



# Silverstone Classic

**Silverstone Historic Circuit**

**29th/30th/31st July 2005**



**Results Provided by MST Sports Timing Ltd**  
***www.msttiming.com***

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 Classes EF2,B,C - Free Practice

| POS | NO  | CL  | NAME                 | NAT | ENTRY        | TIME      | LAPS | GAP       | MPH    |
|-----|-----|-----|----------------------|-----|--------------|-----------|------|-----------|--------|
| 1   | 8   |     | TBD                  |     |              | 1:49.341  | 7    |           | 103.51 |
| 2   | 48  | F2C | Chris ALFORD         | GB  | March 762    | 1:52.000  | 11   | 2.659     | 101.05 |
| 3   | 95  | F2B | Walter HOFFMAN       | GER | March 712M   | 1:56.141  | 11   | 6.800     | 97.45  |
| 4   | 85  | B   | C LILLINGSTONE-PRICE |     | Tecno T70    | 1:57.539  | 11   | 8.198     | 96.29  |
| 5   | 7   | C   | Chris SAMPLES        |     | Chevron B29  | 1:57.960  | 10   | 8.619     | 95.95  |
| 6   | 1   | F2  | Philip HARPER        | FRA | Ralt RT1     | 1:58.694  | 11   | 9.353     | 95.35  |
| 7   | 27  | B   | James MURRAY         |     | Brabham BT36 | 1:59.016  | 7    | 9.675     | 95.10  |
| 8   | 118 |     | TBD                  |     |              | 2:00.542  | 6    | 11.201    | 93.89  |
| 9   | 26  | C   | Sandy WATSON         |     | Lotus 59/69  | 2:02.278  | 11   | 12.937    | 92.56  |
| 10  | 41  | B   | Abba KOGAN           | BRZ | Tecno F2     | 2:02.379  | 10   | 13.038    | 92.48  |
| 11  | 61  | B   | Steve WORRAD         |     | Brabham BT30 | 2:03.816  | 8    | 14.475    | 91.41  |
| 12  | 50  | C   | Philip HART          |     | Modus M4     | 2:05.127  | 10   | 15.786    | 90.45  |
| 13  | 51  | F2A | Mark LINSTON         | GB  | Tecno T69    | 2:06.092  | 8    | 16.751    | 89.76  |
| 14  | 24  | F2C | Wolfgang MATHAI      | GER | Toj          | 2:08.945  | 9    | 19.604    | 87.77  |
| 15  | 97  | C   | Peter SHAW           |     | Brabham BT35 | 2:09.416  | 10   | 20.075    | 87.45  |
| 16  | 17  | B   | Simon PERKINS        | GB  | March 71BM   | 2:10.903  | 10   | 21.562    | 86.46  |
| 17  | 44  | F2C | Franz JUGGEUIOS      | GER | GRD          | 2:11.016  | 8    | 21.675    | 86.38  |
| 18  | 42  | C   | James GOWENS         |     | Chevron B34  | 2:12.380  | 10   | 23.039    | 85.49  |
| 19  | 49  | F2B | Josef MAYER          | GER | Brabham BT36 | 2:16.440  | 10   | 27.099    | 82.95  |
| 20  | 94  | F2B | Hermann UNOLD        | GER | Lotus 69     | 2:17.813  | 9    | 28.472    | 82.12  |
| 21  | 37  | B   | Lincoln SMALL        |     | Brabham BT30 | 2:20.142  | 8    | 30.801    | 80.76  |
| 22  | 77  | F2B | Amanda WHITTAKER     | GB  | Chevron B34  | 2:23.430  | 8    | 34.089    | 78.91  |
| 23  | 3   | F2C | Christian MILLION    | FRA | Ralt RT1 BMW | 2:24.042  | 5    | 34.701    | 78.57  |
| 24  | 59  | F2C | Richard SPELBERG     | GER | Lotus 59     | 2:26.632  | 9    | 37.291    | 77.18  |
| 25  | 36  | F2C | Ralph LEDAMUN        | GB  | March 742    | 2:27.290  | 9    | 37.949    | 76.84  |
| 26  | 38  | F2C | Tony DUNDERDALE      | GB  | March 742/24 | 2:31.432  | 3    | 42.091    | 74.74  |
| 27  | 82  | F2A | Thierry DE MORTIER   | B   | Brabham BT23 | 2:38.383  | 7    | 49.042    | 71.46  |
| 28  | 91  | F2C | Christian FISCHER    | CH  | March 712    | 3:15.183  | 5    | 1:25.842  | 57.98  |
| 29  | 18  | B   | Alain DE WAGTER      | B   | Surtees      | 26:59.587 | 1    | 25:10.246 | 6.98   |
| 30  | 45  | A   | John CRAWFORD        | NZ  | McRae GM1    | 27:53.981 | 1    | 26:04.640 | 6.76   |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 09:00 End: 09:21

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP ANALYSIS

|           |                          |            |                               |
|-----------|--------------------------|------------|-------------------------------|
| <b>1</b>  | <b>Philip HARPER</b>     | <b>FRA</b> | Ralt RT1                      |
| 1 -       | 6:22.181                 | 6 -        | <b>1:58.694</b> 11 - 1:59.120 |
| 2 -       | 2:22.348                 | 7 -        | 1:59.793                      |
| 3 -       | 2:09.967                 | 8 -        | 2:01.441                      |
| 4 -       | 2:02.852                 | 9 -        | 2:01.830                      |
| 5 -       | 2:01.982                 | 10 -       | 1:58.841                      |
| <b>3</b>  | <b>Christian MILLION</b> | <b>FRA</b> | Ralt RT1 BMW                  |
| 1 -       | X:00.000P                |            |                               |
| 2 -       | 3:17.501                 |            |                               |
| 3 -       | 2:25.763                 |            |                               |
| 4 -       | <b>2:24.042</b>          |            |                               |
| 5 -       | 3:06.693P                |            |                               |
| <b>7</b>  | <b>Chris SAMPLES</b>     |            | Chevron B29                   |
| 1 -       | 7:39.716P                | 6 -        | 2:03.057                      |
| 2 -       | 3:23.822                 | 7 -        | 2:04.027                      |
| 3 -       | 2:04.966                 | 8 -        | 2:00.584                      |
| 4 -       | 2:01.905                 | 9 -        | <b>1:57.960</b>               |
| 5 -       | 2:06.338                 | 10 -       | 1:58.774                      |
| <b>17</b> | <b>Simon PERKINS</b>     | <b>GB</b>  | March 71BM                    |
| 1 -       | 6:34.718                 | 6 -        | 2:18.842                      |
| 2 -       | 2:41.301                 | 7 -        | 2:24.748                      |
| 3 -       | 2:21.032                 | 8 -        | 2:18.528                      |
| 4 -       | <b>2:10.903</b>          | 9 -        | 2:14.194                      |
| 5 -       | 2:17.820                 | 10 -       | 2:14.679                      |
| <b>18</b> | <b>Alain DE WAGTER</b>   | <b>B</b>   | Surtees                       |
| 1 -       | <b>X:00.000</b>          |            |                               |
| <b>24</b> | <b>Wolfgang MATHAI</b>   | <b>GER</b> | Toj                           |
| 1 -       | 6:27.921                 | 6 -        | 2:14.637                      |
| 2 -       | 2:44.069                 | 7 -        | 2:46.957P                     |
| 3 -       | 2:21.889                 | 8 -        | 3:35.388                      |
| 4 -       | 2:15.134                 | 9 -        | <b>2:08.945</b>               |
| 5 -       | 2:22.410                 |            |                               |
| <b>26</b> | <b>Sandy WATSON</b>      |            | Lotus 59/69                   |
| 1 -       | 6:05.308                 | 6 -        | 2:04.403 11 - 2:04.016        |
| 2 -       | 2:18.471                 | 7 -        | 2:04.152                      |
| 3 -       | 2:03.885                 | 8 -        | 2:04.169                      |
| 4 -       | <b>2:02.278</b>          | 9 -        | 2:04.473                      |
| 5 -       | 2:05.374                 | 10 -       | 2:04.383                      |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP ANALYSIS

(contd.)

|           |                        |                      |              |
|-----------|------------------------|----------------------|--------------|
| <b>27</b> | <b>James MURRAY</b>    |                      | Brabham BT36 |
|           | 1 - 6:29.759           | 6 - 2:03.129         |              |
|           | 2 - 2:25.842           | 7 - 2:16.148P        |              |
|           | 3 - 2:04.505           |                      |              |
|           | 4 - 2:04.814           |                      |              |
|           | 5 - <b>1:59.016</b>    |                      |              |
| <b>36</b> | <b>Ralph LEDAMUN</b>   | <b>GB</b>            | March 742    |
|           | 1 - 6:08.147           | 6 - 2:31.621         |              |
|           | 2 - 2:31.016           | 7 - 2:28.929         |              |
|           | 3 - 2:31.881           | 8 - 2:28.245         |              |
|           | 4 - <b>2:27.290</b>    | 9 - 2:30.952         |              |
|           | 5 - 2:33.531           |                      |              |
| <b>37</b> | <b>Lincoln SMALL</b>   |                      | Brabham BT30 |
|           | 1 - 6:28.855           | 6 - 2:28.638         |              |
|           | 2 - 2:44.053           | 7 - 2:44.351P        |              |
|           | 3 - 2:22.962           | 8 - 4:56.372         |              |
|           | 4 - <b>2:20.142</b>    |                      |              |
|           | 5 - 2:26.060           |                      |              |
| <b>38</b> | <b>Tony DUNDERDALE</b> | <b>GB</b>            | March 742/24 |
|           | 1 - 6:23.572           |                      |              |
|           | 2 - 2:49.465           |                      |              |
|           | 3 - <b>2:31.432</b>    |                      |              |
| <b>41</b> | <b>Abba KOGAN</b>      | <b>BRZ</b>           | Tecno F2     |
|           | 1 - 7:35.249           | 6 - 2:10.338         |              |
|           | 2 - 2:26.801           | 7 - 2:07.273         |              |
|           | 3 - 2:10.124           | 8 - 2:05.758         |              |
|           | 4 - 2:11.759           | 9 - 2:02.628         |              |
|           | 5 - 2:09.302           | 10 - <b>2:02.379</b> |              |
| <b>42</b> | <b>James GOWENS</b>    |                      | Chevron B34  |
|           | 1 - 6:10.571           | 6 - 2:30.856         |              |
|           | 2 - 2:28.994           | 7 - 2:17.652         |              |
|           | 3 - 2:19.355           | 8 - 2:16.829         |              |
|           | 4 - <b>2:12.380</b>    | 9 - 2:13.966         |              |
|           | 5 - 2:14.067           | 10 - 2:15.137        |              |
| <b>44</b> | <b>Franz JUGGEUIOS</b> | <b>GER</b>           | GRD          |
|           | 1 - 6:10.273           | 6 - 2:15.843         |              |
|           | 2 - 2:28.243           | 7 - 2:15.169         |              |
|           | 3 - 2:19.201           | 8 - 2:30.444P        |              |
|           | 4 - 2:11.126           |                      |              |
|           | 5 - <b>2:11.016</b>    |                      |              |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP ANALYSIS

(contd.)

|   |                         |            |              |
|---|-------------------------|------------|--------------|
| <b>45</b>   | <b>John CRAWFORD</b>    | <b>NZ</b>  | McRae GM1    |
| 1 - <b>X:00.000</b>   |                         |            |              |
| <b>48</b>   | <b>Chris ALFORD</b>     | <b>GB</b>  | March 762    |
| 1 - 6:29.243    6 - 2:01.004    11 - <b>1:52.000</b><br>2 - 2:22.744    7 - 1:57.728<br>3 - 2:11.716    8 - 2:00.054<br>4 - 2:02.184    9 - 1:55.337<br>5 - 1:58.855    10 - 1:56.779 |                         |            |              |
| <b>49</b>   | <b>Josef MAYER</b>      | <b>GER</b> | Brabham BT36 |
| 1 - 6:15.007    6 - 2:19.958<br>2 - 2:34.079    7 - 2:18.719<br>3 - 2:25.586    8 - 2:19.877<br>4 - 2:20.752    9 - <b>2:16.440</b><br>5 - 2:23.674    10 - 2:16.646                  |                         |            |              |
| <b>50</b>   | <b>Philip HART</b>      |            | Modus M4     |
| 1 - 6:08.696    6 - 2:09.755<br>2 - 2:22.361    7 - 2:09.832<br>3 - 2:26.436    8 - 2:17.622<br>4 - 2:27.304P    9 - 2:07.779<br>5 - 3:25.939    10 - <b>2:05.127</b>                 |                         |            |              |
| <b>51</b>   | <b>Mark LINSTON</b>     | <b>GB</b>  | Tecno T69    |
| 1 - 6:30.262    6 - 2:25.239P<br>2 - 2:28.936    7 - 2:54.732<br>3 - 2:10.018    8 - 2:34.197P<br>4 - 2:08.113<br>5 - <b>2:06.092</b>   |                         |            |              |
| <b>59</b>   | <b>Richard SPELBERG</b> | <b>GER</b> | Lotus 59     |
| 1 - 6:25.904    6 - 2:26.784<br>2 - 2:45.297    7 - 2:28.708<br>3 - 2:33.003    8 - 2:27.235<br>4 - 2:49.547P    9 - <b>2:26.632</b><br>5 - 3:17.345                                  |                         |            |              |
| <b>61</b>   | <b>Steve WORRAD</b>     |            | Brabham BT30 |
| 1 - 6:15.659    6 - <b>2:03.816</b><br>2 - 2:12.898    7 - 2:11.734<br>3 - 2:07.874    8 - 2:43.726P<br>4 - 2:07.024<br>5 - 2:10.586  |                         |            |              |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP ANALYSIS

(contd.)

|           |                             |            |                 |
|-----------|-----------------------------|------------|-----------------|
| <b>77</b> | <b>Amanda WHITTAKER</b>     | <b>GB</b>  | Chevron B34     |
| 1 -       | 6:31.081                    | 6 -        | 4:04.503        |
| 2 -       | 2:57.615                    | 7 -        | 2:32.357        |
| 3 -       | 2:42.196                    | 8 -        | <b>2:23.430</b> |
| 4 -       | 2:42.515                    |            |                 |
| 5 -       | 2:57.258P                   |            |                 |
| <b>82</b> | <b>Thierry DE MORTIER</b>   | <b>B</b>   | Brabham BT23    |
| 1 -       | X:00.000P                   | 6 -        | 2:46.301        |
| 2 -       | 3:05.838                    | 7 -        | <b>2:38.383</b> |
| 3 -       | 2:39.422                    |            |                 |
| 4 -       | 2:39.116                    |            |                 |
| 5 -       | 2:40.295                    |            |                 |
| <b>84</b> | <b>TBD</b>                  |            |                 |
| 1 -       | X:00.000                    | 6 -        | 2:00.926        |
| 2 -       | 1:56.874                    | 7 -        | <b>1:49.341</b> |
| 3 -       | 1:58.259                    |            |                 |
| 4 -       | 2:05.577P                   |            |                 |
| 5 -       | 4:05.169                    |            |                 |
| <b>85</b> | <b>C LILLINGSTONE-PRICE</b> |            | Tecno T70       |
| 1 -       | 7:02.084                    | 6 -        | 2:02.433        |
| 2 -       | 2:14.585                    | 7 -        | 2:00.049        |
| 3 -       | 2:07.900                    | 8 -        | <b>1:57.539</b> |
| 4 -       | 2:04.599                    | 9 -        | 1:58.469        |
| 5 -       | 2:02.398                    | 10 -       | 1:57.663        |
| 11 -      | 2:00.213                    |            |                 |
| <b>91</b> | <b>Christian FISCHER</b>    | <b>CH</b>  | March 712       |
| 1 -       | 6:20.574                    |            |                 |
| 2 -       | 2:33.550P                   |            |                 |
| 3 -       | 8:23.172P                   |            |                 |
| 4 -       | <b>3:15.183</b>             |            |                 |
| 5 -       | 2:10.569P                   |            |                 |
| <b>94</b> | <b>Hermann UNOLD</b>        | <b>GER</b> | Lotus 69        |
| 1 -       | 6:24.319                    | 6 -        | 2:22.098        |
| 2 -       | 2:42.373                    | 7 -        | 2:20.817        |
| 3 -       | 2:27.668                    | 8 -        | 2:21.727        |
| 4 -       | 2:23.353                    | 9 -        | <b>2:17.813</b> |
| 5 -       | 2:27.530                    |            |                 |
| <b>95</b> | <b>Walter HOFFMAN</b>       | <b>GER</b> | March 712M      |
| 1 -       | 6:11.260                    | 6 -        | 2:00.517        |
| 2 -       | 2:19.396                    | 7 -        | 2:01.620        |
| 3 -       | 2:05.596                    | 8 -        | 2:00.931        |
| 4 -       | 2:01.513                    | 9 -        | 2:00.013        |
| 5 -       | 1:59.711                    | 10 -       | 1:57.520        |
| 11 -      | <b>1:56.141</b>             |            |                 |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP ANALYSIS

(contd.)

|            |                   |               |
|------------|-------------------|---------------|
| <b>97</b>  | <b>Peter SHAW</b> | Brabham BT35  |
| 1 -        | 6:03.900          | 6 - 2:22.199  |
| 2 -        | 2:19.008          | 7 - 2:25.093  |
| 3 -        | <b>2:09.416</b>   | 8 - 2:11.562  |
| 4 -        | 2:14.451          | 9 - 2:14.002  |
| 5 -        | 2:21.044          | 10 - 2:10.525 |
| <b>118</b> | <b>TBD</b>        |               |
| 1 -        | X:00.000          | 6 - 2:27.675P |
| 2 -        | 2:32.232P         |               |
| 3 -        | 3:44.546          |               |
| 4 -        | <b>2:00.542</b>   |               |
| 5 -        | 2:04.201          |               |

## Derek Bell Trophy Class A - Free Practice

| POS | NO | CL | NAME                | NAT | ENTRY                  | TIME     | LAPS | GAP      | MPH    |
|-----|----|----|---------------------|-----|------------------------|----------|------|----------|--------|
| 1   | 40 | A  | Simon HADFIELD      |     | Chevron B37            | 1:41.099 | 13   |          | 111.95 |
| 2   | 9  | A  | Edwin JOWSEY        |     | Lola T400              | 1:45.163 | 12   | 4.064    | 107.62 |
| 3   | 4  | A  | Michael SCHRYVER    |     | Trojan T101            | 1:46.138 | 11   | 5.039    | 106.63 |
| 4   | 16 | A  | Michael WRIGLEY     |     | Lola 330               | 1:47.041 | 9    | 5.942    | 105.73 |
| 5   | 70 | A  | James DENTY         |     | Lotus 70               | 1:48.734 | 11   | 7.635    | 104.09 |
| 6   | 65 | A  | Frank LYONS         |     | Lola T332              | 1:49.357 | 8    | 8.258    | 103.50 |
| 7   | 45 | A  | John CRAWFORD       |     | McRae GM1              | 1:50.301 | 6    | 9.202    | 102.61 |
| 8   | 5  | A  | Marcus PYE          |     | Chevron B40            | 1:51.266 | 11   | 10.167   | 101.72 |
| 9   | 99 | A  | Peter DUNN          |     | March                  | 1:51.827 | 10   | 10.728   | 101.21 |
| 10  | 19 | A  | Noel ATLEY          |     | Begg 018               | 1:52.773 | 7    | 11.674   | 100.36 |
| 11  | 74 | A  | Ian GILES           |     | Gurney Eagle FA 74     | 1:54.140 | 7    | 13.041   | 99.16  |
| 12  | 14 | A  | Murray SINCLAIR     |     | Lola T332              | 1:54.461 | 11   | 13.362   | 98.88  |
| 13  | 28 | A  | Keith NORRIS        |     | Chevron B28            | 1:56.963 | 10   | 15.864   | 96.76  |
| 14  | 31 | A  | David ABBOTT        |     | Lola T430              | 1:57.121 | 11   | 16.022   | 96.63  |
| 15  | 15 | A  | Stan REDMOND        |     | Lola T332              | 1:59.290 | 10   | 18.191   | 94.88  |
| 16  | 62 | A  | Josephine SEBESTIAN |     | Lola T300              | 2:02.386 | 10   | 21.287   | 92.48  |
| 17  | 6  | A  | Matthew WURR        |     | McLaren M10B           | 2:02.760 | 8    | 21.661   | 92.19  |
| 18  | 11 | A  | Adrian STOOP        |     | Trojan T101            | 2:07.017 | 10   | 25.918   | 89.10  |
| 19  | 18 | A  | Kerry ANDERSON      |     | Lola T142              | 2:07.724 | 9    | 26.625   | 88.61  |
| 20  | 63 | A  | Josephine SEBESTIAN |     | Lola T300              | 2:09.349 | 10   | 28.250   | 87.50  |
| 21  | 2  | A  | Lindsay O'DONNELL   |     | Begg FM5               | 2:10.024 | 10   | 28.925   | 87.04  |
| 22  | 93 | A  | David WOOD          |     | Lola T142              | 2:13.786 | 8    | 32.687   | 84.60  |
| 23  | 76 | A  | Mike GATT           |     | Techcraft Brabham BT21 | 2:16.643 | 8    | 35.544   | 82.83  |
| 24  | 55 | A  | Judy LYONS          |     | McLaren M18            | 4:26.888 | 4    | 2:45.789 | 42.40  |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 09:31 End: 09:51

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



## Derek Bell Trophy LAP ANALYSIS

|           |                          |                     |                      |
|-----------|--------------------------|---------------------|----------------------|
| <b>2</b>  | <b>Lindsay O'DONNELL</b> | Begg FM5            |                      |
| 1 -       | 8:40.661                 | 6 - 2:13.487        |                      |
| 2 -       | 2:36.535                 | 7 - 2:10.523        |                      |
| 3 -       | 2:29.252                 | 8 - <b>2:10.024</b> |                      |
| 4 -       | 2:18.319                 | 9 - 2:12.167        |                      |
| 5 -       | 2:17.856                 | 10 - 2:11.586       |                      |
| <b>4</b>  | <b>Michael SCHRYVER</b>  | Trojan T101         |                      |
| 1 -       | 8:26.442                 | 6 - 1:48.947        | 11 - <b>1:46.138</b> |
| 2 -       | 2:19.459P                | 7 - 1:49.602        |                      |
| 3 -       | 3:36.161                 | 8 - 1:48.896        |                      |
| 4 -       | 1:49.643                 | 9 - 1:46.909        |                      |
| 5 -       | 1:52.578                 | 10 - 1:46.945       |                      |
| <b>5</b>  | <b>Marcus PYE</b>        | Chevron B40         |                      |
| 1 -       | 8:30.605                 | 6 - 1:57.402        | 11 - 1:58.710P       |
| 2 -       | 2:20.841                 | 7 - 1:52.390        |                      |
| 3 -       | 2:06.912                 | 8 - 1:51.934        |                      |
| 4 -       | 2:04.451                 | 9 - <b>1:51.266</b> |                      |
| 5 -       | 2:01.494                 | 10 - 1:52.364       |                      |
| <b>6</b>  | <b>Matthew WURR</b>      | McLaren M10B        |                      |
| 1 -       | 8:38.855                 | 6 - 2:04.823        |                      |
| 2 -       | 2:35.725                 | 7 - <b>2:02.760</b> |                      |
| 3 -       | 2:22.822                 | 8 - 2:36.698P       |                      |
| 4 -       | 2:12.402                 |                     |                      |
| 5 -       | 2:12.504                 |                     |                      |
| <b>9</b>  | <b>Edwin JOWSEY</b>      | Lola T400           |                      |
| 1 -       | 8:47.515                 | 6 - 1:51.156        | 11 - 1:45.415        |
| 2 -       | 2:01.596                 | 7 - 1:47.661        | 12 - <b>1:45.163</b> |
| 3 -       | 1:50.866                 | 8 - 1:48.228        |                      |
| 4 -       | 1:52.291                 | 9 - 1:46.644        |                      |
| 5 -       | 1:49.635                 | 10 - 1:47.210       |                      |
| <b>11</b> | <b>Adrian STOOP</b>      | Trojan T101         |                      |
| 1 -       | 8:28.367                 | 6 - 2:17.820        |                      |
| 2 -       | 2:38.083                 | 7 - <b>2:07.017</b> |                      |
| 3 -       | 2:20.376                 | 8 - 2:14.126        |                      |
| 4 -       | 2:15.347                 | 9 - 2:11.686        |                      |
| 5 -       | 2:09.448                 | 10 - 2:08.107       |                      |
| <b>14</b> | <b>Murray SINCLAIR</b>   | Lola T332           |                      |
| 1 -       | 8:36.015                 | 6 - 1:59.470        | 11 - <b>1:54.461</b> |
| 2 -       | 2:19.964                 | 7 - 1:56.631        |                      |
| 3 -       | 2:02.735                 | 8 - 1:55.646        |                      |
| 4 -       | 2:04.211                 | 9 - 1:57.960        |                      |
| 5 -       | 2:02.070                 | 10 - 1:54.766       |                      |

# Derek Bell Trophy LAP ANALYSIS

(contd.)

|           |                        |                      |                      |
|-----------|------------------------|----------------------|----------------------|
| <b>15</b> | <b>Stan REDMOND</b>    | Lola T332            |                      |
| 1 -       | 8:45.908               | 6 - 2:09.661         |                      |
| 2 -       | 2:35.669               | 7 - 2:08.093         |                      |
| 3 -       | 2:25.335               | 8 - 2:03.619         |                      |
| 4 -       | 2:17.194               | 9 - 2:03.974         |                      |
| 5 -       | 2:10.394               | 10 - <b>1:59.290</b> |                      |
| <b>16</b> | <b>Michael WRIGLEY</b> | Lola 330             |                      |
| 1 -       | 8:16.678               | 6 - 1:47.204         |                      |
| 2 -       | 2:05.901               | 7 - <b>1:47.041</b>  |                      |
| 3 -       | 2:08.044P              | 8 - 1:55.464P        |                      |
| 4 -       | 3:07.242               | 9 - 4:55.957         |                      |
| 5 -       | 1:50.816               |                      |                      |
| <b>18</b> | <b>Kerry ANDERSON</b>  | Lola T142            |                      |
| 1 -       | X:00.000               | 6 - 2:09.742         |                      |
| 2 -       | 2:14.100               | 7 - 2:07.870         |                      |
| 3 -       | 2:13.071               | 8 - 2:08.639         |                      |
| 4 -       | 2:11.047               | 9 - <b>2:07.724</b>  |                      |
| 5 -       | 2:09.563               |                      |                      |
| <b>19</b> | <b>Noel ATLEY</b>      | Begg 018             |                      |
| 1 -       | 8:43.795               | 6 - <b>1:52.773</b>  |                      |
| 2 -       | 2:29.065               | 7 - 1:54.609         |                      |
| 3 -       | 9:44.196P              |                      |                      |
| 4 -       | 2:26.682               |                      |                      |
| 5 -       | 1:54.389               |                      |                      |
| <b>28</b> | <b>Keith NORRIS</b>    | Chevron B28          |                      |
| 1 -       | 8:39.238               | 6 - 2:00.173         |                      |
| 2 -       | 2:27.389               | 7 - 2:18.302P        |                      |
| 3 -       | 2:05.590               | 8 - 3:58.198         |                      |
| 4 -       | 2:07.775               | 9 - <b>1:56.963</b>  |                      |
| 5 -       | 2:03.171               | 10 - 1:57.350        |                      |
| <b>31</b> | <b>David ABBOTT</b>    | Lola T430            |                      |
| 1 -       | 8:41.598               | 6 - 2:02.030         | 11 - <b>1:57.121</b> |
| 2 -       | 2:30.810               | 7 - 2:00.208         |                      |
| 3 -       | 2:19.207               | 8 - 1:57.477         |                      |
| 4 -       | 2:06.991               | 9 - 2:01.596         |                      |
| 5 -       | 2:01.638               | 10 - 1:58.013        |                      |
| <b>40</b> | <b>Simon HADFIELD</b>  | Chevron B37          |                      |
| 1 -       | 8:19.343               | 6 - 1:46.351         | 11 - 1:41.329        |
| 2 -       | 1:54.428               | 7 - 1:42.871         | 12 - <b>1:41.099</b> |
| 3 -       | 1:45.932               | 8 - 1:43.634         | 13 - 1:47.266        |
| 4 -       | 1:47.547               | 9 - 1:42.787         |                      |
| 5 -       | 1:49.657               | 10 - 1:45.332        |                      |

# Derek Bell Trophy LAP ANALYSIS

(contd.)

|                     |                            |                    |
|---------------------|----------------------------|--------------------|
| <b>45</b>           | <b>John CRAWFORD</b>       | McRae GM1          |
| 1 - X:00.000        | 6 - <b>1:50.301</b>        |                    |
| 2 - 2:01.931        |                            |                    |
| 3 - 1:57.299        |                            |                    |
| 4 - 1:54.742        |                            |                    |
| 5 - 1:51.709        |                            |                    |
| <b>55</b>           | <b>Judy LYONS</b>          | McLaren M18        |
| 1 - 9:06.438        |                            |                    |
| 2 - 3:21.691P       |                            |                    |
| 3 - <b>4:26.888</b> |                            |                    |
| 4 - 3:18.622P       |                            |                    |
| <b>62</b>           | <b>Josephine SEBESTIAN</b> | Lola T300          |
| 1 - 8:56.823        | 6 - 2:08.621               |                    |
| 2 - 2:25.136        | 7 - 2:08.938               |                    |
| 3 - 2:22.104        | 8 - 2:03.568               |                    |
| 4 - 2:13.830        | 9 - <b>2:02.386</b>        |                    |
| 5 - 2:08.060        | 10 - 2:04.603              |                    |
| <b>63</b>           | <b>Josephine SEBESTIAN</b> | Lola T300          |
| 1 - 8:45.281        | 6 - 2:11.986               |                    |
| 2 - 2:35.434        | 7 - 2:12.335               |                    |
| 3 - 2:24.379        | 8 - <b>2:09.349</b>        |                    |
| 4 - 2:18.577        | 9 - 2:12.746               |                    |
| 5 - 2:17.627        | 10 - 2:10.562              |                    |
| <b>65</b>           | <b>Frank LYONS</b>         | Lola T332          |
| 1 - 8:32.446        | 6 - 2:00.021P              |                    |
| 2 - 2:09.607        | 7 - 3:23.423               |                    |
| 3 - 1:54.648        | 8 - <b>1:49.357</b>        |                    |
| 4 - 2:07.759P       |                            |                    |
| 5 - 6:32.798        |                            |                    |
| <b>70</b>           | <b>James DENTY</b>         | Lotus 70           |
| 1 - 8:24.967        | 6 - 1:49.738               | 11 - 1:57.961P     |
| 2 - 2:14.745        | 7 - 1:50.136               |                    |
| 3 - 1:59.213        | 8 - 1:48.979               |                    |
| 4 - 1:56.521        | 9 - <b>1:48.734</b>        |                    |
| 5 - 1:52.072        | 10 - 1:52.911              |                    |
| <b>74</b>           | <b>Ian GILES</b>           | Gurney Eagle FA 74 |
| 1 - 8:23.744        | 6 - 2:18.869P              |                    |
| 2 - 2:29.829        | 7 - 8:45.665               |                    |
| 3 - 2:10.381        |                            |                    |
| 4 - 2:04.890        |                            |                    |
| 5 - <b>1:54.140</b> |                            |                    |

# Derek Bell Trophy LAP ANALYSIS

(contd.)

|                     |                      |                        |
|---------------------|----------------------|------------------------|
| <b>76</b>           | <b>Mike GATT</b>     | Techcraft Brabham BT21 |
| 1 - 8:56.783        | 6 - 2:39.965P        |                        |
| 2 - 2:31.543        | 7 - 4:55.952         |                        |
| 3 - 2:21.645        | 8 - 2:17.472         |                        |
| 4 - <b>2:16.643</b> |                      |                        |
| 5 - 2:16.991        |                      |                        |
| <b>93</b>           | <b>David WOOD</b>    | Lola T142              |
| 1 - 8:37.846        | 6 - 2:14.813         |                        |
| 2 - 2:47.711P       | 7 - <b>2:13.786</b>  |                        |
| 3 - 3:54.278        | 8 - 2:27.420P        |                        |
| 4 - 2:21.654        |                      |                        |
| 5 - 2:14.936        |                      |                        |
| <b>99</b>           | <b>Peter DUNN</b>    | March                  |
| 1 - 8:18.837        | 6 - 1:57.881         |                        |
| 2 - 2:10.705        | 7 - 2:17.807P        |                        |
| 3 - 2:18.799P       | 8 - 2:52.353         |                        |
| 4 - 2:41.069        | 9 - 1:54.820         |                        |
| 5 - 2:00.517        | 10 - <b>1:51.827</b> |                        |

## Race 4 ACO Plate for Group C-GTP FREE PRACTICE

| POS | NO  | CL  | NAME                | NAT | ENTRY                | TIME      | LAPS | GAP       | MPH    |
|-----|-----|-----|---------------------|-----|----------------------|-----------|------|-----------|--------|
| 1   | 27  | GP1 | Charlie AGG         |     | Nissan R90CK         | 1:37.890  | 15   |           | 115.62 |
| 2   | 60  | GP1 | Justin LAW          |     | Jaguar XJR10         | 1:38.422  | 15   | 0.532     | 114.99 |
| 3   | 17  | GP1 | Nigel JAMES         |     | Porsche 962C         | 1:39.221  | 12   | 1.331     | 114.07 |
| 4   | 2   | GP1 | Richard EYRE        |     | Jaguar XJR16         | 1:41.054  | 11   | 3.164     | 112.00 |
| 5   | 12  | GP1 | Jim MULLEN          |     | Spice GTP            | 1:42.437  | 16   | 4.547     | 110.49 |
| 6   | 101 | GP1 | Simon PULLAN        |     | Porsche 962          | 1:42.893  | 8    | 5.003     | 110.00 |
| 7   | 21  | GP1 | David MERCER        |     | Spice SE90C          | 1:43.420  | 10   | 5.530     | 109.44 |
| 8   | 14  | GP1 | Henry PEARMAN       |     | Porsche 962          | 1:44.644  | 9    | 6.754     | 108.16 |
| 9   | 4   | GP1 | Gary PEARSON        |     | Jaguar XJR11         | 1:47.172  | 6    | 9.282     | 105.61 |
| 10  | 38  | GP1 | Derek HOOD          |     | Jaguar XJ12LM        | 1:48.180  | 4    | 10.290    | 104.62 |
| 11  | 133 | GP1 | Jim GRAHAM          |     | Porsche 962C         | 1:48.537  | 11   | 10.647    | 104.28 |
| 12  | 29  | GP1 | Martyn EYRE         |     | Gebhardt Cosworth    | 1:48.734  | 14   | 10.844    | 104.09 |
| 13  | 111 | GP1 | Harvey COOKE        |     | Spice GTP            | 1:48.929  | 7    | 11.039    | 103.90 |
| 14  | 31  | GP5 | Michael CHRISTOPHER |     | Prosport LM3000      | 1:49.061  | 16   | 11.171    | 103.78 |
| 15  | 88  | GP1 | Chris RANDELL       |     | Nissan NTP1GTP       | 1:49.364  | 10   | 11.474    | 103.49 |
| 16  | 28  | GP1 | Richard ODDIE       |     | Argo Chevrolet JM20C | 1:50.182  | 15   | 12.292    | 102.72 |
| 17  | 19  | GP1 | John EDWARDS        |     | Argo JMC19           | 1:50.421  | 12   | 12.531    | 102.50 |
| 18  | 22  | GP5 | Ian STINTON         |     | Harrier GT1          | 1:51.046  | 4    | 13.156    | 101.92 |
| 19  | 32  | GP1 | Nick RINI           |     | Jaguar XJR12D        | 1:51.326  | 12   | 13.436    | 101.66 |
| 20  | 8   | GP1 | Peter MCLAUGHLIN    |     | Spice SE90           | 1:53.723  | 15   | 15.833    | 99.52  |
| 21  | 6   | GP1 | Janine PAYNE        |     | Porsche 962          | 1:56.586  | 13   | 18.696    | 97.08  |
| 22  | 78  | GP4 | Andrew SMITH        |     | Ecosse-Ford 285      | 1:58.195  | 14   | 20.305    | 95.76  |
| 23  | 79  | GP4 | Alasdair MCCAIG     |     | Ecosse-Rover         | 1:59.148  | 12   | 21.258    | 94.99  |
| 24  | 103 | GP4 | Duncan MCKAY        |     | Bardon Ford DB2      | 2:05.141  | 12   | 27.251    | 90.44  |
| 25  | 37  | GP4 | Richard BATEMAN     |     | Tiga Rover GC287     | 2:11.045  | 13   | 33.155    | 86.37  |
| 26  | 51  | GP1 | Michael SCHUSTER    |     | Argo Judd JM19       | 13:37.182 | 2    | 11:59.292 | 13.85  |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 10:00 End: 10:30

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 4 ACO Plate for Group C-GTP LAP ANALYSIS

|                     |                         |                      |                      |
|---------------------|-------------------------|----------------------|----------------------|
| <b>2</b>            | <b>Richard EYRE</b>     | Jaguar XJR16         |                      |
| 1 - 8:36.587        | 6 - 1:42.192            | 11 - 2:49.961P       |                      |
| 2 - 1:55.022        | 7 - 2:16.058P           |                      |                      |
| 3 - 1:48.669        | 8 - 5:15.972            |                      |                      |
| 4 - 1:47.301        | 9 - <b>1:41.054</b>     |                      |                      |
| 5 - 1:44.429        | 10 - 1:47.635           |                      |                      |
| <b>4</b>            | <b>Gary PEARSON</b>     | Jaguar XJR11         |                      |
| 1 - 9:55.139        | 6 - 2:19.416P           |                      |                      |
| 2 - 1:48.066        |                         |                      |                      |
| 3 - <b>1:47.172</b> |                         |                      |                      |
| 4 - 2:32.069P       |                         |                      |                      |
| 5 - 7:14.621        |                         |                      |                      |
| <b>6</b>            | <b>Janine PAYNE</b>     | Porsche 962          |                      |
| 1 - 9:58.299        | 6 - 2:02.517            | 11 - 4:27.415        |                      |
| 2 - 2:16.311        | 7 - 1:58.478            | 12 - <b>1:56.586</b> |                      |
| 3 - 2:17.509        | 8 - 2:00.206            | 13 - 2:18.205P       |                      |
| 4 - 2:13.771        | 9 - 1:56.873            |                      |                      |
| 5 - 2:03.028        | 10 - 2:17.986P          |                      |                      |
| <b>8</b>            | <b>Peter MCLAUGHLIN</b> | Spice SE90           |                      |
| 1 - 9:21.205        | 6 - 1:58.638            | 11 - 1:58.921        |                      |
| 2 - 2:24.346        | 7 - 1:57.232            | 12 - 1:55.069        |                      |
| 3 - 2:08.205        | 8 - 1:56.282            | 13 - 2:00.187        |                      |
| 4 - 2:05.187        | 9 - <b>1:53.723</b>     | 14 - 1:59.644        |                      |
| 5 - 2:05.125        | 10 - 2:00.690           | 15 - 1:55.020        |                      |
| <b>12</b>           | <b>Jim MULLEN</b>       | Spice GTP            |                      |
| 1 - 8:59.857        | 6 - 1:50.553            | 11 - 1:45.833        | 16 - <b>1:42.437</b> |
| 2 - 2:07.038        | 7 - 1:55.149            | 12 - 1:52.539        |                      |
| 3 - 2:02.567        | 8 - 1:48.714            | 13 - 1:47.991        |                      |
| 4 - 1:57.576        | 9 - 1:46.376            | 14 - 1:46.638        |                      |
| 5 - 1:57.655        | 10 - 1:45.883           | 15 - 1:43.556        |                      |
| <b>14</b>           | <b>Henry PEARMAN</b>    | Porsche 962          |                      |
| 1 - X:00.000        | 6 - 1:47.879            |                      |                      |
| 2 - 2:07.298        | 7 - 1:45.305            |                      |                      |
| 3 - 1:57.097        | 8 - <b>1:44.644</b>     |                      |                      |
| 4 - 1:53.464        | 9 - 2:01.537P           |                      |                      |
| 5 - 1:46.967        |                         |                      |                      |
| <b>17</b>           | <b>Nigel JAMES</b>      | Porsche 962C         |                      |
| 1 - 8:51.027        | 6 - 1:58.619P           | 11 - <b>1:39.221</b> |                      |
| 2 - 1:54.291        | 7 - 4:30.585            | 12 - 2:29.287P       |                      |
| 3 - 1:42.164        | 8 - 1:41.845            |                      |                      |
| 4 - 1:42.084        | 9 - 1:40.707            |                      |                      |
| 5 - 1:43.021        | 10 - 1:43.259           |                      |                      |

# Race 4 ACO Plate for Group C-GTP

## LAP ANALYSIS

(contd.)

|           |                            |                      |
|-----------|----------------------------|----------------------|
| <b>19</b> | <b>John EDWARDS</b>        | Argo JMC19           |
| 1 -       | 9:12.721                   | 6 - 3:42.992         |
| 2 -       | 2:04.932                   | 7 - <b>1:50.421</b>  |
| 3 -       | 1:55.120                   | 8 - 1:51.157         |
| 4 -       | 2:12.616P                  | 9 - 2:01.302         |
| 5 -       | 6:07.980P                  | 10 - 1:52.744        |
| <b>21</b> | <b>David MERCER</b>        | Spice SE90C          |
| 1 -       | 8:58.386                   | 6 - 1:49.701         |
| 2 -       | 2:04.812                   | 7 - 1:48.220         |
| 3 -       | 1:55.954                   | 8 - <b>1:43.420</b>  |
| 4 -       | 1:50.749                   | 9 - 1:47.563         |
| 5 -       | 1:51.157                   | 10 - 1:58.340P       |
| <b>22</b> | <b>Ian STINTON</b>         | Harrier GT1          |
| 1 -       | X:00.000                   |                      |
| 2 -       | 1:54.739                   |                      |
| 3 -       | <b>1:51.046</b>            |                      |
| 4 -       | 4:04.477P                  |                      |
| <b>27</b> | <b>Charlie AGG</b>         | Nissan R90CK         |
| 1 -       | X:00.000                   | 6 - 1:39.515         |
| 2 -       | 1:50.471                   | 7 - 1:40.106         |
| 3 -       | 1:45.049                   | 8 - 1:40.756         |
| 4 -       | 1:39.014                   | 9 - 1:54.038P        |
| 5 -       | 1:40.628                   | 10 - 5:05.456        |
|           |                            | 11 - 1:40.183        |
|           |                            | 12 - <b>1:37.890</b> |
|           |                            | 13 - 1:38.080        |
|           |                            | 14 - 1:44.131        |
|           |                            | 15 - 2:07.106P       |
| <b>28</b> | <b>Richard ODDIE</b>       | Argo Chevrolet JM20C |
| 1 -       | 9:41.418                   | 6 - 1:58.534         |
| 2 -       | 2:06.808                   | 7 - 1:57.451         |
| 3 -       | 2:07.268                   | 8 - 1:55.539         |
| 4 -       | 2:04.007                   | 9 - 1:54.746         |
| 5 -       | 2:03.692                   | 10 - 1:54.568        |
|           |                            | 11 - 1:53.885        |
|           |                            | 12 - <b>1:50.182</b> |
|           |                            | 13 - 1:51.894        |
|           |                            | 14 - 1:51.806        |
|           |                            | 15 - 1:50.232        |
| <b>29</b> | <b>Martyn EYRE</b>         | Gebhardt Cosworth    |
| 1 -       | 8:39.393                   | 6 - 1:52.397         |
| 2 -       | 2:08.079                   | 7 - 1:50.910         |
| 3 -       | 1:58.056                   | 8 - 1:51.388         |
| 4 -       | 1:55.270                   | 9 - 1:51.807         |
| 5 -       | 1:55.994                   | 10 - <b>1:48.734</b> |
|           |                            | 11 - 1:58.912        |
|           |                            | 12 - 1:56.808        |
|           |                            | 13 - 1:49.718        |
|           |                            | 14 - 1:55.100        |
| <b>31</b> | <b>Michael CHRISTOPHER</b> | Prospert LM3000      |
| 1 -       | 8:21.690                   | 6 - 1:55.490         |
| 2 -       | 1:58.381                   | 7 - 1:50.563         |
| 3 -       | 1:55.572                   | 8 - 1:50.838         |
| 4 -       | 1:53.873                   | 9 - 1:50.964         |
| 5 -       | 1:51.469                   | 10 - 1:51.548        |
|           |                            | 11 - 1:49.090        |
|           |                            | 12 - 1:49.230        |
|           |                            | 13 - 1:56.039        |
|           |                            | 14 - <b>1:49.061</b> |
|           |                            | 15 - 2:09.673        |
|           |                            | 16 - 2:08.959P       |

## Race 4 ACO Plate for Group C-GTP LAP ANALYSIS

(contd.)

|                     |                         |                      |
|---------------------|-------------------------|----------------------|
| <b>32</b>           | <b>Nick RINI</b>        | Jaguar XJR12D        |
| 1 - 9:37.420        | 6 - 1:57.717            | 11 - 1:53.517        |
| 2 - 2:02.272        | 7 - 1:53.929            | 12 - 2:19.326P       |
| 3 - 1:57.610        | 8 - 1:54.103            |                      |
| 4 - 1:56.279        | 9 - 1:52.739            |                      |
| 5 - 2:00.260        | 10 - <b>1:51.326</b>    |                      |
| <b>37</b>           | <b>Richard BATEMAN</b>  | Tiga Rover GC287     |
| 1 - 9:20.645        | 6 - 2:21.029            | 11 - 2:11.841        |
| 2 - 2:24.326        | 7 - 2:17.198            | 12 - 2:11.774        |
| 3 - 2:16.313        | 8 - 2:21.447            | 13 - <b>2:11.045</b> |
| 4 - 2:15.443        | 9 - 2:18.365            |                      |
| 5 - 2:17.797        | 10 - 2:16.983           |                      |
| <b>38</b>           | <b>Derek HOOD</b>       | Jaguar XJ12LM        |
| 1 - 9:53.765P       |                         |                      |
| 2 - 3:06.890        |                         |                      |
| 3 - 1:48.478        |                         |                      |
| 4 - <b>1:48.180</b> |                         |                      |
| <b>51</b>           | <b>Michael SCHUSTER</b> | Argo Judd JM19       |
| 1 - <b>X:00.000</b> |                         |                      |
| 2 - 3:02.843P       |                         |                      |
| <b>60</b>           | <b>Justin LAW</b>       | Jaguar XJR10         |
| 1 - 9:23.940        | 6 - 1:42.015            | 11 - 1:39.100        |
| 2 - 1:47.437        | 7 - 1:42.400            | 12 - <b>1:38.422</b> |
| 3 - 1:43.095        | 8 - 1:43.115            | 13 - 1:40.665        |
| 4 - 1:41.727        | 9 - 2:01.942P           | 14 - 1:40.945        |
| 5 - 1:46.961        | 10 - 6:00.230           | 15 - 2:08.142P       |
| <b>78</b>           | <b>Andrew SMITH</b>     | Ecosse-Ford 285      |
| 1 - X:00.000        | 6 - 2:09.125            | 11 - 2:02.771        |
| 2 - 2:24.220        | 7 - 2:05.201            | 12 - 1:59.997        |
| 3 - 2:17.738        | 8 - 2:06.831            | 13 - 2:02.587        |
| 4 - 2:10.970        | 9 - 2:03.750            | 14 - <b>1:58.195</b> |
| 5 - 2:07.505        | 10 - 2:02.999           |                      |
| <b>79</b>           | <b>Alasdair MCCAIG</b>  | Ecosse-Rover         |
| 1 - 9:23.758        | 6 - 2:05.279            | 11 - 2:01.381        |
| 2 - 2:13.981        | 7 - 2:02.826            | 12 - <b>1:59.148</b> |
| 3 - 2:06.309        | 8 - 2:03.053            |                      |
| 4 - 2:21.154P       | 9 - 2:02.089            |                      |
| 5 - 5:59.339        | 10 - 2:04.140           |                      |



