

**2008 Mt Tarrengower Hill Climb
Cars**

| # | Class | Driver | Vehicle | Capacity | practice | practice 2 | Sun 1 | Sun 2 | Sun 3 | Best |
|-----|-------|-----------------------|----------------------------|----------|----------|------------|-------|-------|-------|------|
| | | | | | 48.5 | 44.5 | 45.5 | 44.7 | 44.1 | 44.1 |
| 98 | 26 | Mick Hone | Cobra replica | 5700 | 49.7 | 44.5 | 45.8 | 45.0 | 44.1 | 44.1 |
| 37 | 18 | Daryl Duff | Chev. Camaro | 5700 | 48.5 | | 45.5 | 44.7 | 45.1 | 44.7 |
| 16 | 23 | Ray Sprague | AMX | 6390 | 48.9 | 45.4 | 49.2 | 50.6 | 46.1 | 45.4 |
| 162 | 10 | Bill Redpath | Redpath Oldsmobile special | 5314 | 51.0 | 49.4 | 49.8 | 48.6 | 47.4 | 47.4 |
| 12 | 8 | Jim Russell | Ford special | 4400 | 48.5 | 47.9 | 48.5 | 48.1 | 49.1 | 47.9 |
| 146 | 15 | Greg Hewson | Mini Cooper S | 1299 | 53.0 | 51.6 | 49.4 | 48.7 | 47.9 | 47.9 |
| 100 | 18 | Liam Sales | Valiant Charger | | 49.2 | 49.1 | 48.0 | 48.8 | 48.9 | 48.0 |
| 59 | 9 | Mark Pitman | MG TC special | 1340 s/c | 54.6 | 55.5 | 49.2 | 48.3 | 49.1 | 48.3 |
| 46 | 21 | Carl Seyfort | MGB GT | 1800 | 53.8 | 51.0 | 48.7 | 48.3 | 48.9 | 48.3 |
| 63 | 9 | Chris Farrell | MG TC | 1366 s/c | 54.2 | 51.0 | 50.8 | 49.2 | 49.0 | 49.0 |
| 65 | 21 | David Anderson | MGB | 1978 | 57.4 | 56.4 | 51.7 | 49.8 | 49.7 | 49.7 |
| 110 | 21 | John Hardy | Alpine Renault | 1596 | 52.2 | 50.6 | 50.8 | 49.9 | | 49.9 |
| 69 | 13 | Kevin Guihenneuc | Nota Clubman | 1200 | 54.4 | 53.8 | 52.3 | 50.2 | 51.0 | 50.2 |
| 56 | 20 | Gary Ball | Jaguar D Type replica | 4200 | 53.6 | | 54.4 | 50.3 | 51.7 | 50.3 |
| 18 | 11 | Brian Reed | Elfin Clubman | 1498 | 57.6 | | 53.9 | 50.4 | 50.8 | 50.4 |
| 155 | 17 | Peter Weymouth-Wilson | Mini Cooper S | 1330 | 52.8 | | 50.7 | 50.7 | | 50.7 |
| 41 | 26 | Paul Flint | MG Midget | 1400 | 55.7 | | 56.2 | 51.2 | 50.9 | 50.9 |
| 64 | 15 | Russ Mead | Cortina GT | 1500 | | | 52.0 | 55.6 | 51.1 | 51.1 |
| 122 | 20 | Stephen Pike | Austin Healey | 3000 | 55.1 | | 51.5 | 51.2 | 52.4 | 51.2 |
| 24 | 15 | Steve Schmidt | Mini Cooper S | 1293 | | | 53.6 | 52.3 | 51.5 | 51.5 |
| 510 | 17 | Craig Hardiman | Datsun | 1790 | 55.3 | 53.0 | 53.2 | 52.7 | 53.1 | 52.7 |
| 68 | 21 | Allan Richards | MG Midget | 1310 | 59.7 | 54.5 | 53.4 | 53.1 | 52.7 | 52.7 |
| 87 | 9 | Terry White | MG TC | 1308 s/c | 57.2 | 54.6 | 54.9 | 53.1 | 54.4 | 53.1 |
| 25 | 21 | Paul Hogan | Triumph Vitesse | 1985 | 60.7 | | 62.4 | 62.7 | 54.1 | 54.1 |
| 6 | 22 | Bob Watson | Porsche 911 | | 58.3 | | 55.5 | 54.2 | | 54.2 |
| 17 | 26 | Graeme Edwards | Renault 17TL | 1565 | 58.6 | | 55.9 | 54.3 | | 54.3 |
