1150	8	
		OLT	280	410	340	1030	9	
		OLT	170	370	340	880	10	
				430	340	770		
				420	340	760		







22a	23	TIME BONUS						
F8	B2	200	SECTION 3 TOTAL	SECTION 2 TOTAL	SECTION 1 TOTAL	TOTAL	O/R	GRADE
10	10	200	590	420	340	1350	1	
10	10	200	490	410	340	1240	5	
10	10	OLT	380	430	340	1150	8	
10	10	200	550	430	340	1320	3	
		200	420	430	340	1190	6	
		OLT	280	410	340	1030	9	
10	10	200	570	430	340	1340	2	
10	10	200	520	430	340	1290	=4	
10	10	200	520	430	340	1290	=4	
10	10	OLT	410	430	340	1180	7	
		OLT	170	370	340	880	10	
				430	340	770		
				420	340	760		