# Race 4 ACO Plate for Group C-GTP

## LAP ANALYSIS

(contd.)

|            |                      |                     |                      |
|------------|----------------------|---------------------|----------------------|
| <b>88</b>  | <b>Chris RANDELL</b> | Nissan NTP1GTP      |                      |
| 1 -        | X:00.000             | 6 - 5:59.330        |                      |
| 2 -        | 1:55.373             | 7 - <b>1:49.364</b> |                      |
| 3 -        | 2:21.459P            | 8 - 1:58.276        |                      |
| 4 -        | 4:21.534             | 9 - 1:53.153        |                      |
| 5 -        | 2:15.728P            | 10 - 2:19.222P      |                      |
| <b>101</b> | <b>Simon PULLAN</b>  | Porsche 962         |                      |
| 1 -        | 9:13.597             | 6 - 1:44.901        |                      |
| 2 -        | 1:56.850             | 7 - <b>1:42.893</b> |                      |
| 3 -        | 2:10.931P            | 8 - 2:03.899P       |                      |
| 4 -        | 4:15.874             |                     |                      |
| 5 -        | 1:51.209             |                     |                      |
| <b>103</b> | <b>Duncan MCKAY</b>  | Bardon Ford DB2     |                      |
| 1 -        | X:00.000             | 6 - 2:07.870        | 11 - <b>2:05.141</b> |
| 2 -        | 2:11.317             | 7 - 2:30.742P       | 12 - 2:36.843P       |
| 3 -        | 2:14.768             | 8 - 5:27.847        |                      |
| 4 -        | 2:12.376             | 9 - 2:07.586        |                      |
| 5 -        | 2:10.740             | 10 - 2:07.982       |                      |
| <b>111</b> | <b>Harvey COOKE</b>  | Spice GTP           |                      |
| 1 -        | 9:14.078             | 6 - <b>1:48.929</b> |                      |
| 2 -        | 2:01.407             | 7 - 2:04.495P       |                      |
| 3 -        | 1:55.535             |                     |                      |
| 4 -        | 1:52.134             |                     |                      |
| 5 -        | 1:52.275             |                     |                      |
| <b>133</b> | <b>Jim GRAHAM</b>    | Porsche 962C        |                      |
| 1 -        | X:00.000             | 6 - 2:11.469P       | 11 - 2:04.581P       |
| 2 -        | 1:57.871             | 7 - 5:10.571        |                      |
| 3 -        | 1:48.587             | 8 - 1:50.743        |                      |
| 4 -        | 1:49.216             | 9 - <b>1:48.537</b> |                      |
| 5 -        | 1:52.160             | 10 - 1:48.782       |                      |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars

### FREE PRACTICE

| POS | NO | CL | NAME                 | NAT | ENTRY                         | TIME      | LAPS | GAP       | MPH   |
|-----|----|----|----------------------|-----|-------------------------------|-----------|------|-----------|-------|
| 1   | 5  | 7  | Michael SCHRYVER     |     | Lotus 18                      | 2:01.199  | 10   |           | 93.38 |
| 2   | 34 | 7  | Barry CANNELL        |     | Cooper T53                    | 2:01.745  | 14   | 0.546     | 92.96 |
| 3   | 39 | 7  | John CLARK           |     | Cooper T43                    | 2:06.304  | 8    | 5.105     | 89.61 |
| 4   | 10 | 7  | Adrian VAN DER KROFT |     | Cooper T51                    | 2:06.338  | 14   | 5.139     | 89.58 |
| 5   | 24 | 7  | Joaquin FOLCH        |     | Lotus 16                      | 2:07.449  | 8    | 6.250     | 88.80 |
| 6   | 45 | 9  | Bill KIRKPATRICK     |     | Cooper T45                    | 2:08.160  | 14   | 6.961     | 88.31 |
| 7   | 32 | 7  | Neil DAVIES          |     | Cooper T51                    | 2:09.632  | 9    | 8.433     | 87.31 |
| 8   | 29 | 7  | Alan BAILLIE         |     | Lotus 18                      | 2:10.319  | 14   | 9.120     | 86.85 |
| 9   | 21 | 6  | Burckhard VON SCHENK |     | Maserati 250F                 | 2:10.344  | 14   | 9.145     | 86.83 |
| 10  | 77 | 10 | Mark GRIFFITHS       |     | Lotus 18                      | 2:11.086  | 12   | 9.887     | 86.34 |
| 11  | 17 | 4  | Mark GILLIES         |     | ERA A-Type                    | 2:11.755  | 5    | 10.556    | 85.90 |
| 12  | 7  | 6  | Nick WIGLEY          |     | Connaught B4                  | 2:12.518  | 10   | 11.319    | 85.41 |
| 13  | 3  | 9  | Andrew SMITH         |     | Cooper T43                    | 2:12.769  | 6    | 11.570    | 85.24 |
| 14  | 23 | 7  | Julian BRONSON       |     | Cooper T43                    | 2:13.343  | 9    | 12.144    | 84.88 |
| 15  | 36 | 7  | Christopher MANN     |     | Lotus 18                      | 2:14.168  | 9    | 12.969    | 84.36 |
| 16  | 46 | 9  | Tania PILKINGTON     |     | Cooper T43                    | 2:14.437  | 10   | 13.238    | 84.19 |
| 17  | 2  | 8  | Rod JOLLEY           |     | Monza Lister Jaguar           | 2:14.523  | 13   | 13.324    | 84.13 |
| 18  | 26 | 7  | Marshall BAILEY      |     | JBW F1                        | 2:14.584  | 11   | 13.385    | 84.09 |
| 19  | 18 | 7  | Roy WALZER           |     | Lotus 18                      | 2:15.034  | 13   | 13.835    | 83.81 |
| 20  | 61 | 4  | James 'Mac' HULBERT  |     | ERA R4D                       | 2:15.576  | 11   | 14.377    | 83.48 |
| 21  | 31 | 10 | Michael WINDSOR-PRIC | E   | Emeryson F1                   | 2:15.910  | 12   | 14.711    | 83.27 |
| 22  | 40 | 5  | David WENMAN         |     | Connaught A4                  | 2:16.601  | 12   | 15.402    | 82.85 |
| 23  | 35 | 9  | Jean Louis DURET     |     | Cooper T51                    | 2:18.270  | 8    | 17.071    | 81.85 |
| 24  | 28 | 7  | Richard PARNELL      |     | Walker Climax Tec Mec         | 2:19.774  | 11   | 18.575    | 80.97 |
| 25  | 4  | 5  | Bob GILBERT          |     | Connaught Al10 Cooper Bristol | 2:20.681  | 10   | 19.482    | 80.45 |
| 26  | 51 | 1  | Charles DEAN         |     | Bugatti T51                   | 2:20.803  | 6    | 19.604    | 80.38 |
| 27  | 8  | 5  | Brian HORWOOD        |     | Cooper Bristol                | 2:21.040  | 13   | 19.841    | 80.25 |
| 28  | 20 | 5  | Barry WOOD           |     | Cooper Bristol                | 2:21.692  | 13   | 20.493    | 79.88 |
| 29  | 72 | 6  | David BENNETT        |     | Maserati A6GCM                | 2:22.310  | 12   | 21.111    | 79.53 |
| 30  | 9  | 3  | Richard LAST         |     | MG K3                         | 2:22.505  | 9    | 21.306    | 79.42 |
| 31  | 74 | 4  | Duncan RICKETTS      |     | ERA E-Type                    | 2:22.883  | 6    | 21.684    | 79.21 |
| 32  | 58 | 7  | Chris DRAKE          |     | Lotus 16                      | 2:24.489  | 7    | 23.290    | 78.33 |
| 33  | 11 | 9  | Graham BURROWS       |     | Cooper T43                    | 2:26.343  | 11   | 25.144    | 77.34 |
| 34  | 19 | 5  | Paul GRANT           |     | Cooper Bristol MkII           | 2:27.019  | 12   | 25.820    | 76.98 |
| 35  | 41 | 10 | David PRATLEY        |     | Lola Mk3                      | 2:36.970  | 6    | 35.771    | 72.10 |
| 36  | 14 | 5  | Mary GRANT-JONKERS   |     | Cooper Bristol MkII           | 2:43.217  | 10   | 42.018    | 69.34 |
| 37  | 37 | 1  | Marcel SONTROP       |     | Bugatti T37                   | 2:54.236  | 3    | 53.037    | 64.96 |
| 38  | 69 |    | TBD                  |     |                               | 22:53.057 | 1    | 20:51.858 | 8.24  |

Cars 68, 69, 70, 79, AND 115 ALSO SEEN

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 10:40 End: 11:10

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|                  |           |             |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

|          |                         |                               |
|----------|-------------------------|-------------------------------|
| <b>2</b> | <b>Rod JOLLEY</b>       | Monza Lister Jaguar           |
| 1 -      | 7:36.640                | 6 - 2:15.966                  |
| 2 -      | 2:33.646                | 7 - 2:16.844                  |
| 3 -      | 2:19.550                | 8 - 2:15.743                  |
| 4 -      | 2:15.546                | 9 - 2:21.287                  |
| 5 -      | 2:17.342                | 10 - 2:18.038                 |
|          |                         | 11 - 2:15.725                 |
|          |                         | 12 - <b>2:14.523</b>          |
|          |                         | 13 - 2:15.619                 |
| <b>3</b> | <b>Andrew SMITH</b>     | Cooper T43                    |
| 1 -      | 7:55.249                | 6 - 2:42.187P                 |
| 2 -      | 2:26.833                |                               |
| 3 -      | 2:24.687                |                               |
| 4 -      | 2:17.246                |                               |
| 5 -      | <b>2:12.769</b>         |                               |
| <b>4</b> | <b>Bob GILBERT</b>      | Connaught A110 Cooper Bristol |
| 1 -      | 8:36.456                | 6 - 2:42.201P                 |
| 2 -      | 2:33.651                | 7 - 2:57.548                  |
| 3 -      | 6:57.270                | 8 - 2:22.603                  |
| 4 -      | 2:27.286                | 9 - 2:22.026                  |
| 5 -      | 2:27.339                | 10 - <b>2:20.681</b>          |
| <b>5</b> | <b>Michael SCHRYVER</b> | Lotus 18                      |
| 1 -      | 7:37.087                | 6 - 2:04.384                  |
| 2 -      | 2:03.865                | 7 - 2:03.398                  |
| 3 -      | <b>2:01.199</b>         | 8 - 2:02.853                  |
| 4 -      | 2:02.209                | 9 - 2:02.721                  |
| 5 -      | 2:03.538                | 10 - 2:14.302P                |
| <b>7</b> | <b>Nick WIGLEY</b>      | Connaught B4                  |
| 1 -      | 8:04.728                | 6 - 2:18.082                  |
| 2 -      | 2:26.843                | 7 - 2:15.220                  |
| 3 -      | 2:20.594                | 8 - 2:13.443                  |
| 4 -      | 2:20.264                | 9 - 2:13.358                  |
| 5 -      | 2:16.371                | 10 - <b>2:12.518</b>          |
| <b>8</b> | <b>Brian HORWOOD</b>    | Cooper Bristol                |
| 1 -      | 7:39.896                | 6 - 2:23.130                  |
| 2 -      | 2:35.342                | 7 - 2:26.523                  |
| 3 -      | 2:28.844                | 8 - 2:25.489                  |
| 4 -      | 2:30.375                | 9 - 2:22.676                  |
| 5 -      | 2:23.370                | 10 - <b>2:21.040</b>          |
|          |                         | 11 - 2:21.444                 |
|          |                         | 12 - 2:21.897                 |
|          |                         | 13 - 2:21.349                 |
| <b>9</b> | <b>Richard LAST</b>     | MG K3                         |
| 1 -      | X:00.000                | 6 - 2:24.709                  |
| 2 -      | 2:24.221                | 7 - 2:25.127                  |
| 3 -      | 2:24.634                | 8 - 2:26.149                  |
| 4 -      | 2:23.867                | 9 - 2:55.901P                 |
| 5 -      | <b>2:22.505</b>         |                               |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|                     |                             |                      |
|---------------------|-----------------------------|----------------------|
| <b>10</b>           | <b>Adrian VAN DER KROFT</b> | Cooper T51           |
| 1 - 7:12.500        | 6 - 2:14.909                | 11 - 2:07.894        |
| 2 - 2:14.342        | 7 - 2:09.802                | 12 - <b>2:06.338</b> |
| 3 - 2:09.823        | 8 - 2:08.555                | 13 - 2:30.363        |
| 4 - 2:10.192        | 9 - 2:07.155                | 14 - 2:12.061        |
| 5 - 2:27.105        | 10 - 2:08.901               |                      |
| <b>11</b>           | <b>Graham BURROWS</b>       | Cooper T43           |
| 1 - 8:15.962        | 6 - 2:26.508                | 11 - <b>2:26.343</b> |
| 2 - 2:36.863        | 7 - 2:29.275                |                      |
| 3 - 2:33.005        | 8 - 4:37.141P               |                      |
| 4 - 2:30.750        | 9 - 2:52.327                |                      |
| 5 - 2:27.914        | 10 - 2:27.392               |                      |
| <b>14</b>           | <b>Mary GRANT-JONKERS</b>   | Cooper Bristol MkII  |
| 1 - 7:38.682        | 6 - <b>2:43.217</b>         |                      |
| 2 - 2:50.728        | 7 - 2:44.175                |                      |
| 3 - 2:43.753        | 8 - 2:44.390                |                      |
| 4 - 2:43.953        | 9 - 2:43.962                |                      |
| 5 - 2:44.871        | 10 - 3:01.713P              |                      |
| <b>17</b>           | <b>Mark GILLIES</b>         | ERA A-Type           |
| 1 - 7:54.409        |                             |                      |
| 2 - 2:16.871        |                             |                      |
| 3 - 2:14.870        |                             |                      |
| 4 - <b>2:11.755</b> |                             |                      |
| 5 - 2:42.497P       |                             |                      |
| <b>18</b>           | <b>Roy WALZER</b>           | Lotus 18             |
| 1 - 7:53.651        | 6 - 2:20.080                | 11 - 2:16.671        |
| 2 - 2:27.942        | 7 - 2:17.197                | 12 - 2:15.991        |
| 3 - 2:28.590        | 8 - 2:18.335                | 13 - <b>2:15.034</b> |
| 4 - 2:21.404        | 9 - 2:18.184                |                      |
| 5 - 2:20.996        | 10 - 2:15.451               |                      |
| <b>19</b>           | <b>Paul GRANT</b>           | Cooper Bristol MkII  |
| 1 - 7:36.747        | 6 - 2:30.359                | 11 - 2:27.876        |
| 2 - 2:49.980        | 7 - 2:28.741                | 12 - 2:29.270        |
| 3 - 2:40.379        | 8 - 2:30.886                |                      |
| 4 - 2:38.092        | 9 - 2:30.556                |                      |
| 5 - 2:34.301        | 10 - <b>2:27.019</b>        |                      |
| <b>20</b>           | <b>Barry WOOD</b>           | Cooper Bristol       |
| 1 - 7:40.966        | 6 - 2:22.690                | 11 - 2:24.598        |
| 2 - 2:36.450        | 7 - 2:21.968                | 12 - <b>2:21.692</b> |
| 3 - 2:31.424        | 8 - 2:23.458                | 13 - 2:24.589        |
| 4 - 2:26.163        | 9 - 2:23.874                |                      |
| 5 - 2:23.508        | 10 - 2:22.357               |                      |

Cars 68, 69, 70, 79, AND 115 ALSO SEEN  
Weather/Track - Overcast/Dry

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|                     |                             |                       |
|---------------------|-----------------------------|-----------------------|
| <b>21</b>           | <b>Burckhard VON SCHENK</b> | Maserati 250F         |
| 1 - 7:43.739        | 6 - 2:13.862                | 11 - 2:11.657         |
| 2 - 2:22.774        | 7 - 2:12.022                | 12 - 2:11.057         |
| 3 - 2:13.861        | 8 - <b>2:10.344</b>         | 13 - 2:10.470         |
| 4 - 2:13.040        | 9 - 2:12.490                | 14 - 2:19.356         |
| 5 - 2:13.616        | 10 - 2:10.765               |                       |
| <b>23</b>           | <b>Julian BRONSON</b>       | Cooper T43            |
| 1 - 8:00.495        | 6 - 2:14.115                |                       |
| 2 - 2:24.146        | 7 - 2:13.387                |                       |
| 3 - 2:21.619        | 8 - <b>2:13.343</b>         |                       |
| 4 - 2:16.423        | 9 - 2:41.896P               |                       |
| 5 - 2:14.653        |                             |                       |
| <b>24</b>           | <b>Joaquin FOLCH</b>        | Lotus 16              |
| 1 - 7:54.611        | 6 - 2:08.229                |                       |
| 2 - 2:15.957        | 7 - 2:07.527                |                       |
| 3 - 2:13.743        | 8 - 2:54.161P               |                       |
| 4 - <b>2:07.449</b> |                             |                       |
| 5 - 2:07.984        |                             |                       |
| <b>26</b>           | <b>Marshall BAILEY</b>      | JBW F1                |
| 1 - 9:02.229        | 6 - 2:17.433                | 11 - 2:14.885         |
| 2 - 2:21.408        | 7 - 2:25.510                |                       |
| 3 - 2:18.222        | 8 - 2:14.753                |                       |
| 4 - 2:41.586P       | 9 - <b>2:14.584</b>         |                       |
| 5 - 5:16.553        | 10 - 2:15.086               |                       |
| <b>28</b>           | <b>Richard PARNELL</b>      | Walker Climax Tec Mec |
| 1 - 7:59.060        | 6 - 2:20.220                | 11 - 2:32.641P        |
| 2 - 2:29.639        | 7 - 2:24.354                |                       |
| 3 - 2:27.900        | 8 - 2:31.006P               |                       |
| 4 - 2:26.918        | 9 - 4:34.283                |                       |
| 5 - <b>2:19.774</b> | 10 - 2:20.037               |                       |
| <b>29</b>           | <b>Alan BAILLIE</b>         | Lotus 18              |
| 1 - 7:40.976        | 6 - 2:14.015                | 11 - 2:11.902         |
| 2 - 2:21.296        | 7 - 2:13.789                | 12 - 2:11.094         |
| 3 - 2:13.753        | 8 - 2:13.432                | 13 - <b>2:10.319</b>  |
| 4 - 2:12.376        | 9 - 2:13.744                | 14 - 2:10.826         |
| 5 - 2:12.187        | 10 - 2:11.318               |                       |
| <b>31</b>           | <b>Michael WINDSOR-PRIC</b> | <b>E</b> Emeryson F1  |
| 1 - 8:38.617        | 6 - 2:24.994                | 11 - 2:17.414         |
| 2 - 2:37.767        | 7 - 2:19.608                | 12 - <b>2:15.910</b>  |
| 3 - 2:34.195        | 8 - 2:19.319                |                       |
| 4 - 2:29.501        | 9 - 2:18.506                |                       |
| 5 - 2:24.432        | 10 - 2:17.278               |                       |

Cars 68, 69, 70, 79, AND 115 ALSO SEEN  
Weather/Track - Overcast/Dry

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                         |                      |                      |
|-----------|-------------------------|----------------------|----------------------|
| <b>32</b> | <b>Neil DAVIES</b>      | Cooper T51           |                      |
| 1 -       | 8:22.424                | 6 - 2:12.964         |                      |
| 2 -       | 2:19.399                | 7 - 2:11.133         |                      |
| 3 -       | 2:21.969                | 8 - <b>2:09.632</b>  |                      |
| 4 -       | 2:14.607                | 9 - 2:35.819P        |                      |
| 5 -       | 2:11.275                |                      |                      |
| <b>34</b> | <b>Barry CANNELL</b>    | Cooper T53           |                      |
| 1 -       | 7:37.247                | 6 - 2:07.502         | 11 - 2:03.814        |
| 2 -       | 2:09.540                | 7 - 2:06.719         | 12 - 2:02.933        |
| 3 -       | 2:08.605                | 8 - 2:04.789         | 13 - 2:03.041        |
| 4 -       | 2:47.957P               | 9 - 2:05.485         | 14 - <b>2:01.745</b> |
| 5 -       | 3:16.216                | 10 - 2:03.917        |                      |
| <b>35</b> | <b>Jean Louis DURET</b> | Cooper T51           |                      |
| 1 -       | 7:52.520                | 6 - <b>2:18.270</b>  |                      |
| 2 -       | 2:27.567                | 7 - 2:18.333         |                      |
| 3 -       | 2:27.283                | 8 - 2:45.233P        |                      |
| 4 -       | 2:20.651                |                      |                      |
| 5 -       | 2:20.111                |                      |                      |
| <b>36</b> | <b>Christopher MANN</b> | Lotus 18             |                      |
| 1 -       | 7:59.200                | 6 - 2:19.793         |                      |
| 2 -       | 2:22.622                | 7 - 2:19.325         |                      |
| 3 -       | 2:19.846                | 8 - 2:15.336         |                      |
| 4 -       | 2:16.466                | 9 - 3:06.557P        |                      |
| 5 -       | <b>2:14.168</b>         |                      |                      |
| <b>37</b> | <b>Marcel SONTROP</b>   | Bugatti T37          |                      |
| 1 -       | X:00.000                |                      |                      |
| 2 -       | <b>2:54.236</b>         |                      |                      |
| 3 -       | 3:14.088P               |                      |                      |
| <b>39</b> | <b>John CLARK</b>       | Cooper T43           |                      |
| 1 -       | 7:51.421                | 6 - 2:06.774         |                      |
| 2 -       | 2:15.492                | 7 - 2:06.409         |                      |
| 3 -       | 2:11.227                | 8 - 2:21.036P        |                      |
| 4 -       | 2:07.782                |                      |                      |
| 5 -       | <b>2:06.304</b>         |                      |                      |
| <b>40</b> | <b>David WENMAN</b>     | Connaught A4         |                      |
| 1 -       | 8:17.081                | 6 - 2:22.364         | 11 - 2:16.846        |
| 2 -       | 2:25.405                | 7 - 2:17.633         | 12 - 2:42.487P       |
| 3 -       | 2:23.759                | 8 - 2:18.358         |                      |
| 4 -       | 2:22.036                | 9 - 2:21.856         |                      |
| 5 -       | 2:20.979                | 10 - <b>2:16.601</b> |                      |

Cars 68, 69, 70, 79, AND 115 ALSO SEEN  
Weather/Track - Overcast/Dry

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                            |                      |
|-----------|----------------------------|----------------------|
| <b>41</b> | <b>David PRATLEY</b>       | Lola Mk3             |
| 1 -       | 8:30.242                   | 6 - 2:56.880P        |
| 2 -       | 2:45.663                   |                      |
| 3 -       | 2:43.357                   |                      |
| 4 -       | <b>2:36.970</b>            |                      |
| 5 -       | 2:37.104                   |                      |
| <b>45</b> | <b>Bill KIRKPATRICK</b>    | Cooper T45           |
| 1 -       | 7:45.014                   | 6 - 2:10.528         |
| 2 -       | 2:25.554                   | 7 - 2:09.251         |
| 3 -       | 2:18.718                   | 8 - 2:10.911         |
| 4 -       | 2:11.569                   | 9 - 2:36.783         |
| 5 -       | 2:12.535                   | 10 - 2:12.560        |
|           |                            | 11 - 2:08.717        |
|           |                            | 12 - 2:09.180        |
|           |                            | 13 - <b>2:08.160</b> |
|           |                            | 14 - 2:33.042P       |
| <b>46</b> | <b>Tania PILKINGTON</b>    | Cooper T43           |
| 1 -       | 8:20.605                   | 6 - 2:15.424         |
| 2 -       | 2:42.764P                  | 7 - <b>2:14.437</b>  |
| 3 -       | 4:40.358                   | 8 - 2:16.741         |
| 4 -       | 2:17.802                   | 9 - 2:14.619         |
| 5 -       | 2:16.460                   | 10 - 2:31.696P       |
| <b>51</b> | <b>Charles DEAN</b>        | Bugatti T51          |
| 1 -       | 8:14.710                   | 6 - 2:44.698P        |
| 2 -       | 2:24.956                   |                      |
| 3 -       | 2:26.140                   |                      |
| 4 -       | 2:21.916                   |                      |
| 5 -       | <b>2:20.803</b>            |                      |
| <b>58</b> | <b>Chris DRAKE</b>         | Lotus 16             |
| 1 -       | 7:38.712                   | 6 - 2:24.722         |
| 2 -       | 2:31.484                   | 7 - 2:40.059P        |
| 3 -       | 2:26.952                   |                      |
| 4 -       | 2:26.175                   |                      |
| 5 -       | <b>2:24.489</b>            |                      |
| <b>61</b> | <b>James 'Mac' HULBERT</b> | ERA R4D              |
| 1 -       | 8:20.505                   | 6 - 2:19.040         |
| 2 -       | 2:36.866                   | 7 - 2:17.424         |
| 3 -       | 2:17.028                   | 8 - <b>2:15.576</b>  |
| 4 -       | 2:16.635                   | 9 - 2:16.518         |
| 5 -       | 2:17.053                   | 10 - 2:18.738        |
| 11 -      | 3:18.523P                  |                      |
| <b>69</b> | <b>TBD</b>                 |                      |
| 1 -       | <b>X:00.000</b>            |                      |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>72</b>           | <b>David BENNETT</b>   | Maserati A6GCM       |
| 1 - 8:02.732        | 6 - 2:30.003           | 11 - <b>2:22.310</b> |
| 2 - 2:35.144        | 7 - 2:32.556           | 12 - 2:25.976        |
| 3 - 2:32.461        | 8 - 2:28.752           |                      |
| 4 - 2:32.216        | 9 - 2:26.250           |                      |
| 5 - 2:33.077        | 10 - 2:24.149          |                      |
| <b>74</b>           | <b>Duncan RICKETTS</b> | ERA E-Type           |
| 1 - 8:30.252        | 6 - 2:43.066P          |                      |
| 2 - 2:30.381        |                        |                      |
| 3 - 2:24.166        |                        |                      |
| 4 - <b>2:22.883</b> |                        |                      |
| 5 - 2:23.120        |                        |                      |
| <b>77</b>           | <b>Mark GRIFFITHS</b>  | Lotus 18             |
| 1 - 7:25.357        | 6 - 2:12.959           | 11 - <b>2:11.086</b> |
| 2 - 2:19.037        | 7 - 2:11.559           | 12 - 2:48.605P       |
| 3 - 2:14.246        | 8 - 2:19.605           |                      |
| 4 - 2:14.240        | 9 - 2:11.895           |                      |
| 5 - 2:14.594        | 10 - 2:12.856          |                      |



## Race 5 The James Hunt Trophy for Grand Prix Masters

### FREE PRACTICE

| POS | NO  | CL | NAME              | NAT | ENTRY         | TIME     | LAPS | GAP    | MPH    |
|-----|-----|----|-------------------|-----|---------------|----------|------|--------|--------|
| 1   | 5   | S  | James HANSON      |     | Surtees TS9B  | 1:41.980 | 10   |        | 110.98 |
| 2   | 16  | L  | Frank SYTNER      |     | Pencske PC3   | 1:42.483 | 14   | 0.503  | 110.44 |
| 3   | 24  | L  | Jonathan BAKER    |     | Hesketh 308E  | 1:43.187 | 14   | 1.207  | 109.68 |
| 4   | 101 | L  | Peter WILLIAMS    |     | March 761     | 1:43.223 | 9    | 1.243  | 109.65 |
| 5   | 20  | L  | Peter WUENSCH     |     | Wolf WR1      | 1:44.425 | 17   | 2.445  | 108.38 |
| 6   | 1   | L  | Mike WRIGLEY      |     | Hesketh 308E  | 1:46.135 | 12   | 4.155  | 106.64 |
| 7   | 26  | L  | Frank LYONS       |     | McLaren M26   | 1:47.358 | 10   | 5.378  | 105.42 |
| 8   | 28  | L  | John CROWSON      |     | Ensign MN177  | 1:48.055 | 6    | 6.075  | 104.74 |
| 9   | 2   | S  | Alastair MORRISON |     | Lotus 72      | 1:48.435 | 14   | 6.455  | 104.38 |
| 10  | 118 | L  | Chris PERKINS     |     | Surtees TS16  | 1:50.531 | 9    | 8.551  | 102.40 |
| 11  | 13  | L  | David COPLOWE     |     | Surtees TS19  | 1:51.443 | 9    | 9.463  | 101.56 |
| 12  | 21  | L  | Terry SALES       |     | Surtees TS20  | 1:51.888 | 10   | 9.908  | 101.15 |
| 13  | 110 | S  | John BLADON       |     | Surtees TS9B  | 1:52.828 | 15   | 10.848 | 100.31 |
| 14  | 15  | L  | Jean Louis DURET  |     | Wolf WR1/2    | 1:53.177 | 12   | 11.197 | 100.00 |
| 15  | 33  | S  | Duncan DAYTON     |     | Brabham BT33  | 1:55.216 | 4    | 13.236 | 98.23  |
| 16  | 40  | S  | Abba KOGAN        |     | Matra MS120   | 1:55.405 | 9    | 13.425 | 98.07  |
| 17  | 38  | L  | Graham WILCOX     |     | Hesketh 308E  | 1:56.442 | 13   | 14.462 | 97.20  |
| 18  | 4   | F  | Jeff LEWIS        |     | Tyrell 007    | 2:00.126 | 9    | 18.146 | 94.22  |
| 19  | 10  | F  | John DELANE       |     | Tyrell 002    | 2:00.322 | 10   | 18.342 | 94.06  |
| 20  | 23  | C  | Danny WRIGHT      |     | Brabham BT23B | 2:00.322 | 10   | 18.342 | 94.06  |
| 21  | 126 | S  | Brad KRAUSE       |     | BRM P126      | 2:00.414 | 14   | 18.434 | 93.99  |
| 22  | 14  | C  | Ron MAYDON        |     | Cooper T86C   | 2:01.889 | 14   | 19.909 | 92.85  |
| 23  | 41  | S  | Ryan DELANE       |     | Tyrell 002    | 2:02.628 | 8    | 20.648 | 92.29  |
| 24  | 6   | S  | Tony SMITH        |     | McLaren M14   | 2:03.803 | 7    | 21.823 | 91.42  |
| 25  | 18  | L  | Nick RINI         |     | Surtees TS19  | 2:12.037 | 9    | 30.057 | 85.72  |
| 26  | 55  | S  | Judy LYONS        |     | Surtees TS9   | 2:31.888 | 11   | 49.908 | 74.51  |

Weather/Track - Overcast/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 11:18 End: 11:48

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

|                     |                          |                      |
|---------------------|--------------------------|----------------------|
| <b>1</b>            | <b>Mike WRIGLEY</b>      | Hesketh 308E         |
| 1 - 8:24.128        | 6 - 2:00.972P            | 11 - 1:47.064        |
| 2 - 2:12.654P       | 7 - 4:00.430             | 12 - 1:56.618P       |
| 3 - 3:43.726        | 8 - <b>1:46.135</b>      |                      |
| 4 - 1:52.049        | 9 - 1:46.456             |                      |
| 5 - 1:49.692        | 10 - 1:47.280            |                      |
| <b>2</b>            | <b>Alastair MORRISON</b> | Lotus 72             |
| 1 - 8:21.195P       | 6 - 1:54.052             | 11 - 1:48.662        |
| 2 - 2:56.507        | 7 - 1:48.654             | 12 - <b>1:48.435</b> |
| 3 - 1:55.044        | 8 - 2:05.674P            | 13 - 1:49.823        |
| 4 - 1:56.322        | 9 - 4:47.950             | 14 - 1:51.682        |
| 5 - 1:54.484        | 10 - 1:51.279            |                      |
| <b>4</b>            | <b>Jeff LEWIS</b>        | Tyrell 007           |
| 1 - 8:34.644        | 6 - 2:04.226             |                      |
| 2 - 2:17.346        | 7 - 2:01.771             |                      |
| 3 - 2:13.517        | 8 - <b>2:00.126</b>      |                      |
| 4 - 2:12.876        | 9 - 2:01.780             |                      |
| 5 - 2:04.550        |                          |                      |
| <b>5</b>            | <b>James HANSON</b>      | Surtees TS9B         |
| 1 - 7:36.576        | 6 - 6:25.234             |                      |
| 2 - 1:50.500        | 7 - 1:50.961             |                      |
| 3 - 1:48.139        | 8 - 1:43.971             |                      |
| 4 - 1:47.126        | 9 - <b>1:41.980</b>      |                      |
| 5 - 1:55.366P       | 10 - 1:58.738P           |                      |
| <b>6</b>            | <b>Tony SMITH</b>        | McLaren M14          |
| 1 - 8:31.804        | 6 - 2:06.926             |                      |
| 2 - 2:10.631        | 7 - 2:18.329P            |                      |
| 3 - 2:04.986        |                          |                      |
| 4 - <b>2:03.803</b> |                          |                      |
| 5 - 2:03.988        |                          |                      |
| <b>10</b>           | <b>John DELANE</b>       | Tyrell 002           |
| 1 - 8:03.134        | 6 - 2:04.789             |                      |
| 2 - 2:31.865        | 7 - <b>2:00.322</b>      |                      |
| 3 - 2:14.625        | 8 - 2:03.333             |                      |
| 4 - 2:08.572        | 9 - 2:04.057             |                      |
| 5 - 2:09.109        | 10 - 2:33.197P           |                      |
| <b>13</b>           | <b>David COPLOWE</b>     | Surtees TS19         |
| 1 - 8:44.877        | 6 - 2:19.855P            |                      |
| 2 - 2:46.496P       | 7 - 6:13.917             |                      |
| 3 - 4:40.564        | 8 - <b>1:51.443</b>      |                      |
| 4 - 1:53.778        | 9 - 2:25.763P            |                      |
| 5 - 2:23.585        |                          |                      |

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

(contd.)

|           |                         |               |                 |      |                 |
|-----------|-------------------------|---------------|-----------------|------|-----------------|
| <b>14</b> | <b>Ron MAYDON</b>       | Cooper T86C   |                 |      |                 |
| 1 -       | 8:15.140                | 6 -           | 2:09.482        | 11 - | 2:04.553        |
| 2 -       | 2:15.959                | 7 -           | 2:03.888        | 12 - | 2:02.001        |
| 3 -       | 2:10.806                | 8 -           | 2:03.619        | 13 - | <b>2:01.889</b> |
| 4 -       | 2:05.551                | 9 -           | 2:04.669        | 14 - | 2:02.699        |
| 5 -       | 2:09.335                | 10 -          | 2:03.514        |      |                 |
| <b>15</b> | <b>Jean Louis DURET</b> | Wolf WR1/2    |                 |      |                 |
| 1 -       | 9:24.290                | 6 -           | 1:54.377        | 11 - | 1:57.322        |
| 2 -       | 2:01.784                | 7 -           | <b>1:53.177</b> | 12 - | 1:56.113        |
| 3 -       | 1:56.298                | 8 -           | 1:56.027        |      |                 |
| 4 -       | 1:54.934                | 9 -           | 2:57.266P       |      |                 |
| 5 -       | 1:54.115                | 10 -          | 6:50.430        |      |                 |
| <b>16</b> | <b>Frank SYTNER</b>     | Penske PC3    |                 |      |                 |
| 1 -       | 7:28.745                | 6 -           | 1:44.774        | 11 - | 6:57.508        |
| 2 -       | 1:44.519                | 7 -           | <b>1:42.483</b> | 12 - | 2:11.548P       |
| 3 -       | 1:43.289                | 8 -           | 1:46.288        | 13 - | 2:39.419        |
| 4 -       | 1:45.590                | 9 -           | 1:44.803        | 14 - | 2:02.412P       |
| 5 -       | 1:43.398                | 10 -          | 2:12.548P       |      |                 |
| <b>18</b> | <b>Nick RINI</b>        | Surtees TS19  |                 |      |                 |
| 1 -       | X:00.000P               | 6 -           | 2:14.019        |      |                 |
| 2 -       | 2:32.233                | 7 -           | 2:12.940        |      |                 |
| 3 -       | 2:10.075P               | 8 -           | <b>2:12.037</b> |      |                 |
| 4 -       | 6:53.697P               | 9 -           | 2:34.166P       |      |                 |
| 5 -       | 3:06.638                |               |                 |      |                 |
| <b>20</b> | <b>Peter WUENSCH</b>    | Wolf WR1      |                 |      |                 |
| 1 -       | 7:39.485                | 6 -           | 1:49.776        | 11 - | 1:48.279        |
| 2 -       | 1:53.190                | 7 -           | 1:51.097        | 12 - | 1:51.199        |
| 3 -       | 1:53.753                | 8 -           | 1:53.279        | 13 - | 1:46.361        |
| 4 -       | 1:51.435                | 9 -           | 1:47.992        | 14 - | <b>1:44.425</b> |
| 5 -       | 1:51.636                | 10 -          | 1:46.979        | 15 - | 1:46.159        |
| <b>21</b> | <b>Terry SALES</b>      | Surtees TS20  |                 |      |                 |
| 1 -       | 8:05.755                | 6 -           | 1:53.569        |      |                 |
| 2 -       | 2:12.464                | 7 -           | 2:12.954P       |      |                 |
| 3 -       | 2:02.869                | 8 -           | 4:03.137        |      |                 |
| 4 -       | 2:00.402                | 9 -           | <b>1:51.888</b> |      |                 |
| 5 -       | 1:56.841                | 10 -          | 2:17.945P       |      |                 |
| <b>23</b> | <b>Danny WRIGHT</b>     | Brabham BT23B |                 |      |                 |
| 1 -       | 8:43.451                | 6 -           | 2:01.995        |      |                 |
| 2 -       | 2:11.557                | 7 -           | 2:01.067        |      |                 |
| 3 -       | 2:05.494                | 8 -           | 2:00.584        |      |                 |
| 4 -       | 2:02.796                | 9 -           | <b>2:00.322</b> |      |                 |
| 5 -       | 2:04.155                | 10 -          | 2:13.361P       |      |                 |

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

(contd.)

|                     |                       |                      |
|---------------------|-----------------------|----------------------|
| <b>24</b>           | <b>Jonathan BAKER</b> | Hesketh 308E         |
| 1 - 8:30.695        | 6 - 1:45.068          | 11 - 1:46.626        |
| 2 - 1:57.989        | 7 - 2:04.681P         | 12 - 1:43.287        |
| 3 - 1:49.733        | 8 - 4:08.859          | 13 - 2:02.288P       |
| 4 - 1:47.309        | 9 - <b>1:43.187</b>   | 14 - 4:39.882P       |
| 5 - 1:44.835        | 10 - 1:44.818         |                      |
| <b>26</b>           | <b>Frank LYONS</b>    | McLaren M26          |
| 1 - 7:54.621        | 6 - 1:49.675          |                      |
| 2 - 1:53.210        | 7 - 1:51.877          |                      |
| 3 - 1:49.224        | 8 - 1:48.527          |                      |
| 4 - 1:47.877        | 9 - <b>1:47.358</b>   |                      |
| 5 - 1:49.791        | 10 - 2:06.516P        |                      |
| <b>28</b>           | <b>John CROWSON</b>   | Ensign MN177         |
| 1 - 8:19.312P       | 6 - 1:50.895          |                      |
| 2 - 2:55.631        |                       |                      |
| 3 - 1:49.918        |                       |                      |
| 4 - <b>1:48.055</b> |                       |                      |
| 5 - 1:48.740        |                       |                      |
| <b>33</b>           | <b>Duncan DAYTON</b>  | Brabham BT33         |
| 1 - 7:53.731        |                       |                      |
| 2 - <b>1:55.216</b> |                       |                      |
| 3 - 2:21.093P       |                       |                      |
| 4 - X:00.000        |                       |                      |
| <b>38</b>           | <b>Graham WILCOX</b>  | Hesketh 308E         |
| 1 - 8:36.271        | 6 - 2:03.538          | 11 - 1:58.277        |
| 2 - 2:19.543        | 7 - 2:16.807P         | 12 - <b>1:56.442</b> |
| 3 - 2:10.569        | 8 - 4:42.276          | 13 - 1:57.155        |
| 4 - 2:06.308        | 9 - 2:04.178          |                      |
| 5 - 2:05.338        | 10 - 2:01.942         |                      |
| <b>40</b>           | <b>Abba KOGAN</b>     | Matra MS120          |
| 1 - 7:53.357        | 6 - 9:03.687          |                      |
| 2 - 2:02.791        | 7 - <b>1:55.405</b>   |                      |
| 3 - 1:59.569        | 8 - 1:56.794          |                      |
| 4 - 1:58.544        | 9 - 2:09.069P         |                      |
| 5 - 2:15.822P       |                       |                      |
| <b>41</b>           | <b>Ryan DELANE</b>    | Tyrell 002           |
| 1 - 8:58.019        | 6 - 2:06.656          |                      |
| 2 - 2:08.550        | 7 - 2:04.317          |                      |
| 3 - 2:09.834        | 8 - <b>2:02.628</b>   |                      |
| 4 - 2:05.705        |                       |                      |
| 5 - 2:08.423        |                       |                      |

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

(contd.)

|                     |                       |                      |  |  |
|---------------------|-----------------------|----------------------|--|--|
| <b>55</b>           | <b>Judy LYONS</b>     | Surtees TS9          |  |  |
| 1 - 9:05.789        | 6 - 2:43.309          | 11 - <b>2:31.888</b> |  |  |
| 2 - 2:54.746        | 7 - 2:39.693          |                      |  |  |
| 3 - 2:50.076        | 8 - 2:43.422          |                      |  |  |
| 4 - 2:54.930        | 9 - 2:38.167          |                      |  |  |
| 5 - 2:46.889        | 10 - 2:40.450         |                      |  |  |
| <b>101</b>          | <b>Peter WILLIAMS</b> | March 761            |  |  |
| 1 - 8:06.465        | 6 - 2:25.340P         |                      |  |  |
| 2 - 1:57.187        | 7 - 7:15.521          |                      |  |  |
| 3 - 1:49.269        | 8 - <b>1:43.223</b>   |                      |  |  |
| 4 - 1:46.752        | 9 - 2:03.670P         |                      |  |  |
| 5 - 1:44.971        |                       |                      |  |  |
| <b>110</b>          | <b>John BLADON</b>    | Surtees TS9B         |  |  |
| 1 - 8:23.549        | 6 - 1:56.045          | 11 - 2:01.547        |  |  |
| 2 - 2:07.610        | 7 - 1:59.693          | 12 - 1:55.250        |  |  |
| 3 - 2:00.615        | 8 - 1:55.265          | 13 - 1:54.087        |  |  |
| 4 - 1:58.933        | 9 - 1:54.243          | 14 - <b>1:52.828</b> |  |  |
| 5 - 1:57.964        | 10 - 1:56.036         | 15 - 1:53.830        |  |  |
| <b>118</b>          | <b>Chris PERKINS</b>  | Surtees TS16         |  |  |
| 1 - 7:35.929        | 6 - 1:52.745          |                      |  |  |
| 2 - 1:55.135        | 7 - 2:22.125P         |                      |  |  |
| 3 - 1:53.104        | 8 - 7:49.833          |                      |  |  |
| 4 - <b>1:50.531</b> | 9 - 3:03.584P         |                      |  |  |
| 5 - 1:51.124        |                       |                      |  |  |
| <b>126</b>          | <b>Brad KRAUSE</b>    | BRM P126             |  |  |
| 1 - 8:15.791        | 6 - 2:28.414          | 11 - <b>2:00.414</b> |  |  |
| 2 - 2:14.126        | 7 - 2:04.217          | 12 - 2:02.865        |  |  |
| 3 - 2:04.505        | 8 - 2:03.737          | 13 - 2:01.379        |  |  |
| 4 - 2:01.843        | 9 - 2:03.602          | 14 - 2:01.515        |  |  |
| 5 - 2:02.520        | 10 - 2:01.705         |                      |  |  |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## QUALIFYING - Race 1

| POS | NO  | CL | NAME                 | NAT | ENTRY                    | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|----------------------|-----|--------------------------|----------|------|--------|-------|
| 1   | 8   | D  | John CLARK           |     | Cooper T39 Bobtail       | 2:11.825 | 8    |        | 61.41 |
| 2   | 17  | E  | Mark GILLIES         |     | Maserati 300S            | 2:12.368 | 10   | 0.543  | 61.16 |
| 3   | 88  | E  | Irvine LAIDLAW       |     | Maserati 250S            | 2:12.501 | 10   | 0.676  | 61.10 |
| 4   | 77  | D  | Adrian VAN DER KROFT |     | Cooper T39 Bobtail       | 2:13.263 | 10   | 1.438  | 60.75 |
| 5   | 5   | E  | Donald OROSCO        |     | Reventlow Scarab Mk1     | 2:13.824 | 5    | 1.999  | 60.50 |
| 6   | 19  | C  | Michael STEELE       |     | HWM                      | 2:13.848 | 10   | 2.023  | 60.49 |
| 7   | 99  | C  | Chris KEEN           |     | Kurtis 500S              | 2:14.716 | 9    | 2.891  | 60.10 |
| 8   | 26  | D  | Ollie CROSTHWAITE    |     | Cooper T39 Bobtail       | 2:14.851 | 10   | 3.026  | 60.04 |
| 9   | 41  | D  | Richard WILLS        |     | Lola Mk1                 | 2:15.551 | 10   | 3.726  | 59.73 |
| 10  | 111 | C  | Michael MILLIGAN     |     | HWM Jaguar               | 2:15.902 | 9    | 4.077  | 59.57 |
| 11  | 24  | E  | Burckhard VON SCHENK |     | Maserati 300S            | 2:16.256 | 8    | 4.431  | 59.42 |
| 12  | 44  | D  | Marshall BAILEY      |     | Cooper T39 Bobtail       | 2:16.618 | 9    | 4.793  | 59.26 |
| 13  | 29  | C  | David WENMAN         |     | Jaguar C-Type            | 2:16.840 | 9    | 5.015  | 59.16 |
| 14  | 23  | C  | Barry WOOD           |     | RGS Atlanta              | 2:17.577 | 9    | 5.752  | 58.85 |
| 15  | 21  | C  | Josh SADLER          |     | Allard J2X               | 2:17.824 | 9    | 5.999  | 58.74 |
| 16  | 30  | B  | Nick WIGLEY          |     | Tojeiro Bristol          | 2:18.254 | 9    | 6.429  | 58.56 |
| 17  | 14  | F  | David BROCK-JEST     |     | Elva Mk5                 | 2:19.913 | 8    | 8.088  | 57.86 |
| 18  | 11  | D  | Alex QUATTLEBAUM     |     | Elva Mk3                 | 2:20.857 | 8    | 9.032  | 57.48 |
| 19  | 32  | C  | Nick FINBURGH        |     | Jaguar C-Type            | 2:21.187 | 9    | 9.362  | 57.34 |
| 20  | 37  | B  | Eddie MCGUIRE        |     | Cooper T25'Cooperati'    | 2:21.647 | 9    | 9.822  | 57.15 |
| 21  | 7   | B  | Michael ERLICH       |     | Kieft Bristol            | 2:22.927 | 9    | 11.102 | 56.64 |
| 22  | 39  | B  | George EDNEY         |     | Lester Sports            | 2:23.118 | 9    | 11.293 | 56.57 |
| 23  | 1   | E  | Tony SMITH           |     | Maserati 300S            | 2:24.782 | 5    | 12.957 | 55.92 |
| 24  | 6   | D  | Hugo SHIPLEY         |     | Lotus 6                  | 2:25.058 | 6    | 13.233 | 55.81 |
| 25  | 28  | D  | David COTTINGHAM     |     | Ferrari 500TRC           | 2:25.081 | 9    | 13.256 | 55.80 |
| 26  | 3   | E  | Hubert FABRI         |     | Aston Martin DB3S        | 2:26.475 | 8    | 14.650 | 55.27 |
| 27  | 2   | B  | Bill AINSCOUGH       |     | Frazer Nash Sebring      | 2:26.530 | 8    | 14.705 | 55.25 |
| 28  | 35  | B  | Ted ROLLASON         |     | Frazer Nash Le Mons rep  | 2:27.337 | 9    | 15.512 | 54.95 |
| 29  | 20  | E  | Stuart ROLT          |     | Aston Martin DB3S        | 2:27.511 | 9    | 15.686 | 54.88 |
| 30  | 9   | A  | Malcolm RICKETTS     |     | Lotus 9                  | 2:28.244 | 7    | 16.419 | 54.61 |
| 31  | 4   | B  | Philip CHAMPION      |     | Frazer Nash Mille Miglia | 2:30.776 | 9    | 18.951 | 53.69 |
| 32  | 10  | B  | Peter MANN           |     | Frazer Nash Le Mans MkII | 2:30.885 | 9    | 19.060 | 53.65 |
| 33  | 16  | C  | Chris JOLLY          |     | Aston Martin DB2         | 2:32.822 | 9    | 20.997 | 52.97 |
| 34  | 18  | B  | Dave SAUNDERS        |     | Gammon MG Sports         | 2:40.528 | 8    | 28.703 | 50.43 |
| 35  | 25  | B  | Michael WINDSOR-PRIC |     | Turner                   | 2:48.453 | 8    | 36.628 | 48.06 |
| 36  | 15  | B  | George COOPER        |     | Cooper T10 MG            | 2:51.271 | 5    | 39.446 | 47.27 |

**CAR 111 PLEASE MAKE NUMBERS READABLE.**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone Inter

Circuit Length = 2.2490 miles.