| 33 | 9 | Bob Boast | MG TC special | 1498 s/c | | | 56.2 | 54.4 | 54.7 | 54.4 |
| 20 | 13 | Roger Hall | Bingham Renault Mk.3 | 1096 | 70.7 | 60.4 | 55.7 | 58.0 | 54.7 | 54.7 |
| 135 | 15 | Barney Haddon | Cortina | 1598 | 61.5 | 59.3 | 58.3 | 55.4 | 54.9 | 54.9 |
| 14 | 16 | Russell Laird | EH Holden | 2998 | 58.7 | | 56.5 | 55.0 | 55.0 | 55.0 |
| 11 | 18 | Ian Speight | Ford Capri | 3000 | 57.5 | 56.0 | 55.7 | 55.2 | | 55.2 |
| 72 | 22 | Peter Castelow | TVR | 2500 | 61.2 | | 59.0 | 55.7 | 56.1 | 55.7 |
| 95 | 20 | Robert Pitman | MGA Twin cam | 1588 | 60.2 | 58.1 | 56.4 | 56.0 | 56.2 | 56.0 |
| 22 | 11 | Max Jackman | VWA | 1787 | 57.5 | 58.1 | 58.4 | 56.2 | 56.1 | 56.1 |
| 71 | 19 | Paul Schilling | Buchanan | 1147 | 63.4 | 64.1 | 67.9 | 57.2 | 56.3 | 56.3 |
| 78 | 21 | Graham Dows | MG Midget | 1310 | 58.3 | 56.3 | 57.5 | 56.7 | 56.4 | 56.3 |
| 47 | 21 | Allan Thomas | Lotus 11 replica | 1400 | 58.5 | | 57.8 | 56.5 | 57.5 | 56.5 |
| 80 | 21 | Colin Sullivan | MGB | 1800 | 65.4 | | 60.6 | 57.5 | 56.7 | 56.7 |
| 458 | 8 | Robert Sales | Marcseel Chrysler special | 4100 | 63.8 | 59.2 | 57.8 | 56.9 | 57.3 | 56.9 |
| 29 | 15 | Stephen Laird | Morris Minor | 1360 | 62.1 | | 59.6 | 58.1 | 57.8 | 57.8 |
| 4 | 4 | Jack Lawson | Amilcar-AC special | 2050 | | | 59.1 | 57.9 | | 57.9 |
| 117 | 16 | Neil Wust | Zephyr Mk.II | 2753 | 61.7 | | 58.5 | 58.1 | 58.2 | 58.1 |
| 1 | 15 | John Watts | Mini Cooper S | 1299 | 66.1 | 58.7 | 64.9 | 61.1 | | 58.7 |

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|-----|----|---------------------|-----------------------|---------|-------|------|-------|-------|-------|-------|
| 44 | 20 | John Goulden | Bolwell Mk.4B | 1750 | 61.3 | | 59.0 | 59.0 | 62.8 | 59.0 |
| 60 | 21 | Aaron De Fina | Honda S600 | 606 | 83.9 | dnf | 60.4 | 59.0 | | 59.0 |
| 61 | 24 | John Coffin | Robbins | 500 | 59.7 | | 59.3 | 59.7 | 59.2 | 59.2 |
| 998 | 9 | Ray Porteous | Terrapin Mini | 998 | 64.2 | 61.2 | 62.0 | 61.6 | 60.0 | 60.0 |
| 10 | 25 | Andrea Lawton | MGC | 2993 | 61.9 | | 62.4 | 60.5 | 60.0 | 60.0 |
| 23 | 19 | John French | Austin Healey Sprite | 998 | 63.5 | 62.0 | 60.1 | 60.6 | 60.1 | 60.1 |
| 7 | 8 | Peter Whaley | Standard special | 1698 | 63.8 | | 61.6 | 60.9 | 61.5 | 60.9 |
| 96 | 7 | Glen Bishop | Austin 7 | 803 s/c | 70.7 | | 65.7 | 61.0 | 62.2 | 61.0 |
| 70 | 2 | Grant Cowie | Bentley | | 66.0 | | 64.2 | 61.1 | 61.4 | 61.1 |
| 40 | 21 | David Norris * | MG Midget | 1275 | 68.1 | 70.3 | 61.4 | 63.3 | 62.3 | 61.4 |
| 8 | 20 | Ritchie Redpath | MG A | 1650 | 63.3 | 62.4 | 63.1 | 61.7 | 66.7 | 61.7 |
