

Autosport Car Club

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Ohoka Autocross 2nd July 2017


Canterbury, New Zealand


Overall

| Car # | Overall | First Name | Last Name | Car | Engine CC | Class | Time | Course 1 | Course 2 | Course 3 | Club |
|-------|---------|------------|--------------|-------------|-----------|-------|-------|----------|----------|----------|------------|
| 9 | 1 | Adrian | Harris | Moke | 1275 | 5 | 309.9 | 107.8 | 108.6 | 93.5 | Canterbury |
| 18 | 2 | Gavin | Williams | Charade | 993 | 1 | 328.1 | 121.3 | 111.8 | 95.0 | Canterbury |
| 22 | 3 | Laurence | Best | WRX | 3400 | 5 | 337.3 | 118.5 | 123.4 | 95.4 | RATEC |
| 30 | 4 | Karl | Celeste | Mini | 1293 | 1 | 344.1 | 124.6 | 122.9 | 96.6 | Autosport |
| 4 | 5 | Byron | Kelsell | WRX | 3400 | 5 | 344.7 | 123.5 | 116.0 | 105.2 | RATEC |
| 5 | 6 | Adam | Lange | Corolla | 1600 | 5 | 349.3 | 122.5 | 120.8 | 106.0 | - |
| 16 | 7 | Allan | Humm | Peugeot 306 | 2000 | 5 | 349.5 | 132.3 | 118.1 | 99.1 | - |
| 10 | 8 | Jeff | Judd | Levin | 1587 | 2 | 351.4 | 132.3 | 116.1 | 103.0 | Autosport |
| 38 | 9 | David | Ollis | WRX | 3400 | 4 | 351.8 | 121.3 | 121.9 | 108.6 | Autosport |
| 29 | 10 | Turner | Harris | Moke | 1275 | 5 | 352.5 | 128.8 | 118.9 | 104.8 | Canterbury |
| 28 | 11 | David | Clarke | Corolla | 1600 | 5 | 362.9 | 130.6 | 123.5 | 108.8 | - |
| 34 | 12 | Sean | Haggarty | WRX | 3400 | 4 | 363.1 | 129.4 | 121.7 | 112.0 | Autosport |
| 24 | 13 | Sam | Gardiner | Legacy | 3000 | 4 | 364.3 | 125.8 | 135.0 | 103.5 | RATEC |
| 13 | 14 | Michael | MacIntosh | MR2 | 1997 | 5 | 365.1 | 137.0 | 122.0 | 106.1 | Canterbury |
| 33 | 15 | Harri | Judd | Levin | 1587 | 2 | 368.2 | 134.7 | 124.5 | 109.0 | Autosport |
| 37 | 16 | Ryan | Blacktopp | Starlet | 1300 | 1 | 371.1 | 138.7 | 127.4 | 105.0 | Autosport |
| 7 | 17 | Mike | Barltrop | WRX | 3400 | 4 | 376.8 | 131.8 | 129.1 | 115.9 | Canterbury |
| 6 | 18 | Daniel | Burgess | Legacy | 3000 | 5 | 379.9 | 135.9 | 133.8 | 110.2 | - |
| 14 | 19 | Taylor | Judd | Corolla | 1600 | 2 | 381.1 | 140.4 | 139.1 | 101.6 | Autosport |
| 19 | 20 | Mantez | Singh-Thandi | 80 Quattro | 2600 | 5 | 386.3 | 136.0 | 134.6 | 115.7 | Canterbury |
| 21 | 21 | Kris | Celeste | Caldina | 1998 | 5 | 391.8 | 137.3 | 135.6 | 118.9 | - |
| 23 | 22 | Alastair | McLean | Fiesta | 2000 | 3 | 392.3 | 133.6 | 137.0 | 121.7 | Autosport |
| 20 | 23 | Benny | Yan | MX5 | 1800 | 5 | 395.7 | 150.8 | 136.4 | 108.5 | Canterbury |
| 2 | 24 | Garry | Mechen | Starlet | 1298 | 1 | 397.9 | 139.7 | 138.5 | 119.7 | Autosport |
| 12 | 25 | Peter | Murch | Datsun 1200 | 1500 | 5 | 398.3 | 143.3 | 138.7 | 116.3 | Autosport |
| 31 | 26 | Jeff | Brown | Rav 4 | 2000 | 4 | 399.5 | 149.1 | 136.9 | 113.5 | - |
| 17 | 27 | Dean | Pester | Escort Mk1 | 1600 | 2 | 401.0 | 145.6 | 143.8 | 111.6 | Autosport |
| 15 | 28 | Rene | Spijkerman | Escort Mk1 | 2000 | 3 | 407.7 | 158.4 | 135.1 | 114.2 | Autosport |
| 8 | 29 | Michael | Holmes | Legacy | 2000 | 5 | 409.3 | 139.6 | 139.3 | 130.4 | - |
| 40 | 30 | Taz | Brown | Rav 4 | 2000 | 4 | 411.4 | 144.2 | 151.4 | 115.8 | - |
| 26 | 31 | Corbin | Mechen | Starlet | 1298 | 1 | 412.1 | 151.0 | 143.0 | 118.1 | Autosport |
| 27 | 32 | Blake | Murch | Datsun 1200 | 1500 | 5 | 414.6 | 153.8 | 145.8 | 115.0 | - |
| 35 | 33 | Jayden | Tainui | Corolla | 1300 | 1 | 416.4 | 154.2 | 142.1 | 120.1 | Autosport |
| 11 | 34 | Steven | Mead | Laser TX3 | 1839 | 5 | 416.9 | 151.8 | 135.9 | 129.2 | - |
| 39 | 35 | Edward | Ziolo | Escort | 3500 | 5 | 418.8 | 175.1 | 131.6 | 112.1 | - |
| 1 | 36 | Bede | Stevenson | Escort | 2000 | 3 | 431.1 | 152.9 | 151.5 | 126.7 | Autosport |
| 32 | 37 | Raewyn | Barltrop | Colt | 1800 | 5 | 437.3 | 162.2 | 152.7 | 122.4 | - |
| 36 | 38 | Brad | Clearwater | Pulsar | 1998 | 3 | 454.4 | 166.7 | 156.6 | 131.1 | - |
| 25 | 39 | Mark | Brown | Escort | 3500 | 5 | 463.1 | 193.6 | 155.2 | 114.3 | - |
| 3 | 40 | Max | Goodwin | Skyline | 2000 | 5 | 465.4 | 156.6 | 161.6 | 147.2 | - |

Class 1 = 0-1300cc, Class 2 = 1301 - 1600, Class 3 = 1601 +, Class 4 = 4wd, Class 5 = Road Car

Penalties

 = time includes penalty for hitting cone or marker (5 seconds per cone or marker)

 = time includes penalty for wrong direction (slowest time of the field plus 5 seconds)