Start: 11:59 End: 12:19

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|                  |           |             |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP ANALYSIS

|   |                        |                          |
|---|------------------------|--------------------------|
| <b>1</b>  | <b>Tony SMITH</b>      | Maserati 300S            |
| 1 - 9:02.077<br>2 - 2:28.267<br>3 - <b>2:24.782</b><br>4 - 2:42.682<br>5 - 2:55.421P  |                        |                          |
| <b>2</b>  | <b>Bill AINSCOUGH</b>  | Frazer Nash Sebring      |
| 1 - 9:16.550    6 - 2:27.361<br>2 - 2:40.809    7 - 2:29.544<br>3 - 2:34.028    8 - 2:48.452P<br>4 - <b>2:26.530</b><br>5 - 2:26.962                |                        |                          |
| <b>3</b>  | <b>Hubert FABRI</b>    | Aston Martin DB3S        |
| 1 - 8:58.498    6 - 2:28.670<br>2 - 2:54.493    7 - <b>2:26.475</b><br>3 - 2:33.641    8 - 2:27.773<br>4 - 2:27.484<br>5 - 2:29.833                 |                        |                          |
| <b>4</b>  | <b>Philip CHAMPION</b> | Frazer Nash Mille Miglia |
| 1 - 8:43.384    6 - 2:31.783<br>2 - 2:41.710    7 - <b>2:30.776</b><br>3 - 2:36.519    8 - 2:30.904<br>4 - 2:33.501    9 - 2:31.676<br>5 - 2:30.789 |                        |                          |
| <b>5</b>  | <b>Donald OROSCO</b>   | Reventlow Scarab Mk1     |
| 1 - 8:40.496<br>2 - 2:22.574<br>3 - 2:16.923<br>4 - <b>2:13.824</b><br>5 - 2:13.930   |                        |                          |
| <b>6</b>  | <b>Hugo SHIPLEY</b>    | Lotus 6                  |
| 1 - X:00.000    6 - 3:25.237P<br>2 - 2:26.311<br>3 - <b>2:25.058</b><br>4 - 2:39.048P<br>5 - 6:15.009   |                        |                          |
| <b>7</b>  | <b>Michael ERLICH</b>  | Kieft Bristol            |
| 1 - 8:42.581    6 - 2:25.151<br>2 - 2:37.372    7 - <b>2:22.927</b><br>3 - 2:29.964    8 - 2:25.050<br>4 - 2:25.628    9 - 2:24.530<br>5 - 2:24.235 |                        |                          |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP ANALYSIS

(contd.)

|           |                         |                          |
|-----------|-------------------------|--------------------------|
| <b>8</b>  | <b>John CLARK</b>       | Cooper T39 Bobtail       |
| 1 -       | 9:06.824                | 6 - 2:14.134             |
| 2 -       | 2:25.390                | 7 - 2:26.391P            |
| 3 -       | 2:20.552                | 8 - 5:11.684             |
| 4 -       | 2:13.881                |                          |
| 5 -       | <b>2:11.825</b>         |                          |
| <b>9</b>  | <b>Malcolm RICKETTS</b> | Lotus 9                  |
| 1 -       | 8:53.152                | 6 - 2:28.880             |
| 2 -       | 2:36.347                | 7 - 2:48.179P            |
| 3 -       | 2:32.144                |                          |
| 4 -       | 2:30.042                |                          |
| 5 -       | <b>2:28.244</b>         |                          |
| <b>10</b> | <b>Peter MANN</b>       | Frazer Nash Le Mans MkII |
| 1 -       | 8:41.075                | 6 - 2:32.357             |
| 2 -       | 2:41.666                | 7 - 2:33.210             |
| 3 -       | 2:39.817                | 8 - <b>2:30.885</b>      |
| 4 -       | 2:35.083                | 9 - 2:51.492P            |
| 5 -       | 2:31.190                |                          |
| <b>11</b> | <b>Alex QUATTLEBAUM</b> | Elva Mk3                 |
| 1 -       | 8:57.238                | 6 - 2:25.074             |
| 2 -       | 2:37.359                | 7 - 2:44.844P            |
| 3 -       | 2:28.875                | 8 - 4:47.746             |
| 4 -       | <b>2:20.857</b>         |                          |
| 5 -       | 2:32.660                |                          |
| <b>14</b> | <b>David BROCK-JEST</b> | Elva Mk5                 |
| 1 -       | 9:05.898                | 6 - 2:20.432             |
| 2 -       | 2:32.647                | 7 - <b>2:19.913</b>      |
| 3 -       | 2:21.924                | 8 - 3:00.766P            |
| 4 -       | 2:20.547                |                          |
| 5 -       | 2:20.444                |                          |
| <b>15</b> | <b>George COOPER</b>    | Cooper T10 MG            |
| 1 -       | 8:59.776                |                          |
| 2 -       | 2:58.713                |                          |
| 3 -       | <b>2:51.271</b>         |                          |
| 4 -       | 3:11.981                |                          |
| 5 -       | 3:50.150P               |                          |
| <b>16</b> | <b>Chris JOLLY</b>      | Aston Martin DB2         |
| 1 -       | 8:32.978                | 6 - 2:33.878             |
| 2 -       | 2:47.613                | 7 - 2:34.873             |
| 3 -       | 2:39.878                | 8 - 2:32.978             |
| 4 -       | 2:39.470                | 9 - <b>2:32.822</b>      |
| 5 -       | 2:35.595                |                          |



# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP ANALYSIS

(contd.)

|           |                             |                      |
|-----------|-----------------------------|----------------------|
| <b>17</b> | <b>Mark GILLIES</b>         | Maserati 300S        |
| 1 -       | 9:02.221                    | 6 - 2:13.730         |
| 2 -       | 2:59.802                    | 7 - 2:13.924         |
| 3 -       | 2:26.973                    | 8 - 2:13.904         |
| 4 -       | 2:15.794                    | 9 - 2:12.824         |
| 5 -       | 2:15.615                    | 10 - <b>2:12.368</b> |
| <b>18</b> | <b>Dave SAUNDERS</b>        | Gammon MG Sports     |
| 1 -       | 8:59.373                    | 6 - <b>2:40.528</b>  |
| 2 -       | 2:52.027                    | 7 - 2:42.063         |
| 3 -       | 2:43.449                    | 8 - 2:41.267         |
| 4 -       | 2:43.671                    |                      |
| 5 -       | 2:44.150                    |                      |
| <b>19</b> | <b>Michael STEELE</b>       | HWM                  |
| 1 -       | 9:03.271                    | 6 - 2:15.616         |
| 2 -       | 2:27.386                    | 7 - 2:15.422         |
| 3 -       | 2:23.205                    | 8 - <b>2:13.848</b>  |
| 4 -       | 2:15.607                    | 9 - 2:15.317         |
| 5 -       | 2:14.582                    | 10 - 2:15.307        |
| <b>20</b> | <b>Stuart ROLT</b>          | Aston Martin DB3S    |
| 1 -       | 8:50.547                    | 6 - 2:28.494         |
| 2 -       | 2:36.754                    | 7 - <b>2:27.511</b>  |
| 3 -       | 2:34.721                    | 8 - 2:29.261         |
| 4 -       | 2:34.279                    | 9 - 2:28.980         |
| 5 -       | 2:31.634                    |                      |
| <b>21</b> | <b>Josh SADLER</b>          | Allard J2X           |
| 1 -       | X:00.000                    | 6 - 2:17.966         |
| 2 -       | 2:22.331                    | 7 - 2:18.169         |
| 3 -       | 2:20.532                    | 8 - 2:20.713         |
| 4 -       | 2:20.529                    | 9 - <b>2:17.824</b>  |
| 5 -       | 2:19.044                    |                      |
| <b>23</b> | <b>Barry WOOD</b>           | RGS Atlanta          |
| 1 -       | 9:05.490                    | 6 - 2:21.224         |
| 2 -       | 2:47.621                    | 7 - 2:18.031         |
| 3 -       | 2:21.715                    | 8 - 2:21.152         |
| 4 -       | 2:21.905                    | 9 - <b>2:17.577</b>  |
| 5 -       | 2:20.537                    |                      |
| <b>24</b> | <b>Burckhard VON SCHENK</b> | Maserati 300S        |
| 1 -       | X:00.000P                   | 6 - <b>2:16.256</b>  |
| 2 -       | 3:07.231                    | 7 - 2:18.228         |
| 3 -       | 2:18.521                    | 8 - 2:21.738         |
| 4 -       | 2:18.840                    |                      |
| 5 -       | 2:16.961                    |                      |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP ANALYSIS

(contd.)

|           |                             |                         |
|-----------|-----------------------------|-------------------------|
| <b>25</b> | <b>Michael WINDSOR-PRIC</b> | Turner                  |
| 1 -       | 8:52.630                    | 6 - 2:50.033            |
| 2 -       | 2:58.870                    | 7 - 2:51.985            |
| 3 -       | 2:57.622                    | 8 - <b>2:48.453</b>     |
| 4 -       | 2:54.316                    |                         |
| 5 -       | 2:53.159                    |                         |
| <b>26</b> | <b>Ollie CROSTHWAITE</b>    | Cooper T39 Bobtail      |
| 1 -       | 8:38.985                    | 6 - 2:17.362            |
| 2 -       | 2:24.902                    | 7 - 2:16.250            |
| 3 -       | 2:17.681                    | 8 - <b>2:14.851</b>     |
| 4 -       | 2:22.995                    | 9 - 2:33.591            |
| 5 -       | 2:19.468                    | 10 - 2:45.978           |
| <b>28</b> | <b>David COTTINGHAM</b>     | Ferrari 500TRC          |
| 1 -       | 8:48.539                    | 6 - 2:30.599            |
| 2 -       | 2:37.157                    | 7 - 2:30.808            |
| 3 -       | <b>2:25.081</b>             | 8 - 2:27.400            |
| 4 -       | 2:27.142                    | 9 - 2:27.486            |
| 5 -       | 2:29.756                    |                         |
| <b>29</b> | <b>David WENMAN</b>         | Jaguar C-Type           |
| 1 -       | 8:53.924                    | 6 - 2:22.033            |
| 2 -       | 2:35.099                    | 7 - 2:19.399            |
| 3 -       | 2:27.694                    | 8 - 2:21.202            |
| 4 -       | 2:22.522                    | 9 - <b>2:16.840</b>     |
| 5 -       | 2:20.862                    |                         |
| <b>30</b> | <b>Nick WIGLEY</b>          | Tojeiro Bristol         |
| 1 -       | 9:03.051                    | 6 - 2:24.946            |
| 2 -       | 2:33.888                    | 7 - 2:27.586            |
| 3 -       | 2:22.229                    | 8 - <b>2:18.254</b>     |
| 4 -       | 2:20.551                    | 9 - 2:51.603P           |
| 5 -       | 2:21.315                    |                         |
| <b>32</b> | <b>Nick FINBURGH</b>        | Jaguar C-Type           |
| 1 -       | 8:46.556                    | 6 - 2:55.481            |
| 2 -       | 2:35.383                    | 7 - 2:25.697            |
| 3 -       | 2:27.282                    | 8 - 2:23.460            |
| 4 -       | 2:25.774                    | 9 - <b>2:21.187</b>     |
| 5 -       | 2:24.244                    |                         |
| <b>35</b> | <b>Ted ROLLASON</b>         | Frazer Nash Le Mons rep |
| 1 -       | 9:31.455P                   | 6 - 2:28.714            |
| 2 -       | 2:57.477                    | 7 - <b>2:27.337</b>     |
| 3 -       | 2:33.493                    | 8 - 2:28.049            |
| 4 -       | 2:29.921                    | 9 - 2:27.551            |
| 5 -       | 2:29.204                    |                         |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP ANALYSIS

(contd.)

|           |                             |                       |
|-----------|-----------------------------|-----------------------|
| <b>37</b> | <b>Eddie MCGUIRE</b>        | Cooper T25'Cooperati' |
| 1 -       | 8:53.334                    | 6 - <b>2:21.647</b>   |
| 2 -       | 2:33.682                    | 7 - 2:22.252          |
| 3 -       | 2:30.066                    | 8 - 2:23.181          |
| 4 -       | 2:23.090                    | 9 - 2:22.311          |
| 5 -       | 2:21.813                    |                       |
| <b>39</b> | <b>George EDNEY</b>         | Lester Sports         |
| 1 -       | 9:05.898                    | 6 - 2:24.735          |
| 2 -       | 2:41.199                    | 7 - 2:26.072          |
| 3 -       | 2:28.756                    | 8 - 2:26.097          |
| 4 -       | <b>2:23.118</b>             | 9 - 2:27.748          |
| 5 -       | 2:38.309                    |                       |
| <b>41</b> | <b>Richard WILLS</b>        | Lola Mk1              |
| 1 -       | 8:49.617                    | 6 - 2:19.268          |
| 2 -       | 2:28.326                    | 7 - 2:16.262          |
| 3 -       | 2:22.675                    | 8 - 2:15.843          |
| 4 -       | 2:18.730                    | 9 - 2:16.629          |
| 5 -       | 2:17.705                    | 10 - <b>2:15.551</b>  |
| <b>44</b> | <b>Marshall BAILEY</b>      | Cooper T39 Bobtail    |
| 1 -       | 9:01.956                    | 6 - 2:17.989          |
| 2 -       | 2:33.173                    | 7 - <b>2:16.618</b>   |
| 3 -       | 2:22.120                    | 8 - 2:17.847          |
| 4 -       | 2:36.950P                   | 9 - 2:17.978          |
| 5 -       | 3:31.868                    |                       |
| <b>77</b> | <b>Adrian VAN DER KROFT</b> | Cooper T39 Bobtail    |
| 1 -       | 9:00.222                    | 6 - 2:14.625          |
| 2 -       | 2:23.890                    | 7 - 2:14.817          |
| 3 -       | 2:16.516                    | 8 - 2:14.547          |
| 4 -       | <b>2:13.263</b>             | 9 - 2:14.646          |
| 5 -       | 2:13.971                    | 10 - 2:14.559         |
| <b>88</b> | <b>Irvine LAIDLAW</b>       | Maserati 250S         |
| 1 -       | 8:31.884                    | 6 - 2:13.830          |
| 2 -       | 2:30.022                    | 7 - 2:15.617          |
| 3 -       | 2:19.061                    | 8 - 2:14.711          |
| 4 -       | 2:16.098                    | 9 - <b>2:12.501</b>   |
| 5 -       | 2:16.828                    | 10 - 2:15.460         |
| <b>99</b> | <b>Chris KEEN</b>           | Kurtis 500S           |
| 1 -       | X:00.000                    | 6 - 2:17.461          |
| 2 -       | 2:21.387                    | 7 - 2:16.872          |
| 3 -       | 2:20.312                    | 8 - 2:15.157          |
| 4 -       | 2:17.235                    | 9 - <b>2:14.716</b>   |
| 5 -       | 2:19.700                    |                       |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars LAP ANALYSIS

(contd.)

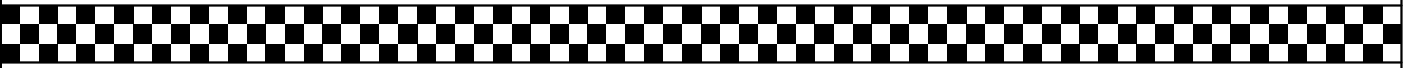
|                     |              |
|---------------------|--------------|
| <b>111</b>          | <b>TBD</b>   |
| 1 - 8:54.741        | 6 - 2:22.947 |
| 2 - 2:33.129        | 7 - 2:24.058 |
| 3 - 2:28.398        | 8 - 2:27.362 |
| 4 - 2:35.809        | 9 - 2:28.432 |
| 5 - <b>2:15.902</b> |              |

# Race 1 The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## GRID - Race 1

|        |          |            |              |             |
|--------|----------|------------|--------------|-------------|
| ROW 18 |          | 2:48.453   |              | 2:51.271    |
|        |          | 25         | WINDSOR-PRIC | 15          |
| ROW 17 | 2:32.822 |            | 2:40.528     |             |
|        | 16       | JOLLY      | 18           | SAUNDERS    |
| ROW 16 |          | 2:30.776   |              | 2:30.885    |
|        |          | 4          | CHAMPION     | 10          |
| ROW 15 | 2:27.511 |            | 2:28.244     |             |
|        | 20       | ROLT       | 9            | RICKETTS    |
| ROW 14 |          | 2:26.530   |              | 2:27.337    |
|        |          | 2          | AINSCOUGH    | 35          |
| ROW 13 | 2:25.081 |            | 2:26.475     |             |
|        | 28       | COTTINGHAM | 3            | FABRI       |
| ROW 12 |          | 2:24.782   |              | 2:25.058    |
|        |          | 1          | SMITH        | 6           |
| ROW 11 | 2:22.927 |            | 2:23.118     |             |
|        | 7        | ERLICH     | 39           | EDNEY       |
| ROW 10 |          | 2:21.187   |              | 2:21.647    |
|        |          | 32         | FINBURGH     | 37          |
| ROW 9  | 2:19.913 |            | 2:20.857     |             |
|        | 14       | BROCK-JEST | 11           | QUATTLEBAUM |
| ROW 8  |          | 2:17.824   |              | 2:18.254    |
|        |          | 21         | SADLER       | 30          |
| ROW 7  | 2:16.840 |            | 2:17.577     |             |
|        | 29       | WENMAN     | 23           | WOOD        |
| ROW 6  |          | 2:16.256   |              | 2:16.618    |
|        |          | 24         | VON SCHENK   | 44          |
| ROW 5  | 2:15.551 |            | 2:15.902     |             |
|        | 41       | WILLS      | 111          | MILLIGAN    |
| ROW 4  |          | 2:14.716   |              | 2:14.851    |
|        |          | 99         | KEEN         | 26          |
| ROW 3  | 2:13.824 |            | 2:13.848     |             |
|        | 5        | OROSCO     | 19           | STEELE      |
| ROW 2  |          | 2:12.501   |              | 2:13.263    |
|        |          | 88         | LAIDLAW      | 77          |
| ROW 1  | 2:11.825 |            | 2:12.368     |             |
|        | 8        | CLARK      | 17           | GILLIES     |

POLE



**CAR 111 PLEASE MAKE NUMBERS READABLE.**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone Inter

Circuit Length = 2.2490 miles.

Start: 11:59 End: 12:19

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior QUALIFYING - Race 2

| POS | NO | CL | NAME                 | NAT | ENTRY         | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|----------------------|-----|---------------|----------|------|--------|-------|
| 1   | 65 | C2 | Edwin JOWSEY         |     | Lotus 22      | 2:02.561 | 11   |        | 92.34 |
| 2   | 51 | C2 | Michael HIBBERD      |     | Lotus 27      | 2:03.592 | 11   | 1.031  | 91.57 |
| 3   | 79 | C2 | Urs EBERHARDT        |     | Lotus 27      | 2:04.247 | 9    | 1.686  | 91.09 |
| 4   | 66 | C2 | Mark GILLIES         |     | Lotus 20/22   | 2:04.586 | 10   | 2.025  | 90.84 |
| 5   | 57 | C2 | Denis WELCH          |     | Merlyn Mk5/7  | 2:05.157 | 10   | 2.596  | 90.43 |
| 6   | 61 | C2 | Simon DIFFEY         |     | Lotus 20      | 2:05.236 | 9    | 2.675  | 90.37 |
| 7   | 52 | C2 | James CLARIDGE       |     | Lola Mk5A     | 2:06.540 | 10   | 3.979  | 89.44 |
| 8   | 84 | C2 | Mark WOODHOUSE       |     | Lotus 20      | 2:06.603 | 10   | 4.042  | 89.40 |
| 9   | 78 | C2 | Andrew HIBBERD       |     | Lotus 22      | 2:06.889 | 10   | 4.328  | 89.19 |
| 10  | 48 | B  | Martin WALFORD       |     | Elva 200      | 2:09.983 | 10   | 7.422  | 87.07 |
| 11  | 83 | C2 | Barry WESTMORELAND   |     | Lotus 22      | 2:10.179 | 10   | 7.618  | 86.94 |
| 12  | 93 | C2 | Chris CHILCOTT       |     | Lotus 20      | 2:10.297 | 10   | 7.736  | 86.86 |
| 13  | 77 | C2 | Steve SMITH          |     | Cooper T59    | 2:10.810 | 10   | 8.249  | 86.52 |
| 14  | 80 | C2 | Rot WALZER           |     | Lotus 27      | 2:11.246 | 10   | 8.685  | 86.23 |
| 15  | 97 | C2 | Nigel BANCROFT       |     | Lotus 20      | 2:11.924 | 10   | 9.363  | 85.79 |
| 16  | 60 | C2 | Yuzaburo BABA        |     | Lotus 20      | 2:12.412 | 9    | 9.851  | 85.47 |
| 17  | 12 | A2 | Stuart ROACH         |     | Alexis Mk2    | 2:13.040 | 10   | 10.479 | 85.07 |
| 18  | 4  | A2 | Derek WALKER         |     | Terrier MkIV  | 2:13.354 | 10   | 10.793 | 84.87 |
| 19  | 58 | C1 | Chris DRAKE          |     | Elva 300      | 2:13.449 | 10   | 10.888 | 84.81 |
| 20  | 54 | C2 | John FYDA            |     | Lotus 22      | 2:13.463 | 9    | 10.902 | 84.80 |
| 21  | 76 | C2 | Simon SMITH          |     | Cooper T56    | 2:13.571 | 10   | 11.010 | 84.73 |
| 22  | 16 | A2 | Tony GOODWIN         |     | Gemini Mk2    | 2:14.435 | 9    | 11.874 | 84.19 |
| 23  | 68 | C2 | Alessandro RIPAMONTI |     | Wainer 62     | 2:14.821 | 9    | 12.260 | 83.95 |
| 24  | 86 | C2 | Hamish MORRISON      |     | Cooper T67    | 2:15.088 | 8    | 12.527 | 83.78 |
| 25  | 1  | B  | Kevin MUSSON         |     | Lotus 18      | 2:15.528 | 10   | 12.967 | 83.51 |
| 26  | 70 | C2 | Peter STRAUSS        |     | Brabham BT6   | 2:16.102 | 9    | 13.541 | 83.16 |
| 27  | 69 | C2 | Klaus RAUSCHEN       |     | Brabham BT2   | 2:17.525 | 9    | 14.964 | 82.30 |
| 28  | 36 | B  | Clive TEMPLE         |     | Cooper T56    | 2:17.713 | 10   | 15.152 | 82.18 |
| 29  | 14 | A2 | Crispian BESLEY      |     | Elva 100      | 2:17.759 | 10   | 15.198 | 82.16 |
| 30  | 46 | B  | Andrew SPENCE        |     | Elva 200      | 2:18.368 | 9    | 15.807 | 81.79 |
| 31  | 34 | B  | Jeremy BOUCKLEY      |     | Cooper T56    | 2:20.383 | 9    | 17.822 | 80.62 |
| 32  | 43 | B  | Doug MARTIN          |     | Elva 200      | 2:20.421 | 9    | 17.860 | 80.60 |
| 33  | 7  | A2 | Duncan RABAGLIATI    |     | Alexis HF1    | 2:21.093 | 9    | 18.532 | 80.21 |
| 34  | 75 | C2 | David BROWN          |     | Lola Mk5      | 2:21.106 | 9    | 18.545 | 80.21 |
| 35  | 21 | A2 | Robin LACKFORD       |     | Elva 100      | 2:21.268 | 9    | 18.707 | 80.12 |
| 36  | 55 | C2 | Len SELBY            |     | Lola Mk5      | 2:21.745 | 8    | 19.184 | 79.85 |
| 37  | 45 | B  | Andrew TAYLOR        |     | Britannia     | 2:22.148 | 9    | 19.587 | 79.62 |
| 38  | 42 | B  | Simon HAMILTON       |     | Lotus 18      | 2:23.691 | 9    | 21.130 | 78.76 |
| 39  | 63 | C2 | Geoff WILLIAMS       |     | Lotus 20      | 2:24.251 | 9    | 21.690 | 78.46 |
| 40  | 29 | A2 | William GRIMSHAW     |     | Moorland      | 2:24.484 | 6    | 21.923 | 78.33 |
| 41  | 5  | C1 | David PRATLEY        |     | Lola Mk2      | 2:24.491 | 9    | 21.930 | 78.33 |
| 42  | 23 | A2 | David WATTS          |     | Elva 100      | 2:27.050 | 9    | 24.489 | 76.97 |
| 43  | 24 | A1 | Jason WRIGHT         |     | Stanguellini  | 2:28.764 | 9    | 26.203 | 76.08 |
| 44  | 47 | B  | Richard UTLEY        |     | Caravelle Mk1 | 2:32.714 | 9    | 30.153 | 74.11 |
| 45  | 2  | A1 | Ian SCOTT            |     | Volpini       | 2:48.809 | 2    | 46.248 | 67.04 |
| 46  | 31 | A2 | Paul DIXON           |     | Elva 100      | 2:52.178 | 2    | 49.617 | 65.73 |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 12:39 End: 12:59

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

|           |                          |                      |
|-----------|--------------------------|----------------------|
| <b>1</b>  | <b>Kevin MUSSON</b>      | Lotus 18             |
| 1 -       | X:00.000                 | 6 - 2:18.653         |
| 2 -       | 2:23.925                 | 7 - 2:19.325         |
| 3 -       | 2:20.604                 | 8 - 2:15.866         |
| 4 -       | 2:19.335                 | 9 - 2:18.284         |
| 5 -       | 2:15.903                 | 10 - <b>2:15.528</b> |
| <b>2</b>  | <b>Ian SCOTT</b>         | Volpini              |
| 1 -       | X:00.000                 |                      |
| 2 -       | <b>2:48.809</b>          |                      |
| <b>4</b>  | <b>Derek WALKER</b>      | Terrier MkIV         |
| 1 -       | X:00.000                 | 6 - 2:14.429         |
| 2 -       | 2:31.940                 | 7 - 2:13.685         |
| 3 -       | 2:17.392                 | 8 - <b>2:13.354</b>  |
| 4 -       | 2:17.204                 | 9 - 2:17.643         |
| 5 -       | 2:17.505                 | 10 - 2:15.709        |
| <b>5</b>  | <b>David PRATLEY</b>     | Lola Mk2             |
| 1 -       | X:00.000                 | 6 - 2:34.324         |
| 2 -       | 2:42.974                 | 7 - 2:30.604         |
| 3 -       | 2:35.965                 | 8 - 2:26.732         |
| 4 -       | 2:35.124                 | 9 - <b>2:24.491</b>  |
| 5 -       | 2:35.069                 |                      |
| <b>7</b>  | <b>Duncan RABAGLIATI</b> | Alexis HF1           |
| 1 -       | X:00.000                 | 6 - <b>2:21.093</b>  |
| 2 -       | 2:29.501                 | 7 - 2:22.132         |
| 3 -       | 2:25.552                 | 8 - 2:22.514         |
| 4 -       | 2:22.818                 | 9 - 2:22.044         |
| 5 -       | 2:22.967                 |                      |
| <b>12</b> | <b>Stuart ROACH</b>      | Alexis Mk2           |
| 1 -       | X:00.000                 | 6 - 2:13.853         |
| 2 -       | 2:19.672                 | 7 - 2:13.077         |
| 3 -       | 2:14.159                 | 8 - <b>2:13.040</b>  |
| 4 -       | 2:14.534                 | 9 - 2:14.035         |
| 5 -       | 2:13.240                 | 10 - 2:13.509        |
| <b>14</b> | <b>Crispian BESLEY</b>   | Elva 100             |
| 1 -       | X:00.000                 | 6 - 2:20.183         |
| 2 -       | 2:26.567                 | 7 - 2:19.675         |
| 3 -       | 2:20.126                 | 8 - 2:20.423         |
| 4 -       | 2:21.931                 | 9 - 2:19.364         |
| 5 -       | <b>2:17.759</b>          | 10 - 2:19.076        |

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|                     |                         |              |
|---------------------|-------------------------|--------------|
| <b>16</b>           | <b>Tony GOODWIN</b>     | Gemini Mk2   |
| 1 - X:00.000        | 6 - 2:18.747            |              |
| 2 - 2:27.289        | 7 - 2:16.529            |              |
| 3 - 2:23.305        | 8 - 2:15.965            |              |
| 4 - 2:20.072        | 9 - <b>2:14.435</b>     |              |
| 5 - 2:22.134        |                         |              |
| <b>21</b>           | <b>Robin LACKFORD</b>   | Elva 100     |
| 1 - X:00.000        | 6 - <b>2:21.268</b>     |              |
| 2 - 2:38.629        | 7 - 2:22.166            |              |
| 3 - 2:26.764        | 8 - 2:26.083            |              |
| 4 - 2:22.603        | 9 - 2:27.499            |              |
| 5 - 2:23.147        |                         |              |
| <b>23</b>           | <b>David WATTS</b>      | Elva 100     |
| 1 - X:00.000        | 6 - 2:30.250            |              |
| 2 - 2:47.575        | 7 - 2:31.737            |              |
| 3 - 2:37.062        | 8 - 2:29.313            |              |
| 4 - 2:32.161        | 9 - <b>2:27.050</b>     |              |
| 5 - 2:32.839        |                         |              |
| <b>24</b>           | <b>Jason WRIGHT</b>     | Stanguellini |
| 1 - X:00.000        | 6 - <b>2:28.764</b>     |              |
| 2 - 2:52.674        | 7 - 2:29.947            |              |
| 3 - 2:38.643        | 8 - 2:29.153            |              |
| 4 - 2:33.672        | 9 - 2:32.392            |              |
| 5 - 2:36.170        |                         |              |
| <b>29</b>           | <b>William GRIMSHAW</b> | Moorland     |
| 1 - X:00.000        | 6 - 3:12.987P           |              |
| 2 - 2:29.601        |                         |              |
| 3 - <b>2:24.484</b> |                         |              |
| 4 - 2:33.856        |                         |              |
| 5 - 2:44.479        |                         |              |
| <b>31</b>           | <b>Paul DIXON</b>       | Elva 100     |
| 1 - X:00.000        |                         |              |
| 2 - <b>2:52.178</b> |                         |              |
| <b>34</b>           | <b>Jeremy BOUCKLEY</b>  | Cooper T56   |
| 1 - X:00.000        | 6 - 2:21.309            |              |
| 2 - 2:32.422        | 7 - 2:21.090            |              |
| 3 - 2:24.102        | 8 - 2:20.596            |              |
| 4 - 2:24.522        | 9 - <b>2:20.383</b>     |              |
| 5 - 2:21.296        |                         |              |



## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|               |                         |               |
|---------------|-------------------------|---------------|
| <b>36</b>     | <b>Clive TEMPLE</b>     | Cooper T56    |
| 1 - X:00.000  | 6 - 2:20.001            |               |
| 2 - 2:27.111  | 7 - 2:18.305            |               |
| 3 - 2:20.450  | 8 - 2:18.708            |               |
| 4 - 2:17.924  | 9 - <b>2:17.713</b>     |               |
| 5 - 2:17.735  | 10 - 2:21.785           |               |
| <b>38</b>     | <b>Keiichi MURAKAMI</b> | Lotus 18      |
| 1 - X:00.000P |                         |               |
| <b>42</b>     | <b>Simon HAMILTON</b>   | Lotus 18      |
| 1 - X:00.000  | 6 - 2:25.249            |               |
| 2 - 2:31.771  | 7 - 2:24.740            |               |
| 3 - 2:29.350  | 8 - 2:24.015            |               |
| 4 - 2:26.330  | 9 - <b>2:23.691</b>     |               |
| 5 - 2:24.388  |                         |               |
| <b>43</b>     | <b>Doug MARTIN</b>      | Elva 200      |
| 1 - X:00.000  | 6 - 2:22.573            |               |
| 2 - 2:45.217  | 7 - 2:23.567            |               |
| 3 - 2:34.071  | 8 - 2:20.542            |               |
| 4 - 2:27.062  | 9 - <b>2:20.421</b>     |               |
| 5 - 2:22.294  |                         |               |
| <b>45</b>     | <b>Andrew TAYLOR</b>    | Britannia     |
| 1 - X:00.000  | 6 - 2:22.431            |               |
| 2 - 2:32.684  | 7 - 2:23.164            |               |
| 3 - 2:25.813  | 8 - 2:22.848            |               |
| 4 - 2:25.450  | 9 - <b>2:22.148</b>     |               |
| 5 - 2:23.775  |                         |               |
| <b>46</b>     | <b>Andrew SPENCE</b>    | Elva 200      |
| 1 - X:00.000  | 6 - 2:32.717            |               |
| 2 - 2:28.050  | 7 - <b>2:18.368</b>     |               |
| 3 - 2:24.193  | 8 - 2:21.831            |               |
| 4 - 2:19.397  | 9 - 2:20.752            |               |
| 5 - 2:21.143  |                         |               |
| <b>47</b>     | <b>Richard UTLEY</b>    | Caravelle Mk1 |
| 1 - X:00.000  | 6 - 2:34.404            |               |
| 2 - 2:49.887  | 7 - 2:34.281            |               |
| 3 - 2:38.524  | 8 - 2:35.171            |               |
| 4 - 2:33.707  | 9 - <b>2:32.714</b>     |               |
| 5 - 2:34.421  |                         |               |

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|              |                        |               |
|--------------|------------------------|---------------|
| <b>48</b>    | <b>Martin WALFORD</b>  | Elva 200      |
| 1 - X:00.000 | 6 - 2:10.881           |               |
| 2 - 2:21.325 | 7 - 2:10.534           |               |
| 3 - 2:10.778 | 8 - 2:11.115           |               |
| 4 - 2:10.166 | 9 - 2:10.454           |               |
| 5 - 2:10.971 | 10 - <b>2:09.983</b>   |               |
| <b>51</b>    | <b>Michael HIBBERD</b> | Lotus 27      |
| 1 - X:00.000 | 6 - <b>2:03.592</b>    | 11 - 2:05.287 |
| 2 - 2:07.444 | 7 - 2:21.623           |               |
| 3 - 2:04.661 | 8 - 2:12.480           |               |
| 4 - 2:03.946 | 9 - 2:10.673           |               |
| 5 - 2:04.092 | 10 - 2:04.309          |               |
| <b>52</b>    | <b>James CLARIDGE</b>  | Lola Mk5A     |
| 1 - X:00.000 | 6 - 2:08.497           |               |
| 2 - 2:15.713 | 7 - <b>2:06.540</b>    |               |
| 3 - 2:08.402 | 8 - 2:08.365           |               |
| 4 - 2:10.159 | 9 - 2:10.468           |               |
| 5 - 2:08.677 | 10 - 2:07.866          |               |
| <b>54</b>    | <b>John FYDA</b>       | Lotus 22      |
| 1 - X:00.000 | 6 - 2:14.392           |               |
| 2 - 2:14.427 | 7 - 2:13.821           |               |
| 3 - 2:14.411 | 8 - <b>2:13.463</b>    |               |
| 4 - 2:14.557 | 9 - 2:15.846           |               |
| 5 - 2:14.507 |                        |               |
| <b>55</b>    | <b>Len SELBY</b>       | Lola Mk5      |
| 1 - X:00.000 | 6 - <b>2:21.745</b>    |               |
| 2 - 2:31.558 | 7 - 2:28.001           |               |
| 3 - 2:24.262 | 8 - 2:58.287P          |               |
| 4 - 2:23.871 |                        |               |
| 5 - 2:22.582 |                        |               |
| <b>57</b>    | <b>Denis WELCH</b>     | Merlyn Mk5/7  |
| 1 - X:00.000 | 6 - 2:05.542           |               |
| 2 - 2:12.887 | 7 - 2:05.963           |               |
| 3 - 2:07.917 | 8 - <b>2:05.157</b>    |               |
| 4 - 2:05.184 | 9 - 2:05.994           |               |
| 5 - 2:07.252 | 10 - 2:05.650          |               |
| <b>58</b>    | <b>Chris DRAKE</b>     | Elva 300      |
| 1 - X:00.000 | 6 - 2:13.698           |               |
| 2 - 2:27.502 | 7 - <b>2:13.449</b>    |               |
| 3 - 2:17.849 | 8 - 2:14.526           |               |
| 4 - 2:17.976 | 9 - 2:15.315           |               |
| 5 - 2:16.267 | 10 - 2:15.132          |               |

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|                     |                             |               |
|---------------------|-----------------------------|---------------|
| <b>60</b>           | <b>Yuzaburo BABA</b>        | Lotus 20      |
| 1 - X:00.000        | 6 - 2:14.426                |               |
| 2 - 2:41.237P       | 7 - <b>2:12.412</b>         |               |
| 3 - 4:33.475        | 8 - 2:13.733                |               |
| 4 - 2:18.003        | 9 - 2:15.682                |               |
| 5 - 2:17.012        |                             |               |
| <b>61</b>           | <b>Simon DIFFEY</b>         | Lotus 20      |
| 1 - X:00.000        | 6 - 2:06.304                |               |
| 2 - 2:17.018        | 7 - 2:06.119                |               |
| 3 - 2:08.263        | 8 - 2:05.773                |               |
| 4 - 2:06.493        | 9 - 2:24.164P               |               |
| 5 - <b>2:05.236</b> |                             |               |
| <b>63</b>           | <b>Geoff WILLIAMS</b>       | Lotus 20      |
| 1 - X:00.000        | 6 - 2:29.320                |               |
| 2 - 2:37.194        | 7 - 2:28.039                |               |
| 3 - 2:30.180        | 8 - 2:28.752                |               |
| 4 - 2:25.310        | 9 - 2:39.473P               |               |
| 5 - <b>2:24.251</b> |                             |               |
| <b>65</b>           | <b>Edwin JOWSEY</b>         | Lotus 22      |
| 1 - X:00.000        | 6 - 2:04.146                | 11 - 2:03.188 |
| 2 - 2:07.426        | 7 - 2:05.077                |               |
| 3 - 2:04.622        | 8 - <b>2:02.561</b>         |               |
| 4 - 2:02.691        | 9 - 2:02.858                |               |
| 5 - 2:05.678        | 10 - 2:03.735               |               |
| <b>66</b>           | <b>Mark GILLIES</b>         | Lotus 20/22   |
| 1 - X:00.000        | 6 - 2:05.065                |               |
| 2 - 2:19.451        | 7 - 2:20.877                |               |
| 3 - 2:08.377        | 8 - <b>2:04.586</b>         |               |
| 4 - 2:06.055        | 9 - 2:04.624                |               |
| 5 - 2:05.551        | 10 - 2:04.645               |               |
| <b>68</b>           | <b>Alessandro RIPAMONTI</b> | Wainer 62     |
| 1 - X:00.000        | 6 - <b>2:14.821</b>         |               |
| 2 - 2:33.431        | 7 - 2:15.765                |               |
| 3 - 2:23.738        | 8 - 2:16.387                |               |
| 4 - 2:19.530        | 9 - 2:15.967                |               |
| 5 - 2:15.724        |                             |               |
| <b>69</b>           | <b>Klaus RAUSCHEN</b>       | Brabham BT2   |
| 1 - X:00.000        | 6 - 2:19.729                |               |
| 2 - 2:24.923        | 7 - <b>2:17.525</b>         |               |
| 3 - 2:21.076        | 8 - 2:20.053                |               |
| 4 - 2:21.902        | 9 - 2:18.078                |               |
| 5 - 2:19.045        |                             |               |

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|              |                       |             |
|--------------|-----------------------|-------------|
| <b>70</b>    | <b>Peter STRAUSS</b>  | Brabham BT6 |
| 1 - X:00.000 | 6 - 2:18.511          |             |
| 2 - 2:32.090 | 7 - 2:17.384          |             |
| 3 - 2:21.019 | 8 - 2:19.229          |             |
| 4 - 2:20.217 | 9 - <b>2:16.102</b>   |             |
| 5 - 2:20.327 |                       |             |
| <b>75</b>    | <b>David BROWN</b>    | Lola Mk5    |
| 1 - X:00.000 | 6 - 2:22.395          |             |
| 2 - 2:34.161 | 7 - 2:22.178          |             |
| 3 - 2:24.822 | 8 - <b>2:21.106</b>   |             |
| 4 - 2:25.720 | 9 - 2:21.210          |             |
| 5 - 2:22.432 |                       |             |
| <b>76</b>    | <b>Simon SMITH</b>    | Cooper T56  |
| 1 - X:00.000 | 6 - 2:13.836          |             |
| 2 - 2:27.904 | 7 - 2:14.370          |             |
| 3 - 2:18.658 | 8 - 2:13.819          |             |
| 4 - 2:16.880 | 9 - <b>2:13.571</b>   |             |
| 5 - 2:14.228 | 10 - 2:14.074         |             |
| <b>77</b>    | <b>Steve SMITH</b>    | Cooper T59  |
| 1 - X:00.000 | 6 - 2:11.521          |             |
| 2 - 2:20.563 | 7 - 2:10.949          |             |
| 3 - 2:12.972 | 8 - 2:12.335          |             |
| 4 - 2:11.541 | 9 - <b>2:10.810</b>   |             |
| 5 - 2:14.811 | 10 - 2:11.062         |             |
| <b>78</b>    | <b>Andrew HIBBERD</b> | Lotus 22    |
| 1 - X:00.000 | 6 - 2:09.407          |             |
| 2 - 2:17.566 | 7 - 2:09.076          |             |
| 3 - 2:08.730 | 8 - <b>2:06.889</b>   |             |
| 4 - 2:08.139 | 9 - 2:10.164          |             |
| 5 - 2:11.623 | 10 - 2:13.070         |             |
| <b>79</b>    | <b>Urs EBERHARDT</b>  | Lotus 27    |
| 1 - X:00.000 | 6 - 2:05.648          |             |
| 2 - 2:09.788 | 7 - 2:04.901          |             |
| 3 - 2:06.010 | 8 - <b>2:04.247</b>   |             |
| 4 - 2:08.614 | 9 - 2:04.323          |             |
| 5 - 2:04.480 |                       |             |
| <b>80</b>    | <b>Rot WALZER</b>     | Lotus 27    |
| 1 - X:00.000 | 6 - <b>2:11.246</b>   |             |
| 2 - 2:27.159 | 7 - 2:11.964          |             |
| 3 - 2:16.895 | 8 - 2:12.951          |             |
| 4 - 2:12.720 | 9 - 2:12.003          |             |
| 5 - 2:17.986 | 10 - 2:13.271         |             |

## Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior LAP ANALYSIS

(contd.)

|              |                           |            |
|--------------|---------------------------|------------|
| <b>83</b>    | <b>Barry WESTMORELAND</b> | Lotus 22   |
| 1 - X:00.000 | 6 - 2:10.381              |            |
| 2 - 2:18.054 | 7 - 2:11.317              |            |
| 3 - 2:11.820 | 8 - 2:39.448              |            |
| 4 - 2:11.954 | 9 - 2:11.825              |            |
| 5 - 2:10.752 | 10 - <b>2:10.179</b>      |            |
| <b>84</b>    | <b>Mark WOODHOUSE</b>     | Lotus 20   |
| 1 - X:00.000 | 6 - <b>2:06.603</b>       |            |
| 2 - 2:16.715 | 7 - 2:07.817              |            |
| 3 - 2:08.170 | 8 - 2:07.149              |            |
| 4 - 2:08.176 | 9 - 2:06.647              |            |
| 5 - 2:07.137 | 10 - 2:10.088             |            |
| <b>86</b>    | <b>Hamish MORRISON</b>    | Cooper T67 |
| 1 - X:00.000 | 6 - 2:16.353              |            |
| 2 - 2:23.817 | 7 - 2:17.774              |            |
| 3 - 2:20.605 | 8 - <b>2:15.088</b>       |            |
| 4 - 2:22.529 |                           |            |
| 5 - 2:17.962 |                           |            |
| <b>93</b>    | <b>Chris CHILCOTT</b>     | Lotus 20   |
| 1 - X:00.000 | 6 - 2:14.182              |            |
| 2 - 2:23.237 | 7 - 2:13.434              |            |
| 3 - 2:16.573 | 8 - 2:11.643              |            |
| 4 - 2:14.389 | 9 - <b>2:10.297</b>       |            |
| 5 - 2:12.844 | 10 - 2:10.307             |            |
| <b>97</b>    | <b>Nigel BANCROFT</b>     | Lotus 20   |
| 1 - X:00.000 | 6 - 2:15.517              |            |
| 2 - 2:26.126 | 7 - 2:19.194              |            |
| 3 - 2:17.342 | 8 - 2:14.924              |            |
| 4 - 2:19.100 | 9 - 2:15.114              |            |
| 5 - 2:16.241 | 10 - <b>2:11.924</b>      |            |

# Race 2 The Colin Chapman Trophy for HSCC Historic Formula Junior

## GRID - Race 2

|        |    |            |              |    |          |           |
|--------|----|------------|--------------|----|----------|-----------|
| ROW 22 |    | 47         | UTLEY        |    | 2        | SCOTT     |
| ROW 21 | 23 | WATTS      |              | 24 | WRIGHT   |           |
| ROW 20 |    | 29         | GRIMSHAW     |    | 5        | PRATLEY   |
| ROW 19 | 45 | TAYLOR     |              | 42 | HAMILTON |           |
| ROW 18 |    | 21         | LACKFORD     |    | 55       | SELBY     |
| ROW 17 | 7  | RABAGLIATI |              | 75 | BROWN    |           |
| ROW 16 |    | 34         | BOUCKLEY     |    | 43       | MARTIN    |
| ROW 15 | 14 | BESLEY     |              | 46 | SPENCE   |           |
| ROW 14 |    | 69         | RAUSCHEN     |    | 36       | TEMPLE    |
| ROW 13 | 1  | MUSSON     |              | 70 | STRAUSS  |           |
| ROW 12 |    | 68         | RIPAMONTI    |    | 86       | MORRISON  |
| ROW 11 | 76 | SMITH      |              | 16 | GOODWIN  |           |
| ROW 10 |    | 58         | DRAKE        |    | 54       | FYDA      |
| ROW 9  | 12 | ROACH      |              | 4  | WALKER   |           |
| ROW 8  |    | 97         | BANCROFT     |    | 60       | BABA      |
| ROW 7  | 77 | SMITH      |              | 80 | WALZER   |           |
| ROW 6  |    | 83         | WESTMORELAND |    | 93       | CHILCOTT  |
| ROW 5  | 78 | HIBBERD    |              | 48 | WALFORD  |           |
| ROW 4  |    | 52         | CLARIDGE     |    | 84       | WOODHOUSE |
| ROW 3  | 57 | WELCH      |              | 61 | DIFFEY   |           |
| ROW 2  |    | 79         | EBERHARDT    |    | 66       | GILLIES   |
| ROW 1  | 65 | JOWSEY     |              | 51 | HIBBERD  |           |
|        |    |            | POLE         |    |          |           |

Cars 31 and 63 - 1st and 2nd Reserves.