| 67 | 21 | Ian Blythe | MGB | 1800 | 62.6 | 62.5 | 62.0 | 62.9 | dnf | 62.0 |
| 21 | 19 | Bob Lewis | MG TC | 1466 | 69.9 | 63.8 | 62.6 | 62.7 | 62.2 | 62.2 |
| 58 | 20 | Ian Northcott | MGA Twin cam | 1588 | 64.7 | | 63.8 | 62.4 | 62.3 | 62.3 |
| 27 | 25 | Ruth Norris * | Austin Healey Sprite | 1100 | 76.5 | 63.0 | 68.8 | 66.4 | 65.3 | 63.0 |
| 50 | 7 | John Marriott | Austin 7 | 803 | | | 65.3 | 63.9 | 63.4 | 63.4 |
| 5 | 17 | Peter Daniell | Datsun | 1600 | 69.7 | 68.0 | 65.4 | 64.5 | 63.4 | 63.4 |
| 75 | 11 | Nigel Grey | Singer | | 67.3 | 65.4 | 64.2 | 64.3 | | 64.2 |
| 105 | 9 | Lloyd Hocking | Austin7/Renault | 845 | | | 65.1 | 65.3 | 65.3 | 65.1 |
| 9 | 17 | Noel Muller | BMW | 1990 | 71.8 | 68.7 | 65.7 | 65.3 | 65.2 | 65.2 |
| 127 | 21 | John Cutting | MG Midget | 1275 | 74.0 | 73.9 | 77.7 | 65.4 | 65.2 | 65.2 |
| 432 | 8 | Chris O'Mara | Desoto | 4000 | 72.6 | 65.7 | | | | 65.7 |
| 38 | 21 | Alan Taylor | MG Midget | 1275 | 66.4 | 66.3 | 68.0 | 66.6 | 68.2 | 66.3 |
| 171 | 2 | Andrew Brown | "T" Ford | 2700 | 69.7 | 67.2 | 67.3 | 66.5 | | 66.5 |
| 62 | 26 | Nickolas Hepburn | Elfin Formula Vee | 1192 | 76.5 | 78.0 | 68.4 | 66.9 | 66.9 | 66.9 |
| 26 | 2 | Mike Hipkins | Vauxhall 30/98 | | | | 67.5 | 70.6 | 68.5 | 67.5 |
| 88 | 3 | Stuart Krug | Austin 7 | 747 | 81.7 | 81.7 | 77.7 | 68.3 | 68.6 | 68.3 |
| 111 | 21 | David Dixon | MG Midget | 1275 | 74.5 | 73.3 | 69.5 | 68.4 | 69.2 | 68.4 |
| 163 | 5 | Doug Keith | MG N type | 1271 | 74.9 | | 73.5 | 72.0 | 71.5 | 71.5 |
| 48 | 3 | Neill Murdoch | Lombard | 1100s/c | | | 80.5 | 77.9 | 77.0 | 77.0 |
| 13 | 2 | Bernard O'Shannessy | Chrysler "77" | 4450 | | | 77.6 | 81.4 | 78.3 | 77.6 |
| 144 | 21 | Rick Pope | MGB GT | 1800 | 80.1 | | | | | 80.1 |
| 15 | 2 | Kevyn Brown | "T" Ford | 2898 | 83.7 | | 97.5 | 86.0 | 82.6 | 82.6 |
| 142 | 1 | Allan Tyrrell | Austin 7 | 750 | dnf | dnf | 89.9 | 86.9 | 85.7 | 85.7 |
| 3 | 1 | Andrew Green | Alvis 12/50 | | | | 88.7 | 88.7 | 89.2 | 88.7 |
| 141 | 1 | Mark Burns | Alvis 12/50 | | 102.2 | | 98.4 | 96.8 | 96.1 | 96.1 |
| 28 | 7 | Neil Cooke | MG PB | 939 | 104.0 | | 100.3 | 101.9 | 98.7 | 98.7 |
| 94 | 5 | Graeme Steinfort | MG | 1300 | 117.7 | | 115.8 | 117.8 | 114.1 | 114.1 |
| 77 | 2 | Patrick Ryan | Vauxhall 30/98 | 4200 | | | | | | 0.0 |
| 45 | 7 | Max Robinson | Austin 7 | 803 | | | | | | 0.0 |
| 114 | 20 | Ken Seelenmeyer | Jaguar D type replica | 4235 | | | | | | 0.0 |
| 911 | 21 | John Clark | MGB GT | 1800 | | | | | | 0.0 |
| 2 | 23 | Michael Brooks | MGB V8 | 3500 | | | | | | 0.0 |