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone Inter

Circuit Length = 2.2490 miles.

Start: 12:39 End: 12:59

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Gentleman Drivers GT & Sports Endurance QUALIFYING - Race 3

| POS | NO  | CL | NAME                    | ENTRY                       | TIME     | LAPS | GAP      | MPH   |
|-----|-----|----|-------------------------|-----------------------------|----------|------|----------|-------|
| 1   | 47  | A2 | Leventis/Hardman        | Ferrari 246                 | 2:04.745 | 17   |          | 64.90 |
| 2   | 160 | C2 | Phillips/Williams       | AC Cobra                    | 2:07.732 | 17   | 2.987    | 63.38 |
| 3   | 29  | A2 | Horsman/Hulme           | Lotus 17                    | 2:08.209 | 7    | 3.464    | 63.15 |
| 4   | 154 | C2 | Laidlaw/Diffey          | Porsche 904/6               | 2:09.179 | 16   | 4.434    | 62.67 |
| 5   | 170 | C2 | Marcais/Cameron         | Iso Grifo A-3               | 2:09.643 | 17   | 4.898    | 62.45 |
| 6   | 24  | C2 | Clark/Clark             | Jaguar E-Type               | 2:10.167 | 18   | 5.422    | 62.20 |
| 7   | 143 | C2 | Bendall/Wykeham         | Iso Grifo Bizzarrini        | 2:10.706 | 16   | 5.961    | 61.94 |
| 8   | 148 | C2 | Kinsella/Markey         | Jaguar E-Type               | 2:10.733 | 17   | 5.988    | 61.93 |
| 9   | 3   | A1 | Steele/Nuttall          | Jaguar HWM                  | 2:12.157 | 17   | 7.412    | 61.26 |
| 10  | 177 | C2 | Young/Cooke             | Chevrolet Corvette          | 2:12.587 | 18   | 7.842    | 61.06 |
| 11  | 151 | C2 | Blower/Clark            | Aston Martin DB4GT          | 2:12.815 | 17   | 8.070    | 60.96 |
| 12  | 88  | B2 | Welch/Welch             | Austin Healey 3000MKII      | 2:13.460 | 16   | 8.715    | 60.66 |
| 13  | 146 | C2 | Bryant/Bryant           | AC Cobra                    | 2:13.734 | 11   | 8.989    | 60.54 |
| 14  | 44  | A2 | Bailey/Pearson          | Cooper Bobtail              | 2:13.843 | 15   | 9.098    | 60.49 |
| 15  | 156 | C2 | Lynn/Clark              | AC Cobra Le Mans            | 2:13.887 | 14   | 9.142    | 60.47 |
| 16  | 23  | A2 | Bianchi/Attwood         | Allard Farrellac            | 2:14.444 | 9    | 9.699    | 60.22 |
| 17  | 20  | A1 | Wood/Cannell            | Jaguar RGS                  | 2:14.528 | 18   | 9.783    | 60.18 |
| 18  | 157 | C2 | Mallard/Winchester      | Shelby Mustang GT350        | 2:14.670 | 17   | 9.925    | 60.12 |
| 19  | 25  | A2 | Cooke/Twyman            | Lotus XI Le Mans            | 2:14.936 | 12   | 10.191   | 60.00 |
| 20  | 140 | C2 | Albuquerque/Albuquerque | Iso Grifo                   | 2:16.680 | 16   | 11.935   | 59.23 |
| 21  | 6   | A1 | Bennett/Rollason        | Aston Martin DB3S           | 2:16.805 | 17   | 12.060   | 59.18 |
| 22  | 73  | B2 | Clarkson/Williams       | Austin Healey Mkl           | 2:17.463 | 17   | 12.718   | 58.89 |
| 23  | 71  | B2 | Cox/Tice                | Austin Healey 3000          | 2:17.559 | 17   | 12.814   | 58.85 |
| 24  | 42  | A2 | Woodley/Rowley          | Lotus 17                    | 2:17.944 | 17   | 13.199   | 58.69 |
| 25  | 159 | C2 | Verey/Green             | Sunbeam Tiger               | 2:19.408 | 17   | 14.663   | 58.07 |
| 26  | 66  | B2 | Blain/Edwards           | Morgan plus 4               | 2:20.670 | 17   | 15.925   | 57.55 |
| 27  | 11  | A1 | Milligan/Goodwin        | Jaguar HWM                  | 2:20.822 | 17   | 16.077   | 57.49 |
| 28  | 112 | A2 | Paterson/Acklam         | Lotus 11                    | 2:21.399 | 16   | 16.654   | 57.25 |
| 29  | 7   | A1 | Cussons/Eastick         | Jaguar C-type               | 2:21.779 | 17   | 17.034   | 57.10 |
| 30  | 18  | C2 | Lindsay/Pattinson       | Shelby Mustang GT350        | 2:22.315 | 16   | 17.570   | 56.89 |
| 31  | 82  | B2 | Paul/Wells              | Morgan Plus 4               | 2:22.378 | 17   | 17.633   | 56.86 |
| 32  | 31  | C2 | Moy/Watts               | Lola MkI                    | 2:22.670 | 17   | 17.925   | 56.74 |
| 33  | 35  | A2 | Peach/Bromley           | Elva MkIV                   | 2:23.023 | 16   | 18.278   | 56.60 |
| 34  | 115 | C1 | Lees/Nicoll             | TVR Grantura                | 2:23.465 | 17   | 18.720   | 56.43 |
| 35  | 50  | B1 | Beale/Beale             | Lotus Elite                 | 2:23.714 | 17   | 18.969   | 56.33 |
| 36  | 107 | C1 | Fabri/Stoop             | Alfa Romeo TZ               | 2:23.976 | 15   | 19.231   | 56.23 |
| 37  | 102 | C1 | Barrie/Ruff             | Porsche 911                 | 2:24.262 | 16   | 19.517   | 56.12 |
| 38  | 128 | C1 | Wright/Gans             | Alfa Romeo TZ1              | 2:24.305 | 16   | 19.560   | 56.10 |
| 39  | 121 | C1 | Rutt/Sugden             | Porsche 911                 | 2:24.978 | 16   | 20.233   | 55.84 |
| 40  | 53  | B1 | Hill/Monk               | Lotus Elite                 | 2:25.301 | 16   | 20.556   | 55.72 |
| 41  | 5   | A1 | Ainscough/Baxter        | Frazer Nash Sebring         | 2:27.093 | 14   | 22.348   | 55.04 |
| 42  | 10  | A1 | McGlone/Gross           | Aston Martin DB3s           | 2:27.598 | 8    | 22.853   | 54.85 |
| 43  | 72  | B2 | Conway/Mercer           | AC Ace BRISTOL              | 2:30.466 | 16   | 25.721   | 53.80 |
| 44  | 136 | C2 | Bridges/Feilden         | AC Cobra                    | 2:30.877 | 9    | 26.132   | 53.66 |
| 45  | 126 | C1 | Willis/Chilcott         | MG Midget                   | 2:31.029 | 15   | 26.284   | 53.60 |
| 46  | 48  | A2 | Cooke/Richardson        | Maserati 350s               | 2:32.822 | 10   | 28.077   | 52.97 |
| 47  | 110 | C1 | Hampson/Lowry           | Sunbeam Alpine Le Mans      | 2:37.355 | 16   | 32.610   | 51.45 |
| 48  | 55  | B1 | Loveridge/Baker-Carr    | Alfa Romeo Giulietta Sprint | 3:15.368 | 10   | 1:10.623 | 41.44 |
| 49  | 81  | B2 | Lanfranchi/Williams     | AC Acea Bristol             | 3:25.314 | 1    | 1:20.569 | 39.43 |

Cars 48,160,121,177 and 143 - 1st,2nd,3rd,4th and 5th Reserves

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone Inter

Circuit Length = 2.2490 miles.

Start: 13:40 End: 14:20

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|                  |           |             |

## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

|           |                          |                      |                 |      |                 |      |          |
|-----------|--------------------------|----------------------|-----------------|------|-----------------|------|----------|
| <b>3</b>  | <b>Steele/Nuttall</b>    | Jaguar HWM           |                 |      |                 |      |          |
| 1 -       | 4:08.266                 | 6 -                  | 2:14.328        | 11 - | 2:23.601        | 16 - | 2:25.463 |
| 2 -       | 2:29.071                 | 7 -                  | <b>2:12.157</b> | 12 - | 2:21.563        | 17 - | 2:22.109 |
| 3 -       | 2:16.803                 | 8 -                  | 2:56.139P       | 13 - | 2:21.462        |      |          |
| 4 -       | 2:17.570                 | 9 -                  | 3:20.995        | 14 - | 2:22.421        |      |          |
| 5 -       | 2:13.584                 | 10 -                 | 2:28.174        | 15 - | 2:20.668        |      |          |
| <b>5</b>  | <b>Ainscough/Baxter</b>  | Frazer Nash Sebring  |                 |      |                 |      |          |
| 1 -       | 3:58.303                 | 6 -                  | 2:44.165        | 11 - | 2:29.496        |      |          |
| 2 -       | 2:51.298                 | 7 -                  | 7:22.893        | 12 - | 2:31.742        |      |          |
| 3 -       | 2:41.267                 | 8 -                  | 2:56.529P       | 13 - | 2:30.589        |      |          |
| 4 -       | 2:41.500                 | 9 -                  | 3:16.291        | 14 - | 2:29.854        |      |          |
| 5 -       | 2:42.394                 | 10 -                 | <b>2:27.093</b> |      |                 |      |          |
| <b>6</b>  | <b>Bennett/Rollason</b>  | Aston Martin DB3S    |                 |      |                 |      |          |
| 1 -       | 3:41.931                 | 6 -                  | 2:32.902        | 11 - | 2:21.529        | 16 - | 2:19.884 |
| 2 -       | 2:39.976                 | 7 -                  | 2:30.608        | 12 - | 2:19.380        | 17 - | 2:19.509 |
| 3 -       | 2:31.586                 | 8 -                  | 2:44.851P       | 13 - | 2:19.622        |      |          |
| 4 -       | 2:29.752                 | 9 -                  | 3:59.647        | 14 - | 2:18.126        |      |          |
| 5 -       | 2:31.759                 | 10 -                 | 2:20.130        | 15 - | <b>2:16.805</b> |      |          |
| <b>7</b>  | <b>Cussons/Eastick</b>   | Jaguar C-type        |                 |      |                 |      |          |
| 1 -       | 4:00.451                 | 6 -                  | 2:22.492        | 11 - | 2:28.143        | 16 - | 2:24.498 |
| 2 -       | 2:46.153                 | 7 -                  | 2:36.702P       | 12 - | 2:24.134        | 17 - | 2:23.025 |
| 3 -       | 2:28.718                 | 8 -                  | 3:46.856        | 13 - | 2:25.242        |      |          |
| 4 -       | <b>2:21.779</b>          | 9 -                  | 2:30.577        | 14 - | 2:24.056        |      |          |
| 5 -       | 2:21.802                 | 10 -                 | 2:25.906        | 15 - | 2:25.997        |      |          |
| <b>10</b> | <b>McGlone/Gross</b>     | Aston Martin DB3s    |                 |      |                 |      |          |
| 1 -       | 3:41.207                 | 6 -                  | 2:31.085        |      |                 |      |          |
| 2 -       | 2:41.024                 | 7 -                  | 2:30.337        |      |                 |      |          |
| 3 -       | <b>2:27.598</b>          | 8 -                  | 2:38.287P       |      |                 |      |          |
| 4 -       | 2:27.838                 |                      |                 |      |                 |      |          |
| 5 -       | 2:31.398                 |                      |                 |      |                 |      |          |
| <b>11</b> | <b>Milligan/Goodwin</b>  | Jaguar HWM           |                 |      |                 |      |          |
| 1 -       | 4:20.276                 | 6 -                  | 2:24.866        | 11 - | 3:46.013        | 16 - | 2:26.025 |
| 2 -       | 2:36.044                 | 7 -                  | <b>2:20.822</b> | 12 - | 2:24.318        | 17 - | 2:21.665 |
| 3 -       | 2:26.867                 | 8 -                  | 2:21.923        | 13 - | 2:21.362        |      |          |
| 4 -       | 2:24.604                 | 9 -                  | 2:23.920        | 14 - | 2:23.502        |      |          |
| 5 -       | 2:22.010                 | 10 -                 | 2:40.237P       | 15 - | 2:23.642        |      |          |
| <b>18</b> | <b>Lindsay/Pattinson</b> | Shelby Mustang GT350 |                 |      |                 |      |          |
| 1 -       | 3:38.558                 | 6 -                  | 4:07.040        | 11 - | 2:35.958        | 16 - | 2:26.709 |
| 2 -       | 2:46.766                 | 7 -                  | 2:23.659        | 12 - | 2:28.215        |      |          |
| 3 -       | 2:28.716                 | 8 -                  | <b>2:22.315</b> | 13 - | 2:26.563        |      |          |
| 4 -       | 2:29.468                 | 9 -                  | 2:37.832P       | 14 - | 2:29.202        |      |          |
| 5 -       | 2:45.854P                | 10 -                 | 4:22.632        | 15 - | 2:26.827        |      |          |



## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|           |                        |                  |                 |      |           |      |                 |
|-----------|------------------------|------------------|-----------------|------|-----------|------|-----------------|
| <b>20</b> | <b>Wood/Cannell</b>    | Jaguar RGS       |                 |      |           |      |                 |
| 1 -       | 4:08.972               | 6 -              | 2:21.548        | 11 - | 2:21.393  | 16 - | 2:16.331        |
| 2 -       | 2:35.218               | 7 -              | 2:20.056        | 12 - | 2:16.319  | 17 - | <b>2:14.528</b> |
| 3 -       | 2:22.280               | 8 -              | 2:37.347P       | 13 - | 2:16.165  | 18 - | 2:14.828        |
| 4 -       | 2:20.545               | 9 -              | 3:26.340        | 14 - | 2:16.898  |      |                 |
| 5 -       | 2:23.297               | 10 -             | 2:20.025        | 15 - | 2:15.718  |      |                 |
| <b>23</b> | <b>Bianchi/Attwood</b> | Allard Farrellac |                 |      |           |      |                 |
| 1 -       | 3:28.064               | 6 -              | <b>2:14.444</b> |      |           |      |                 |
| 2 -       | 2:29.526               | 7 -              | 2:17.064        |      |           |      |                 |
| 3 -       | 2:19.955               | 8 -              | 2:42.978P       |      |           |      |                 |
| 4 -       | 2:16.942               | 9 -              | 4:42.342P       |      |           |      |                 |
| 5 -       | 2:14.607               |                  |                 |      |           |      |                 |
| <b>24</b> | <b>Clark/Clark</b>     | Jaguar E-Type    |                 |      |           |      |                 |
| 1 -       | 3:48.673               | 6 -              | 2:11.349        | 11 - | 2:20.640  | 16 - | 2:16.124        |
| 2 -       | 2:29.168               | 7 -              | 2:12.938        | 12 - | 2:15.460  | 17 - | 2:15.206        |
| 3 -       | 2:15.891               | 8 -              | 2:10.542        | 13 - | 2:13.660  | 18 - | 2:16.877        |
| 4 -       | <b>2:10.167</b>        | 9 -              | 2:29.426P       | 14 - | 2:14.391  |      |                 |
| 5 -       | 2:10.396               | 10 -             | 4:10.131        | 15 - | 2:13.704  |      |                 |
| <b>25</b> | <b>Cooke/Twyman</b>    | Lotus XI Le Mans |                 |      |           |      |                 |
| 1 -       | 3:49.731               | 6 -              | 2:18.105        | 11 - | 2:28.222  |      |                 |
| 2 -       | 2:28.800               | 7 -              | <b>2:14.936</b> | 12 - | 2:41.637P |      |                 |
| 3 -       | 2:17.452               | 8 -              | 6:51.306        |      |           |      |                 |
| 4 -       | 2:18.508               | 9 -              | 2:20.824        |      |           |      |                 |
| 5 -       | 2:17.659               | 10 -             | 2:23.650        |      |           |      |                 |
| <b>29</b> | <b>Horsman/Hulme</b>   | Lotus 17         |                 |      |           |      |                 |
| 1 -       | 3:19.925               | 6 -              | 2:08.287        |      |           |      |                 |
| 2 -       | 2:21.575               | 7 -              | 2:28.356P       |      |           |      |                 |
| 3 -       | 2:10.606               |                  |                 |      |           |      |                 |
| 4 -       | 2:10.685               |                  |                 |      |           |      |                 |
| 5 -       | <b>2:08.209</b>        |                  |                 |      |           |      |                 |
| <b>31</b> | <b>Moy/Watts</b>       | Lola MkI         |                 |      |           |      |                 |
| 1 -       | 4:06.180               | 6 -              | 2:31.999        | 11 - | 2:26.065  | 16 - | 2:26.696        |
| 2 -       | 2:43.157               | 7 -              | 2:24.531        | 12 - | 2:26.362  | 17 - | 2:26.834        |
| 3 -       | 2:28.206               | 8 -              | 2:26.757        | 13 - | 2:25.406  |      |                 |
| 4 -       | 2:26.096               | 9 -              | 2:23.686        | 14 - | 2:25.253  |      |                 |
| 5 -       | <b>2:22.670</b>        | 10 -             | 2:24.736        | 15 - | 2:27.449  |      |                 |
| <b>35</b> | <b>Peach/Bromley</b>   | Elva MkIV        |                 |      |           |      |                 |
| 1 -       | 3:50.146               | 6 -              | 2:33.592        | 11 - | 2:26.948  | 16 - | <b>2:23.023</b> |
| 2 -       | 2:53.807               | 7 -              | 2:23.574        | 12 - | 2:23.763  |      |                 |
| 3 -       | 2:33.923               | 8 -              | 2:53.448P       | 13 - | 2:23.832  |      |                 |
| 4 -       | 2:26.472               | 9 -              | 4:10.202        | 14 - | 2:23.275  |      |                 |
| 5 -       | 2:23.210               | 10 -             | 2:31.548        | 15 - | 2:23.555  |      |                 |

## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|           |                             |                             |                 |      |                 |      |           |
|-----------|-----------------------------|-----------------------------|-----------------|------|-----------------|------|-----------|
| <b>42</b> | <b>Woodley/Rowley</b>       | Lotus 17                    |                 |      |                 |      |           |
| 1 -       | 4:10.604                    | 6 -                         | 2:25.011        | 11 - | 2:25.957        | 16 - | 2:24.087  |
| 2 -       | 2:45.064                    | 7 -                         | 2:22.619        | 12 - | 2:25.871        | 17 - | 2:51.447P |
| 3 -       | 2:24.605                    | 8 -                         | 2:18.249        | 13 - | 2:31.150        |      |           |
| 4 -       | 2:22.114                    | 9 -                         | 2:44.021P       | 14 - | 2:27.173        |      |           |
| 5 -       | <b>2:17.944</b>             | 10 -                        | 4:21.215        | 15 - | 2:25.005        |      |           |
| <b>44</b> | <b>Bailey/Pearson</b>       | Cooper Bobtail              |                 |      |                 |      |           |
| 1 -       | 3:46.025                    | 6 -                         | <b>2:13.843</b> | 11 - | 2:17.838        |      |           |
| 2 -       | 2:23.964                    | 7 -                         | 2:47.157P       | 12 - | 2:20.612        |      |           |
| 3 -       | 2:17.298                    | 8 -                         | 7:26.656        | 13 - | 2:17.417        |      |           |
| 4 -       | 2:15.640                    | 9 -                         | 2:18.302        | 14 - | 2:19.136        |      |           |
| 5 -       | 2:13.930                    | 10 -                        | 2:18.925        | 15 - | 2:43.735P       |      |           |
| <b>47</b> | <b>Leventis/Hardman</b>     | Ferrari 246                 |                 |      |                 |      |           |
| 1 -       | 3:29.464                    | 6 -                         | 2:26.724P       | 11 - | 2:36.993        | 16 - | 2:34.684  |
| 2 -       | 2:19.783                    | 7 -                         | 4:21.991        | 12 - | 2:32.415        | 17 - | 2:30.374  |
| 3 -       | 2:05.065                    | 8 -                         | 2:39.896        | 13 - | 2:27.190        |      |           |
| 4 -       | 2:05.909                    | 9 -                         | 2:33.858        | 14 - | 2:30.804        |      |           |
| 5 -       | <b>2:04.745</b>             | 10 -                        | 2:36.245        | 15 - | 2:29.927        |      |           |
| <b>48</b> | <b>Cooke/Richardson</b>     | Maserati 350s               |                 |      |                 |      |           |
| 1 -       | 3:59.641                    | 6 -                         | 2:36.067        |      |                 |      |           |
| 2 -       | 3:18.313P                   | 7 -                         | 2:34.232        |      |                 |      |           |
| 3 -       | 6:41.468                    | 8 -                         | <b>2:32.822</b> |      |                 |      |           |
| 4 -       | 2:45.955                    | 9 -                         | 2:33.869        |      |                 |      |           |
| 5 -       | 2:40.911                    | 10 -                        | 3:23.291P       |      |                 |      |           |
| <b>50</b> | <b>Beale/Beale</b>          | Lotus Elite                 |                 |      |                 |      |           |
| 1 -       | 3:41.643                    | 6 -                         | 2:29.507        | 11 - | 2:30.805        | 16 - | 2:28.921  |
| 2 -       | 2:46.760                    | 7 -                         | 2:29.418        | 12 - | 2:27.649        | 17 - | 2:26.921  |
| 3 -       | 2:31.288                    | 8 -                         | 2:28.757        | 13 - | 2:28.981        |      |           |
| 4 -       | 2:28.229                    | 9 -                         | 2:48.826P       | 14 - | <b>2:23.714</b> |      |           |
| 5 -       | 2:27.575                    | 10 -                        | 3:55.456        | 15 - | 2:26.945        |      |           |
| <b>53</b> | <b>Hill/Monk</b>            | Lotus Elite                 |                 |      |                 |      |           |
| 1 -       | 3:33.335                    | 6 -                         | 2:26.113        | 11 - | 5:09.839        | 16 - | 2:27.687  |
| 2 -       | 2:31.407                    | 7 -                         | <b>2:25.301</b> | 12 - | 2:32.571        |      |           |
| 3 -       | 2:29.651                    | 8 -                         | 2:25.864        | 13 - | 2:33.726        |      |           |
| 4 -       | 2:27.967                    | 9 -                         | 2:26.370        | 14 - | 2:33.741        |      |           |
| 5 -       | 2:27.295                    | 10 -                        | 2:40.884P       | 15 - | 2:32.076        |      |           |
| <b>55</b> | <b>Loveridge/Baker-Carr</b> | Alfa Romeo Giulietta Sprint |                 |      |                 |      |           |
| 1 -       | 3:56.613                    | 6 -                         | <b>3:15.368</b> |      |                 |      |           |
| 2 -       | 3:22.202                    | 7 -                         | 3:36.964P       |      |                 |      |           |
| 3 -       | 3:22.582                    | 8 -                         | 8:14.802        |      |                 |      |           |
| 4 -       | 3:20.481                    | 9 -                         | 3:57.731        |      |                 |      |           |
| 5 -       | 3:16.005                    | 10 -                        | 4:16.229P       |      |                 |      |           |

# Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|                     |                            |                        |                      |  |  |
|---------------------|----------------------------|------------------------|----------------------|--|--|
| <b>66</b>           | <b>Blain/Edwards</b>       | Morgan plus 4          |                      |  |  |
| 1 - 3:34.356        | 6 - 2:22.290               | 11 - 2:23.889          | 16 - 2:21.534        |  |  |
| 2 - 2:32.840        | 7 - 2:23.345               | 12 - 2:23.291          | 17 - 2:41.696P       |  |  |
| 3 - 2:26.418        | 8 - 2:23.899               | 13 - 2:21.411          |                      |  |  |
| 4 - 2:24.868        | 9 - 3:07.015P              | 14 - 2:20.788          |                      |  |  |
| 5 - 2:24.781        | 10 - 3:38.047              | 15 - <b>2:20.670</b>   |                      |  |  |
| <b>71</b>           | <b>Cox/Tice</b>            | Austin Healey 3000     |                      |  |  |
| 1 - 3:28.805        | 6 - 2:17.657               | 11 - 2:26.653          | 16 - 2:22.492        |  |  |
| 2 - 2:31.614        | 7 - 2:18.371               | 12 - 2:23.534          | 17 - 2:20.383        |  |  |
| 3 - 2:23.964        | 8 - 2:18.085               | 13 - 2:21.174          |                      |  |  |
| 4 - 2:19.303        | 9 - 3:25.459P              | 14 - 2:22.224          |                      |  |  |
| 5 - <b>2:17.559</b> | 10 - 3:30.235              | 15 - 2:21.171          |                      |  |  |
| <b>72</b>           | <b>Conway/Mercer</b>       | AC Ace BRISTOL         |                      |  |  |
| 1 - 3:27.022        | 6 - 2:38.163               | 11 - 2:34.142          | 16 - <b>2:30.466</b> |  |  |
| 2 - 2:48.288        | 7 - 2:35.568               | 12 - 2:32.842          |                      |  |  |
| 3 - 2:37.644        | 8 - 2:47.314P              | 13 - 2:34.681          |                      |  |  |
| 4 - 2:37.113        | 9 - 4:29.727               | 14 - 2:32.143          |                      |  |  |
| 5 - 2:32.708        | 10 - 2:37.519              | 15 - 2:32.375          |                      |  |  |
| <b>73</b>           | <b>Clarkson/Williams</b>   | Austin Healey Mkl      |                      |  |  |
| 1 - 4:11.488        | 6 - 2:17.542               | 11 - 2:19.460          | 16 - 2:19.586        |  |  |
| 2 - 2:31.547        | 7 - 2:19.606               | 12 - 2:19.308          | 17 - 2:20.351        |  |  |
| 3 - 2:18.126        | 8 - 2:19.215               | 13 - 2:19.611          |                      |  |  |
| 4 - <b>2:17.463</b> | 9 - 2:32.188P              | 14 - 2:21.629          |                      |  |  |
| 5 - 2:17.585        | 10 - 3:39.549              | 15 - 2:18.700          |                      |  |  |
| <b>81</b>           | <b>Lanfranchi/Williams</b> | AC Acea Bristol        |                      |  |  |
| 1 - <b>3:25.314</b> |                            |                        |                      |  |  |
| <b>82</b>           | <b>Paul/Wells</b>          | Morgan Plus 4          |                      |  |  |
| 1 - 3:21.890        | 6 - 2:24.599               | 11 - 2:25.883          | 16 - 2:39.622        |  |  |
| 2 - 2:36.286        | 7 - 2:24.357               | 12 - 2:24.916          | 17 - 2:26.074        |  |  |
| 3 - 2:32.277        | 8 - 2:43.494P              | 13 - 2:22.549          |                      |  |  |
| 4 - 2:28.246        | 9 - 3:43.367               | 14 - 2:25.534          |                      |  |  |
| 5 - 2:29.244        | 10 - 2:27.854              | 15 - <b>2:22.378</b>   |                      |  |  |
| <b>88</b>           | <b>Welch/Welch</b>         | Austin Healey 3000MKII |                      |  |  |
| 1 - 4:01.098        | 6 - <b>2:13.460</b>        | 11 - 2:14.203          | 16 - 2:40.247P       |  |  |
| 2 - 2:35.737        | 7 - 2:25.860P              | 12 - 2:15.815          |                      |  |  |
| 3 - 2:16.718        | 8 - 3:52.186               | 13 - 2:13.999          |                      |  |  |
| 4 - 2:14.202        | 9 - 2:17.612               | 14 - 2:14.820          |                      |  |  |
| 5 - 2:15.609        | 10 - 2:17.174              | 15 - 2:14.180          |                      |  |  |

## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|            |                        |                        |                 |      |                 |      |                 |
|------------|------------------------|------------------------|-----------------|------|-----------------|------|-----------------|
| <b>102</b> | <b>Barrie/Ruff</b>     | Porsche 911            |                 |      |                 |      |                 |
| 1 -        | 3:42.896               | 6 -                    | 2:38.097        | 11 - | 2:26.969        | 16 - | <b>2:24.262</b> |
| 2 -        | 2:50.958               | 7 -                    | 2:38.708        | 12 - | 2:24.625        |      |                 |
| 3 -        | 2:44.287               | 8 -                    | 2:50.386P       | 13 - | 2:25.283        |      |                 |
| 4 -        | 2:42.605               | 9 -                    | 3:48.050        | 14 - | 2:24.952        |      |                 |
| 5 -        | 2:41.588               | 10 -                   | 2:29.116        | 15 - | 2:25.637        |      |                 |
| <b>107</b> | <b>Fabri/Stoop</b>     | Alfa Romeo TZ          |                 |      |                 |      |                 |
| 1 -        | 3:57.173               | 6 -                    | 2:27.479        | 11 - | 2:25.568        |      |                 |
| 2 -        | 2:39.520               | 7 -                    | 2:44.273P       | 12 - | 2:28.701        |      |                 |
| 3 -        | 2:29.326               | 8 -                    | 4:07.287        | 13 - | 2:26.458        |      |                 |
| 4 -        | 2:26.283               | 9 -                    | 2:27.068        | 14 - | <b>2:23.976</b> |      |                 |
| 5 -        | 2:26.490               | 10 -                   | 2:26.206        | 15 - | 3:15.322P       |      |                 |
| <b>110</b> | <b>Hampson/Lowry</b>   | Sunbeam Alpine Le Mans |                 |      |                 |      |                 |
| 1 -        | 3:49.485               | 6 -                    | 2:38.295        | 11 - | 2:44.441        | 16 - | <b>2:37.355</b> |
| 2 -        | 2:53.665               | 7 -                    | 2:40.055        | 12 - | 2:42.519        |      |                 |
| 3 -        | 2:40.853               | 8 -                    | 2:37.523        | 13 - | 2:39.405        |      |                 |
| 4 -        | 2:37.754               | 9 -                    | 3:00.050P       | 14 - | 2:38.398        |      |                 |
| 5 -        | 2:41.533               | 10 -                   | 3:42.472        | 15 - | 2:38.780        |      |                 |
| <b>112</b> | <b>Paterson/Acklam</b> | Lotus 11               |                 |      |                 |      |                 |
| 1 -        | 3:55.600               | 6 -                    | 5:42.022        | 11 - | 2:28.537        | 16 - | 2:26.797        |
| 2 -        | 2:40.229               | 7 -                    | 2:33.740        | 12 - | 2:31.379        |      |                 |
| 3 -        | <b>2:21.399</b>        | 8 -                    | 2:28.187        | 13 - | 2:29.589        |      |                 |
| 4 -        | 2:22.575               | 9 -                    | 2:29.013        | 14 - | 2:32.297        |      |                 |
| 5 -        | 2:37.201P              | 10 -                   | 2:33.658        | 15 - | 2:31.960        |      |                 |
| <b>115</b> | <b>Lees/Nicoll</b>     | TVR Grantura           |                 |      |                 |      |                 |
| 1 -        | 3:23.112               | 6 -                    | 2:24.648        | 11 - | 3:52.362        | 16 - | 2:35.343        |
| 2 -        | 2:36.669               | 7 -                    | 2:24.973        | 12 - | 2:39.415        | 17 - | 2:33.793        |
| 3 -        | 2:28.130               | 8 -                    | 2:24.431        | 13 - | 2:36.608        |      |                 |
| 4 -        | 2:24.772               | 9 -                    | <b>2:23.465</b> | 14 - | 2:36.522        |      |                 |
| 5 -        | 2:27.108               | 10 -                   | 2:42.433P       | 15 - | 2:34.054        |      |                 |
| <b>121</b> | <b>Rutt/Sugden</b>     | Porsche 911            |                 |      |                 |      |                 |
| 1 -        | 3:30.428               | 6 -                    | 2:30.431        | 11 - | 2:29.827        | 16 - | 2:25.245        |
| 2 -        | 2:37.382               | 7 -                    | 2:33.645        | 12 - | 2:30.014        |      |                 |
| 3 -        | 2:32.886               | 8 -                    | 2:53.136P       | 13 - | 2:27.582        |      |                 |
| 4 -        | 2:32.403               | 9 -                    | 4:43.883        | 14 - | <b>2:24.978</b> |      |                 |
| 5 -        | 2:32.531               | 10 -                   | 2:34.762        | 15 - | 2:25.328        |      |                 |
| <b>126</b> | <b>Willis/Chilcott</b> | MG Midget              |                 |      |                 |      |                 |
| 1 -        | 3:54.547               | 6 -                    | 2:34.796        | 11 - | 2:53.593P       |      |                 |
| 2 -        | 2:54.019               | 7 -                    | 2:37.854        | 12 - | 5:48.649        |      |                 |
| 3 -        | 2:39.886               | 8 -                    | 2:36.092        | 13 - | 2:39.892        |      |                 |
| 4 -        | 2:34.890               | 9 -                    | 2:34.154        | 14 - | 2:36.054        |      |                 |
| 5 -        | 2:38.892               | 10 -                   | 2:34.919        | 15 - | <b>2:31.029</b> |      |                 |

## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|            |                                |                      |                 |      |                 |      |                 |
|------------|--------------------------------|----------------------|-----------------|------|-----------------|------|-----------------|
| <b>128</b> | <b>Wright/Gans</b>             | Alfa Romeo TZ1       |                 |      |                 |      |                 |
| 1 -        | 4:07.886                       | 6 -                  | 2:25.403        | 11 - | 2:33.595        | 16 - | <b>2:24.305</b> |
| 2 -        | 2:43.678                       | 7 -                  | 2:26.362        | 12 - | 2:26.854        |      |                 |
| 3 -        | 2:34.343                       | 8 -                  | 2:25.802        | 13 - | 2:26.028        |      |                 |
| 4 -        | 2:28.839                       | 9 -                  | 2:49.300P       | 14 - | 2:25.829        |      |                 |
| 5 -        | 2:27.947                       | 10 -                 | 5:00.439        | 15 - | 2:27.309        |      |                 |
| <b>136</b> | <b>Bridges/Feilden</b>         | AC Cobra             |                 |      |                 |      |                 |
| 1 -        | 3:48.876                       | 6 -                  | 2:47.018        |      |                 |      |                 |
| 2 -        | 3:16.876P                      | 7 -                  | 2:43.231        |      |                 |      |                 |
| 3 -        | 9:52.255P                      | 8 -                  | 2:40.664        |      |                 |      |                 |
| 4 -        | X:00.000P                      | 9 -                  | <b>2:30.877</b> |      |                 |      |                 |
| 5 -        | 4:21.749                       |                      |                 |      |                 |      |                 |
| <b>140</b> | <b>Albuquerque/Albuquerque</b> | Iso Grifo            |                 |      |                 |      |                 |
| 1 -        | 4:03.499                       | 6 -                  | 2:17.430        | 11 - | 5:10.078        | 16 - | 2:19.914        |
| 2 -        | 2:54.172P                      | 7 -                  | <b>2:16.680</b> | 12 - | 2:29.801        |      |                 |
| 3 -        | 2:51.509                       | 8 -                  | 2:18.315        | 13 - | 2:25.410        |      |                 |
| 4 -        | 2:17.818                       | 9 -                  | 2:17.245        | 14 - | 2:24.937        |      |                 |
| 5 -        | 2:19.191                       | 10 -                 | 2:33.496P       | 15 - | 2:23.019        |      |                 |
| <b>143</b> | <b>Bendall/Wykeham</b>         | Iso Grifo Bizzarrini |                 |      |                 |      |                 |
| 1 -        | 3:33.065                       | 6 -                  | 2:13.563        | 11 - | 2:10.796        | 16 - | 6:52.221        |
| 2 -        | 2:27.682                       | 7 -                  | 2:34.497P       | 12 - | <b>2:10.706</b> |      |                 |
| 3 -        | 2:17.109                       | 8 -                  | 3:06.796        | 13 - | 2:12.537        |      |                 |
| 4 -        | 2:15.658                       | 9 -                  | 2:13.705        | 14 - | 2:11.529        |      |                 |
| 5 -        | 2:14.250                       | 10 -                 | 2:10.945        | 15 - | 2:40.193P       |      |                 |
| <b>146</b> | <b>Bryant/Bryant</b>           | AC Cobra             |                 |      |                 |      |                 |
| 1 -        | 4:04.949                       | 6 -                  | 6:03.782P       | 11 - | 2:36.585P       |      |                 |
| 2 -        | 2:30.328                       | 7 -                  | 6:00.857        |      |                 |      |                 |
| 3 -        | 2:16.272                       | 8 -                  | 2:16.377        |      |                 |      |                 |
| 4 -        | <b>2:13.734</b>                | 9 -                  | 2:14.449        |      |                 |      |                 |
| 5 -        | 2:28.255P                      | 10 -                 | 2:14.862        |      |                 |      |                 |
| <b>148</b> | <b>Kinsella/Markey</b>         | Jaguar E-Type        |                 |      |                 |      |                 |
| 1 -        | 3:19.242                       | 6 -                  | 2:12.664        | 11 - | 2:14.474        | 16 - | 2:12.051        |
| 2 -        | 2:30.600                       | 7 -                  | 2:33.163P       | 12 - | 2:14.776        | 17 - | 2:13.884        |
| 3 -        | 2:13.386                       | 8 -                  | 6:25.613        | 13 - | 2:16.043        |      |                 |
| 4 -        | 2:11.837                       | 9 -                  | 2:15.054        | 14 - | 2:39.061P       |      |                 |
| 5 -        | <b>2:10.733</b>                | 10 -                 | 2:15.247        | 15 - | 3:09.332        |      |                 |
| <b>151</b> | <b>Blower/Clark</b>            | Aston Martin DB4GT   |                 |      |                 |      |                 |
| 1 -        | 3:33.777                       | 6 -                  | 2:13.248        | 11 - | 2:16.173        | 16 - | <b>2:12.815</b> |
| 2 -        | 2:26.279                       | 7 -                  | 2:33.155P       | 12 - | 2:13.770        | 17 - | 2:58.170P       |
| 3 -        | 2:17.284                       | 8 -                  | 3:53.161        | 13 - | 2:13.558        |      |                 |
| 4 -        | 2:14.843                       | 9 -                  | 2:18.765        | 14 - | 2:13.622        |      |                 |
| 5 -        | 2:13.912                       | 10 -                 | 2:16.320        | 15 - | 2:15.075        |      |                 |

## Gentleman Drivers GT & Sports Endurance LAP ANALYSIS

(contd.)

|            |                           |                      |                 |      |                 |      |                 |
|------------|---------------------------|----------------------|-----------------|------|-----------------|------|-----------------|
| <b>154</b> | <b>Laidlaw/Diffey</b>     | Porsche 904/6        |                 |      |                 |      |                 |
| 1 -        | 3:31.474                  | 6 -                  | 2:09.596        | 11 - | 3:05.869        | 16 - | 2:13.619        |
| 2 -        | 2:18.816                  | 7 -                  | 2:09.991        | 12 - | 2:14.790        |      |                 |
| 3 -        | 2:09.669                  | 8 -                  | 2:09.461        | 13 - | 2:14.587        |      |                 |
| 4 -        | 2:10.577                  | 9 -                  | 2:09.486        | 14 - | 2:13.628        |      |                 |
| 5 -        | <b>2:09.179</b>           | 10 -                 | 2:25.423P       | 15 - | 2:15.367        |      |                 |
| <b>156</b> | <b>Lynn/Clark</b>         | AC Cobra Le Mans     |                 |      |                 |      |                 |
| 1 -        | 3:50.431                  | 6 -                  | 2:15.969        | 11 - | 2:16.287        |      |                 |
| 2 -        | 2:29.981                  | 7 -                  | 2:16.015        | 12 - | <b>2:13.887</b> |      |                 |
| 3 -        | 2:18.889                  | 8 -                  | 2:15.284        | 13 - | 2:16.107        |      |                 |
| 4 -        | 2:16.084                  | 9 -                  | 2:34.129P       | 14 - | 2:41.202P       |      |                 |
| 5 -        | 2:17.303                  | 10 -                 | 3:51.029        |      |                 |      |                 |
| <b>157</b> | <b>Mallard/Winchester</b> | Shelby Mustang GT350 |                 |      |                 |      |                 |
| 1 -        | 3:26.863                  | 6 -                  | <b>2:14.670</b> | 11 - | 2:22.124        | 16 - | 2:16.477        |
| 2 -        | 2:30.264                  | 7 -                  | 2:15.928        | 12 - | 2:22.209        | 17 - | 2:15.334        |
| 3 -        | 2:19.067                  | 8 -                  | 2:36.964P       | 13 - | 2:37.098P       |      |                 |
| 4 -        | 2:17.066                  | 9 -                  | 3:46.002        | 14 - | 3:33.659        |      |                 |
| 5 -        | 2:17.231                  | 10 -                 | 2:23.988        | 15 - | 2:17.032        |      |                 |
| <b>159</b> | <b>Verey/Green</b>        | Sunbeam Tiger        |                 |      |                 |      |                 |
| 1 -        | 3:48.296                  | 6 -                  | 2:28.438        | 11 - | 2:19.596        | 16 - | 2:20.618        |
| 2 -        | 2:52.607                  | 7 -                  | 2:45.060P       | 12 - | 2:20.500        | 17 - | <b>2:19.408</b> |
| 3 -        | 2:38.190                  | 8 -                  | 3:35.598        | 13 - | 2:19.943        |      |                 |
| 4 -        | 2:33.832                  | 9 -                  | 2:23.211        | 14 - | 2:20.330        |      |                 |
| 5 -        | 2:28.359                  | 10 -                 | 2:21.549        | 15 - | 2:20.157        |      |                 |
| <b>160</b> | <b>Phillips/Williams</b>  | AC Cobra             |                 |      |                 |      |                 |
| 1 -        | 3:27.384                  | 6 -                  | 2:15.280        | 11 - | 2:08.653        | 16 - | 2:09.080        |
| 2 -        | 2:32.524                  | 7 -                  | 2:15.270        | 12 - | 2:10.519        | 17 - | <b>2:07.732</b> |
| 3 -        | 2:20.430                  | 8 -                  | 2:18.242        | 13 - | 2:10.308        |      |                 |
| 4 -        | 2:16.156                  | 9 -                  | 2:38.534P       | 14 - | 2:30.773P       |      |                 |
| 5 -        | 2:15.169                  | 10 -                 | 2:58.130        | 15 - | 4:46.829        |      |                 |
| <b>170</b> | <b>Marcais/Cameron</b>    | Iso Grifo A-3        |                 |      |                 |      |                 |
| 1 -        | 4:10.817                  | 6 -                  | 2:11.194        | 11 - | 2:37.296        | 16 - | 2:14.923        |
| 2 -        | 2:28.670                  | 7 -                  | <b>2:09.643</b> | 12 - | 2:14.915        | 17 - | 2:50.719P       |
| 3 -        | 2:16.697                  | 8 -                  | 2:12.404        | 13 - | 2:26.122        |      |                 |
| 4 -        | 2:15.267                  | 9 -                  | 2:26.911P       | 14 - | 2:19.587        |      |                 |
| 5 -        | 2:10.973                  | 10 -                 | 6:12.144        | 15 - | 2:13.457        |      |                 |
| <b>177</b> | <b>Young/Cooke</b>        | Chevrolet Corvette   |                 |      |                 |      |                 |
| 1 -        | 3:50.006                  | 6 -                  | 2:13.162        | 11 - | 4:40.040        | 16 - | 2:15.665        |
| 2 -        | 2:30.814                  | 7 -                  | 2:13.556        | 12 - | 2:19.648        | 17 - | 2:14.621        |
| 3 -        | 2:17.240                  | 8 -                  | 2:15.249        | 13 - | 2:17.387        | 18 - | 2:15.776        |
| 4 -        | 2:15.421                  | 9 -                  | 2:13.262        | 14 - | 2:17.060        |      |                 |
| 5 -        | <b>2:12.587</b>           | 10 -                 | 2:30.379P       | 15 - | 2:14.562        |      |                 |

# Gentleman Drivers GT & Sports Endurance

## GRID - Race 3

ROW  
22  
ROW  
21  
ROW  
20  
ROW  
19  
ROW  
18  
ROW  
17  
ROW  
16  
ROW  
15  
ROW  
14  
ROW  
13  
ROW  
12  
ROW  
11  
ROW  
10  
ROW  
9  
ROW  
8  
ROW  
7  
ROW  
6  
ROW  
5  
ROW  
4  
ROW  
3  
ROW  
2  
ROW  
1

|     |     |                         |  |     |                     |
|-----|-----|-------------------------|--|-----|---------------------|
|     | 55  | Loveridge/Baker-Carr    |  | 81  | Lanfranchi/Williams |
| 126 |     | Willis/Chilcott         |  | 110 | Hampson/Lowry       |
|     | 72  | Conway/Mercer           |  | 136 | Bridges/Feilden     |
| 5   |     | Ainscough/Baxter        |  | 10  | McGlone/Gross       |
|     | 128 | Wright/Gans             |  | 53  | Hill/Monk           |
| 107 |     | Fabri/Stoop             |  | 102 | Barrie/Ruff         |
|     | 115 | Lees/Nicoll             |  | 50  | Beale/Beale         |
| 31  |     | Moy/Watts               |  | 35  | Peach/Bromley       |
|     | 18  | Lindsay/Pattinson       |  | 82  | Paul/Wells          |
| 112 |     | Paterson/Acklam         |  | 7   | Cussons/Eastick     |
|     | 66  | Blain/Edwards           |  | 11  | Milligan/Goodwin    |
| 42  |     | Woodley/Rowley          |  | 159 | Verey/Green         |
|     | 73  | Clarkson/Williams       |  | 71  | Cox/Tice            |
| 140 |     | Albuquerque/Albuquerque |  | 6   | Bennett/Rollason    |
|     | 157 | Mallard/Winchester      |  | 25  | Cooke/Twyman        |
| 23  |     | Bianchi/Attwood         |  | 20  | Wood/Cannell        |
|     | 44  | Bailey/Pearson          |  | 156 | Lynn/Clark          |
| 88  |     | Welch/Welch             |  | 146 | Bryant/Bryant       |
|     | 3   | Steele/Nuttall          |  | 151 | Blower/Clark        |
| 24  |     | Clark/Clark             |  | 148 | Kinsella/Markey     |
|     | 154 | Laidlaw/Diffey          |  | 170 | Marcais/Cameron     |
| 47  |     | Leventis/Hardman        |  | 29  | Horsman/Hulme       |

POLE

Cars 48,160,121,177 and 143 - 1st,2nd,3rd,4th and 5th Reserves

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 13:40 End: 14:20

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

**The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000  
QUALIFYING - Race 7 - Amended**

| POS | NO  | CL  | NAME                | NAT | ENTRY                  | TIME     | LAPS | GAP      | MPH    |
|-----|-----|-----|---------------------|-----|------------------------|----------|------|----------|--------|
| 1   | 40  | A   | Simon HADFIELD      | GB  | Chevron B37            | 1:42.673 | 12   |          | 110.23 |
| 2   | 9   | A   | Edwin JOWSEY        | GB  | Lola T400              | 1:45.389 | 11   | 2.716    | 107.39 |
| 3   | 16  | A   | Mike WRIGLEY        | GB  | Lola T330/332          | 1:46.138 | 9    | 3.465    | 106.63 |
| 4   | 91  | F2C | Christian FISCHER   | CH  | March 712              | 1:46.543 | 10   | 3.870    | 106.23 |
| 5   | 65  | A   | Frank LYONS         | GB  | Lola T332              | 1:47.188 | 10   | 4.515    | 105.59 |
| 6   | 4   | A   | Michael SCHRYVER    | GB  | Trojan T101            | 1:47.768 | 10   | 5.095    | 105.02 |
| 7   | 118 | A   | Alain DE WAGTER     | B   | Surtees                | 1:48.525 | 10   | 5.852    | 104.29 |
| 8   | 70  | A   | James DENTY         | GB  | Lotus 70               | 1:48.885 | 11   | 6.212    | 103.94 |
| 9   | 5   | A   | Marcus PYE          | GB  | Lola T330              | 1:49.451 | 10   | 6.778    | 103.41 |
| 10  | 45  | A   | John CRAWFORD       | NZ  | McRae GM1              | 1:50.318 | 9    | 7.645    | 102.59 |
| 11  | 19  | A   | Noel ATLEY          | NZ  | Begg 018               | 1:50.340 | 10   | 7.667    | 102.57 |
| 12  | 48  | F2C | Chris ALFORD        | GB  | March 762              | 1:50.341 | 11   | 7.668    | 102.57 |
| 13  | 99  | A   | Peter DUNN          | GB  | March                  | 1:50.979 | 11   | 8.306    | 101.98 |
| 14  | 95  | F2B | Walter HOFFMAN      | GER | March 712M             | 1:51.501 | 11   | 8.828    | 101.50 |
| 15  | 14  | A   | Murray SINCLAIR     | NZ  | Lola T332              | 1:51.995 | 7    | 9.322    | 101.06 |
| 16  | 74  | A   | Ian GILES           | GB  | Gurney Eagle FA 74     | 1:52.213 | 8    | 9.540    | 100.86 |
| 17  | 10  | A   | John BLADON         | GB  | Surtees TS9B           | 1:53.022 | 11   | 10.349   | 100.14 |
| 18  | 31  | A   | David ABBOTT        | NZ  | Lola T430              | 1:53.090 | 11   | 10.417   | 100.08 |
| 19  | 24  | F2C | Wolfgang MATHAI     | GER | Toj                    | 1:54.308 | 11   | 11.635   | 99.01  |
| 20  | 51  | F2B | Mark LINSTON        | GB  | Tecno T69              | 1:56.056 | 9    | 13.383   | 97.52  |
| 21  | 77  | F2A | Amanda WHITTAKER    | GB  | Chevron B34            | 1:56.297 | 11   | 13.624   | 97.32  |
| 22  | 41  | B   | Abba KOGAN          | BRZ | Tecno F2               | 1:56.673 | 11   | 14.000   | 97.01  |
| 23  | 3   | F2C | Christian MILLION   | FRA | Ralt RT1 BMW           | 1:57.198 | 10   | 14.525   | 96.57  |
| 24  | 22  | A   | Stuart LUSH         | NZ  | McRae GM1              | 1:57.970 | 10   | 15.297   | 95.94  |
| 25  | 28  | A   | Keith NORRIS        | GB  | Chevron B28            | 1:58.348 | 5    | 15.675   | 95.63  |
| 26  | 62  | A   | Nick SHRIGLEY-FIEGL | GB  | Lola T300              | 1:58.669 | 9    | 15.996   | 95.37  |
| 27  | 15  | A   | Stan REDMOND        | NZ  | Lola T332              | 2:02.320 | 8    | 19.647   | 92.53  |
| 28  | 94  | F2A | Hermann UNOLD       | GER | Lotus 69               | 2:02.501 | 10   | 19.828   | 92.39  |
| 29  | 6   | A   | Matthew WURR        | GB  | McLaren M10 B          | 2:03.444 | 10   | 20.771   | 91.68  |
| 30  | 11  | A   | Adrian STOOP        | GER | Trojan T101            | 2:04.966 | 6    | 22.293   | 90.57  |
| 31  | 47  | A   | Paul CHRISTIE       | NZ  | Lola T190              | 2:06.024 | 9    | 23.351   | 89.81  |
| 32  | 2   | A   | Lindsay O'DONNELL   | NZ  | Begg FM5               | 2:06.026 | 10   | 23.353   | 89.81  |
| 33  | 18  | A   | Kerry ANDERSON      | NZ  | Lola T142              | 2:06.552 | 10   | 23.879   | 89.43  |
| 34  | 63  | A   | Josephine SEBESTIAN | GB  | Lola T300              | 2:09.603 | 9    | 26.930   | 87.33  |
| 35  | 93  | A   | David WOOD          | GB  | Lola T142              | 2:11.178 | 9    | 28.505   | 86.28  |
| 36  | 36  | F2C | Ralph LEDAMUN       | GB  | March 742              | 2:11.623 | 9    | 28.950   | 85.99  |
| 37  | 76  | A   | Mike GATT           | GB  | Techcraft Brabham BT21 | 2:11.721 | 10   | 29.048   | 85.92  |
| 38  | 67  | B   | Alan BELL           | GB  | Chevron B27            | 2:12.094 | 9    | 29.421   | 85.68  |
| 39  | 82  | F2A | Thierry DE MORTIER  | B   | Brabham BT23           | 2:14.778 | 9    | 32.105   | 83.97  |
| 40  | 59  | F2B | Richard SPELBERG    | GER | Lotus 59               | 2:15.665 | 9    | 32.992   | 83.42  |
| 41  | 55  | A   | Judy LYONS          | GB  | McLaren M18            | 2:47.677 | 3    | 1:05.004 | 67.50  |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 14:28 End: 14:48

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

|           |                          |            |                 |      |                 |
|-----------|--------------------------|------------|-----------------|------|-----------------|
| <b>2</b>  | <b>Lindsay O'DONNELL</b> | <b>NZ</b>  | Begg FM5        |      |                 |
| 1 -       | 5:42.224                 | 6 -        | 2:09.604        |      |                 |
| 2 -       | 2:19.769                 | 7 -        | 2:11.181        |      |                 |
| 3 -       | 2:13.981                 | 8 -        | 2:07.785        |      |                 |
| 4 -       | 2:09.428                 | 9 -        | 2:14.136        |      |                 |
| 5 -       | 2:07.595                 | 10 -       | <b>2:06.026</b> |      |                 |
| <b>3</b>  | <b>Christian MILLION</b> | <b>FRA</b> | Ralt RT1 BMW    |      |                 |
| 1 -       | 5:48.575                 | 6 -        | 2:10.317        |      |                 |
| 2 -       | 2:19.423                 | 7 -        | 2:01.329        |      |                 |
| 3 -       | 2:07.651                 | 8 -        | 1:59.409        |      |                 |
| 4 -       | 2:04.184                 | 9 -        | 2:00.359        |      |                 |
| 5 -       | 2:02.906                 | 10 -       | <b>1:57.198</b> |      |                 |
| <b>4</b>  | <b>Michael SCHRYVER</b>  | <b>GB</b>  | Trojan T101     |      |                 |
| 1 -       | 5:08.914                 | 6 -        | 1:52.497        |      |                 |
| 2 -       | 1:59.824                 | 7 -        | 1:49.275        |      |                 |
| 3 -       | 1:51.963                 | 8 -        | 1:49.837        |      |                 |
| 4 -       | 2:07.234P                | 9 -        | 1:51.108        |      |                 |
| 5 -       | 5:03.191                 | 10 -       | <b>1:47.768</b> |      |                 |
| <b>5</b>  | <b>Marcus PYE</b>        | <b>GB</b>  | Lola T330       |      |                 |
| 1 -       | 5:03.311                 | 6 -        | 1:50.693        |      |                 |
| 2 -       | 2:03.212                 | 7 -        | 1:54.613        |      |                 |
| 3 -       | 1:53.876                 | 8 -        | 1:50.906        |      |                 |
| 4 -       | 1:51.765                 | 9 -        | <b>1:49.451</b> |      |                 |
| 5 -       | 1:51.498                 | 10 -       | 2:11.927P       |      |                 |
| <b>6</b>  | <b>Matthew WURR</b>      | <b>GB</b>  | McLaren M10 B   |      |                 |
| 1 -       | 5:03.821                 | 6 -        | 2:04.860        |      |                 |
| 2 -       | 2:04.078                 | 7 -        | 2:05.022        |      |                 |
| 3 -       | <b>2:03.444</b>          | 8 -        | 2:04.397        |      |                 |
| 4 -       | 2:05.815                 | 9 -        | 2:06.780        |      |                 |
| 5 -       | 2:05.907                 | 10 -       | 2:05.034        |      |                 |
| <b>9</b>  | <b>Edwin JOWSEY</b>      | <b>GB</b>  | Lola T400       |      |                 |
| 1 -       | 5:03.509                 | 6 -        | 1:53.936        | 11 - | 2:11.960P       |
| 2 -       | 1:52.934                 | 7 -        | 1:52.158        |      |                 |
| 3 -       | 1:47.573                 | 8 -        | 1:46.802        |      |                 |
| 4 -       | 1:45.611                 | 9 -        | <b>1:45.389</b> |      |                 |
| 5 -       | 1:48.027                 | 10 -       | 1:53.343        |      |                 |
| <b>10</b> | <b>John BLADON</b>       | <b>GB</b>  | Surtees TS9B    |      |                 |
| 1 -       | 5:06.624                 | 6 -        | 1:55.119        | 11 - | <b>1:53.022</b> |
| 2 -       | 2:06.610                 | 7 -        | 1:55.957        |      |                 |
| 3 -       | 1:58.288                 | 8 -        | 1:56.581        |      |                 |
| 4 -       | 1:58.222                 | 9 -        | 1:53.676        |      |                 |
| 5 -       | 1:55.538                 | 10 -       | 1:57.083        |      |                 |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|           |   |            |               |
|-----------|---|------------|---------------|
| <b>11</b> | <b>Adrian STOOP</b>   | <b>GER</b> | Trojan T101   |
|           | 1 - 5:28.254    6 - 2:43.605P<br>2 - 2:18.006<br>3 - 2:11.148<br>4 - <b>2:04.966</b><br>5 - 2:10.903  |            |               |
| <b>14</b> | <b>Murray SINCLAIR</b>  | <b>NZ</b>  | Lola T332     |
|           | 1 - 5:40.271    6 - <b>1:51.995</b><br>2 - 4:02.587    7 - 1:53.316<br>3 - 1:54.432<br>4 - 1:53.069<br>5 - 1:54.433   |            |               |
| <b>15</b> | <b>Stan REDMOND</b>   | <b>NZ</b>  | Lola T332     |
|           | 1 - 5:22.261    6 - <b>2:02.320</b><br>2 - 4:28.204    7 - 2:03.158<br>3 - 4:12.681    8 - 2:04.977<br>4 - 2:04.635<br>5 - 2:02.847                                   |            |               |
| <b>16</b> | <b>Mike WRIGLEY</b>   | <b>GB</b>  | Lola T330/332 |
|           | 1 - 5:39.880    6 - 1:56.455P<br>2 - 4:02.522    7 - 4:11.529<br>3 - 1:48.438    8 - 1:56.864<br>4 - 1:47.654    9 - 1:53.722<br>5 - <b>1:46.138</b>                  |            |               |
| <b>18</b> | <b>Kerry ANDERSON</b>   |            | Lola T142     |
|           | 1 - 5:40.765    6 - 2:06.948<br>2 - 2:12.403    7 - 2:06.857<br>3 - 2:08.661    8 - <b>2:06.552</b><br>4 - 2:10.176    9 - 2:13.023<br>5 - 2:09.927    10 - 2:42.455P |            |               |
| <b>19</b> | <b>Noel ATLEY</b>   | <b>NZ</b>  | Begg 018      |
|           | 1 - 5:35.515    6 - 1:53.858<br>2 - 2:16.895    7 - 1:56.882<br>3 - 2:29.545    8 - 1:52.955<br>4 - 2:03.447    9 - 2:00.173<br>5 - <b>1:50.340</b> 10 - 2:42.216P    |            |               |
| <b>22</b> | <b>Stuart LUSH</b>  | <b>NZ</b>  | McRae GM1     |
|           | 1 - 5:16.745    6 - 2:04.635<br>2 - 2:24.989    7 - 2:02.891<br>3 - 2:15.382    8 - <b>1:57.970</b><br>4 - 2:03.147    9 - 2:01.903<br>5 - 2:03.053    10 - 2:01.454  |            |               |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|                     |                        |               |             |
|---------------------|------------------------|---------------|-------------|
| <b>24</b>           | <b>Wolfgang MATHAI</b> | <b>GER</b>    | Toj         |
| 1 - 4:58.708        | 6 - <b>1:54.308</b>    | 11 - 2:03.440 |             |
| 2 - 2:06.064        | 7 - 1:57.755           |               |             |
| 3 - 2:01.222        | 8 - 2:00.494           |               |             |
| 4 - 1:56.657        | 9 - 1:58.779           |               |             |
| 5 - 1:56.281        | 10 - 2:05.888          |               |             |
| <b>28</b>           | <b>Keith NORRIS</b>    | <b>GB</b>     | Chevron B28 |
| 1 - 5:13.604        |                        |               |             |
| 2 - 2:09.499        |                        |               |             |
| 3 - 1:58.506        |                        |               |             |
| 4 - <b>1:58.348</b> |                        |               |             |
| 5 - 2:01.304        |                        |               |             |
| <b>31</b>           | <b>David ABBOTT</b>    | <b>NZ</b>     | Lola T430   |
| 1 - 5:19.621        | 6 - 1:56.700           | 11 - 1:57.996 |             |
| 2 - 2:23.479        | 7 - 1:55.142           |               |             |
| 3 - 1:59.939        | 8 - 1:54.869           |               |             |
| 4 - 1:55.295        | 9 - 1:53.203           |               |             |
| 5 - <b>1:53.090</b> | 10 - 1:59.477          |               |             |
| <b>36</b>           | <b>Ralph LEDAMUN</b>   | <b>GB</b>     | March 742   |
| 1 - 5:13.664        | 6 - <b>2:11.623</b>    |               |             |
| 2 - 2:25.692        | 7 - 2:15.470           |               |             |
| 3 - 2:17.558        | 8 - 2:12.822           |               |             |
| 4 - 2:18.902        | 9 - 2:19.189           |               |             |
| 5 - 2:13.841        |                        |               |             |
| <b>40</b>           | <b>Simon HADFIELD</b>  | <b>GB</b>     | Chevron B37 |
| 1 - 4:52.558        | 6 - 1:49.879           | 11 - 1:50.904 |             |
| 2 - 1:51.288        | 7 - <b>1:42.673</b>    | 12 - 1:46.071 |             |
| 3 - 1:43.426        | 8 - 1:44.503           |               |             |
| 4 - 1:44.811        | 9 - 1:45.116           |               |             |
| 5 - 1:48.180        | 10 - 1:44.443          |               |             |
| <b>41</b>           | <b>Abba KOGAN</b>      | <b>BRZ</b>    | Tecno F2    |
| 1 - 5:05.297        | 6 - 1:56.712           | 11 - 1:58.544 |             |
| 2 - 2:06.638        | 7 - 1:57.510           |               |             |
| 3 - 2:00.807        | 8 - <b>1:56.673</b>    |               |             |
| 4 - 2:00.917        | 9 - 1:57.595           |               |             |
| 5 - 1:57.880        | 10 - 2:10.026          |               |             |
| <b>45</b>           | <b>John CRAWFORD</b>   | <b>NZ</b>     | McRae GM1   |
| 1 - 5:30.018        | 6 - 1:51.297           |               |             |
| 2 - 4:18.557        | 7 - <b>1:50.318</b>    |               |             |
| 3 - 1:54.514        | 8 - 1:51.670           |               |             |
| 4 - 1:51.437        | 9 - 2:19.399P          |               |             |
| 5 - 1:52.421        |                        |               |             |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|           |                            |            |                 |
|-----------|----------------------------|------------|-----------------|
| <b>47</b> | <b>Paul CHRISTIE</b>       | <b>NZ</b>  | Lola T190       |
| 1 -       | 5:20.702                   | 6 -        | 2:12.131        |
| 2 -       | 4:38.345                   | 7 -        | 2:09.507        |
| 3 -       | 2:12.746                   | 8 -        | 2:13.336        |
| 4 -       | 2:14.031                   | 9 -        | <b>2:06.024</b> |
| 5 -       | 2:16.458                   |            |                 |
| <b>48</b> | <b>Chris ALFORD</b>        | <b>GB</b>  | March 762       |
| 1 -       | 5:15.914                   | 6 -        | 1:52.940        |
| 2 -       | 1:59.531                   | 7 -        | 1:50.904        |
| 3 -       | 1:56.500                   | 8 -        | <b>1:50.341</b> |
| 4 -       | 1:55.589                   | 9 -        | 1:51.476        |
| 5 -       | 1:50.723                   | 10 -       | 1:50.437        |
| <b>51</b> | <b>Mark LINSTON</b>        | <b>GB</b>  | Tecno T69       |
| 1 -       | 5:22.844                   | 6 -        | 1:56.089        |
| 2 -       | 4:28.700                   | 7 -        | 1:57.304        |
| 3 -       | 2:02.707                   | 8 -        | 2:04.034        |
| 4 -       | 1:57.345                   | 9 -        | 1:58.929        |
| 5 -       | <b>1:56.056</b>            |            |                 |
| <b>55</b> | <b>Judy LYONS</b>          | <b>GB</b>  | McLaren M18     |
| 1 -       | 5:46.977                   |            |                 |
| 2 -       | <b>2:47.677</b>            |            |                 |
| 3 -       | 3:20.252P                  |            |                 |
| <b>59</b> | <b>Richard SPELBERG</b>    | <b>GER</b> | Lotus 59        |
| 1 -       | 5:41.149                   | 6 -        | 2:17.667        |
| 2 -       | 2:32.326                   | 7 -        | <b>2:15.665</b> |
| 3 -       | 2:19.464                   | 8 -        | 2:15.944        |
| 4 -       | 2:17.659                   | 9 -        | 2:19.878        |
| 5 -       | 2:20.978                   |            |                 |
| <b>62</b> | <b>Nick SHRIGLEY-FIEGL</b> | <b>GB</b>  | Lola T300       |
| 1 -       | 5:28.034                   | 6 -        | <b>1:58.669</b> |
| 2 -       | 4:25.640                   | 7 -        | 1:59.171        |
| 3 -       | 2:03.810                   | 8 -        | 2:13.026        |
| 4 -       | 2:03.307                   | 9 -        | 2:01.384        |
| 5 -       | 1:58.775                   |            |                 |
| <b>63</b> | <b>Josephine SEBESTIAN</b> | <b>GB</b>  | Lola T300       |
| 1 -       | 5:18.278                   | 6 -        | 2:14.466        |
| 2 -       | 2:35.569                   | 7 -        | 2:11.823        |
| 3 -       | 2:21.502                   | 8 -        | 3:10.431        |
| 4 -       | 2:15.244                   | 9 -        | 2:19.961        |
| 5 -       | <b>2:09.603</b>            |            |                 |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|           |                           |           |                        |
|-----------|---------------------------|-----------|------------------------|
| <b>65</b> | <b>Frank LYONS</b>        | <b>GB</b> | Lola T332              |
| 1 -       | 5:37.895                  | 6 -       | 1:49.137               |
| 2 -       | 3:55.130                  | 7 -       | 1:51.222               |
| 3 -       | 1:47.413                  | 8 -       | 1:57.687               |
| 4 -       | 1:49.110                  | 9 -       | 1:53.247               |
| 5 -       | <b>1:47.188</b>           | 10 -      | 1:52.803               |
| <b>67</b> | <b>Alan BELL</b>          | <b>GB</b> | Chevron B27            |
| 1 -       | 5:40.469                  | 6 -       | 2:12.732               |
| 2 -       | 2:32.518                  | 7 -       | <b>2:12.094</b>        |
| 3 -       | 2:16.797                  | 8 -       | 2:12.184               |
| 4 -       | 2:14.461                  | 9 -       | 2:15.732               |
| 5 -       | 2:17.624                  |           |                        |
| <b>70</b> | <b>James DENTY</b>        | <b>GB</b> | Lotus 70               |
| 1 -       | 5:05.735                  | 6 -       | 1:50.694               |
| 2 -       | 2:02.756                  | 7 -       | 1:53.931               |
| 3 -       | 1:54.047                  | 8 -       | 1:49.813               |
| 4 -       | 1:52.236                  | 9 -       | <b>1:48.885</b>        |
| 5 -       | 1:49.188                  | 10 -      | 1:50.599               |
|           |                           | 11 -      | 1:52.391               |
| <b>74</b> | <b>Ian GILES</b>          | <b>GB</b> | Gurney Eagle FA 74     |
| 1 -       | 4:57.359                  | 6 -       | 1:53.829               |
| 2 -       | 1:56.829                  | 7 -       | <b>1:52.213</b>        |
| 3 -       | 1:52.267                  | 8 -       | 2:14.432P              |
| 4 -       | 2:13.533P                 |           |                        |
| 5 -       | 3:45.193                  |           |                        |
| <b>76</b> | <b>Mike GATT</b>          | <b>GB</b> | Techcraft Brabham BT21 |
| 1 -       | 5:00.478                  | 6 -       | 2:13.453               |
| 2 -       | 2:17.137                  | 7 -       | <b>2:11.721</b>        |
| 3 -       | 2:14.725                  | 8 -       | 2:12.704               |
| 4 -       | 2:15.633                  | 9 -       | 2:17.468               |
| 5 -       | 2:14.982                  | 10 -      | 2:12.068               |
| <b>77</b> | <b>Amanda WHITTAKER</b>   | <b>GB</b> | Chevron B34            |
| 1 -       | 5:05.448                  | 6 -       | 1:56.892               |
| 2 -       | 2:11.663                  | 7 -       | <b>1:56.297</b>        |
| 3 -       | 1:59.563                  | 8 -       | 1:56.784               |
| 4 -       | 1:59.795                  | 9 -       | 1:58.835               |
| 5 -       | 1:57.241                  | 10 -      | 2:04.711               |
|           |                           | 11 -      | 2:03.329               |
| <b>82</b> | <b>Thierry DE MORTIER</b> | <b>B</b>  | Brabham BT23           |
| 1 -       | 5:10.628                  | 6 -       | 2:21.401               |
| 2 -       | 2:32.718                  | 7 -       | 2:18.948               |
| 3 -       | 2:26.178                  | 8 -       | 2:19.047               |
| 4 -       | 2:22.943                  | 9 -       | <b>2:14.778</b>        |
| 5 -       | 2:17.647                  |           |                        |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

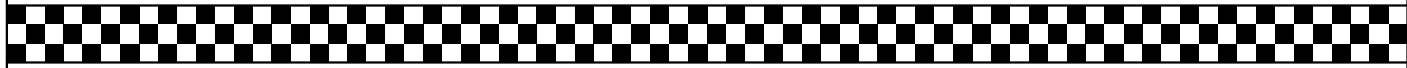
|            |                          |                      |               |
|------------|--------------------------|----------------------|---------------|
| <b>91</b>  | <b>Christian FISCHER</b> | <b>CH</b>            | March 712     |
|            | 1 - 5:04.722             | 6 - 3:12.074         |               |
|            | 2 - 2:02.132             | 7 - <b>1:46.543</b>  |               |
|            | 3 - 1:53.211             | 8 - 1:46.921         |               |
|            | 4 - 1:48.562             | 9 - 1:52.726         |               |
|            | 5 - 2:05.214P            | 10 - 2:10.015P       |               |
| <b>93</b>  | <b>David WOOD</b>        | <b>GB</b>            | Lola T142     |
|            | 1 - 5:03.123             | 6 - 2:25.558P        |               |
|            | 2 - 2:20.875             | 7 - 3:05.178         |               |
|            | 3 - 2:18.548             | 8 - 2:13.034         |               |
|            | 4 - 2:15.320             | 9 - <b>2:11.178</b>  |               |
|            | 5 - 2:11.575             |                      |               |
| <b>94</b>  | <b>Hermann UNOLD</b>     | <b>GER</b>           | Lotus 69      |
|            | 1 - 5:33.354             | 6 - 2:07.089         |               |
|            | 2 - 2:19.479             | 7 - 2:03.716         |               |
|            | 3 - 2:10.876             | 8 - 2:04.023         |               |
|            | 4 - 2:08.931             | 9 - <b>2:02.501</b>  |               |
|            | 5 - 2:07.678             | 10 - 2:03.420        |               |
| <b>95</b>  | <b>Walter HOFFMAN</b>    | <b>GER</b>           | March 712M    |
|            | 1 - 5:30.206             | 6 - <b>1:51.501</b>  | 11 - 1:52.961 |
|            | 2 - 2:10.649             | 7 - 1:52.570         |               |
|            | 3 - 1:55.257             | 8 - 1:51.641         |               |
|            | 4 - 1:53.024             | 9 - 1:52.338         |               |
|            | 5 - 1:52.135             | 10 - 1:54.585        |               |
| <b>99</b>  | <b>Peter DUNN</b>        |                      | March         |
|            | 1 - 5:02.605             | 6 - 1:55.072         | 11 - 1:55.917 |
|            | 2 - 2:02.508             | 7 - 1:54.141         |               |
|            | 3 - 1:55.117             | 8 - 1:55.366         |               |
|            | 4 - 2:00.752             | 9 - 1:52.327         |               |
|            | 5 - 1:56.239             | 10 - <b>1:50.979</b> |               |
| <b>118</b> | <b>Alain DE WAGTER</b>   | <b>B</b>             | Surtees       |
|            | 1 - 7:04.205             | 6 - 1:56.096         |               |
|            | 2 - 1:51.332             | 7 - <b>1:48.525</b>  |               |
|            | 3 - 1:50.181             | 8 - 1:53.991         |               |
|            | 4 - 1:50.329             | 9 - 2:06.979         |               |
|            | 5 - 1:50.965             | 10 - 2:06.724        |               |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000

## GRID - Race 7

|        |     |            |  |                   |
|--------|-----|------------|--|-------------------|
| ROW 21 | 55  | LYONS      |  |                   |
| ROW 20 | 82  | DE MORTIER |  | 59 SPELBERG       |
| ROW 19 | 76  | GATT       |  | 67 BELL           |
| ROW 18 | 93  | WOOD       |  | 36 LEDAMUN        |
| ROW 17 | 18  | ANDERSON   |  | 63 SEBESTIAN      |
| ROW 16 | 47  | CHRISTIE   |  | 2 O'DONNELL       |
| ROW 15 | 6   | WURR       |  | 11 STOOP          |
| ROW 14 | 15  | REDMOND    |  | 94 UNOLD          |
| ROW 13 | 28  | NORRIS     |  | 62 SHRIGLEY-FIEGL |
| ROW 12 | 3   | MILLION    |  | 22 LUSH           |
| ROW 11 | 77  | WHITTAKER  |  | 41 KOGAN          |
| ROW 10 | 24  | MATHAI     |  | 51 LINSTON        |
| ROW 9  | 10  | BLADON     |  | 31 ABBOTT         |
| ROW 8  | 14  | SINCLAIR   |  | 74 GILES          |
| ROW 7  | 99  | DUNN       |  | 95 HOFFMAN        |
| ROW 6  | 19  | ATLEY      |  | 48 ALFORD         |
| ROW 5  | 5   | PYE        |  | 45 CRAWFORD       |
| ROW 4  | 118 | DE WAGTER  |  | 70 DENTY          |
| ROW 3  | 65  | LYONS      |  | 4 SCHRYVER        |
| ROW 2  | 16  | WRIGLEY    |  | 91 FISCHER        |
| ROW 1  | 40  | HADFIELD   |  | 9 JOWSEY          |

POLE



**Weather/Track - Overcast/Dry**  
**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 14:28 End: 14:48

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars

### QUALIFYING - Race 6

| POS | NO | CL | NAME                 | NAT | ENTRY                 | TIME      | LAPS | GAP      | MPH   |
|-----|----|----|----------------------|-----|-----------------------|-----------|------|----------|-------|
| 1   | 5  | 7  | Michael SCHRYVER     |     | Lotus 18              | 2:01.473  | 9    |          | 93.17 |
| 2   | 34 | 7  | Barry CANNELL        |     | Cooper T53            | 2:02.426  | 10   | 0.953    | 92.45 |
| 3   | 1  | 7  | Philip WALKER        |     | Lotus 16              | 2:03.098  | 8    | 1.625    | 91.94 |
| 4   | 39 | 7  | John CLARK           |     | Cooper T51            | 2:04.842  | 9    | 3.369    | 90.66 |
| 5   | 16 | 7  | Duncan DAYTON        |     | Lotus 16              | 2:05.252  | 9    | 3.779    | 90.36 |
| 6   | 10 | 7  | Adrian VAN DER KROFT |     | Cooper T51            | 2:06.686  | 10   | 5.213    | 89.34 |
| 7   | 24 | 7  | Joaquin FOLCH        |     | Lotus 16              | 2:09.927  | 6    | 8.454    | 87.11 |
| 8   | 3  | 9  | Andrew SMITH         |     | Cooper T43            | 2:09.943  | 6    | 8.470    | 87.10 |
| 9   | 17 | 4  | Mark GILLIES         |     | ERA A-Type            | 2:10.325  | 9    | 8.852    | 86.84 |
| 10  | 32 | 7  | Neil DAVIES          |     | Cooper T51            | 2:10.502  | 8    | 9.029    | 86.73 |
| 11  | 45 | 9  | Bill KIRKPATRICK     |     | Cooper T45            | 2:10.861  | 9    | 9.388    | 86.49 |
| 12  | 18 | 7  | Roy WALZER           |     | Lotus 18              | 2:11.237  | 9    | 9.764    | 86.24 |
| 13  | 2  | 8  | Rod JOLLEY           |     | Monza Lister Jaguar   | 2:11.451  | 9    | 9.978    | 86.10 |
| 14  | 77 | 10 | Mark GRIFFITHS       |     | Lotus 18              | 2:11.612  | 9    | 10.139   | 85.99 |
| 15  | 29 | 7  | Alan BAILLIE         |     | Lotus 18              | 2:11.748  | 9    | 10.275   | 85.90 |
| 16  | 23 | 7  | Julian BRONSON       |     | Cooper T43            | 2:12.336  | 9    | 10.863   | 85.52 |
| 17  | 21 | 6  | Burckhard VON SCHENK |     | Maserati 250F         | 2:12.740  | 9    | 11.267   | 85.26 |
| 18  | 61 | 4  | James 'Mac' HULBERT  |     | ERA R4D               | 2:13.799  | 9    | 12.326   | 84.59 |
| 19  | 7  | 6  | Nick WIGLEY          |     | Connaught B4          | 2:13.805  | 7    | 12.332   | 84.58 |
| 20  | 26 | 7  | Marshall BAILEY      |     | JBW F1                | 2:14.098  | 7    | 12.625   | 84.40 |
| 21  | 74 | 4  | Duncan RICKETTS      |     | ERA E-Type            | 2:15.087  | 8    | 13.614   | 83.78 |
| 22  | 46 | 9  | Tania PILKINGTON     |     | Cooper T43            | 2:15.941  | 9    | 14.468   | 83.26 |
| 23  | 12 | 9  | Sebastian WELCH      |     | Cooper T45            | 2:16.857  | 9    | 15.384   | 82.70 |
| 24  | 31 | 10 | Michael WINDSOR-PRIC |     | Emeryson F1           | 2:17.326  | 9    | 15.853   | 82.42 |
| 25  | 27 | 6  | Jose ALBUQUERQUE     |     | Maserati 250F         | 2:18.244  | 6    | 16.771   | 81.87 |
| 26  | 51 | 1  | Charles DEAN         |     | Bugatti T51           | 2:18.389  | 8    | 16.916   | 81.78 |
| 27  | 4  | 5  | Bob GILBERT          |     | Connaught Al10        | 2:18.974  | 9    | 17.501   | 81.44 |
| 28  | 58 | 7  | Chris DRAKE          |     | Lotus 16              | 2:19.547  | 8    | 18.074   | 81.10 |
| 29  | 9  | 3  | Richard LAST         |     | MG K3                 | 2:20.416  | 8    | 18.943   | 80.60 |
| 30  | 8  | 5  | Brian HORWOOD        |     | Cooper Bristol        | 2:20.420  | 9    | 18.947   | 80.60 |
| 31  | 28 | 7  | Richard PARNELL      |     | Walker Climax Tec Mec | 2:20.982  | 8    | 19.509   | 80.28 |
| 32  | 11 | 9  | Graham BURROWS       |     | Cooper T43            | 2:21.964  | 8    | 20.491   | 79.72 |
| 33  | 20 | 5  | Barry WOOD           |     | Cooper Bristol        | 2:23.113  | 8    | 21.640   | 79.08 |
| 34  | 19 | 5  | Paul GRANT           |     | Cooper Bristol MkII   | 2:23.447  | 8    | 21.974   | 78.90 |
| 35  | 33 | 1  | Dick SMITH           |     | Frazer Nash Nurburg   | 2:23.528  | 5    | 22.055   | 78.85 |
| 36  | 72 | 6  | David BENNETT        |     | Maserati A6GCM        | 2:24.977  | 8    | 23.504   | 78.07 |
| 37  | 41 | 10 | David PRATLEY        |     | Lola Mk3              | 2:27.338  | 8    | 25.865   | 76.81 |
| 38  | 43 | 7  | Geoff WILLIAMS       |     | Cooper T43            | 2:30.634  | 5    | 29.161   | 75.13 |
| 39  | 14 | 5  | Mary GRANT-JONKERS   |     | Cooper Bristol MkII   | 2:40.663  | 8    | 39.190   | 70.44 |
| 40  | 37 | 1  | Marcel SONTROP       |     | Bugatti T37           | 2:49.780  | 6    | 48.307   | 66.66 |
| 41  | 35 | 9  | Jean Louis DURET     |     | Cooper T51            | 11:25.559 | 2    | 9:24.086 | 16.51 |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 14:53 End: 15:13

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

|          |                         |                     |
|----------|-------------------------|---------------------|
| <b>1</b> | <b>Philip WALKER</b>    | Lotus 16            |
| 1 -      | 5:26.977                | 6 - 2:06.768        |
| 2 -      | 2:08.468                | 7 - 2:04.759        |
| 3 -      | 3:10.647P               | 8 - <b>2:03.098</b> |
| 4 -      | 4:17.374                |                     |
| 5 -      | 2:07.238                |                     |
| <b>2</b> | <b>Rod JOLLEY</b>       | Monza Lister Jaguar |
| 1 -      | 5:35.774                | 6 - <b>2:11.451</b> |
| 2 -      | 2:15.808                | 7 - 2:13.887        |
| 3 -      | 2:16.738                | 8 - 2:13.898        |
| 4 -      | 2:12.094                | 9 - 2:14.164        |
| 5 -      | 2:13.410                |                     |
| <b>3</b> | <b>Andrew SMITH</b>     | Cooper T43          |
| 1 -      | 6:13.127                | 6 - 2:43.014P       |
| 2 -      | 2:10.394                |                     |
| 3 -      | 2:17.066                |                     |
| 4 -      | 2:10.682                |                     |
| 5 -      | <b>2:09.943</b>         |                     |
| <b>4</b> | <b>Bob GILBERT</b>      | Connaught A110      |
| 1 -      | 5:35.395                | 6 - 2:20.547        |
| 2 -      | 2:22.549                | 7 - 2:19.990        |
| 3 -      | 2:22.193                | 8 - 2:20.283        |
| 4 -      | 2:23.061                | 9 - <b>2:18.974</b> |
| 5 -      | 2:23.730                |                     |
| <b>5</b> | <b>Michael SCHRYVER</b> | Lotus 18            |
| 1 -      | 6:16.536                | 6 - 2:02.495        |
| 2 -      | 2:04.441                | 7 - 2:01.792        |
| 3 -      | 2:04.898                | 8 - <b>2:01.473</b> |
| 4 -      | 2:04.165                | 9 - 2:03.415        |
| 5 -      | 2:03.044                |                     |
| <b>7</b> | <b>Nick WIGLEY</b>      | Connaught B4        |
| 1 -      | 6:11.493                | 6 - <b>2:13.805</b> |
| 2 -      | 2:15.765                | 7 - 2:33.911P       |
| 3 -      | 2:14.421                |                     |
| 4 -      | 2:15.796                |                     |
| 5 -      | 2:14.632                |                     |
| <b>8</b> | <b>Brian HORWOOD</b>    | Cooper Bristol      |
| 1 -      | 5:11.676                | 6 - <b>2:20.420</b> |
| 2 -      | 2:22.403                | 7 - 2:21.906        |
| 3 -      | 2:22.648                | 8 - 2:24.824        |
| 4 -      | 2:22.332                | 9 - 2:21.542        |
| 5 -      | 2:21.643                |                     |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                             |                     |
|-----------|-----------------------------|---------------------|
| <b>9</b>  | <b>Richard LAST</b>         | MG K3               |
| 1 -       | 5:46.676                    | 6 - 2:25.753        |
| 2 -       | 2:23.218                    | 7 - 2:25.355        |
| 3 -       | 2:21.966                    | 8 - <b>2:20.416</b> |
| 4 -       | 2:21.860                    |                     |
| 5 -       | 2:22.184                    |                     |
| <b>10</b> | <b>Adrian VAN DER KROFT</b> | Cooper T51          |
| 1 -       | 4:48.547                    | 6 - 2:06.914        |
| 2 -       | 2:07.361                    | 7 - 2:09.273        |
| 3 -       | 2:07.256                    | 8 - 2:10.261        |
| 4 -       | 2:08.336                    | 9 - 2:12.430        |
| 5 -       | <b>2:06.686</b>             | 10 - 2:07.760       |
| <b>11</b> | <b>Graham BURROWS</b>       | Cooper T43          |
| 1 -       | 5:39.735                    | 6 - 2:25.384        |
| 2 -       | 2:27.746                    | 7 - 2:27.131        |
| 3 -       | <b>2:21.964</b>             | 8 - 2:27.046        |
| 4 -       | 2:22.353                    |                     |
| 5 -       | 2:22.649                    |                     |
| <b>12</b> | <b>Sebastian WELCH</b>      | Cooper T45          |
| 1 -       | 5:14.733                    | 6 - <b>2:16.857</b> |
| 2 -       | 2:19.884                    | 7 - 2:22.042        |
| 3 -       | 2:20.544                    | 8 - 2:21.262        |
| 4 -       | 2:20.775                    | 9 - 2:17.227        |
| 5 -       | 2:18.915                    |                     |
| <b>14</b> | <b>Mary GRANT-JONKERS</b>   | Cooper Bristol MkII |
| 1 -       | 5:45.981                    | 6 - 2:48.412        |
| 2 -       | 2:41.900                    | 7 - 2:46.470        |
| 3 -       | <b>2:40.663</b>             | 8 - 2:48.474        |
| 4 -       | 2:41.737                    |                     |
| 5 -       | 2:44.375                    |                     |
| <b>16</b> | <b>Duncan DAYTON</b>        | Lotus 16            |
| 1 -       | 5:39.284                    | 6 - 2:07.274        |
| 2 -       | 2:12.452                    | 7 - 2:07.660        |
| 3 -       | 2:11.833                    | 8 - <b>2:05.252</b> |
| 4 -       | 2:12.122                    | 9 - 2:07.052        |
| 5 -       | 2:08.936                    |                     |
| <b>17</b> | <b>Mark GILLIES</b>         | ERA A-Type          |
| 1 -       | 5:40.801                    | 6 - <b>2:10.325</b> |
| 2 -       | 2:13.615                    | 7 - 2:12.339        |
| 3 -       | 2:13.579                    | 8 - 2:11.549        |
| 4 -       | 2:10.402                    | 9 - 2:11.461        |
| 5 -       | 2:13.970                    |                     |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                             |                     |
|-----------|-----------------------------|---------------------|
| <b>18</b> | <b>Roy WALZER</b>           | Lotus 18            |
| 1 -       | 5:27.559                    | 6 - 2:12.168        |
| 2 -       | 2:17.562                    | 7 - 2:14.374        |
| 3 -       | 2:13.282                    | 8 - <b>2:11.237</b> |
| 4 -       | 2:16.764                    | 9 - 2:13.064        |
| 5 -       | 2:12.565                    |                     |
| <b>19</b> | <b>Paul GRANT</b>           | Cooper Bristol MkII |
| 1 -       | 5:21.568                    | 6 - 2:28.549        |
| 2 -       | <b>2:23.447</b>             | 7 - 2:31.310        |
| 3 -       | 2:27.829                    | 8 - 2:28.622        |
| 4 -       | 2:24.871                    |                     |
| 5 -       | 2:28.603                    |                     |
| <b>20</b> | <b>Barry WOOD</b>           | Cooper Bristol      |
| 1 -       | 5:51.450                    | 6 - 2:24.194        |
| 2 -       | 2:24.385                    | 7 - 2:25.685        |
| 3 -       | <b>2:23.113</b>             | 8 - 2:23.253        |
| 4 -       | 2:23.985                    |                     |
| 5 -       | 2:23.902                    |                     |
| <b>21</b> | <b>Burckhard VON SCHENK</b> | Maserati 250F       |
| 1 -       | 5:04.292                    | 6 - 2:13.173        |
| 2 -       | 2:14.575                    | 7 - 2:13.551        |
| 3 -       | 2:13.074                    | 8 - 2:13.253        |
| 4 -       | <b>2:12.740</b>             | 9 - 2:14.468        |
| 5 -       | 2:13.103                    |                     |
| <b>23</b> | <b>Julian BRONSON</b>       | Cooper T43          |
| 1 -       | 6:14.100                    | 6 - 2:14.459        |
| 2 -       | 2:16.338                    | 7 - 2:20.314        |
| 3 -       | 2:13.049                    | 8 - 2:14.702        |
| 4 -       | 2:14.219                    | 9 - <b>2:12.336</b> |
| 5 -       | 2:14.721                    |                     |
| <b>24</b> | <b>Joaquin FOLCH</b>        | Lotus 16            |
| 1 -       | 6:03.368                    | 6 - 2:53.234P       |
| 2 -       | 2:10.049                    |                     |
| 3 -       | 2:34.035P                   |                     |
| 4 -       | 7:53.518                    |                     |
| 5 -       | <b>2:09.927</b>             |                     |
| <b>26</b> | <b>Marshall BAILEY</b>      | JBW F1              |
| 1 -       | 8:07.352                    | 6 - 2:28.862P       |
| 2 -       | <b>2:14.098</b>             | 7 - 2:53.288        |
| 3 -       | 2:31.158P                   |                     |
| 4 -       | 3:09.591                    |                     |
| 5 -       | 2:16.400                    |                     |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                             |                       |
|-----------|-----------------------------|-----------------------|
| <b>27</b> | <b>Jose ALBUQUERQUE</b>     | Maserati 250F         |
| 1 -       | 5:33.692                    | 6 - 2:53.590P         |
| 2 -       | 2:20.576                    |                       |
| 3 -       | <b>2:18.244</b>             |                       |
| 4 -       | 2:21.022                    |                       |
| 5 -       | 2:26.288                    |                       |
| <b>28</b> | <b>Richard PARNELL</b>      | Walker Climax Tec Mec |
| 1 -       | 5:52.527                    | 6 - 2:23.099          |
| 2 -       | 2:29.827                    | 7 - 2:28.303          |
| 3 -       | 2:26.694                    | 8 - 2:42.699P         |
| 4 -       | <b>2:20.982</b>             |                       |
| 5 -       | 2:21.349                    |                       |
| <b>29</b> | <b>Alan BAILLIE</b>         | Lotus 18              |
| 1 -       | 5:48.306                    | 6 - 2:16.471          |
| 2 -       | 2:16.204                    | 7 - 2:15.013          |
| 3 -       | 2:15.123                    | 8 - 2:13.744          |
| 4 -       | 2:14.336                    | 9 - <b>2:11.748</b>   |
| 5 -       | 2:12.792                    |                       |
| <b>31</b> | <b>Michael WINDSOR-PRIC</b> | Emeryson F1           |
| 1 -       | 5:53.309                    | 6 - 2:21.290          |
| 2 -       | 2:22.442                    | 7 - 2:19.220          |
| 3 -       | 2:18.502                    | 8 - 2:17.722          |
| 4 -       | 2:19.289                    | 9 - <b>2:17.326</b>   |
| 5 -       | 2:21.596                    |                       |
| <b>32</b> | <b>Neil DAVIES</b>          | Cooper T51            |
| 1 -       | 5:28.298                    | 6 - 2:17.236          |
| 2 -       | 2:15.676                    | 7 - 2:25.241          |
| 3 -       | 2:13.459                    | 8 - 3:09.756P         |
| 4 -       | 2:16.092                    |                       |
| 5 -       | <b>2:10.502</b>             |                       |
| <b>33</b> | <b>Dick SMITH</b>           | Frazer Nash Nurburg   |
| 1 -       | 5:24.300                    |                       |
| 2 -       | 2:25.890                    |                       |
| 3 -       | 2:28.982                    |                       |
| 4 -       | <b>2:23.528</b>             |                       |
| 5 -       | 2:50.694P                   |                       |
| <b>34</b> | <b>Barry CANNELL</b>        | Cooper T53            |
| 1 -       | 5:30.975                    | 6 - 2:04.061          |
| 2 -       | 2:09.107                    | 7 - 2:03.630          |
| 3 -       | 2:02.532                    | 8 - 2:07.105          |
| 4 -       | <b>2:02.426</b>             | 9 - 2:03.448          |
| 5 -       | 2:03.782                    | 10 - 2:04.870         |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|   |                         |             |
|---|-------------------------|-------------|
| <b>35</b>   | <b>Jean Louis DURET</b> | Cooper T51  |
| 1 - <b>X:00.000</b><br>2 - 2:47.106P  |                         |             |
| <b>37</b>   | <b>Marcel SONTROP</b>   | Bugatti T37 |
| 1 - 6:21.126    6 - 3:07.275P<br>2 - 2:54.146<br>3 - 2:51.809<br>4 - <b>2:49.780</b><br>5 - 2:54.078  |                         |             |
| <b>39</b>   | <b>John CLARK</b>       | Cooper T51  |
| 1 - 4:53.656    6 - 2:06.905<br>2 - 2:08.297    7 - 2:29.538P<br>3 - 2:05.479    8 - 2:27.218<br>4 - <b>2:04.842</b> 9 - 2:08.924<br>5 - 2:06.217   |                         |             |
| <b>41</b>   | <b>David PRATLEY</b>    | Lola Mk3    |
| 1 - 6:08.127    6 - 2:42.761<br>2 - 2:27.899    7 - 2:31.203<br>3 - <b>2:27.338</b> 8 - 2:28.391<br>4 - 2:29.222<br>5 - 2:34.945                    |                         |             |
| <b>43</b>   | <b>Geoff WILLIAMS</b>   | Cooper T43  |
| 1 - 5:36.829<br>2 - 2:38.295<br>3 - 2:33.590<br>4 - <b>2:30.634</b><br>5 - 2:30.676   |                         |             |
| <b>45</b>   | <b>Bill KIRKPATRICK</b> | Cooper T45  |
| 1 - 5:00.111    6 - 2:12.387<br>2 -                7 - 2:11.968<br>3 - 4:27.096    8 - 2:14.269<br>4 - <b>2:10.861</b> 9 - 2:14.379<br>5 - 2:11.674 |                         |             |
| <b>46</b>   | <b>Tania PILKINGTON</b> | Cooper T43  |
| 1 - 5:32.712    6 - 2:16.968<br>2 - 2:17.080    7 - 2:19.341<br>3 - 2:17.953    8 - 2:19.859<br>4 - <b>2:15.941</b> 9 - 2:16.554<br>5 - 2:17.149    |                         |             |

## Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                            |                     |
|-----------|----------------------------|---------------------|
| <b>51</b> | <b>Charles DEAN</b>        | Bugatti T51         |
| 1 -       | 5:36.989                   | 6 - 2:18.690        |
| 2 -       | 2:18.528                   | 7 - 2:21.291        |
| 3 -       | <b>2:18.389</b>            | 8 - 2:38.690P       |
| 4 -       | 2:19.228                   |                     |
| 5 -       | 2:18.562                   |                     |
| <b>58</b> | <b>Chris DRAKE</b>         | Lotus 16            |
| 1 -       | 5:07.938                   | 6 - <b>2:19.547</b> |
| 2 -       | 2:23.792                   | 7 - 2:20.401        |
| 3 -       | 2:23.127                   | 8 - 2:43.588P       |
| 4 -       | 2:21.885                   |                     |
| 5 -       | 2:23.296                   |                     |
| <b>61</b> | <b>James 'Mac' HULBERT</b> | ERA R4D             |
| 1 -       | 6:20.975                   | 6 - 2:17.821        |
| 2 -       | 2:15.101                   | 7 - 2:16.865        |
| 3 -       | 2:14.507                   | 8 - 2:17.722        |
| 4 -       | <b>2:13.799</b>            | 9 - 2:15.761        |
| 5 -       | 2:14.511                   |                     |
| <b>72</b> | <b>David BENNETT</b>       | Maserati A6GCM      |
| 1 -       | 5:20.097                   | 6 - 2:30.045        |
| 2 -       | 2:29.242                   | 7 - 2:30.875        |
| 3 -       | 2:29.659                   | 8 - 2:46.853P       |
| 4 -       | 2:27.000                   |                     |
| 5 -       | <b>2:24.977</b>            |                     |
| <b>74</b> | <b>Duncan RICKETTS</b>     | ERA E-Type          |
| 1 -       | 6:01.137                   | 6 - 2:17.762        |
| 2 -       | 2:20.735                   | 7 - <b>2:15.087</b> |
| 3 -       | 2:17.318                   | 8 - 2:43.838P       |
| 4 -       | 2:18.913                   |                     |
| 5 -       | 2:18.082                   |                     |
| <b>77</b> | <b>Mark GRIFFITHS</b>      | Lotus 18            |
| 1 -       | 4:54.568                   | 6 - 2:19.119        |
| 2 -       | 2:12.142                   | 7 - 2:13.684        |
| 3 -       | <b>2:11.612</b>            | 8 - 2:12.735        |
| 4 -       | 2:14.997                   | 9 - 2:12.933        |
| 5 -       | 2:15.649                   |                     |

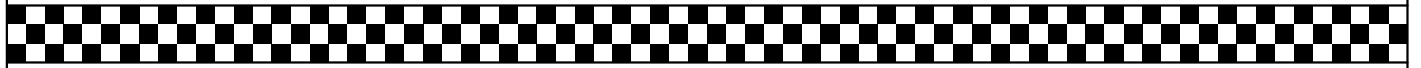
# Race 6 The Tony Brookes Trophy for HGPCA pre 1966 F1 cars

## GRID - Race 6

ROW  
21  
ROW  
20  
ROW  
19  
ROW  
18  
ROW  
17  
ROW  
16  
ROW  
15  
ROW  
14  
ROW  
13  
ROW  
12  
ROW  
11  
ROW  
10  
ROW  
9  
ROW  
8  
ROW  
7  
ROW  
6  
ROW  
5  
ROW  
4  
ROW  
3  
ROW  
2  
ROW  
1

|    |                  |                  |
|----|------------------|------------------|
| 35 | DURET            |                  |
|    | 14 GRANT-JONKERS | 37 SONTROP       |
| 41 | PRATLEY          | 43 WILLIAMS      |
|    | 33 SMITH         | 72 BENNETT       |
| 20 | WOOD             | 19 GRANT         |
|    | 28 PARNELL       | 11 BURROWS       |
| 9  | LAST             | 8 HORWOOD        |
|    | 4 GILBERT        | 58 DRAKE         |
| 27 | ALBUQUERQUE      | 51 DEAN          |
|    | 12 WELCH         | 31 WINDSOR-PRIC  |
| 74 | RICKETTS         | 46 PILKINGTON    |
|    | 7 WIGLEY         | 26 BAILEY        |
| 21 | VON SCHENK       | 61 HULBERT       |
|    | 29 BAILLIE       | 23 BRONSON       |
| 2  | JOLLEY           | 77 GRIFFITHS     |
|    | 45 KIRKPATRICK   | 18 WALZER        |
| 17 | GILLIES          | 32 DAVIES        |
|    | 24 FOLCH         | 3 SMITH          |
| 16 | DAYTON           | 10 VAN DER KROFT |
|    | 1 WALKER         | 39 CLARK         |
| 5  | SCHRYVER         | 34 CANNELL       |

POLE



Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 14:53 End: 15:13

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 4 ACO Plate for Group C-GTP QUALIFYING - Race 4

| POS | NO  | CL  | NAME                | NAT | ENTRY                | TIME      | LAPS | GAP       | MPH    |
|-----|-----|-----|---------------------|-----|----------------------|-----------|------|-----------|--------|
| 1   | 27  | GP1 | Charlie AGG         |     | Nissan R90CK         | 1:36.169  | 13   |           | 117.69 |
| 2   | 4   | GP1 | Gary PEARSON        |     | Jaguar XJR11         | 1:36.569  | 12   | 0.400     | 117.20 |
| 3   | 60  | GP1 | Justin LAW          |     | Jaguar XJR10         | 1:37.556  | 16   | 1.387     | 116.02 |
| 4   | 21  | GP1 | David MERCER        |     | Spice SE90C          | 1:38.344  | 15   | 2.175     | 115.09 |
| 5   | 101 | GP1 | Simon PULLAN        |     | Porsche 962          | 1:39.551  | 12   | 3.382     | 113.69 |
| 6   | 12  | GP1 | Jim MULLEN          |     | Spice GTP            | 1:40.756  | 17   | 4.587     | 112.33 |
| 7   | 14  | GP1 | Henry PEARMAN       |     | Porsche 962          | 1:41.931  | 16   | 5.762     | 111.04 |
| 8   | 88  | GP1 | Chris RANDELL       |     | Nissan NTP1GTP       | 1:41.959  | 13   | 5.790     | 111.00 |
| 9   | 17  | GP1 | Nigel JAMES         |     | Porsche 962C         | 1:42.464  | 5    | 6.295     | 110.46 |
| 10  | 2   | GP1 | Richard EYRE        |     | Jaguar XJR16         | 1:42.596  | 11   | 6.427     | 110.32 |
| 11  | 51  | GP1 | Michael SCHUSTER    |     | Argo Judd JM19       | 1:43.374  | 15   | 7.205     | 109.49 |
| 12  | 32  | GP1 | Nick RINI           |     | Jaguar XJR12D        | 1:46.020  | 12   | 9.851     | 106.75 |
| 13  | 111 | GP1 | Harvey COOKE        |     | Spice GTP            | 1:46.421  | 11   | 10.252    | 106.35 |
| 14  | 31  | GP5 | Michael CHRISTOPHER |     | Prospert LM3000      | 1:46.866  | 11   | 10.697    | 105.91 |
| 15  | 133 | GP1 | Jim GRAHAM          |     | Porsche 962C         | 1:46.894  | 6    | 10.725    | 105.88 |
| 16  | 19  | GP1 | John EDWARDS        |     | Argo JMC19           | 1:47.710  | 13   | 11.541    | 105.08 |
| 17  | 8   | GP1 | Peter MCLAUGHLIN    |     | Spice SE90           | 1:49.426  | 16   | 13.257    | 103.43 |
| 18  | 22  | GP5 | Ian STINTON         |     | Harrier GT1          | 1:50.949  | 7    | 14.780    | 102.01 |
| 19  | 78  | GP4 | Andrew SMITH        |     | Ecosse-Ford 285      | 1:51.140  | 15   | 14.971    | 101.83 |
| 20  | 28  | GP1 | Richard ODDIE       |     | Argo Chevrolet JM20C | 1:51.985  | 13   | 15.816    | 101.07 |
| 21  | 6   | GP1 | Janine PAYNE        |     | Porsche 962          | 1:53.378  | 7    | 17.209    | 99.82  |
| 22  | 79  | GP4 | Alasdair MCCAIG     |     | Ecosse-Rover         | 1:53.516  | 15   | 17.347    | 99.70  |
| 23  | 103 | GP4 | Duncan MCKAY        |     | Bardon Ford DB2      | 2:00.394  | 13   | 24.225    | 94.01  |
| 24  | 37  | GP4 | Richard BATEMAN     |     | Tiga Rover GC287     | 2:04.705  | 14   | 28.536    | 90.76  |
| 25  | 29  | GP1 | Martyn EYRE         |     | Gebhardt Cosworth    | 29:44.707 | 1    | 28:08.538 | 6.34   |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 15:22 End: 15:52

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



## Race 4 ACO Plate for Group C-GTP LAP ANALYSIS

|                     |                         |                      |               |
|---------------------|-------------------------|----------------------|---------------|
| <b>2</b>            | <b>Richard EYRE</b>     | Jaguar XJR16         |               |
| 1 - 8:14.178        | 6 - 1:45.256            | 11 - 2:05.938P       |               |
| 2 - 1:54.448        | 7 - <b>1:42.596</b>     |                      |               |
| 3 - 1:52.904        | 8 - 1:42.729            |                      |               |
| 4 - 2:17.654P       | 9 - 2:13.039P           |                      |               |
| 5 - 4:03.761        | 10 - 5:12.863           |                      |               |
| <b>4</b>            | <b>Gary PEARSON</b>     | Jaguar XJR11         |               |
| 1 - 7:41.830        | 6 - 5:38.963            | 11 - 7:31.595        |               |
| 2 - 1:43.724        | 7 - 1:47.141            | 12 - 1:37.420        |               |
| 3 - 1:38.346        | 8 - 1:41.675            |                      |               |
| 4 - <b>1:36.569</b> | 9 - 1:38.148            |                      |               |
| 5 - 1:56.072P       | 10 - 2:06.031P          |                      |               |
| <b>6</b>            | <b>Janine PAYNE</b>     | Porsche 962          |               |
| 1 - 8:08.651        | 6 - 1:54.056            |                      |               |
| 2 - 1:59.012        | 7 - 2:24.877P           |                      |               |
| 3 - <b>1:53.378</b> |                         |                      |               |
| 4 - 1:54.982        |                         |                      |               |
| 5 - 1:53.936        |                         |                      |               |
| <b>8</b>            | <b>Peter MCLAUGHLIN</b> | Spice SE90           |               |
| 1 - 8:15.303        | 6 - 1:52.985            | 11 - 1:50.994        | 16 - 1:52.391 |
| 2 - 1:59.599        | 7 - 1:55.196            | 12 - 1:50.396        |               |
| 3 - 1:53.699        | 8 - 1:52.119            | 13 - <b>1:49.426</b> |               |
| 4 - 1:53.948        | 9 - 1:51.424            | 14 - 1:51.932        |               |
| 5 - 1:52.856        | 10 - 1:49.838           | 15 - 1:51.275        |               |
| <b>12</b>           | <b>Jim MULLEN</b>       | Spice GTP            |               |
| 1 - 7:47.224        | 6 - 1:43.001            | 11 - 1:45.085        | 16 - 1:41.074 |
| 2 - 1:50.429        | 7 - 1:43.948            | 12 - 1:48.782        | 17 - 1:42.553 |
| 3 - 1:45.625        | 8 - 1:44.852            | 13 - 1:42.335        |               |
| 4 - 1:45.489        | 9 - 1:43.928            | 14 - 1:42.852        |               |
| 5 - 1:44.893        | 10 - 1:42.713           | 15 - <b>1:40.756</b> |               |
| <b>14</b>           | <b>Henry PEARMAN</b>    | Porsche 962          |               |
| 1 - 8:26.396        | 6 - 1:55.813            | 11 - 1:48.898        | 16 - 1:43.533 |
| 2 - 1:58.024        | 7 - 1:51.690            | 12 - 1:42.846        |               |
| 3 - 1:50.521        | 8 - 2:01.775            | 13 - 1:43.374        |               |
| 4 - 1:48.821        | 9 - 1:43.211            | 14 - 1:42.556        |               |
| 5 - 1:54.926        | 10 - 1:46.845           | 15 - <b>1:41.931</b> |               |
| <b>17</b>           | <b>Nigel JAMES</b>      | Porsche 962C         |               |
| 1 - 8:05.388        |                         |                      |               |
| 2 - 1:55.037        |                         |                      |               |
| 3 - 1:52.121        |                         |                      |               |
| 4 - <b>1:42.464</b> |                         |                      |               |
| 5 - 2:18.871P       |                         |                      |               |

# Race 4 ACO Plate for Group C-GTP

## LAP ANALYSIS

(contd.)

|                     |                            |                      |
|---------------------|----------------------------|----------------------|
| <b>19</b>           | <b>John EDWARDS</b>        | Argo JMC19           |
| 1 - 8:09.394        | 6 - 1:54.029               | 11 - 4:22.449        |
| 2 - 1:58.647        | 7 - 1:55.257               | 12 - <b>1:47.710</b> |
| 3 - 1:54.079        | 8 - 1:49.753               | 13 - 2:33.198P       |
| 4 - 1:54.594        | 9 - 1:50.493               |                      |
| 5 - 1:53.591        | 10 - 2:32.576P             |                      |
| <b>21</b>           | <b>David MERCER</b>        | Spice SE90C          |
| 1 - 8:06.783        | 6 - 1:45.268               | 11 - 1:40.201        |
| 2 - 1:56.455        | 7 - 1:43.346               | 12 - 1:39.102        |
| 3 - 1:42.720        | 8 - 1:39.190               | 13 - <b>1:38.344</b> |
| 4 - 1:41.998        | 9 - 1:58.101P              | 14 - 1:48.369        |
| 5 - 1:39.754        | 10 - 4:40.042              | 15 - 1:40.755        |
| <b>22</b>           | <b>Ian STINTON</b>         | Harrier GT1          |
| 1 - 8:35.625P       | 6 - <b>1:50.949</b>        |                      |
| 2 - 3:34.565        | 7 - 3:05.623P              |                      |
| 3 - 1:52.960        |                            |                      |
| 4 - 2:11.670P       |                            |                      |
| 5 - 4:01.837        |                            |                      |
| <b>27</b>           | <b>Charlie AGG</b>         | Nissan R90CK         |
| 1 - 8:22.970        | 6 - 5:17.008               | 11 - 1:36.953        |
| 2 - 1:50.662        | 7 - 1:36.914               | 12 - <b>1:36.169</b> |
| 3 - 1:43.353        | 8 - 1:37.068               | 13 - 1:37.502        |
| 4 - 1:38.189        | 9 - 1:57.862P              |                      |
| 5 - 1:50.248P       | 10 - 4:41.746              |                      |
| <b>28</b>           | <b>Richard ODDIE</b>       | Argo Chevrolet JM20C |
| 1 - 7:24.529        | 6 - 1:54.506               | 11 - 6:30.808        |
| 2 - 1:57.563        | 7 - <b>1:51.985</b>        | 12 - 1:53.573        |
| 3 - 1:54.175        | 8 - 1:53.256               | 13 - 1:52.702        |
| 4 - 1:52.276        | 9 - 1:54.000               |                      |
| 5 - 1:54.080        | 10 - 2:30.039P             |                      |
| <b>29</b>           | <b>Martyn EYRE</b>         | Gebhardt Cosworth    |
| 1 - <b>X:00.000</b> |                            |                      |
| <b>31</b>           | <b>Michael CHRISTOPHER</b> | Prosport LM3000      |
| 1 - 7:42.423        | 6 - 1:47.172               | 11 - 2:32.659P       |
| 2 - 1:51.494        | 7 - <b>1:46.866</b>        |                      |
| 3 - 1:47.978        | 8 - 2:11.855               |                      |
| 4 - 1:47.894        | 9 - 1:49.067               |                      |
| 5 - 2:08.301        | 10 - 1:48.883              |                      |

## Race 4 ACO Plate for Group C-GTP LAP ANALYSIS

(contd.)

|           |                         |                  |                 |      |                 |
|-----------|-------------------------|------------------|-----------------|------|-----------------|
| <b>32</b> | <b>Nick RINI</b>        | Jaguar XJR12D    |                 |      |                 |
| 1 -       | 8:50.205                | 6 -              | 1:48.494        | 11 - | <b>1:46.020</b> |
| 2 -       | 1:51.099                | 7 -              | 1:47.856        | 12 - | 2:05.208P       |
| 3 -       | 1:50.048                | 8 -              | 1:48.958        |      |                 |
| 4 -       | 1:50.904                | 9 -              | 1:46.692        |      |                 |
| 5 -       | 1:48.357                | 10 -             | 1:48.000        |      |                 |
| <b>37</b> | <b>Richard BATEMAN</b>  | Tiga Rover GC287 |                 |      |                 |
| 1 -       | 7:56.472                | 6 -              | 2:06.338        | 11 - | 2:06.311        |
| 2 -       | 2:19.751                | 7 -              | 2:06.732        | 12 - | <b>2:04.705</b> |
| 3 -       | 2:08.099                | 8 -              | 2:04.774        | 13 - | 2:06.224        |
| 4 -       | 2:07.229                | 9 -              | 2:06.770        | 14 - | 2:05.751        |
| 5 -       | 2:06.333                | 10 -             | 2:05.413        |      |                 |
| <b>51</b> | <b>Michael SCHUSTER</b> | Argo Judd JM19   |                 |      |                 |
| 1 -       | 7:40.836                | 6 -              | 1:51.385        | 11 - | 1:50.530        |
| 2 -       | 2:00.994                | 7 -              | 1:49.540        | 12 - | 1:48.606        |
| 3 -       | 1:57.611                | 8 -              | 2:09.501P       | 13 - | 1:52.289        |
| 4 -       | 1:54.281                | 9 -              | 4:32.639        | 14 - | 1:45.961        |
| 5 -       | 1:52.337                | 10 -             | 1:53.427        | 15 - | <b>1:43.374</b> |
| <b>60</b> | <b>Justin LAW</b>       | Jaguar XJR10     |                 |      |                 |
| 1 -       | 7:26.008                | 6 -              | 1:42.557        | 11 - | 1:44.658        |
| 2 -       | 1:41.282                | 7 -              | 1:39.027        | 12 - | 1:38.683        |
| 3 -       | 1:38.881                | 8 -              | 1:38.551        | 13 - | 1:39.581        |
| 4 -       | 1:40.306                | 9 -              | 1:39.423        | 14 - | 1:50.968P       |
| 5 -       | 1:39.554                | 10 -             | 1:38.919        | 15 - | 5:38.108        |
| <b>78</b> | <b>Andrew SMITH</b>     | Ecosse-Ford 285  |                 |      |                 |
| 1 -       | 8:03.589                | 6 -              | 1:58.349        | 11 - | 1:56.897        |
| 2 -       | 2:13.231                | 7 -              | 1:55.764        | 12 - | 1:51.810        |
| 3 -       | 1:58.061                | 8 -              | 2:03.458        | 13 - | 1:59.277        |
| 4 -       | 1:56.729                | 9 -              | 1:52.984        | 14 - | 1:55.329        |
| 5 -       | 1:55.886                | 10 -             | 2:02.865        | 15 - | <b>1:51.140</b> |
| <b>79</b> | <b>Alasdair MCCAIG</b>  | Ecosse-Rover     |                 |      |                 |
| 1 -       | 8:00.959                | 6 -              | 1:58.338        | 11 - | <b>1:53.516</b> |
| 2 -       | 2:06.343                | 7 -              | 2:06.768        | 12 - | 1:55.727        |
| 3 -       | 2:00.771                | 8 -              | 1:56.226        | 13 - | 2:07.520        |
| 4 -       | 1:58.761                | 9 -              | 1:54.036        | 14 - | 1:53.955        |
| 5 -       | 1:57.810                | 10 -             | 1:54.667        | 15 - | 1:56.373        |
| <b>88</b> | <b>Chris RANDELL</b>    | Nissan NTP1GTP   |                 |      |                 |
| 1 -       | 7:51.777                | 6 -              | 2:43.860        | 11 - | 1:41.991        |
| 2 -       | 1:50.308                | 7 -              | 1:46.186        | 12 - | 1:42.135        |
| 3 -       | 1:45.364                | 8 -              | <b>1:41.959</b> | 13 - | 2:22.048P       |
| 4 -       | 1:44.038                | 9 -              | 1:41.979        |      |                 |
| 5 -       | 2:00.828P               | 10 -             | 1:46.593        |      |                 |

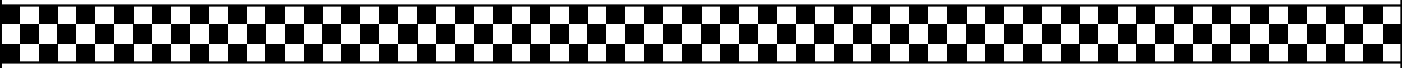
## Race 4 ACO Plate for Group C-GTP LAP ANALYSIS

(contd.)

|                     |                     |                      |
|---------------------|---------------------|----------------------|
| <b>101</b>          | <b>Simon PULLAN</b> | Porsche 962          |
| 1 - 7:53.026        | 6 - 1:41.529        | 11 - 1:40.421        |
| 2 - 2:16.830P       | 7 - 1:55.639P       | 12 - 2:25.953P       |
| 3 - 3:35.259        | 8 - 5:27.541        |                      |
| 4 - 1:43.719        | 9 - <b>1:39.551</b> |                      |
| 5 - 1:43.024        | 10 - 1:43.891       |                      |
| <b>103</b>          | <b>Duncan MCKAY</b> | Bardon Ford DB2      |
| 1 - 8:14.268        | 6 - 2:04.490        | 11 - 2:12.558        |
| 2 - 2:08.957        | 7 - 2:02.378        | 12 - 2:04.019        |
| 3 - 2:04.887        | 8 - 2:11.161        | 13 - <b>2:00.394</b> |
| 4 - 2:24.202P       | 9 - 2:04.272        |                      |
| 5 - 3:57.674        | 10 - 2:02.706       |                      |
| <b>111</b>          | <b>Harvey COOKE</b> | Spice GTP            |
| 1 - 8:15.104        | 6 - <b>1:46.421</b> | 11 - 2:08.419P       |
| 2 - 2:00.132        | 7 - 2:34.550P       |                      |
| 3 - 1:51.030        | 8 - 7:41.075        |                      |
| 4 - 1:48.283        | 9 - 1:49.396        |                      |
| 5 - 1:55.410        | 10 - 1:47.226       |                      |
| <b>133</b>          | <b>Jim GRAHAM</b>   | Porsche 962C         |
| 1 - 7:49.577        | 6 - 2:12.930P       |                      |
| 2 - 1:50.701        |                     |                      |
| 3 - <b>1:46.894</b> |                     |                      |
| 4 - 1:48.479        |                     |                      |
| 5 - 1:49.256        |                     |                      |

# Race 4 ACO Plate for Group C-GTP

## GRID - Race 4

|  |                          |                            |
|--|--------------------------|----------------------------|
| ROW 13   | 29:44.707<br>29 EYRE     |                            |
| ROW 12   | 2:00.394<br>103 MCKAY    | 2:04.705<br>37 BATEMAN     |
| ROW 11   | 1:53.378<br>6 PAYNE      | 1:53.516<br>79 MCCAIG      |
| ROW 10   | 1:51.140<br>78 SMITH     | 1:51.985<br>28 ODDIE       |
| ROW 9  | 1:49.426<br>8 MCLAUGHLIN | 1:50.949<br>22 STINTON     |
| ROW 8  | 1:46.894<br>133 GRAHAM   | 1:47.710<br>19 EDWARDS     |
| ROW 7  | 1:46.421<br>111 COOKE    | 1:46.866<br>31 CHRISTOPHER |
| ROW 6  | 1:43.374<br>51 SCHUSTER  | 1:46.020<br>32 RINI        |
| ROW 5  | 1:42.464<br>17 JAMES     | 1:42.596<br>2 EYRE         |
| ROW 4  | 1:41.931<br>14 PEARMAN   | 1:41.959<br>88 RANDELL     |
| ROW 3  | 1:39.551<br>101 PULLAN   | 1:40.756<br>12 MULLEN      |
| ROW 2  | 1:37.556<br>60 LAW       | 1:38.344<br>21 MERCER      |
| ROW 1  | 1:36.169<br>27 AGG       | 1:36.569<br>4 PEARSON      |
| <b>POLE</b>  |                          |                            |
|  |                          |                            |

**Weather/Track - Overcast/Dry**  
**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 15:22 End: 15:52

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 11 The Silverstone International Trophy For Thoroughbred Grand Prix FREE PRACTICE

| POS | NO | CL | NAME              | NAT | ENTRY            | TIME     | LAPS | GAP    | MPH    |
|-----|----|----|-------------------|-----|------------------|----------|------|--------|--------|
| 1   | 7  | C  | Joaquin FOLCH     | ESP | Williams FW08/5  | 1:41.538 | 9    |        | 111.47 |
| 2   | 21 | C  | Duncan DAYTON     | USA | Williams FW07    | 1:41.584 | 15   | 0.046  | 111.41 |
| 3   | 24 | C  | John WILSON       | GBR | Tyrrell 011/6    | 1:43.067 | 8    | 1.529  | 109.81 |
| 4   | 12 | B  | John BOSCH        | NED | Ferrari 312T3    | 1:44.162 | 11   | 2.624  | 108.66 |
| 5   | 6  | C  | Richard EYRE      | GBR | Williams FW08/3  | 1:44.345 | 12   | 2.807  | 108.47 |
| 6   | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34      | 1:44.639 | 9    | 3.101  | 108.16 |
| 7   | 29 | C  | Hubertus BAHLEN   | SWZ | Arrows A4        | 1:44.711 | 7    | 3.173  | 108.09 |
| 8   | 31 | D  | Steve HARTLEY     | GBR | Arrows A6        | 1:46.051 | 8    | 4.513  | 106.72 |
| 9   | 37 | C  | Roy WALZER        | USA | Williams FW07    | 1:47.563 | 15   | 6.025  | 105.22 |
| 10  | 20 | B  | Peter WEUNSCH     | DEU | Wolf WR2         | 1:48.993 | 6    | 7.455  | 103.84 |
| 11  | 28 | B  | John CROWSON      | GBR | Ensign N177 MN09 | 1:49.457 | 6    | 7.919  | 103.40 |
| 12  | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185   | 1:50.030 | 11   | 8.492  | 102.86 |
| 13  | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3      | 1:50.048 | 15   | 8.510  | 102.85 |
| 14  | 18 | B  | Alain DE WAGTER   | BEL | Surtees TS16     | 1:50.437 | 11   | 8.899  | 102.48 |
| 15  | 10 | C  | Peter SOWERBY     | GBR | Arrows A3-4      | 1:51.707 | 7    | 10.169 | 101.32 |
| 16  | 33 | D  | Alistair MORRISON | GBR | Tyrrell 012/1    | 1:52.712 | 14   | 11.174 | 100.41 |
| 17  | 36 | C  | Sid HOOLE         | GBR | Lotus 80         | 1:52.736 | 13   | 11.198 | 100.39 |
| 18  | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10      | 1:53.209 | 8    | 11.671 | 99.97  |
| 19  | 27 | B  | Tony SMITH        | GBR | Williams FW06-4  | 1:53.290 | 11   | 11.752 | 99.90  |
| 20  | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3      | 1:54.408 | 10   | 12.870 | 98.93  |
| 21  | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2      | 1:55.726 | 4    | 14.188 | 97.80  |
| 22  | 13 | B  | David COPLOWE     | GBR | Surtees TS19     | 1:56.881 | 8    | 15.343 | 96.83  |
| 23  | 32 | D  | Terry Sayles      | GBR | Osella FA1 C/D   | 1:57.605 | 7    | 16.067 | 96.24  |
| 24  | 14 | C  | David ABBOTT      | GBR | Ensign N180      | 1:57.881 | 5    | 16.343 | 96.01  |
| 25  | 3  | A  | John DELANE       | USA | Tyrrell 001      | 2:00.351 | 5    | 18.813 | 94.04  |
| 26  | 61 | B  | Keiichii MURAKAMI | JAP | Lotus 72-5       | 2:01.899 | 9    | 20.361 | 92.85  |
| 27  | 4  | A  | Ryan DELANE       | USA | Tyrrell 002      | 2:03.442 | 4    | 21.904 | 91.69  |
| 28  | 71 | C  | Andrea BAHLEN     | DEU | Arrows A4-5      | 2:04.971 | 11   | 23.433 | 90.56  |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 16:30 End: 17:00

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 11 The Silverstone International Trophy For Thoroughbred Grand Prix LAP ANALYSIS

|   |                         |            |                 |
|---|-------------------------|------------|-----------------|
| <b>1</b>  | <b>Rodrigo GALLEGRO</b> | <b>POR</b> | Minardi F1-185  |
| 1 - X:00.000P 6 - 1:50.778 11 - 1:52.680<br>2 - 3:37.574 7 - <b>1:50.030</b><br>3 - 1:59.869 8 - 2:09.964P<br>4 - 1:55.455 9 - 5:31.157P<br>5 - 1:52.971 10 - 3:50.371              |                         |            |                 |
| <b>2</b>  | <b>Martin STRETTON</b>  | <b>GBR</b> | Tyrrell P34     |
| 1 - X:00.000 6 - 2:05.292P<br>2 - 1:45.887 7 - 4:11.522P<br>3 - <b>1:44.639</b> 8 - 3:37.000<br>4 - 1:53.851 9 - 1:55.523P<br>5 - 1:52.010  |                         |            |                 |
| <b>3</b>  | <b>John DELANE</b>      | <b>USA</b> | Tyrrell 001     |
| 1 - X:00.000<br>2 - 2:03.344<br>3 - 2:03.851<br>4 - <b>2:00.351</b><br>5 - 2:19.579P  |                         |            |                 |
| <b>4</b>  | <b>Ryan DELANE</b>      | <b>USA</b> | Tyrrell 002     |
| 1 - X:00.000<br>2 - 2:06.431<br>3 - <b>2:03.442</b><br>4 - 2:03.677   |                         |            |                 |
| <b>6</b>  | <b>Richard EYRE</b>     | <b>GBR</b> | Williams FW08/3 |
| 1 - X:00.000 6 - 2:03.298P 11 - 1:46.808<br>2 - 1:50.759 7 - 3:23.407 12 - 2:49.279P<br>3 - 1:46.831 8 - 1:45.176<br>4 - <b>1:44.345</b> 9 - 1:45.378<br>5 - 1:45.012 10 - 1:44.642 |                         |            |                 |
| <b>7</b>  | <b>Joaquin FOLCH</b>    | <b>ESP</b> | Williams FW08/5 |
| 1 - X:00.000 6 - 1:44.130<br>2 - 1:45.284 7 - 2:04.820P<br>3 - 1:43.413 8 - X:00.000<br>4 - 1:42.200 9 - <b>1:41.538</b><br>5 - 1:43.068  |                         |            |                 |
| <b>9</b>  | <b>Janine PAYNE</b>     | <b>GBR</b> | Arrows A4-2     |
| 1 - X:00.000<br>2 - 2:02.173<br>3 - <b>1:55.726</b><br>4 - 2:10.224P  |                         |            |                 |

# Race 11 The Silverstone International Trophy For Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|   |                        |            |               |
|---|------------------------|------------|---------------|
| <b>10</b>   | <b>Peter SOWERBY</b>   | <b>GBR</b> | Arrows A3-4   |
| 1 - X:00.000P    6 - 1:52.610<br>2 - 3:42.530    7 - 2:02.778P<br>3 - 2:02.240<br>4 - 1:55.694<br>5 - <b>1:51.707</b>   |                        |            |               |
| <b>11</b>   | <b>Dan COLLINS</b>     | <b>GBR</b> | Lotus 91/10   |
| 1 - X:00.000    6 - 1:57.562<br>2 - 2:10.875    7 - 2:21.796P<br>3 - 2:17.138P    8 - 6:06.391<br>4 - 6:38.740<br>5 - <b>1:53.209</b>   |                        |            |               |
| <b>12</b>   | <b>John BOSCH</b>      | <b>NED</b> | Ferrari 312T3 |
| 1 - X:00.000    6 - 1:45.204    11 - 2:09.572P<br>2 - 1:49.729    7 - 1:45.613<br>3 - 1:46.581    8 - 1:44.767<br>4 - 2:01.473P    9 - 1:45.269<br>5 - 5:01.294    10 - <b>1:44.162</b> |                        |            |               |
| <b>13</b>   | <b>David COPLOWE</b>   | <b>GBR</b> | Surtees TS19  |
| 1 - X:00.000    6 - 1:57.767<br>2 - 2:05.348    7 - <b>1:56.881</b><br>3 - 2:00.475    8 - 2:36.847P<br>4 - 2:00.778<br>5 - 1:58.743  |                        |            |               |
| <b>14</b>   | <b>David ABBOTT</b>    | <b>GBR</b> | Ensign N180   |
| 1 - X:00.000<br>2 - 2:02.428<br>3 - 2:02.859<br>4 - <b>1:57.881</b><br>5 - 2:18.433P  |                        |            |               |
| <b>17</b>   | <b>Nico BINDELLS</b>   | <b>LUX</b> | Lotus 87B/3   |
| 1 - X:00.000    6 - 2:11.192P<br>2 - 2:04.493    7 - 5:23.450<br>3 - 2:02.040    8 - 1:55.352<br>4 - 1:58.034    9 - 1:54.746<br>5 - <b>1:54.408</b> 10 - 2:06.944P                     |                        |            |               |
| <b>18</b>   | <b>Alain DE WAGTER</b> | <b>BEL</b> | Surtees TS16  |
| 1 - X:00.000    6 - 1:51.047    11 - 2:15.127P<br>2 - 1:58.861    7 - 1:53.080<br>3 - 1:53.818    8 - 1:58.578<br>4 - <b>1:50.437</b> 9 - 1:56.959<br>5 - 1:51.151    10 - 1:57.265     |                        |            |               |



# Race 11 The Silverstone International Trophy For Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|                     |                         |                      |                  |
|---------------------|-------------------------|----------------------|------------------|
| <b>20</b>           | <b>Peter WEUNSCH</b>    | <b>DEU</b>           | Wolf WR2         |
| 1 - X:00.000        | 6 - 2:05.142P           |                      |                  |
| 2 - 1:54.745        |                         |                      |                  |
| 3 - 2:08.703P       |                         |                      |                  |
| 4 - 6:08.523        |                         |                      |                  |
| 5 - <b>1:48.993</b> |                         |                      |                  |
| <b>21</b>           | <b>Duncan DAYTON</b>    | <b>USA</b>           | Williams FW07    |
| 1 - X:00.000        | 6 - 1:48.125            | 11 - 1:42.339        |                  |
| 2 - 2:01.826        | 7 - 1:44.542            | 12 - 1:42.192        |                  |
| 3 - 1:48.743        | 8 - 2:18.783P           | 13 - 1:42.107        |                  |
| 4 - 1:45.742        | 9 - 3:35.952            | 14 - 1:43.894        |                  |
| 5 - 1:43.917        | 10 - <b>1:41.584</b>    | 15 - 2:03.924P       |                  |
| <b>24</b>           | <b>John WILSON</b>      | <b>GBR</b>           | Tyrrell 011/6    |
| 1 - X:00.000        | 6 - <b>1:43.067</b>     |                      |                  |
| 2 - 1:49.119        | 7 - 1:49.793            |                      |                  |
| 3 - 1:47.699        | 8 - 2:10.241P           |                      |                  |
| 4 - 1:43.742        |                         |                      |                  |
| 5 - 1:47.954        |                         |                      |                  |
| <b>27</b>           | <b>Tony SMITH</b>       | <b>GBR</b>           | Williams FW06-4  |
| 1 - X:00.000        | 6 - 1:56.119            | 11 - 2:15.174P       |                  |
| 2 - 1:57.806        | 7 - 1:54.295            |                      |                  |
| 3 - 1:55.494        | 8 - 1:53.837            |                      |                  |
| 4 - 1:54.200        | 9 - 1:54.590            |                      |                  |
| 5 - <b>1:53.290</b> | 10 - 1:54.822           |                      |                  |
| <b>28</b>           | <b>John CROWSON</b>     | <b>GBR</b>           | Ensign N177 MN09 |
| 1 - X:00.000        | 6 - 2:05.154P           |                      |                  |
| 2 - 1:51.175        |                         |                      |                  |
| 3 - 1:50.789        |                         |                      |                  |
| 4 - 1:50.253        |                         |                      |                  |
| 5 - <b>1:49.457</b> |                         |                      |                  |
| <b>29</b>           | <b>Hubertus BAHLSEN</b> | <b>SWZ</b>           | Arrows A4        |
| 1 - X:00.000        | 6 - 1:48.258            |                      |                  |
| 2 - 1:47.040        | 7 - <b>1:44.711</b>     |                      |                  |
| 3 - 1:57.630P       |                         |                      |                  |
| 4 - 4:59.657        |                         |                      |                  |
| 5 - 1:47.056        |                         |                      |                  |
| <b>30</b>           | <b>Rowland KINCH</b>    | <b>GBR</b>           | Arrows A1-3      |
| 1 - X:00.000        | 6 - 1:53.888            | 11 - 1:52.020        |                  |
| 2 - 2:04.165        | 7 - 1:54.298            | 12 - 1:51.737        |                  |
| 3 - 2:01.671        | 8 - 1:52.384            | 13 - <b>1:50.048</b> |                  |
| 4 - 1:56.306        | 9 - 1:51.681            | 14 - 1:52.503        |                  |
| 5 - 1:53.299        | 10 - 2:06.138           | 15 - 1:51.541        |                  |

# Race 11 The Silverstone International Trophy For Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|                     |                          |                      |                |
|---------------------|--------------------------|----------------------|----------------|
| <b>31</b>           | <b>Steve HARTLEY</b>     | <b>GBR</b>           | Arrows A6      |
| 1 - X:00.000        | 6 - 1:46.948             |                      |                |
| 2 - 1:54.287        | 7 - 1:47.779             |                      |                |
| 3 - 1:48.851        | 8 - 2:07.945P            |                      |                |
| 4 - <b>1:46.051</b> |                          |                      |                |
| 5 - 1:47.002        |                          |                      |                |
| <b>32</b>           | <b>Terry SAYLES</b>      | <b>GBR</b>           | Osella FA1 C/D |
| 1 - X:00.000P       | 6 - <b>1:57.605</b>      |                      |                |
| 2 - 8:33.470P       | 7 - 2:24.642P            |                      |                |
| 3 - 8:16.069        |                          |                      |                |
| 4 - 2:02.023        |                          |                      |                |
| 5 - 2:00.147        |                          |                      |                |
| <b>33</b>           | <b>Alistair MORRISON</b> | <b>GBR</b>           | Tyrrell 012/1  |
| 1 - X:00.000        | 6 - 1:53.685             | 11 - 1:54.112        |                |
| 2 - 1:56.335        | 7 - 1:53.343             | 12 - <b>1:52.712</b> |                |
| 3 - 1:58.021        | 8 - 1:56.920             | 13 - 1:54.778        |                |
| 4 - 1:52.732        | 9 - 2:22.284P            | 14 - 1:53.734        |                |
| 5 - 1:53.724        | 10 - 4:11.152            |                      |                |
| <b>36</b>           | <b>Sid HOOLE</b>         | <b>GBR</b>           | Lotus 80       |
| 1 - X:00.000        | 6 - 1:53.699             | 11 - 1:53.505        |                |
| 2 - 2:03.387        | 7 - <b>1:52.736</b>      | 12 - 1:54.130        |                |
| 3 - 2:00.107        | 8 - 1:55.060             | 13 - 2:27.681P       |                |
| 4 - 1:57.412        | 9 - 2:22.354P            |                      |                |
| 5 - 1:55.384        | 10 - 4:59.883            |                      |                |
| <b>37</b>           | <b>Roy WALZER</b>        | <b>USA</b>           | Williams FW07  |
| 1 - X:00.000        | 6 - 1:51.250             | 11 - 1:48.653        |                |
| 2 - 2:00.088        | 7 - 1:48.167             | 12 - 1:48.187        |                |
| 3 - 1:54.414        | 8 - 1:49.149             | 13 - 1:48.046        |                |
| 4 - 1:51.381        | 9 - <b>1:47.563</b>      | 14 - 1:49.598        |                |
| 5 - 1:50.473        | 10 - 1:49.662            | 15 - 1:49.456        |                |
| <b>61</b>           | <b>Keiichii MURAKAMI</b> | <b>JAP</b>           | Lotus 72-5     |
| 1 - X:00.000        | 6 - 2:22.417P            |                      |                |
| 2 - 2:15.201        | 7 - 6:24.967             |                      |                |
| 3 - 2:12.221        | 8 - <b>2:01.899</b>      |                      |                |
| 4 - 2:09.111        | 9 - 2:16.814P            |                      |                |
| 5 - 2:05.405        |                          |                      |                |
| <b>71</b>           | <b>Andrea BAHLSEN</b>    | <b>DEU</b>           | Arrows A4-5    |
| 1 - X:00.000        | 6 - 2:10.557             | 11 - 7:04.449        |                |
| 2 - 2:15.364        | 7 - 2:06.987             |                      |                |
| 3 - 2:09.227        | 8 - 2:06.043             |                      |                |
| 4 - 2:08.993        | 9 - <b>2:04.971</b>      |                      |                |
| 5 - 2:10.618        | 10 - 2:20.813P           |                      |                |

**The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000  
QUALIFYING - Race 15**

| POS | NO | CL | NAME                 | NAT | ENTRY                  | TIME     | LAPS | GAP      | MPH    |
|-----|----|----|----------------------|-----|------------------------|----------|------|----------|--------|
| 1   | 40 | A  | Simon HADFIELD       |     | Chevron B37            | 1:41.565 | 11   |          | 111.44 |
| 2   | 16 | A  | Mike WRIGLEY         |     | Lola T330/332          | 1:43.749 | 9    | 2.184    | 109.09 |
| 3   | 84 | B  | Martin STRETTON      |     | March 712              | 1:44.574 | 11   | 3.009    | 108.23 |
| 4   | 65 | A  | Frank LYONS          |     | Lola T332              | 1:46.500 | 10   | 4.935    | 106.27 |
| 5   | 4  | A  | Michael SCHRYVER     |     | Trojan T101            | 1:46.645 | 12   | 5.080    | 106.13 |
| 6   | 5  | A  | Marcus PYE           |     | Lola T330              | 1:46.737 | 12   | 5.172    | 106.04 |
| 7   | 99 | A  | Peter DUNN           |     | March 734              | 1:47.461 | 7    | 5.896    | 105.32 |
| 8   | 74 | A  | Ian GILES            |     | Gurney Eagle FA 74     | 1:48.245 | 8    | 6.680    | 104.56 |
| 9   | 70 | A  | James DENTY          |     | Lotus 70               | 1:48.318 | 12   | 6.753    | 104.49 |
| 10  | 45 | A  | John CRAWFORD        |     | McRae GM1              | 1:48.783 | 9    | 7.218    | 104.04 |
| 11  | 22 | A  | Stuart LUSH          |     | McRae GM1              | 1:50.346 | 11   | 8.781    | 102.57 |
| 12  | 31 | A  | David ABBOTT         |     | Lola T430              | 1:50.561 | 10   | 8.996    | 102.37 |
| 13  | 14 | A  | Murray SINCLAIR      |     | Lola T332              | 1:50.720 | 10   | 9.155    | 102.22 |
| 14  | 8  | B  | Irvine LAIDLAW       |     | Lotus 69               | 1:50.757 | 12   | 9.192    | 102.19 |
| 15  | 85 | B  | C LILLINGSTONE-PRICE |     | Tecno T70              | 1:50.823 | 11   | 9.258    | 102.13 |
| 16  | 1  | C  | Stuart TILLEY        |     | Modus M1               | 1:51.435 | 11   | 9.870    | 101.57 |
| 17  | 3  | B  | Ian JACOBS           |     | March 742              | 1:51.510 | 9    | 9.945    | 101.50 |
| 18  | 41 | B  | Abba KOGAN           |     | Tecno F2               | 1:52.044 | 6    | 10.479   | 101.01 |
| 19  | 7  | C  | Chris SHARPLES       |     | Chevron B29            | 1:52.158 | 12   | 10.593   | 100.91 |
| 20  | 15 | A  | Stan REDMOND         |     | Lola T332              | 1:52.360 | 11   | 10.795   | 100.73 |
| 21  | 26 | C  | Sandy WATSON         |     | Lotus 59/69            | 1:52.650 | 11   | 11.085   | 100.47 |
| 22  | 61 | B  | Steve WORRAD         |     | Brabham BT30           | 1:53.262 | 8    | 11.697   | 99.93  |
| 23  | 28 | A  | Keith NORRIS         |     | Chevron B28            | 1:53.653 | 11   | 12.088   | 99.58  |
| 24  | 19 | A  | Noel ATLEY           |     | Begg 018               | 1:53.698 | 7    | 12.133   | 99.54  |
| 25  | 62 | A  | Nick SHRIGLEY-FIEGL  |     | Lola T300              | 1:56.424 | 11   | 14.859   | 97.21  |
| 26  | 6  | A  | Matthew WURR         |     | McLaren M10 B          | 1:57.468 | 11   | 15.903   | 96.35  |
| 27  | 97 | C  | Peter SHAW           |     | Brabham BT35           | 1:58.453 | 11   | 16.888   | 95.55  |
| 28  | 44 | C  | Chris BALL           |     | Brabham BT29           | 2:00.094 | 11   | 18.529   | 94.24  |
| 29  | 50 | C  | Philip HART          |     | Modus M4               | 2:00.142 | 10   | 18.577   | 94.20  |
| 30  | 49 | C  | Derek GRAHAM         |     | GRD 27 2               | 2:00.589 | 11   | 19.024   | 93.85  |
| 31  | 37 | C  | Lincoln SMALL        |     | Brabham BT30           | 2:00.606 | 11   | 19.041   | 93.84  |
| 32  | 47 | A  | Paul CHRISTIE        |     | Lola T190              | 2:01.695 | 11   | 20.130   | 93.00  |
| 33  | 42 | C  | James GOWENS         |     | Chevron B34 Atlantic   | 2:01.981 | 10   | 20.416   | 92.78  |
| 34  | 2  | A  | Lindsay O'DONNELL    |     | Begg FM5               | 2:04.319 | 5    | 22.754   | 91.04  |
| 35  | 93 | A  | David WOOD           |     | Lola T142              | 2:04.637 | 7    | 23.072   | 90.81  |
| 36  | 27 | B  | James MURRAY         |     | Brabham BT36           | 2:05.336 | 5    | 23.771   | 90.30  |
| 37  | 18 | A  | Kerry ABDERSON       |     | Lola T142              | 2:06.239 | 7    | 24.674   | 89.65  |
| 38  | 76 | A  | Mike GATT            |     | Techcraft Brabham BT21 | 2:06.302 | 10   | 24.737   | 89.61  |
| 39  | 63 | A  | Josephine SEBASTIAN  |     | Lola T300              | 2:08.531 | 10   | 26.966   | 88.06  |
| 40  | 9  | A  | Edwin JOWSEY         |     | Lola T400              | 2:08.814 | 2    | 27.249   | 87.86  |
| 41  | 55 | A  | Judy LYONS           |     | McLaren M18            | 3:05.890 | 4    | 1:24.325 | 60.88  |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 15:57 End: 16:18

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

**The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000  
LAP ANALYSIS**

|                     |                          |                      |
|---------------------|--------------------------|----------------------|
| <b>1</b>            | <b>Stuart TILLEY</b>     | Modus M1             |
| 1 - 2:43.415        | 6 - 1:52.518             | 11 - <b>1:51.435</b> |
| 2 - 2:05.680        | 7 - 1:55.783             |                      |
| 3 - 1:58.806        | 8 - 1:51.734             |                      |
| 4 - 2:01.695        | 9 - 1:52.569             |                      |
| 5 - 1:53.097        | 10 - 1:53.127            |                      |
| <b>2</b>            | <b>Lindsay O'DONNELL</b> | Begg FM5             |
| 1 - 2:30.000        |                          |                      |
| 2 - 2:25.670        |                          |                      |
| 3 - 2:07.480        |                          |                      |
| 4 - 2:04.437        |                          |                      |
| 5 - <b>2:04.319</b> |                          |                      |
| <b>3</b>            | <b>Ian JACOBS</b>        | March 742            |
| 1 - 2:28.054        | 6 - 1:53.465             |                      |
| 2 - 2:04.390        | 7 - 1:52.649             |                      |
| 3 - 1:54.982        | 8 - <b>1:51.510</b>      |                      |
| 4 - 1:55.829        | 9 - 2:16.666P            |                      |
| 5 - 1:52.300        |                          |                      |
| <b>4</b>            | <b>Michael SCHRYVER</b>  | Trojan T101          |
| 1 - 2:45.477        | 6 - 1:46.817             | 11 - 1:50.587        |
| 2 - 2:04.943        | 7 - 1:47.517             | 12 - 1:47.303        |
| 3 - 1:49.208        | 8 - 1:48.713             |                      |
| 4 - 1:49.778        | 9 - 1:48.840             |                      |
| 5 - <b>1:46.645</b> | 10 - 1:46.829            |                      |
| <b>5</b>            | <b>Marcus PYE</b>        | Lola T330            |
| 1 - 2:37.802        | 6 - 1:49.772             | 11 - <b>1:46.737</b> |
| 2 - 2:00.869        | 7 - 1:52.752             | 12 - 1:49.500        |
| 3 - 1:51.585        | 8 - 1:48.598             |                      |
| 4 - 1:51.470        | 9 - 1:51.582             |                      |
| 5 - 1:47.390        | 10 - 1:49.097            |                      |
| <b>6</b>            | <b>Matthew WURR</b>      | McLaren M10 B        |
| 1 - 2:49.185        | 6 - 1:58.495             | 11 - 2:10.269        |
| 2 - 2:06.485        | 7 - 2:03.138             |                      |
| 3 - 2:02.852        | 8 - 1:57.623             |                      |
| 4 - 2:00.856        | 9 - <b>1:57.468</b>      |                      |
| 5 - 1:59.855        | 10 - 2:07.026            |                      |
| <b>7</b>            | <b>Chris SHARPLES</b>    | Chevron B29          |
| 1 - 2:08.415        | 6 - 1:52.506             | 11 - <b>1:52.158</b> |
| 2 - 1:59.515        | 7 - 1:53.848             | 12 - 1:54.971        |
| 3 - 1:54.623        | 8 - 1:55.409             |                      |
| 4 - 1:54.729        | 9 - 1:57.801             |                      |
| 5 - 1:53.278        | 10 - 1:54.940            |                      |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>8</b>            | <b>Irvine LAIDLAW</b>  | Lotus 69             |
| 1 - 2:16.109        | 6 - 1:53.124           | 11 - 1:51.741        |
| 2 - 2:00.813        | 7 - 1:53.041           | 12 - <b>1:50.757</b> |
| 3 - 1:54.377        | 8 - 1:52.587           |                      |
| 4 - 1:54.200        | 9 - 1:53.574           |                      |
| 5 - 1:52.919        | 10 - 1:51.722          |                      |
| <b>9</b>            | <b>Edwin JOWSEY</b>    | Lola T400            |
| 1 - 8:41.484P       |                        |                      |
| 2 - <b>2:08.814</b> |                        |                      |
| <b>14</b>           | <b>Murray SINCLAIR</b> | Lola T332            |
| 1 - 2:27.872        | 6 - 1:51.216           |                      |
| 2 - 2:01.853        | 7 - 1:54.139           |                      |
| 3 - <b>1:50.720</b> | 8 - 1:53.113           |                      |
| 4 - 1:56.626        | 9 - 1:53.226           |                      |
| 5 - 1:50.852        | 10 - 2:20.549P         |                      |
| <b>15</b>           | <b>Stan REDMOND</b>    | Lola T332            |
| 1 - 2:48.337        | 6 - 2:04.045           | 11 - <b>1:52.360</b> |
| 2 - 2:13.503        | 7 - 2:00.525           |                      |
| 3 - 2:09.136        | 8 - 1:55.835           |                      |
| 4 - 2:02.237        | 9 - 1:55.248           |                      |
| 5 - 2:03.036        | 10 - 1:53.306          |                      |
| <b>16</b>           | <b>Mike WRIGLEY</b>    | Lola T330/332        |
| 1 - 2:49.883        | 6 - 1:47.304           |                      |
| 2 - 3:57.584        | 7 - 1:44.252           |                      |
| 3 - 2:03.265P       | 8 - 1:48.598           |                      |
| 4 - 4:45.552        | 9 - <b>1:43.749</b>    |                      |
| 5 - 2:07.452        |                        |                      |
| <b>18</b>           | <b>Kerry ABDERSON</b>  | Lola T142            |
| 1 - 4:51.615        | 6 - 2:11.141           |                      |
| 2 - 2:06.312        | 7 - 2:22.109P          |                      |
| 3 - 2:08.705        |                        |                      |
| 4 - <b>2:06.239</b> |                        |                      |
| 5 - 2:07.085        |                        |                      |
| <b>19</b>           | <b>Noel ATLEY</b>      | Begg 018             |
| 1 - 2:34.540        | 6 - <b>1:53.698</b>    |                      |
| 2 - 2:10.804        | 7 - 2:33.876P          |                      |
| 3 - 2:02.326        |                        |                      |
| 4 - 2:05.490        |                        |                      |
| 5 - 1:55.702        |                        |                      |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|                     |                       |                      |
|---------------------|-----------------------|----------------------|
| <b>22</b>           | <b>Stuart LUSH</b>    | McRae GM1            |
| 1 - 2:30.000        | 6 - 1:51.132          | 11 - <b>1:50.346</b> |
| 2 - 2:05.139        | 7 - 1:52.592          |                      |
| 3 - 1:54.850        | 8 - 1:54.151          |                      |
| 4 - 2:14.972P       | 9 - 1:52.526          |                      |
| 5 - 3:18.976        | 10 - 1:51.147         |                      |
| <b>26</b>           | <b>Sandy WATSON</b>   | Lotus 59/69          |
| 1 - 2:29.170        | 6 - 1:56.985          | 11 - 1:53.148        |
| 2 - 2:02.174        | 7 - 1:55.772          |                      |
| 3 - 1:53.655        | 8 - <b>1:52.650</b>   |                      |
| 4 - 2:13.031P       | 9 - 1:56.872          |                      |
| 5 - 2:36.093        | 10 - 1:53.298         |                      |
| <b>27</b>           | <b>James MURRAY</b>   | Brabham BT36         |
| 1 - 2:38.799        |                       |                      |
| 2 - 2:18.573        |                       |                      |
| 3 - 2:10.139        |                       |                      |
| 4 - <b>2:05.336</b> |                       |                      |
| 5 - 2:23.336P       |                       |                      |
| <b>28</b>           | <b>Keith NORRIS</b>   | Chevron B28          |
| 1 - 2:24.190        | 6 - 1:56.242          | 11 - <b>1:53.653</b> |
| 2 - 2:10.735        | 7 - 2:03.680          |                      |
| 3 - 1:59.669        | 8 - 1:57.103          |                      |
| 4 - 2:01.633        | 9 - 1:55.632          |                      |
| 5 - 1:56.138        | 10 - 1:57.925         |                      |
| <b>31</b>           | <b>David ABBOTT</b>   | Lola T430            |
| 1 - 2:43.315        | 6 - 2:00.960          |                      |
| 2 - 2:09.433        | 7 - 1:55.547          |                      |
| 3 - 3:54.733        | 8 - 1:52.855          |                      |
| 4 - <b>1:50.561</b> | 9 - 1:54.057          |                      |
| 5 - 1:55.044        | 10 - 1:51.955         |                      |
| <b>37</b>           | <b>Lincoln SMALL</b>  | Brabham BT30         |
| 1 - 2:29.550        | 6 - 2:09.638          | 11 - 2:00.823        |
| 2 - 2:21.995        | 7 - 2:06.248          |                      |
| 3 - 2:10.638        | 8 - 2:05.233          |                      |
| 4 - 2:06.596        | 9 - 2:05.413          |                      |
| 5 - 2:06.668        | 10 - <b>2:00.606</b>  |                      |
| <b>40</b>           | <b>Simon HADFIELD</b> | Chevron B37          |
| 1 - 2:45.014        | 6 - 1:41.641          | 11 - <b>1:41.565</b> |
| 2 - 2:07.774        | 7 - 1:43.409          |                      |
| 3 - 1:49.460        | 8 - 1:54.667          |                      |
| 4 - 1:42.712        | 9 - 1:41.685          |                      |
| 5 - 1:42.214        | 10 - 1:44.536         |                      |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|               |                      |                      |
|---------------|----------------------|----------------------|
| <b>41</b>     | <b>Abba KOGAN</b>    | Tecno F2             |
| 1 - X:00.000P | 6 - <b>1:52.044</b>  |                      |
| 2 - 2:22.389  |                      |                      |
| 3 - 1:56.566  |                      |                      |
| 4 - 1:55.913  |                      |                      |
| 5 - 1:53.280  |                      |                      |
| <b>42</b>     | <b>James GOWENS</b>  | Chevron B34 Atlantic |
| 1 - 2:32.929  | 6 - 2:08.506         |                      |
| 2 - 4:28.271  | 7 - 2:04.598         |                      |
| 3 - 2:06.268  | 8 - 2:02.834         |                      |
| 4 - 2:06.565  | 9 - 2:03.050         |                      |
| 5 - 2:08.002  | 10 - <b>2:01.981</b> |                      |
| <b>44</b>     | <b>Chris BALL</b>    | Brabham BT29         |
| 1 - 2:25.164  | 6 - 2:04.693         | 11 - 2:02.453        |
| 2 - 2:17.847  | 7 - 2:03.941         |                      |
| 3 - 2:07.176  | 8 - <b>2:00.094</b>  |                      |
| 4 - 2:05.869  | 9 - 2:00.765         |                      |
| 5 - 2:06.023  | 10 - 2:05.291        |                      |
| <b>45</b>     | <b>John CRAWFORD</b> | McRae GM1            |
| 1 - 3:04.673P | 6 - 1:51.575         |                      |
| 2 - 2:52.041  | 7 - 1:50.361         |                      |
| 3 - 3:18.572  | 8 - 1:48.795         |                      |
| 4 - 1:53.917  | 9 - <b>1:48.783</b>  |                      |
| 5 - 4:43.721  |                      |                      |
| <b>47</b>     | <b>Paul CHRISTIE</b> | Lola T190            |
| 1 - 2:39.612  | 6 - 2:04.878         | 11 - <b>2:01.695</b> |
| 2 - 2:17.760  | 7 - 2:01.706         |                      |
| 3 - 2:06.834  | 8 - 2:04.217         |                      |
| 4 - 2:04.921  | 9 - 2:04.737         |                      |
| 5 - 2:03.959  | 10 - 2:02.418        |                      |
| <b>49</b>     | <b>Derek GRAHAM</b>  | GRD 27 2             |
| 1 - 2:15.857  | 6 - 2:05.617         | 11 - <b>2:00.589</b> |
| 2 - 2:20.352  | 7 - 2:05.134         |                      |
| 3 - 2:08.364  | 8 - 2:03.580         |                      |
| 4 - 2:08.398  | 9 - 2:04.773         |                      |
| 5 - 2:08.732  | 10 - 2:02.477        |                      |
| <b>50</b>     | <b>Philip HART</b>   | Modus M4             |
| 1 - 2:35.547  | 6 - 2:10.800         |                      |
| 2 - 4:29.610  | 7 - 2:08.588         |                      |
| 3 - 2:06.757  | 8 - 2:02.768         |                      |
| 4 - 2:05.136  | 9 - <b>2:00.142</b>  |                      |
| 5 - 2:05.045  | 10 - 2:00.455        |                      |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

(contd.)

|   |                            |                    |
|---|----------------------------|--------------------|
| <b>55</b>   | <b>Judy LYONS</b>          | McLaren M18        |
| 1 - 3:09.051<br>2 - <b>3:05.890</b><br>3 - 3:10.037<br>4 - 3:15.704P  |                            |                    |
| <b>61</b>   | <b>Steve WORRAD</b>        | Brabham BT30       |
| 1 - 2:29.793    6 - <b>1:53.262</b><br>2 - 2:06.416    7 - 1:59.999<br>3 - 1:59.319    8 - 2:11.080P<br>4 - 1:59.183<br>5 - 1:55.330  |                            |                    |
| <b>62</b>   | <b>Nick SHRIGLEY-FIEGL</b> | Lola T300          |
| 1 - 2:50.671    6 - 1:56.448    11 - 2:30.458P<br>2 - 2:05.377    7 - 1:58.422<br>3 - 2:01.899    8 - 1:58.057<br>4 - 1:57.669    9 - 1:57.349<br>5 - <b>1:56.424</b> 10 - 1:58.059                 |                            |                    |
| <b>63</b>   | <b>Josephine SEBASTIAN</b> | Lola T300          |
| 1 - 2:47.825    6 - 2:13.392<br>2 - 2:20.836    7 - 2:12.646<br>3 - 2:13.745    8 - 2:09.329<br>4 - 2:15.170    9 - <b>2:08.531</b><br>5 - 2:09.361    10 - 2:10.231                                |                            |                    |
| <b>65</b>   | <b>Frank LYONS</b>         | Lola T332          |
| 1 - 2:46.423    6 - 1:48.026<br>2 - 2:05.356    7 - 2:05.723P<br>3 - 1:51.019    8 - 3:21.980<br>4 - 1:48.039    9 - 3:37.518<br>5 - <b>1:46.500</b> 10 - 1:47.255                                  |                            |                    |
| <b>70</b>   | <b>James DENTY</b>         | Lotus 70           |
| 1 - 2:42.746    6 - 1:50.394    11 - 1:49.163<br>2 - 2:02.846    7 - 1:53.082    12 - 1:48.769<br>3 - 1:52.768    8 - 1:49.074<br>4 - 1:50.491    9 - 1:51.794<br>5 - <b>1:48.318</b> 10 - 1:49.405 |                            |                    |
| <b>74</b>   | <b>Ian GILES</b>           | Gurney Eagle FA 74 |
| 1 - 2:34.540    6 - 4:42.689<br>2 - 2:05.751    7 - <b>1:48.245</b><br>3 - 1:54.455    8 - 2:25.441P<br>4 - 1:51.507<br>5 - 2:18.777P   |                            |                    |



# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000 LAP ANALYSIS

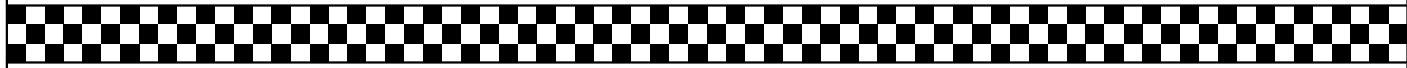
(contd.)

|                     |                             |                        |
|---------------------|-----------------------------|------------------------|
| <b>76</b>           | <b>Mike GATT</b>            | Techcraft Brabham BT21 |
| 1 - 2:47.605        | 6 - 2:18.051                |                        |
| 2 - 2:13.604        | 7 - 2:13.405                |                        |
| 3 - <b>2:06.302</b> | 8 - 2:10.988                |                        |
| 4 - 2:13.962        | 9 - 2:10.036                |                        |
| 5 - 2:10.028        | 10 - 2:07.861               |                        |
| <b>84</b>           | <b>Martin STRETTON</b>      | March 712              |
| 1 - 2:06.268        | 6 - 2:00.547P               | 11 - 1:49.682          |
| 2 - 1:59.572        | 7 - 3:18.142                |                        |
| 3 - 1:49.787        | 8 - <b>1:44.574</b>         |                        |
| 4 - 1:45.639        | 9 - 2:09.082                |                        |
| 5 - 1:45.455        | 10 - 2:08.685               |                        |
| <b>85</b>           | <b>C LILLINGSTONE-PRICE</b> | Tecno T70              |
| 1 - 2:59.866        | 6 - 1:56.973                | 11 - 1:52.156          |
| 2 - 2:28.972        | 7 - 1:52.809                |                        |
| 3 - 1:53.673        | 8 - 1:51.293                |                        |
| 4 - 2:01.557        | 9 - 1:55.541                |                        |
| 5 - 1:54.852        | 10 - <b>1:50.823</b>        |                        |
| <b>93</b>           | <b>David WOOD</b>           | Lola T142              |
| 1 - 2:42.503        | 6 - 2:04.996                |                        |
| 2 - 2:16.513        | 7 - 2:31.403P               |                        |
| 3 - 2:06.933        |                             |                        |
| 4 - 2:05.158        |                             |                        |
| 5 - <b>2:04.637</b> |                             |                        |
| <b>95</b>           | <b>Walter HOFFMAN</b>       | March 712              |
|                     |                             |                        |
| <b>97</b>           | <b>Peter SHAW</b>           | Brabham BT35           |
| 1 - 2:25.463        | 6 - <b>1:58.453</b>         | 11 - 1:59.053          |
| 2 - 2:14.076        | 7 - 2:02.498                |                        |
| 3 - 2:07.225        | 8 - 1:59.341                |                        |
| 4 - 2:07.417        | 9 - 2:00.186                |                        |
| 5 - 2:03.312        | 10 - 1:58.522               |                        |
| <b>99</b>           | <b>Patrick SUMNER</b>       | Kitchiner              |
| 1 - 2:16.760        | 6 - 1:52.820                |                        |
| 2 - 1:56.862        | 7 - 1:56.219                |                        |
| 3 - 1:49.243        |                             |                        |
| 4 - 1:50.846        |                             |                        |
| 5 - <b>1:47.461</b> |                             |                        |

**The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5000  
GRID - Race 15**

|        |    |                    |    |
|--------|----|--------------------|----|
| ROW 21 | 55 | LYONS              |    |
| ROW 20 | 63 | SEBASTIAN          | 9  |
| ROW 19 | 18 | ABDERSON           | 76 |
| ROW 18 | 93 | WOOD               | 27 |
| ROW 17 | 42 | GOWENS             | 2  |
| ROW 16 | 37 | SMALL              | 47 |
| ROW 15 | 50 | HART               | 49 |
| ROW 14 | 97 | SHAW               | 44 |
| ROW 13 | 62 | SHRIGLEY-FIEGL     | 6  |
| ROW 12 | 28 | NORRIS             | 19 |
| ROW 11 | 26 | WATSON             | 61 |
| ROW 10 | 7  | SHARPLES           | 15 |
| ROW 9  | 3  | JACOBS             | 41 |
| ROW 8  | 85 | LILLINGSTONE-PRICE | 1  |
| ROW 7  | 14 | SINCLAIR           | 8  |
| ROW 6  | 22 | LUSH               | 31 |
| ROW 5  | 70 | DENTY              | 45 |
| ROW 4  | 99 | DUNN               | 74 |
| ROW 3  | 4  | SCHRYVER           | 5  |
| ROW 2  | 84 | STRETTON           | 65 |
| ROW 1  | 40 | HADFIELD           | 16 |

**POLE**



**Weather/Track - Overcast/Dry**  
**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 15:57 End: 16:18

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 5 The James Hunt Trophy for Grand Prix Masters

### QUALIFYING - Race 5

| POS | NO  | CL | NAME              | NAT | ENTRY         | TIME     | LAPS | GAP    | MPH    |
|-----|-----|----|-------------------|-----|---------------|----------|------|--------|--------|
| 1   | 33  | S  | Duncan DAYTON     |     | Brabham BT33  | 1:40.346 | 9    |        | 112.79 |
| 2   | 101 | L  | Peter WILLIAMS    |     | March 761     | 1:41.529 | 15   | 1.183  | 111.47 |
| 3   | 16  | L  | Frank SYTNER      |     | Pencske PC3   | 1:41.603 | 16   | 1.257  | 111.39 |
| 4   | 5   | S  | James HANSON      |     | Surtees TS9B  | 1:41.762 | 9    | 1.416  | 111.22 |
| 5   | 20  | L  | Peter WUENSCH     |     | Wolf WR1      | 1:41.835 | 15   | 1.489  | 111.14 |
| 6   | 28  | L  | John CROWSON      |     | Ensign MN177  | 1:43.220 | 15   | 2.874  | 109.65 |
| 7   | 1   | L  | Mike WRIGLEY      |     | Hesketh 308E  | 1:43.568 | 14   | 3.222  | 109.28 |
| 8   | 26  | L  | Frank LYONS       |     | McLaren M26   | 1:45.191 | 13   | 4.845  | 107.59 |
| 9   | 118 | L  | Chris PERKINS     |     | Surtees TS16  | 1:45.502 | 16   | 5.156  | 107.28 |
| 10  | 24  | L  | Jonathan BAKER    |     | Hesketh 308E  | 1:45.638 | 13   | 5.292  | 107.14 |
| 11  | 2   | S  | Alastair MORRISON |     | Lotus 72      | 1:47.967 | 12   | 7.621  | 104.83 |
| 12  | 3   | L  | David COPLOWE     |     | Surtees TS19  | 1:48.872 | 11   | 8.526  | 103.96 |
| 13  | 40  | S  | Abba KOGAN        |     | Matra MS120   | 1:50.092 | 13   | 9.746  | 102.80 |
| 14  | 10  | F  | John DELANE       |     | Tyrell 002    | 1:50.744 | 8    | 10.398 | 102.20 |
| 15  | 15  | L  | Jean Louis DURET  |     | Wolf WR1/2    | 1:51.164 | 14   | 10.818 | 101.81 |
| 16  | 21  | L  | Terry SALES       |     | Surtees TS20  | 1:51.347 | 12   | 11.001 | 101.65 |
| 17  | 110 | S  | John BLADON       |     | Surtees TS9B  | 1:51.944 | 12   | 11.598 | 101.10 |
| 18  | 38  | L  | Graham WILCOX     |     | Hesketh 308E  | 1:52.601 | 12   | 12.255 | 100.51 |
| 19  | 4   | F  | Jeff LEWIS        |     | Tyrell 007    | 1:53.220 | 15   | 12.874 | 99.96  |
| 20  | 126 | S  | Brad KRAUSE       |     | BRM P126      | 1:56.851 | 15   | 16.505 | 96.86  |
| 21  | 23  | C  | Danny WRIGHT      |     | Brabham BT23B | 1:58.450 | 10   | 18.104 | 95.55  |
| 22  | 14  | C  | Ron MAYDON        |     | Cooper T86C   | 1:59.766 | 13   | 19.420 | 94.50  |
| 23  | 18  | L  | Nick RINI         |     | Surtees TS19  | 2:02.703 | 9    | 22.357 | 92.24  |
| 24  | 6   | S  | Tony SMITH        |     | McLaren M14   | 2:09.104 | 4    | 28.758 | 87.66  |
| 25  | 55  | S  | Judy LYONS        |     | Surtees TS9   | 2:30.187 | 10   | 49.841 | 75.36  |

Weather/Track - Overcast/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 17:08 End: 17:38

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

|                     |                          |                      |
|---------------------|--------------------------|----------------------|
| <b>1</b>            | <b>Mike WRIGLEY</b>      | Hesketh 308E         |
| 1 - X:00.000        | 6 - 6:00.592             | 11 - 1:44.880        |
| 2 - 1:47.263        | 7 - 1:46.322             | 12 - 1:44.447        |
| 3 - 1:46.253        | 8 - 1:45.849             | 13 - 2:04.578        |
| 4 - 1:50.588        | 9 - <b>1:43.568</b>      | 14 - 2:12.606P       |
| 5 - 2:10.294P       | 10 - 1:46.667            |                      |
| <b>2</b>            | <b>Alastair MORRISON</b> | Lotus 72             |
| 1 - X:00.000        | 6 - 1:50.387             | 11 - 1:49.038        |
| 2 - 1:53.408        | 7 - 1:49.949             | 12 - 2:08.779P       |
| 3 - 1:50.186        | 8 - 1:51.255             |                      |
| 4 - 1:49.492        | 9 - 1:51.943             |                      |
| 5 - 1:48.328        | 10 - <b>1:47.967</b>     |                      |
| <b>3</b>            | <b>David COPLOWE</b>     | Surtees TS19         |
| 1 - X:00.000        | 6 - 1:51.682             | 11 - 2:03.158P       |
| 2 - 1:54.562        | 7 - 1:49.665             |                      |
| 3 - 2:25.870P       | 8 - <b>1:48.872</b>      |                      |
| 4 - 6:40.061        | 9 - 2:06.824             |                      |
| 5 - 1:50.381        | 10 - 1:52.640            |                      |
| <b>4</b>            | <b>Jeff LEWIS</b>        | Tyrell 007           |
| 1 - X:00.000        | 6 - 1:58.714             | 11 - 1:56.100        |
| 2 - 2:05.765        | 7 - 1:56.798             | 12 - 1:54.545        |
| 3 - 1:59.101        | 8 - 1:55.158             | 13 - <b>1:53.220</b> |
| 4 - 2:01.845        | 9 - 1:57.090             | 14 - 1:53.471        |
| 5 - 1:58.893        | 10 - 1:54.682            | 15 - 2:15.350P       |
| <b>5</b>            | <b>James HANSON</b>      | Surtees TS9B         |
| 1 - X:00.000        | 6 - 1:44.938             |                      |
| 2 - 1:46.283        | 7 - 1:45.228             |                      |
| 3 - 1:42.818        | 8 - 1:41.802             |                      |
| 4 - 1:46.312        | 9 - 1:59.672P            |                      |
| 5 - <b>1:41.762</b> |                          |                      |
| <b>6</b>            | <b>Tony SMITH</b>        | McLaren M14          |
| 1 - X:00.000        |                          |                      |
| 2 - <b>2:09.104</b> |                          |                      |
| 3 - 2:24.559P       |                          |                      |
| 4 - X:00.000P       |                          |                      |
| <b>10</b>           | <b>John DELANE</b>       | Tyrell 002           |
| 1 - X:00.000P       | 6 - 1:52.331             |                      |
| 2 - X:00.000        | 7 - <b>1:50.744</b>      |                      |
| 3 - 1:55.833        | 8 - 2:12.774P            |                      |
| 4 - 1:54.202        |                          |                      |
| 5 - 1:51.748        |                          |                      |

## Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

(contd.)

|                     |                         |                      |               |
|---------------------|-------------------------|----------------------|---------------|
| <b>14</b>           | <b>Ron MAYDON</b>       | Cooper T86C          |               |
| 1 - X:00.000        | 6 - 2:05.860            | 11 - <b>1:59.766</b> |               |
| 2 - 2:11.249        | 7 - 2:06.940            | 12 - 2:11.588P       |               |
| 3 - 2:04.149        | 8 - 2:05.585            | 13 - 2:36.573        |               |
| 4 - 2:05.329        | 9 - 2:26.020P           |                      |               |
| 5 - 2:04.380        | 10 - 3:36.950           |                      |               |
| <b>15</b>           | <b>Jean Louis DURET</b> | Wolf WR1/2           |               |
| 1 - X:00.000        | 6 - 1:54.233            | 11 - 2:15.323P       |               |
| 2 - 2:01.233        | 7 - 1:53.818            | 12 - 3:22.966        |               |
| 3 - 1:57.722        | 8 - 1:54.517            | 13 - 1:52.232        |               |
| 4 - 1:55.446        | 9 - 1:53.598            | 14 - <b>1:51.164</b> |               |
| 5 - 1:55.260        | 10 - 1:53.568           |                      |               |
| <b>16</b>           | <b>Frank SYTNER</b>     | Penske PC3           |               |
| 1 - 9:17.353        | 6 - 1:47.469            | 11 - 2:10.371        | 16 - 1:43.228 |
| 2 - 1:46.827        | 7 - 1:41.993            | 12 - <b>1:41.603</b> |               |
| 3 - 1:50.260        | 8 - 1:51.479            | 13 - 2:32.012P       |               |
| 4 - 1:43.387        | 9 - 1:51.054            | 14 - 3:19.913        |               |
| 5 - 1:48.876        | 10 - 1:48.923           | 15 - 1:43.222        |               |
| <b>18</b>           | <b>Nick RINI</b>        | Surtees TS19         |               |
| 1 - X:00.000        | 6 - 2:03.510            |                      |               |
| 2 - 2:10.035        | 7 - 2:03.168            |                      |               |
| 3 - 2:08.441        | 8 - <b>2:02.703</b>     |                      |               |
| 4 - 2:04.798        | 9 - 2:03.666            |                      |               |
| 5 - 2:07.005        |                         |                      |               |
| <b>20</b>           | <b>Peter WUENSCH</b>    | Wolf WR1             |               |
| 1 - X:00.000        | 6 - 1:42.953            | 11 - <b>1:41.835</b> |               |
| 2 - 1:49.715        | 7 - 1:44.256            | 12 - 1:42.297        |               |
| 3 - 2:01.481P       | 8 - 1:43.363            | 13 - 1:53.346        |               |
| 4 - 3:04.177        | 9 - 1:43.485            | 14 - 1:43.642        |               |
| 5 - 1:45.269        | 10 - 1:44.569           | 15 - 2:01.213P       |               |
| <b>21</b>           | <b>Terry SALES</b>      | Surtees TS20         |               |
| 1 - X:00.000        | 6 - <b>1:51.347</b>     | 11 - 3:30.468        |               |
| 2 - 2:05.741        | 7 - 1:52.712            | 12 - 2:09.326P       |               |
| 3 - 1:58.011        | 8 - 1:51.415            |                      |               |
| 4 - 1:56.267        | 9 - 1:52.007            |                      |               |
| 5 - 1:53.384        | 10 - 2:03.165P          |                      |               |
| <b>23</b>           | <b>Danny WRIGHT</b>     | Brabham BT23B        |               |
| 1 - 9:47.618        | 6 - 2:12.098P           |                      |               |
| 2 - 2:02.174        | 7 - 3:53.828            |                      |               |
| 3 - <b>1:58.450</b> | 8 - 2:00.138            |                      |               |
| 4 - 1:58.645        | 9 - 2:04.167            |                      |               |
| 5 - 1:58.456        | 10 - 2:31.128P          |                      |               |

# Race 5 The James Hunt Trophy for Grand Prix Masters

## LAP ANALYSIS

(contd.)

|                     |                       |                      |
|---------------------|-----------------------|----------------------|
| <b>24</b>           | <b>Jonathan BAKER</b> | Hesketh 308E         |
| 1 - X:00.000        | 6 - 1:48.065          | 11 - 2:02.805P       |
| 2 - 1:50.976        | 7 - 1:57.742P         | 12 - 4:28.741        |
| 3 - 1:46.630        | 8 - 3:46.839          | 13 - 1:46.696        |
| 4 - <b>1:45.638</b> | 9 - 1:45.690          |                      |
| 5 - 1:47.233        | 10 - 1:45.884         |                      |
| <b>26</b>           | <b>Frank LYONS</b>    | McLaren M26          |
| 1 - X:00.000        | 6 - 1:47.188          | 11 - <b>1:45.191</b> |
| 2 - 1:50.789        | 7 - 1:47.123          | 12 - 1:46.797        |
| 3 - 1:59.363P       | 8 - 1:46.001          | 13 - 2:01.029P       |
| 4 - 4:35.100        | 9 - 1:47.804          |                      |
| 5 - 1:48.337        | 10 - 1:51.750         |                      |
| <b>28</b>           | <b>John CROWSON</b>   | Ensign MN177         |
| 1 - 9:50.929        | 6 - 1:44.585          | 11 - 1:44.293        |
| 2 - 1:50.071        | 7 - <b>1:43.220</b>   | 12 - 1:43.500        |
| 3 - 1:46.006        | 8 - 1:43.990          | 13 - 1:52.659        |
| 4 - 1:44.801        | 9 - 1:44.623          | 14 - 1:43.766        |
| 5 - 1:45.687        | 10 - 1:44.559         | 15 - 1:44.086        |
| <b>33</b>           | <b>Duncan DAYTON</b>  | Brabham BT33         |
| 1 - X:00.000        | 6 - 1:40.723          |                      |
| 2 - 1:43.725        | 7 - <b>1:40.346</b>   |                      |
| 3 - 1:41.852        | 8 - 1:42.466          |                      |
| 4 - 1:41.486        | 9 - 2:01.772P         |                      |
| 5 - 1:47.066        |                       |                      |
| <b>38</b>           | <b>Graham WILCOX</b>  | Hesketh 308E         |
| 1 - 9:47.875        | 6 - 1:55.912          | 11 - 2:08.786P       |
| 2 - 2:03.524        | 7 - 1:55.965          | 12 - 8:40.668P       |
| 3 - 1:57.179        | 8 - 1:53.212          |                      |
| 4 - 1:54.885        | 9 - <b>1:52.601</b>   |                      |
| 5 - 1:55.472        | 10 - 1:52.815         |                      |
| <b>40</b>           | <b>Abba KOGAN</b>     | Matra MS120          |
| 1 - X:00.000P       | 6 - 1:53.823          | 11 - <b>1:50.092</b> |
| 2 - 3:44.252        | 7 - 1:52.961          | 12 - 1:54.323        |
| 3 - 2:08.045P       | 8 - 1:52.439          | 13 - 1:53.096        |
| 4 - 4:48.006        | 9 - 2:06.871          |                      |
| 5 - 1:51.259        | 10 - 1:54.804         |                      |
| <b>55</b>           | <b>Judy LYONS</b>     | Surtees TS9          |
| 1 - X:00.000        | 6 - 2:39.689          |                      |
| 2 - 2:50.009        | 7 - 2:31.683          |                      |
| 3 - 2:45.658        | 8 - 2:37.619          |                      |
| 4 - 2:39.128        | 9 - <b>2:30.187</b>   |                      |
| 5 - 2:40.831        | 10 - 2:31.301         |                      |

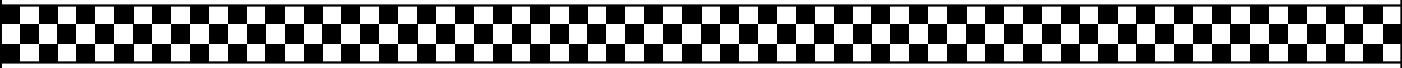
# Race 5 The James Hunt Trophy for Grand Prix Masters LAP ANALYSIS

(contd.)

|            |                       |              |          |      |                 |
|------------|-----------------------|--------------|----------|------|-----------------|
| <b>101</b> | <b>Peter WILLIAMS</b> | March 761    |          |      |                 |
| 1 -        | 9:14.249              | 6 -          | 4:22.278 | 11 - | 2:06.257        |
| 2 -        | 1:43.337              | 7 -          | 1:42.520 | 12 - | 1:52.983        |
| 3 -        | 1:44.238              | 8 -          | 1:42.416 | 13 - | 1:42.026        |
| 4 -        | 1:43.831              | 9 -          | 1:55.650 | 14 - | <b>1:41.529</b> |
| 5 -        | 2:25.246P             | 10 -         | 1:42.288 | 15 - | 1:41.738        |
| <b>110</b> | <b>John BLADON</b>    | Surtees TS9B |          |      |                 |
| 1 -        | 9:22.838              | 6 -          | 1:57.205 | 11 - | <b>1:51.944</b> |
| 2 -        | 2:00.079              | 7 -          | 1:55.496 | 12 - | 2:28.565P       |
| 3 -        | 1:54.604              | 8 -          | 1:53.633 |      |                 |
| 4 -        | 1:54.979              | 9 -          | 1:53.125 |      |                 |
| 5 -        | 1:56.680              | 10 -         | 1:54.367 |      |                 |
| <b>118</b> | <b>Chris PERKINS</b>  | Surtees TS16 |          |      |                 |
| 1 -        | X:00.000              | 6 -          | 1:47.397 | 11 - | 2:02.502        |
| 2 -        | 1:56.413              | 7 -          | 1:50.067 | 12 - | 1:46.390        |
| 3 -        | 1:52.159              | 8 -          | 1:50.126 | 13 - | 1:47.670        |
| 4 -        | 1:48.986              | 9 -          | 1:46.631 | 14 - | 1:45.783        |
| 5 -        | 1:48.382              | 10 -         | 1:49.105 | 15 - | <b>1:45.502</b> |
| <b>126</b> | <b>Brad KRAUSE</b>    | BRM P126     |          |      |                 |
| 1 -        | X:00.000              | 6 -          | 1:59.746 | 11 - | 2:00.281        |
| 2 -        | 2:06.945              | 7 -          | 2:00.005 | 12 - | 1:59.987        |
| 3 -        | 2:00.847              | 8 -          | 1:59.767 | 13 - | <b>1:56.851</b> |
| 4 -        | 2:01.709              | 9 -          | 2:00.242 | 14 - | 2:00.967        |
| 5 -        | 1:59.682              | 10 -         | 2:03.550 | 15 - | 2:01.234        |

# Race 5 The James Hunt Trophy for Grand Prix Masters

## GRID - Race 5

|  |          |     |          |                          |
|--|----------|-----|----------|--------------------------|
| ROW 13   | 2:30.187 | 55  | LYONS    |                          |
| ROW 12   | 2:02.703 | 18  | RINI     | 2:09.104<br>6 SMITH      |
| ROW 11   | 1:58.450 | 23  | WRIGHT   | 1:59.766<br>14 MAYDON    |
| ROW 10   | 1:53.220 | 4   | LEWIS    | 1:56.851<br>126 KRAUSE   |
| ROW 9  | 1:51.944 | 110 | BLADON   | 1:52.601<br>38 WILCOX    |
| ROW 8  | 1:51.164 | 15  | DURET    | 1:51.347<br>21 SALES     |
| ROW 7  | 1:50.092 | 40  | KOGAN    | 1:50.744<br>10 DELANE    |
| ROW 6  | 1:47.967 | 2   | MORRISON | 1:48.872<br>3 COPLOWE    |
| ROW 5  | 1:45.502 | 118 | PERKINS  | 1:45.638<br>24 BAKER     |
| ROW 4  | 1:43.568 | 1   | WRIGLEY  | 1:45.191<br>26 LYONS     |
| ROW 3  | 1:41.835 | 20  | WUENSCH  | 1:43.220<br>28 CROWSON   |
| ROW 2  | 1:41.603 | 16  | SYTNER   | 1:41.762<br>5 HANSON     |
| ROW 1  | 1:40.346 | 33  | DAYTON   | 1:41.529<br>101 WILLIAMS |
| <b>POLE</b>  |          |     |          |                          |
|  |          |     |          |                          |

**Weather/Track - Overcast/Dry**  
**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 17:08 End: 17:38

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



## BRDC 500 For Pre War Sportscars QUALIFYING - Race 8

| POS | NO | CL | NAME                 | NAT | ENTRY                | TIME     | LAPS | GAP      | MPH   |
|-----|----|----|----------------------|-----|----------------------|----------|------|----------|-------|
| 1   | 19 |    | BURNETT/DIFFEY       |     | Alfa 2l Sports       | 2:22.732 | 12   |          | 79.29 |
| 2   | 20 |    | EDWARDS/STRETTON     |     | BMW 328              | 2:24.470 | 15   | 1.738    | 78.34 |
| 3   | 42 |    | AINSCOUGH/BAXTER     |     | Alfa Romeo Le Mans   | 2:25.709 | 15   | 2.977    | 77.67 |
| 4   | 1  |    | PILKINGTON/GUYATT    |     | Talbot Daracq        | 2:25.825 | 14   | 3.093    | 77.61 |
| 5   | 31 |    | SMITH/STRETTON       |     | Invicta S-Type       | 2:27.283 | 14   | 4.551    | 76.84 |
| 6   | 21 |    | PAINTER/TBA          |     | Maserati 4CS         | 2:30.561 | 13   | 7.829    | 75.17 |
| 7   | 37 |    | WARDEN/MAHANY        |     | Delage D6/Course     | 2:31.094 | 9    | 8.362    | 74.91 |
| 8   | 33 |    | FRANKLIN/MACMEISTER  |     | Frazer Nash BMW 328  | 2:31.255 | 14   | 8.523    | 74.83 |
| 9   | 46 |    | BALDWIN/BALDWIN      |     | Aston Martin Le Mans | 2:33.528 | 9    | 10.796   | 73.72 |
| 10  | 41 |    | CHILCOTT/CHAMPION    |     | Frazer Nash Tourer   | 2:36.427 | 13   | 13.695   | 72.35 |
| 11  | 9  |    | BUGLER/BUGLER        |     | Lagonda LG45         | 2:36.448 | 14   | 13.716   | 72.34 |
| 12  | 43 |    | MAHANY/STRETTON      |     | HRG Le Mans          | 2:37.761 | 14   | 15.029   | 71.74 |
| 13  | 22 |    | WILLS/WILLS          |     | Frazer Nash BMW 328  | 2:37.896 | 13   | 15.164   | 71.68 |
| 14  | 4  |    | GREEN/TAYLOR         |     | MG K3 Magnette       | 2:40.544 | 12   | 17.812   | 70.50 |
| 15  | 45 |    | CURTIS/MORRIS        |     | Talbot 105           | 2:41.008 | 12   | 18.276   | 70.29 |
| 16  | 48 |    | COOKE/TWYMAN         |     | Alfa Romeo 6C        | 2:41.201 | 13   | 18.469   | 70.21 |
| 17  | 38 |    | WINDSOR-PRICE/CANNEL |     | MG K3                | 2:41.695 | 13   | 18.963   | 69.99 |
| 18  | 10 |    | FOSTER/GREEN         |     | MG Midget C-Type     | 2:43.888 | 12   | 21.156   | 69.06 |
| 19  | 14 |    | HUDSON/SADLER        |     | Talbot 105           | 2:43.933 | 12   | 21.201   | 69.04 |
| 20  | 16 |    | PYE/MANN             |     | Talbot 105           | 2:44.099 | 13   | 21.367   | 68.97 |
| 21  | 6  |    | TEMPLE/LANE-NOTT     |     | Riley Brooklands     | 2:44.423 | 10   | 21.691   | 68.83 |
| 22  | 17 |    | DIFFEY/STEVENS       |     | Talbot 105           | 2:44.619 | 12   | 21.887   | 68.75 |
| 23  | 25 |    | MASON/LANZANTE       |     | Aston Martin Ulster  | 2:44.863 | 8    | 22.131   | 68.65 |
| 24  | 40 |    | WARRINGTON/MANN      |     | Stutz Blackhawk      | 2:45.395 | 12   | 22.663   | 68.43 |
| 25  | 7  |    | FABRI/STOOP          |     | Aston Martin Ulster  | 2:47.020 | 13   | 24.288   | 67.76 |
| 26  | 44 |    | BROCK-JEST/HARDIUS   |     | Lagonda V12 Le Mans  | 2:47.105 | 9    | 24.373   | 67.73 |
| 27  | 2  |    | FLOOD/FRANKEL        |     | Bentley 41/2         | 2:48.673 | 13   | 25.941   | 67.10 |
| 28  | 32 |    | GRANT/WILTSHIRE      |     | Bentley Open Tourer  | 2:50.006 | 13   | 27.274   | 66.57 |
| 29  | 23 |    | WOOD/WOOD            |     | Invicta S-Type       | 2:51.142 | 9    | 28.410   | 66.13 |
| 30  | 29 |    | FRANKEL/FRANKEL      |     | Bentley TT           | 2:51.157 | 13   | 28.425   | 66.12 |
| 31  | 8  |    | SWETE/TBA            |     | Talbot 90            | 2:51.726 | 11   | 28.994   | 65.91 |
| 32  | 28 |    | CLARKE/TBA           |     | Morgan 4-4 LM        | 2:52.874 | 12   | 30.142   | 65.47 |
| 33  | 12 |    | ALDERMAN/BOGHOSSIAN  |     | MG K3                | 2:53.101 | 12   | 30.369   | 65.38 |
| 34  | 27 |    | BRADFORD/BRADFORD    |     | Riley Brooklands     | 2:53.758 | 11   | 31.026   | 65.13 |
| 35  | 15 |    | ASHMEAD/COLBORN-BAB  |     | Aston Martin LM4     | 2:54.106 | 11   | 31.374   | 65.00 |
| 36  | 24 |    | LEES/WILSON          |     | Riley Sprite         | 2:56.208 | 11   | 33.476   | 64.23 |
| 37  | 30 |    | PILKINGTON/PILKINGTO |     | Alfa Romeo 1750SS    | 2:57.346 | 12   | 34.614   | 63.82 |
| 38  | 35 |    | SCHUMACHER/MOSS      |     | Talbot Brooklands    | 3:02.869 | 11   | 40.137   | 61.89 |
| 39  | 26 |    | DELANEY/DELANEY      |     | Lea Francis Hyper    | 3:03.549 | 10   | 40.817   | 61.66 |
| 40  | 34 |    | PILKINGTON/PILKINGTO |     | Alfa Romeo Zagato    | 3:03.615 | 12   | 40.883   | 61.64 |
| 41  | 39 |    | PERKINS/EMMERLING    |     | Riley Brooklands     | 3:04.048 | 8    | 41.316   | 61.49 |
| 42  | 3  |    | COOKSEY/RICHARDSON   |     | MG Montlhery         | 3:08.026 | 12   | 45.294   | 60.19 |
| 43  | 11 |    | BOOTHBY/MCNINCH      |     | MG P-TYPE            | 3:09.854 | 12   | 47.122   | 59.61 |
| 44  | 18 |    | BURNETT/WALFORD      |     | Talbot 105           | 6:22.525 | 2    | 3:59.793 | 29.58 |

A car without a number was seen and not timed.

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 08:30 End: 09:05

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## BRDC 500 For Pre War Sportscars LAP ANALYSIS

|                     |                           |                      |
|---------------------|---------------------------|----------------------|
| <b>1</b>            | <b>PILKINGTON/GUYATT</b>  | Talbot Daracq        |
| 1 - 6:06.358        | 6 - 2:27.641              | 11 - 2:34.796        |
| 2 - 2:51.394        | 7 - 2:49.281P             | 12 - 2:33.692        |
| 3 - 2:29.790        | 8 - 3:36.421              | 13 - 2:37.471        |
| 4 - 2:29.037        | 9 - 2:32.943              | 14 - 2:36.909        |
| 5 - <b>2:25.825</b> | 10 - 2:29.580             |                      |
| <b>2</b>            | <b>FLOOD/FRANKEL</b>      | Bentley 41/2         |
| 1 - 5:55.704        | 6 - 2:58.277              | 11 - 2:51.108        |
| 2 - 3:15.487        | 7 - 3:19.895P             | 12 - <b>2:48.673</b> |
| 3 - 3:05.734        | 8 - 3:52.317              | 13 - 2:49.162        |
| 4 - 2:59.508        | 9 - 2:54.805              |                      |
| 5 - 2:56.631        | 10 - 2:52.528             |                      |
| <b>3</b>            | <b>COOKSEY/RICHARDSON</b> | MG Montlhery         |
| 1 - 6:12.279        | 6 - 4:10.261              | 11 - 3:14.568        |
| 2 - 3:18.178        | 7 - 3:19.969              | 12 - 3:13.560        |
| 3 - 3:08.361        | 8 - 3:11.745              |                      |
| 4 - <b>3:08.026</b> | 9 - 3:13.950              |                      |
| 5 - 3:23.799P       | 10 - 3:11.569             |                      |
| <b>4</b>            | <b>GREEN/TAYLOR</b>       | MG K3 Magnette       |
| 1 - 6:10.821        | 6 - 5:30.223              | 11 - 3:00.042        |
| 2 - 2:54.713        | 7 - 3:11.939              | 12 - 2:56.963        |
| 3 - 2:42.987        | 8 - 3:10.122              |                      |
| 4 - <b>2:40.544</b> | 9 - 3:08.844              |                      |
| 5 - 2:53.779P       | 10 - 3:04.796             |                      |
| <b>6</b>            | <b>TEMPLE/LANE-NOTT</b>   | Riley Brooklands     |
| 1 - 8:58.933        | 6 - 5:30.402              |                      |
| 2 - 2:50.995        | 7 - 3:13.660              |                      |
| 3 - 2:45.883        | 8 - 3:09.346              |                      |
| 4 - <b>2:44.423</b> | 9 - 3:08.356              |                      |
| 5 - 2:57.969P       | 10 - 3:21.921P            |                      |
| <b>7</b>            | <b>FABRI/STOOP</b>        | Aston Martin Ulster  |
| 1 - 5:54.037        | 6 - 2:47.775              | 11 - 2:54.102        |
| 2 - 2:56.846        | 7 - 3:02.011P             | 12 - 2:55.628        |
| 3 - 2:48.024        | 8 - 4:08.444              | 13 - 2:53.931        |
| 4 - 2:51.112        | 9 - 2:55.727              |                      |
| 5 - <b>2:47.020</b> | 10 - 2:55.662             |                      |
| <b>8</b>            | <b>SWETE/TBA</b>          | Talbot 90            |
| 1 - 6:31.362        | 6 - <b>2:51.726</b>       | 11 - 3:00.930        |
| 2 - 3:10.720        | 7 - 3:44.508P             |                      |
| 3 - 3:05.558        | 8 - 4:44.091              |                      |
| 4 - 3:21.507P       | 9 - 3:08.776              |                      |
| 5 - 5:55.199        | 10 - 3:06.462             |                      |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

# BRDC 500 For Pre War Sportscars

## LAP ANALYSIS

(contd.)

|           |                            |          |                                |
|-----------|----------------------------|----------|--------------------------------|
| <b>9</b>  | <b>BUGLER/BUGLER</b>       |          | Lagonda LG45                   |
| 1 -       | 6:01.303                   | 6 -      | 3:18.752 11 - 2:44.113         |
| 2 -       | 2:55.520                   | 7 -      | <b>2:36.448</b> 12 - 2:38.768  |
| 3 -       | 2:53.990                   | 8 -      | 2:39.517 13 - 2:37.520         |
| 4 -       | 2:51.542                   | 9 -      | 2:37.138 14 - 2:37.208         |
| 5 -       | 2:58.795P                  | 10 -     | 2:37.855                       |
| <b>10</b> | <b>FOSTER/GREEN</b>        |          | MG Midget C-Type               |
| 1 -       | 6:23.083                   | 6 -      | 2:57.741P 11 - 3:07.619        |
| 2 -       | 3:22.974                   | 7 -      | 5:05.991 12 - 3:38.852         |
| 3 -       | 2:57.325                   | 8 -      | 3:06.743                       |
| 4 -       | 2:48.383                   | 9 -      | 3:11.696                       |
| 5 -       | <b>2:43.888</b>            | 10 -     | 3:12.019                       |
| <b>11</b> | <b>BOOTHBY/MCNINCH</b>     |          | MG P-Type                      |
| 1 -       | 6:02.461                   | 6 -      | 3:16.936 11 - 3:12.360         |
| 2 -       | 3:17.288                   | 7 -      | 3:22.557 12 - 3:16.028         |
| 3 -       | <b>3:09.854</b>            | 8 -      | 3:21.408                       |
| 4 -       | 3:19.655P                  | 9 -      | 3:15.254                       |
| 5 -       | 4:02.369                   | 10 -     | 3:11.746                       |
| <b>12</b> | <b>ALDERMAN/BOGHOSSIAN</b> |          | MG K3                          |
| 1 -       | 6:14.911                   | 6 -      | 3:03.543 11 - <b>2:53.101</b>  |
| 2 -       | 3:15.233                   | 7 -      | 3:16.419P 12 - 3:00.249        |
| 3 -       | 3:05.523                   | 8 -      | 4:14.490                       |
| 4 -       | 2:59.844                   | 9 -      | 2:59.944                       |
| 5 -       | 2:58.051                   | 10 -     | 2:54.956                       |
| <b>14</b> | <b>HUDSON/SADLER</b>       |          | Talbot 105                     |
| 1 -       | 6:48.232                   | 6 -      | 2:53.623 11 - 2:45.437         |
| 2 -       | 3:11.484                   | 7 -      | 3:08.122P 12 - <b>2:43.933</b> |
| 3 -       | 3:00.335                   | 8 -      | 5:49.316                       |
| 4 -       | 2:59.579                   | 9 -      | 2:45.699                       |
| 5 -       | 2:57.392                   | 10 -     | 2:45.049                       |
| <b>15</b> | <b>ASHMEAD/COLBORN-BAB</b> | <b>R</b> | Aston Martin LM4               |
| 1 -       | 6:17.557                   | 6 -      | 6:39.582 11 - 3:07.573P        |
| 2 -       | 3:07.276                   | 7 -      | 3:06.170                       |
| 3 -       | 2:58.899                   | 8 -      | 3:03.071                       |
| 4 -       | <b>2:54.106</b>            | 9 -      | 3:00.145                       |
| 5 -       | 3:09.333P                  | 10 -     | 2:58.671                       |
| <b>16</b> | <b>PYE/MANN</b>            |          | Talbot 105                     |
| 1 -       | 6:18.270                   | 6 -      | 3:50.372 11 - 2:45.229         |
| 2 -       | 3:02.573                   | 7 -      | 2:47.451 12 - 2:45.106         |
| 3 -       | 2:52.012                   | 8 -      | 2:44.544 13 - 2:45.099         |
| 4 -       | 2:47.984                   | 9 -      | 2:47.040                       |
| 5 -       | 2:56.401P                  | 10 -     | <b>2:44.099</b>                |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

# BRDC 500 For Pre War Sportscars

## LAP ANALYSIS

(contd.)

|           |                         |                                    |
|-----------|-------------------------|------------------------------------|
| <b>17</b> | <b>DIFFEY/STEVENS</b>   | Talbot 105                         |
| 1 -       | 6:26.473                | 6 - 2:59.910P 11 - 3:07.943        |
| 2 -       | 2:58.310                | 7 - 4:22.240 12 - 3:13.777         |
| 3 -       | 2:48.502                | 8 - 3:09.585                       |
| 4 -       | 2:50.203                | 9 - 3:11.787                       |
| 5 -       | <b>2:44.619</b>         | 10 - 3:12.565                      |
| <b>18</b> | <b>BURNETT/WALFORD</b>  | Talbot 105                         |
| 1 -       | <b>6:22.525</b>         |                                    |
| 2 -       | X:00.000P               |                                    |
| <b>19</b> | <b>BURNETT/DIFFEY</b>   | Alta 2I Sports                     |
| 1 -       | 6:22.194                | 6 - 6:23.099 11 - 2:26.805         |
| 2 -       | 2:32.625                | 7 - 2:30.976 12 - 2:56.422P        |
| 3 -       | 2:25.432                | 8 - 2:33.490                       |
| 4 -       | <b>2:22.732</b>         | 9 - 2:26.017                       |
| 5 -       | 2:36.045P               | 10 - 2:26.639                      |
| <b>20</b> | <b>EDWARDS/STRETTON</b> | BMW 328                            |
| 1 -       | 6:09.885                | 6 - 2:30.668 11 - 2:26.001         |
| 2 -       | 2:36.244                | 7 - 2:41.419P 12 - 2:25.151        |
| 3 -       | 2:27.359                | 8 - 3:36.887 13 - <b>2:24.470</b>  |
| 4 -       | 2:28.045                | 9 - 2:32.710 14 - 2:25.343         |
| 5 -       | 2:25.655                | 10 - 2:25.698 15 - 2:28.403        |
| <b>21</b> | <b>PAINTER/TBA</b>      | Maserati 4CS                       |
| 1 -       | 9:14.569                | 6 - 3:35.311 11 - 2:35.503         |
| 2 -       | 2:34.903                | 7 - 2:43.847 12 - 2:35.814         |
| 3 -       | 2:32.088                | 8 - 2:38.251 13 - 2:48.185P        |
| 4 -       | <b>2:30.561</b>         | 9 - 2:42.488                       |
| 5 -       | 2:45.437P               | 10 - 2:37.329                      |
| <b>22</b> | <b>WILLS/WILLS</b>      | Frazer Nash BMW 328                |
| 1 -       | 6:14.675                | 6 - 3:11.853P 11 - <b>2:37.896</b> |
| 2 -       | 3:08.094                | 7 - 3:36.351 12 - 2:39.384         |
| 3 -       | 3:01.265                | 8 - 2:42.415 13 - 2:38.970         |
| 4 -       | 3:02.144                | 9 - 2:41.764                       |
| 5 -       | 2:59.628                | 10 - 2:39.456                      |
| <b>23</b> | <b>WOOD/WOOD</b>        | Invicta S-Type                     |
| 1 -       | 7:39.908                | 6 - 3:07.259P                      |
| 2 -       | 3:04.419                | 7 - 4:28.671                       |
| 3 -       | 2:56.726                | 8 - 3:13.958                       |
| 4 -       | <b>2:51.142</b>         | 9 - 3:38.068P                      |
| 5 -       | 2:57.279                |                                    |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

## BRDC 500 For Pre War Sportscars LAP ANALYSIS

(contd.)

|                     |                             |                      |
|---------------------|-----------------------------|----------------------|
| <b>24</b>           | <b>LEES/WILSON</b>          | Riley Sprite         |
| 1 - 6:42.557        | 6 - 5:52.902                | 11 - 3:06.734        |
| 2 - 3:15.355        | 7 - 3:17.819                |                      |
| 3 - 2:57.637        | 8 - 3:12.419                |                      |
| 4 - <b>2:56.208</b> | 9 - 3:06.673                |                      |
| 5 - 3:09.577P       | 10 - 3:05.223               |                      |
| <b>25</b>           | <b>MASON/LANZANTE</b>       | Aston Martin Ulster  |
| 1 - 6:28.184        | 6 - 2:53.740P               |                      |
| 2 - 2:59.774        | 7 - 3:45.106                |                      |
| 3 - 2:48.726        | 8 - 3:49.157P               |                      |
| 4 - 2:45.954        |                             |                      |
| 5 - <b>2:44.863</b> |                             |                      |
| <b>26</b>           | <b>DELANEY/DELANEY</b>      | Lea Francis Hyper    |
| 1 - 8:17.128P       | 6 - 3:09.900                |                      |
| 2 - 3:57.196        | 7 - <b>3:03.549</b>         |                      |
| 3 - 3:09.852        | 8 - 3:03.782                |                      |
| 4 - 3:15.603P       | 9 - 3:21.063P               |                      |
| 5 - 4:36.431        | 10 - 5:18.804               |                      |
| <b>27</b>           | <b>BRADFORD/BRADFORD</b>    | Riley Brooklands     |
| 1 - 6:37.250        | 6 - 3:14.888P               | 11 - 2:55.261        |
| 2 - 3:06.861        | 7 - 3:56.883                |                      |
| 3 - 2:59.060        | 8 - 2:57.015                |                      |
| 4 - 3:03.886        | 9 - <b>2:53.758</b>         |                      |
| 5 - 3:01.296        | 10 - 2:54.021               |                      |
| <b>28</b>           | <b>CLARKE/TBA</b>           | Morgan 4-4 LM        |
| 1 - 6:01.639        | 6 - 3:00.328                | 11 - <b>2:52.874</b> |
| 2 - 3:27.187        | 7 - 3:12.345P               | 12 - 2:53.506        |
| 3 - 3:09.830        | 8 - 4:01.193                |                      |
| 4 - 3:04.717        | 9 - 2:57.244                |                      |
| 5 - 3:04.076        | 10 - 2:55.561               |                      |
| <b>29</b>           | <b>FRANKEL/FRANKEL</b>      | Bentley TT           |
| 1 - 6:00.444        | 6 - 2:52.220                | 11 - 2:55.686        |
| 2 - 3:22.809        | 7 - 3:00.159P               | 12 - 2:57.524        |
| 3 - 3:00.911        | 8 - 3:53.442                | 13 - 2:56.826        |
| 4 - 2:59.059        | 9 - 2:59.177                |                      |
| 5 - <b>2:51.157</b> | 10 - 2:56.628               |                      |
| <b>30</b>           | <b>PILKINGTON/PILKINGTO</b> | Alfa Romeo 1750SS    |
| 1 - 6:05.117        | 6 - 3:08.028P               | 11 - 2:59.893        |
| 2 - 3:06.531        | 7 - 4:05.843                | 12 - 3:00.286        |
| 3 - 2:59.825        | 8 - 3:02.797                |                      |
| 4 - 2:58.274        | 9 - 3:01.225                |                      |
| 5 - <b>2:57.346</b> | 10 - 3:01.290               |                      |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

## BRDC 500 For Pre War Sportscars LAP ANALYSIS

(contd.)

|                     |                             |                      |
|---------------------|-----------------------------|----------------------|
| <b>31</b>           | <b>SMITH/STRETTON</b>       | Invicta S-Type       |
| 1 - 6:10.205        | 6 - 2:28.333                | 11 - 2:39.160        |
| 2 - 2:38.248        | 7 - 2:40.658P               | 12 - 2:35.560        |
| 3 - 2:29.551        | 8 - 3:27.443                | 13 - 2:35.400        |
| 4 - 2:39.371        | 9 - 2:40.497                | 14 - 2:36.875        |
| 5 - <b>2:27.283</b> | 10 - 2:36.499               |                      |
| <b>32</b>           | <b>GRANT/WILTSHIRE</b>      | Bently Open Tourer   |
| 1 - 6:15.602        | 6 - 3:08.918P               | 11 - 2:52.209        |
| 2 - 3:09.629        | 7 - 3:57.542                | 12 - <b>2:50.006</b> |
| 3 - 3:00.161        | 8 - 2:57.162                | 13 - 2:50.305        |
| 4 - 2:59.073        | 9 - 2:57.304                |                      |
| 5 - 2:55.168        | 10 - 2:53.450               |                      |
| <b>33</b>           | <b>FRANKLIN/MACMEISTER</b>  | Frazer Nash BMW 328  |
| 1 - 6:05.277        | 6 - 2:39.625                | 11 - 2:38.644        |
| 2 - 2:53.995        | 7 - 2:39.190                | 12 - 2:34.994        |
| 3 - 2:41.079        | 8 - 2:47.303                | 13 - 2:33.662        |
| 4 - 2:42.168        | 9 - 2:56.664P               | 14 - <b>2:31.255</b> |
| 5 - 2:39.811        | 10 - 3:31.793               |                      |
| <b>34</b>           | <b>PILKINGTON/PILKINGTO</b> | Alfa Romeo Zagato    |
| 1 - 6:07.602        | 6 - 3:06.556                | 11 - 3:09.141        |
| 2 - 3:23.717        | 7 - 3:07.249                | 12 - 3:38.624P       |
| 3 - 3:09.104        | 8 - 3:18.487P               |                      |
| 4 - 3:08.739        | 9 - 4:08.881                |                      |
| 5 - 3:06.035        | 10 - <b>3:03.615</b>        |                      |
| <b>35</b>           | <b>SCHUMACHER/MOSS</b>      | Talbot Brooklands    |
| 1 - 6:28.974        | 6 - 3:09.928                | 11 - 3:51.832        |
| 2 - 3:11.669        | 7 - 3:03.095                |                      |
| 3 - <b>3:02.869</b> | 8 - 3:05.151                |                      |
| 4 - 3:21.558P       | 9 - 3:10.242                |                      |
| 5 - 5:25.059        | 10 - 3:32.356P              |                      |
| <b>37</b>           | <b>WARDEN/MAHANY</b>        | Delage D6/Course     |
| 1 - 9:15.009        | 6 - 2:35.109                |                      |
| 2 - 2:48.562        | 7 - 2:33.725                |                      |
| 3 - 2:49.043        | 8 - <b>2:31.094</b>         |                      |
| 4 - 3:09.631P       | 9 - 3:44.891P               |                      |
| 5 - 4:14.492        |                             |                      |
| <b>38</b>           | <b>WINDSOR-PRICE/CANNEL</b> | MG K3                |
| 1 - 5:52.855        | 6 - 2:45.216                | 11 - 2:58.211        |
| 2 - 2:46.488        | 7 - 2:54.163P               | 12 - 2:57.322        |
| 3 - 2:44.770        | 8 - 3:56.188                | 13 - 2:55.641        |
| 4 - 2:42.520        | 9 - 3:04.744                |                      |
| 5 - <b>2:41.695</b> | 10 - 3:01.858               |                      |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

## BRDC 500 For Pre War Sportscars LAP ANALYSIS

(contd.)

|                     |                           |                      |
|---------------------|---------------------------|----------------------|
| <b>39</b>           | <b>PERKINS/EMMERLING</b>  | Riley Brooklands     |
| 1 - 6:19.547        | 6 - 4:10.369              |                      |
| 2 - 3:12.789        | 7 - <b>3:04.048</b>       |                      |
| 3 - 3:07.020        | 8 - 3:39.398P             |                      |
| 4 - 3:08.047        |                           |                      |
| 5 - 3:17.136P       |                           |                      |
| <b>40</b>           | <b>WARRINGTON/MANN</b>    | Stutz Blackhawk      |
| 1 - 9:02.443        | 6 - 3:52.435              | 11 - 2:50.626        |
| 2 - 2:49.140        | 7 - 2:48.954              | 12 - 2:54.948        |
| 3 - 2:48.185        | 8 - 2:47.449              |                      |
| 4 - <b>2:45.395</b> | 9 - 2:49.354              |                      |
| 5 - 3:00.932P       | 10 - 2:47.628             |                      |
| <b>41</b>           | <b>CHILCOTT/CHAMPION</b>  | Frazer Nash Tourer   |
| 1 - 8:50.125        | 6 - <b>2:36.427</b>       | 11 - 2:45.473        |
| 2 - 2:38.018        | 7 - 2:55.207P             | 12 - 2:44.718        |
| 3 - 2:36.733        | 8 - 3:40.879              | 13 - 2:43.678        |
| 4 - 2:36.994        | 9 - 2:50.014              |                      |
| 5 - 2:36.488        | 10 - 2:46.740             |                      |
| <b>42</b>           | <b>AINSCOUGH/BAXTER</b>   | Alfa Romeo Le Mans   |
| 1 - 6:15.251        | 6 - 2:32.164              | 11 - 2:28.673        |
| 2 - 2:46.591        | 7 - 2:31.764              | 12 - 2:26.475        |
| 3 - 2:36.379        | 8 - 2:46.494P             | 13 - 2:27.031        |
| 4 - 2:36.230        | 9 - 3:05.412              | 14 - <b>2:25.709</b> |
| 5 - 2:32.628        | 10 - 2:27.798             | 15 - 3:11.751P       |
| <b>43</b>           | <b>MAHANY/STRETTON</b>    | HRG Le Mans          |
| 1 - 6:01.971        | 6 - 3:31.676              | 11 - 2:41.278        |
| 2 - 2:48.564        | 7 - 2:40.914              | 12 - 2:40.479        |
| 3 - 2:38.054        | 8 - 2:41.850              | 13 - 2:41.486        |
| 4 - <b>2:37.761</b> | 9 - 2:40.475              | 14 - 3:01.267P       |
| 5 - 2:47.352P       | 10 - 2:42.920             |                      |
| <b>44</b>           | <b>BROCK-JEST/HARDIUS</b> | Lagonda V12 Le Mans  |
| 1 - 5:53.003        | 6 - 2:53.103              |                      |
| 2 - <b>2:47.105</b> | 7 - 2:50.992              |                      |
| 3 - 2:52.374        | 8 - 2:49.859              |                      |
| 4 - 3:21.340P       | 9 - 3:00.426P             |                      |
| 5 - 6:00.162        |                           |                      |
| <b>45</b>           | <b>CURTIS/MORRIS</b>      | Talbot 105           |
| 1 - 9:00.347        | 6 - 3:07.157P             | 11 - 2:41.919        |
| 2 - 2:50.905        | 7 - 4:32.279              | 12 - 2:41.107        |
| 3 - 2:46.739        | 8 - 2:44.688              |                      |
| 4 - 2:43.513        | 9 - 2:43.741              |                      |
| 5 - 2:43.651        | 10 - <b>2:41.008</b>      |                      |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry

# BRDC 500 For Pre War Sportscars LAP ANALYSIS

(contd.)

|           |                        |                      |                 |               |
|-----------|------------------------|----------------------|-----------------|---------------|
| <b>46</b> | <b>BALDWIN/BALDWIN</b> | Aston Martin Le Mans |                 |               |
| 1 -       | 9:37.211               | 6 -                  | 3:36.074        |               |
| 2 -       | 2:44.401               | 7 -                  | 2:37.089        |               |
| 3 -       | 2:37.640               | 8 -                  | 2:47.467        |               |
| 4 -       | <b>2:33.528</b>        | 9 -                  | 3:06.399P       |               |
| 5 -       | 2:42.035P              |                      |                 |               |
| <b>48</b> | <b>COOKE/TWYMAN</b>    | Alfa Romeo 6C        |                 |               |
| 1 -       | 6:33.947               | 6 -                  | <b>2:41.201</b> | 11 - 2:47.579 |
| 2 -       | 2:56.849               | 7 -                  | 3:08.003P       | 12 - 2:44.681 |
| 3 -       | 2:47.620               | 8 -                  | 3:30.098        | 13 - 2:42.507 |
| 4 -       | 2:48.689               | 9 -                  | 2:47.526        |               |
| 5 -       | 2:41.480               | 10 -                 | 2:49.278        |               |

A car without a number was seen and not timed.  
Weather/Track - Overcast/Dry



# BRDC 500 For Pre War Sportscars

## GRID - Race 8

ROW  
22  
ROW  
21  
ROW  
20  
ROW  
19  
ROW  
18  
ROW  
17  
ROW  
16  
ROW  
15  
ROW  
14  
ROW  
13  
ROW  
12  
ROW  
11  
ROW  
10  
ROW  
9  
ROW  
8  
ROW  
7  
ROW  
6  
ROW  
5  
ROW  
4  
ROW  
3  
ROW  
2  
ROW  
1

|    |                      |    |                      |
|----|----------------------|----|----------------------|
| 11 | BOOTHBY/MCNINCH      | 18 | BURNETT/WALFORD      |
| 39 | PERKINS/EMMERLING    | 3  | COOKSEY/RICHARDSON   |
| 26 | DELANEY/DELANEY      | 34 | PILKINGTON/PILKINGTO |
| 30 | PILKINGTON/PILKINGTO | 35 | SCHUMACHER/MOSS      |
| 15 | ASHMEAD/COLBORN-BAB  | 24 | LEES/WILSON          |
| 12 | ALDERMAN/BOGHOSSIAN  | 27 | BRADFORD/BRADFORD    |
| 8  | SWETE/TBA            | 28 | CLARKE/TBA           |
| 23 | WOOD/WOOD            | 29 | FRANKEL/FRANKEL      |
| 2  | FLOOD/FRANKEL        | 32 | GRANT/WILTSHIRE      |
| 7  | FABRI/STOOP          | 44 | BROCK-JEST/HARDIUS   |
| 25 | MASON/LANZANTE       | 40 | WARRINGTON/MANN      |
| 6  | TEMPLE/LANE-NOTT     | 17 | DIFFEY/STEVENS       |
| 14 | HUDSON/SADLER        | 16 | PYE/MANN             |
| 38 | WINDSOR-PRICE/CANNEL | 10 | FOSTER/GREEN         |
| 45 | CURTIS/MORRIS        | 48 | COOKE/TWYMAN         |
| 22 | WILLS/WILLS          | 4  | GREEN/TAYLOR         |
| 9  | BUGLER/BUGLER        | 43 | MAHANY/STRETTON      |
| 46 | BALDWIN/BALDWIN      | 41 | CHILCOTT/CHAMPION    |
| 37 | WARDEN/MAHANY        | 33 | FRANKLIN/MACMEISTER  |
| 31 | SMITH/STRETTON       | 21 | PAINTER/TBA          |
| 42 | AINSCOUGH/BAXTER     | 1  | PILKINGTON/GUYATT    |
| 19 | BURNETT/DIFFEY       | 20 | EDWARDS/STRETTON     |

POLE

A car without a number was seen and not timed.

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 08:30 End: 09:05

Clerk of Course:

Stewards:

Timekeeper:

## Race 9 The Denny Hulme Trophy for WSM and GD SRC

### QUALIFYING - Race 9

| POS | NO  | CL | NAME              | NAT | ENTRY                    | TIME     | LAPS | GAP      | MPH    |
|-----|-----|----|-------------------|-----|--------------------------|----------|------|----------|--------|
| 1   | 111 | RW | Frank SYTNER      |     | Lola T70 MkIIIB          | 1:53.137 | 18   |          | 100.04 |
| 2   | 118 | BW | Irvine LAIDLAW    |     | Chevron B8               | 1:56.330 | 16   | 3.193    | 97.29  |
| 3   | 32  | RW | David YATES       |     | Chevron B16              | 1:57.370 | 13   | 4.233    | 96.43  |
| 4   | 50  | DW | Jackie OLIVER     |     | Ford GT40                | 1:57.670 | 15   | 4.533    | 96.18  |
| 5   | 90  | RW | KOGAN/WRIGLEY     |     | Chevron B16              | 1:57.674 | 15   | 4.537    | 96.18  |
| 6   | 35  | BW | David METHLEY     |     | Lenham Hurst GT          | 1:58.057 | 18   | 4.920    | 95.87  |
| 7   | 126 | RW | DUNN/STYLES       |     | Lola T70                 | 1:58.362 | 16   | 5.225    | 95.62  |
| 8   | 38  | BW | SCHRYVER/PYE      |     | Chevron B6               | 1:59.408 | 16   | 6.271    | 94.78  |
| 9   | 58  | GD | REDHOUSE/WRIGHT   |     | Lotus 30                 | 1:59.576 | 16   | 6.439    | 94.65  |
| 10  | 41  | BW | CHILES/INGRAM     |     | Chevron B8               | 1:59.835 | 16   | 6.698    | 94.45  |
| 11  | 143 | BW | SCHRYVER/SCHRYVER |     | Chevron B8               | 1:59.996 | 16   | 6.859    | 94.32  |
| 12  | 133 | BW | Sandy WATSON      |     | Chevron B8               | 2:00.000 | 18   | 6.863    | 94.32  |
| 13  | 134 | BW | Philip NELSON     |     | Chevron B8               | 2:00.281 | 17   | 7.144    | 94.10  |
| 14  | 27  | RW | Jose ALBUQUERQUE  |     | Chevron B16              | 2:01.232 | 8    | 8.095    | 93.36  |
| 15  | 102 | GI | Adrian NEWWEY     |     | Ford GT40                | 2:01.284 | 13   | 8.147    | 93.32  |
| 16  | 161 | BW | WARD/BULL         |     | Chevron B8               | 2:02.257 | 16   | 9.120    | 92.57  |
| 17  | 2   | BW | Tony BIANCHI      |     | Chevron B8               | 2:02.288 | 16   | 9.151    | 92.55  |
| 18  | 37  | BW | Jerry HOOPER      |     | Chevron B8               | 2:03.230 | 17   | 10.093   | 91.84  |
| 19  | 30  | RW | BALL/DAWS         |     | Chevron B16              | 2:03.265 | 14   | 10.128   | 91.82  |
| 20  | 8   | GC | CLARK/OLDWORTH    |     | Elva Mk8                 | 2:03.659 | 14   | 10.522   | 91.52  |
| 21  | 125 | BW | SANDERS/BLOWER    |     | Chevron B8               | 2:03.860 | 16   | 10.723   | 91.38  |
| 22  | 42  | GA | BURNETT/DIFFEY    |     | Merlyn Mk4/7A            | 2:03.984 | 8    | 10.847   | 91.28  |
| 23  | 26  | GA | HANCOCK/COOKE     |     | Lotus 23B                | 2:04.421 | 14   | 11.284   | 90.96  |
| 24  | 47  | GB | PHILLIPS/WILLIAMS |     | Cooper Monaco King Cobra | 2:04.841 | 14   | 11.704   | 90.66  |
| 25  | 39  | BW | John MOULDS       |     | Crossle 9S               | 2:04.915 | 15   | 11.778   | 90.60  |
| 26  | 103 | GI | Leo VOYAZIDES     |     | Ford GT40                | 2:05.183 | 17   | 12.046   | 90.41  |
| 27  | 106 | GI | John HUGENHOLTZ   |     | Ford GT40                | 2:05.567 | 17   | 12.430   | 90.13  |
| 28  | 10  | GC | Ivan SCOTTI       |     | Elva Mk7S                | 2:05.724 | 17   | 12.587   | 90.02  |
| 29  | 15  | GE | BRYANT/BRYANT     |     | Lotus 15                 | 2:06.372 | 16   | 13.235   | 89.56  |
| 30  | 63  | EW | DELANE/HALL       |     | Brabham BT5              | 2:06.465 | 14   | 13.328   | 89.49  |
| 31  | 105 | GI | Shaun LYNN        |     | Ford GT40                | 2:06.554 | 15   | 13.417   | 89.43  |
| 32  | 4   | GA | Robert HARTLEY    |     | Elva Mk7                 | 2:07.005 | 7    | 13.868   | 89.11  |
| 33  | 45  | GF | WALKER/WRIGHT     |     | Cooper Monaco            | 2:07.117 | 15   | 13.980   | 89.03  |
| 34  | 3   | EW | Marshall BAILEY   |     | Lotus 23B                | 2:07.177 | 15   | 14.040   | 88.99  |
| 35  | 31  | EW | JOLLY/FARTHING    |     | Lotus 23B                | 2:07.582 | 16   | 14.445   | 88.71  |
| 36  | 61  | GD | ROBERTS/NATHAN    |     | Brabham BT8              | 2:07.873 | 14   | 14.736   | 88.51  |
| 37  | 28  | GA | CLARKSON/WILLIAMS |     | Lotus 23                 | 2:07.951 | 16   | 14.814   | 88.45  |
| 38  | 21  | GC | GANS/WRIGHT       |     | Lotus 23                 | 2:08.220 | 15   | 15.083   | 88.27  |
| 39  | 261 | SW | Keith MARTIN      |     | Dulon Porsche LD11P      | 2:10.603 | 15   | 17.466   | 86.66  |
| 40  | 25  | GA | HIBBERD/HIBBERD   |     | Lotus 23B                | 2:10.868 | 8    | 17.731   | 86.48  |
| 41  | 59  | GA | VEREY/GRIFFITHS   |     | Merlyn Mk4T              | 2:11.096 | 13   | 17.959   | 86.33  |
| 42  | 6   | GC | BROWN/GRAY        |     | Elva Mk7S                | 2:12.646 | 15   | 19.509   | 85.32  |
| 43  | 55  | GD | WILSON/PILKINGTON |     | McLaren M1B              | 2:12.885 | 15   | 19.748   | 85.17  |
| 44  | 12  | GA | SHARP/FURNESS     |     | Elva Mk7                 | 2:14.394 | 13   | 21.257   | 84.21  |
| 45  | 43  | GC | WILLIAMS/SHARPLES |     | Merlyn Mk6               | 2:15.039 | 14   | 21.902   | 83.81  |
| 46  | 34  | GA | PEETERS/DECOUX    |     | Lotus 23B                | 2:15.440 | 16   | 22.303   | 83.56  |
| 47  | 51  | GD | ROSS-JONES/COOK   |     | Attila Mk3               | 2:16.657 | 4    | 23.520   | 82.82  |
| 48  | 107 | GI | BABA/MURAKAMI     |     | Lotus Elan 26R           | 2:19.491 | 15   | 26.354   | 81.14  |
| 49  | 48  | BW | Tim SLACK         |     | Piper GTR                | 2:30.283 | 6    | 37.146   | 75.31  |
| 50  | 92  | EW | DRABBLE/PARKER    |     | Merlyn Mk6A              | 2:49.240 | 3    | 56.103   | 66.87  |
| 51  | 1   | GA | Denis WELCH       |     | Lotus 23B                | 4:46.043 | 1    | 2:52.906 | 39.56  |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 09:13 End: 09:55

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

|   |                        |            |
|---|------------------------|------------|
| <b>1</b>  | <b>Denis WELCH</b>     | Lotus 23B  |
| 1 - <b>4:46.043</b>   |                        |            |
| <b>2</b>  | <b>Tony BIANCHI</b>    | Chevron B8 |
| 1 - 5:13.250    6 - 2:05.001    11 - 2:04.186    16 - 2:04.168<br>2 - 2:46.603    7 - 2:13.015    12 - 2:02.456<br>3 - 2:39.329    8 - 2:09.632    13 - 2:02.917<br>4 - X:00.000    9 - 2:06.442    14 - 2:05.872<br>5 - 2:10.074    10 - 2:05.163    15 - <b>2:02.288</b>                  |                        |            |
| <b>3</b>  | <b>Marshall BAILEY</b> | Lotus 23B  |
| 1 - 5:17.828    6 - 2:10.866    11 - 2:07.968<br>2 - 2:25.301    7 - 2:09.029    12 - 2:07.434<br>3 - 2:29.116P    8 - 2:09.004    13 - <b>2:07.177</b><br>4 - 2:53.271    9 - 2:07.819    14 - 2:07.291<br>5 - 8:53.858    10 - 2:07.495    15 - 2:26.213P                                 |                        |            |
| <b>4</b>  | <b>Robert HARTLEY</b>  | Elva Mk7   |
| 1 - 5:00.941    6 - 2:09.632<br>2 - 2:30.918    7 - <b>2:07.005</b><br>3 - 2:11.342<br>4 - 2:10.329<br>5 - 9:59.188   |                        |            |
| <b>6</b>  | <b>BROWN/GRAY</b>      | Elva Mk7S  |
| 1 - 5:00.027    6 - 2:20.758    11 - 2:20.305<br>2 - 2:36.584    7 - 2:21.363    12 - 2:15.593<br>3 - 2:23.965    8 - 2:23.169    13 - <b>2:12.646</b><br>4 - 2:20.317    9 - 2:35.115P    14 - 2:14.126<br>5 - 9:43.278    10 - 4:03.909    15 - 2:12.887                                  |                        |            |
| <b>8</b>  | <b>CLARK/OLDWORTH</b>  | Elva Mk8   |
| 1 - 5:35.856    6 - 2:05.380    11 - 2:04.722<br>2 - 2:19.833    7 - 2:05.419    12 - 2:04.165<br>3 - 2:08.819    8 - 2:05.451    13 - 2:36.148P<br>4 - 2:20.477    9 - 2:04.321    14 - 7:32.001<br>5 - X:00.000    10 - <b>2:03.659</b>   |                        |            |
| <b>10</b>   | <b>Ivan SCOTTI</b>     | Elva Mk7S  |
| 1 - 5:25.719    6 - 2:09.655    11 - 2:09.589    16 - 2:06.784<br>2 - 2:27.383    7 - 2:07.742    12 - 2:06.098    17 - 2:11.082<br>3 - 2:14.279    8 - 2:08.056    13 - 2:07.960<br>4 - 2:12.396    9 - 2:07.428    14 - <b>2:05.724</b><br>5 - 9:16.150    10 - 2:08.217    15 - 2:07.241 |                        |            |

# Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|           |                          |             |                 |      |                 |
|-----------|--------------------------|-------------|-----------------|------|-----------------|
| <b>12</b> | <b>SHARP/FURNESS</b>     | Elva Mk7    |                 |      |                 |
| 1 -       | 5:26.908                 | 6 -         | 3:34.023        | 11 - | 2:16.420        |
| 2 -       | 2:33.663                 | 7 -         | 2:17.620        | 12 - | <b>2:14.394</b> |
| 3 -       | X:00.000                 | 8 -         | 2:15.038        | 13 - | 2:42.958        |
| 4 -       | 2:28.037                 | 9 -         | 2:18.209        |      |                 |
| 5 -       | 2:39.193P                | 10 -        | 2:20.852        |      |                 |
| <b>15</b> | <b>BRYANT/BRYANT</b>     | Lotus 15    |                 |      |                 |
| 1 -       | 5:18.295                 | 6 -         | 2:11.036        | 11 - | 2:06.857        |
| 2 -       | 2:37.394                 | 7 -         | 2:10.563        | 12 - | 2:06.875        |
| 3 -       | 2:16.181                 | 8 -         | 2:13.964        | 13 - | <b>2:06.372</b> |
| 4 -       | 2:16.490                 | 9 -         | 2:37.640P       | 14 - | 2:07.066        |
| 5 -       | 9:15.903                 | 10 -        | 3:34.172        | 15 - | 2:08.700        |
| <b>21</b> | <b>GANS/WRIGHT</b>       | Lotus 23    |                 |      |                 |
| 1 -       | 5:13.636                 | 6 -         | 2:20.878        | 11 - | 2:12.862        |
| 2 -       | 2:29.225                 | 7 -         | 2:21.830        | 12 - | 2:10.927        |
| 3 -       | 2:22.980                 | 8 -         | 2:37.382P       | 13 - | 2:11.417        |
| 4 -       | 2:26.619                 | 9 -         | 3:33.699        | 14 - | 2:11.198        |
| 5 -       | 9:38.650                 | 10 -        | 2:14.435        | 15 - | <b>2:08.220</b> |
| <b>25</b> | <b>HIBBERD/HIBBERD</b>   | Lotus 23B   |                 |      |                 |
| 1 -       | 4:51.481                 | 6 -         | 2:14.618        |      |                 |
| 2 -       | 2:20.356                 | 7 -         | <b>2:10.868</b> |      |                 |
| 3 -       | 2:16.025                 | 8 -         | 2:53.990P       |      |                 |
| 4 -       | 2:15.176                 |             |                 |      |                 |
| 5 -       | X:00.000                 |             |                 |      |                 |
| <b>26</b> | <b>HANCOCK/COOKE</b>     | Lotus 23B   |                 |      |                 |
| 1 -       | 5:36.196                 | 6 -         | 2:08.250        | 11 - | 2:08.139        |
| 2 -       | 2:31.034                 | 7 -         | 2:05.886        | 12 - | 2:04.683        |
| 3 -       | 2:38.480                 | 8 -         | 2:04.562        | 13 - | 2:12.034        |
| 4 -       | 2:14.470                 | 9 -         | <b>2:04.421</b> | 14 - | 2:31.403P       |
| 5 -       | X:00.000                 | 10 -        | 2:07.042        |      |                 |
| <b>27</b> | <b>Jose ALBUQUERQUE</b>  | Chevron B16 |                 |      |                 |
| 1 -       | 4:58.770                 | 6 -         | 2:03.357        |      |                 |
| 2 -       | 2:18.727                 | 7 -         | 2:03.394        |      |                 |
| 3 -       | 2:07.264                 | 8 -         | <b>2:01.232</b> |      |                 |
| 4 -       | 2:03.965                 |             |                 |      |                 |
| 5 -       | X:00.000                 |             |                 |      |                 |
| <b>28</b> | <b>CLARKSON/WILLIAMS</b> | Lotus 23    |                 |      |                 |
| 1 -       | 5:23.916                 | 6 -         | 2:09.187        | 11 - | 3:19.569        |
| 2 -       | 2:22.397                 | 7 -         | <b>2:07.951</b> | 12 - | 2:13.267        |
| 3 -       | 2:11.422                 | 8 -         | 2:08.714        | 13 - | 2:12.634        |
| 4 -       | 2:09.293                 | 9 -         | 2:08.274        | 14 - | 2:12.348        |
| 5 -       | 9:44.592                 | 10 -        | 2:26.417P       | 15 - | 2:16.447        |

## Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|           |                       |                 |                 |      |                 |
|-----------|-----------------------|-----------------|-----------------|------|-----------------|
| <b>30</b> | <b>BALL/DAWS</b>      | Chevron B16     |                 |      |                 |
| 1 -       | 5:07.982              | 6 -             | 2:08.264        | 11 - | 2:05.142        |
| 2 -       | 2:21.884              | 7 -             | 2:06.891        | 12 - | 2:03.307        |
| 3 -       | 2:09.862              | 8 -             | 2:24.898P       | 13 - | 2:03.662        |
| 4 -       | 2:06.615              | 9 -             | 3:50.728        | 14 - | <b>2:03.265</b> |
| 5 -       | X:00.000              | 10 -            | 2:08.712        |      |                 |
| <b>31</b> | <b>JOLLY/FARTHING</b> | Lotus 23B       |                 |      |                 |
| 1 -       | 5:22.808              | 6 -             | 2:12.856        | 11 - | 2:07.700        |
| 2 -       | 2:28.497              | 7 -             | 2:11.980        | 12 - | 2:08.146        |
| 3 -       | 2:15.872              | 8 -             | 2:14.661        | 13 - | 2:08.198        |
| 4 -       | 2:14.196              | 9 -             | 2:48.112P       | 14 - | 2:08.458        |
| 5 -       | 9:40.137              | 10 -            | 3:23.418        | 15 - | <b>2:07.582</b> |
| <b>32</b> | <b>David YATES</b>    | Chevron B16     |                 |      |                 |
| 1 -       | 5:20.056              | 6 -             | 2:00.230        | 11 - | 1:57.760        |
| 2 -       | 2:39.062P             | 7 -             | 2:04.655        | 12 - | <b>1:57.370</b> |
| 3 -       | 3:22.498              | 8 -             | 2:31.801P       | 13 - | 2:44.786P       |
| 4 -       | X:00.000              | 9 -             | 6:15.552        |      |                 |
| 5 -       | 2:00.893              | 10 -            | 1:58.385        |      |                 |
| <b>34</b> | <b>PEETERS/DECOUX</b> | Lotus 23B       |                 |      |                 |
| 1 -       | 5:15.225              | 6 -             | 2:24.560        | 11 - | 2:15.721        |
| 2 -       | 2:45.088              | 7 -             | 2:18.681        | 12 - | 2:17.788        |
| 3 -       | 2:25.212              | 8 -             | 2:21.535        | 13 - | 2:16.424        |
| 4 -       | 2:23.595              | 9 -             | 2:21.279        | 14 - | 2:16.011        |
| 5 -       | X:00.000              | 10 -            | 2:17.236        | 15 - | 2:17.912        |
| <b>35</b> | <b>David METHLEY</b>  | Lenham Hurst GT |                 |      |                 |
| 1 -       | 5:13.758              | 6 -             | 2:01.631        | 11 - | 2:00.876        |
| 2 -       | 2:15.276              | 7 -             | 2:00.753        | 12 - | 2:07.496        |
| 3 -       | 2:04.363              | 8 -             | 1:59.575        | 13 - | 1:58.462        |
| 4 -       | 2:03.154              | 9 -             | 1:59.951        | 14 - | 1:58.583        |
| 5 -       | X:00.000              | 10 -            | 1:59.471        | 15 - | 1:58.410        |
| <b>37</b> | <b>Jerry HOOPER</b>   | Chevron B8      |                 |      |                 |
| 1 -       | 5:36.535              | 6 -             | 2:07.903        | 11 - | 2:04.543        |
| 2 -       | 2:26.446              | 7 -             | 2:07.426        | 12 - | 2:03.956        |
| 3 -       | 2:25.536              | 8 -             | 2:07.730        | 13 - | <b>2:03.230</b> |
| 4 -       | 2:12.736              | 9 -             | 2:08.930        | 14 - | 2:04.041        |
| 5 -       | 8:55.054              | 10 -            | 2:07.211        | 15 - | 2:03.434        |
| <b>38</b> | <b>SCHRYVER/PYE</b>   | Chevron B6      |                 |      |                 |
| 1 -       | 4:48.321              | 6 -             | 8:16.502        | 11 - | 3:42.845        |
| 2 -       | 2:11.164              | 7 -             | 2:00.307        | 12 - | 2:05.458        |
| 3 -       | 2:03.001              | 8 -             | <b>1:59.408</b> | 13 - | 2:04.200        |
| 4 -       | 2:00.409              | 9 -             | 2:03.963        | 14 - | 2:05.329        |
| 5 -       | 2:03.419              | 10 -            | 2:17.280P       | 15 - | 2:04.217        |

# Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|                     |                          |                          |                      |
|---------------------|--------------------------|--------------------------|----------------------|
| <b>39</b>           | <b>John MOULDS</b>       | Crossle 9S               |                      |
| 1 - 5:24.962        | 6 - 2:10.617             | 11 - 4:27.192            |                      |
| 2 - 2:36.646        | 7 - 2:09.662             | 12 - 2:07.042            |                      |
| 3 - 2:26.763        | 8 - 2:17.875             | 13 - <b>2:04.915</b>     |                      |
| 4 - 2:18.055        | 9 - 2:12.012             | 14 - 2:05.515            |                      |
| 5 - 9:58.305        | 10 - 2:24.443P           | 15 - 2:05.112            |                      |
| <b>41</b>           | <b>CHILES/INGRAM</b>     | Chevron B8               |                      |
| 1 - 5:38.637        | 6 - 2:07.862             | 11 - 2:18.088P           | 16 - <b>1:59.835</b> |
| 2 - 2:24.667        | 7 - 2:06.410             | 12 - 3:20.332            |                      |
| 3 - 2:18.572        | 8 - 2:04.999             | 13 - 2:04.802            |                      |
| 4 - 2:06.993        | 9 - 2:03.516             | 14 - 2:02.645            |                      |
| 5 - 9:49.940        | 10 - 2:02.928            | 15 - 2:01.776            |                      |
| <b>42</b>           | <b>BURNETT/DIFFEY</b>    | Merlyn Mk4/7A            |                      |
| 1 - 5:17.898        | 6 - 2:08.825             |                          |                      |
| 2 - 2:14.137        | 7 - <b>2:03.984</b>      |                          |                      |
| 3 - 2:08.986        | 8 - 2:46.159P            |                          |                      |
| 4 - 2:09.374        |                          |                          |                      |
| 5 - X:00.000        |                          |                          |                      |
| <b>43</b>           | <b>WILLIAMS/SHARPLES</b> | Merlyn Mk6               |                      |
| 1 - 5:29.010        | 6 - 2:21.512             | 11 - <b>2:15.039</b>     |                      |
| 2 - 2:32.819        | 7 - 2:17.085             | 12 - 2:15.276            |                      |
| 3 - 2:27.589        | 8 - 2:38.092             | 13 - 2:15.581            |                      |
| 4 - 2:18.425        | 9 - 2:17.026             | 14 - 2:35.324P           |                      |
| 5 - 9:18.538        | 10 - 2:16.121            |                          |                      |
| <b>45</b>           | <b>WALKER/WRIGHT</b>     | Cooper Monaco            |                      |
| 1 - 5:27.408        | 6 - 2:11.240             | 11 - 2:08.078            |                      |
| 2 - 2:20.585        | 7 - 2:10.848             | 12 - <b>2:07.117</b>     |                      |
| 3 - 2:11.784        | 8 - 2:09.023             | 13 - 2:07.304            |                      |
| 4 - 2:11.661        | 9 - 2:08.537             | 14 - 2:07.349            |                      |
| 5 - 9:57.694        | 10 - 2:07.908            | 15 - 2:27.658P           |                      |
| <b>47</b>           | <b>PHILLIPS/WILLIAMS</b> | Cooper Monaco King Cobra |                      |
| 1 - 5:06.380        | 6 - 2:16.037             | 11 - <b>2:04.841</b>     |                      |
| 2 - 2:36.461        | 7 - 2:19.729             | 12 - 2:05.322            |                      |
| 3 - 2:24.044        | 8 - 2:49.515P            | 13 - 2:05.332            |                      |
| 4 - 2:21.365        | 9 - 3:21.597             | 14 - 2:33.793P           |                      |
| 5 - 9:59.524        | 10 - 2:06.255            |                          |                      |
| <b>48</b>           | <b>Tim SLACK</b>         | Piper GTR                |                      |
| 1 - 8:36.404P       | 6 - 2:49.672P            |                          |                      |
| 2 - 3:02.791        |                          |                          |                      |
| 3 - X:00.000        |                          |                          |                      |
| 4 - 2:30.777        |                          |                          |                      |
| 5 - <b>2:30.283</b> |                          |                          |                      |

## Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|                     |                          |                      |                |
|---------------------|--------------------------|----------------------|----------------|
| <b>50</b>           | <b>Jackie OLIVER</b>     | Ford GT40            |                |
| 1 - 5:33.827        | 6 - 2:01.666             | 11 - 4:58.784        |                |
| 2 - 2:19.505        | 7 - 1:58.989             | 12 - 1:58.122        |                |
| 3 - 2:09.559        | 8 - 1:58.832             | 13 - 2:01.304        |                |
| 4 - 2:04.910        | 9 - <b>1:57.670</b>      | 14 - 2:00.922        |                |
| 5 - X:00.000        | 10 - 2:18.882P           | 15 - 2:16.636P       |                |
| <b>51</b>           | <b>ROSS-JONES/COOK</b>   | Attila Mk3           |                |
| 1 - 8:17.605        |                          |                      |                |
| 2 - 2:19.060        |                          |                      |                |
| 3 - <b>2:16.657</b> |                          |                      |                |
| 4 - X:00.000        |                          |                      |                |
| <b>55</b>           | <b>WILSON/PILKINGTON</b> | McLaren M1B          |                |
| 1 - 5:11.758        | 6 - 2:31.441P            | 11 - <b>2:12.885</b> |                |
| 2 - 2:37.341        | 7 - 4:15.219             | 12 - 2:13.528        |                |
| 3 - 2:24.175        | 8 - 2:22.314             | 13 - 2:13.596        |                |
| 4 - 2:21.817        | 9 - 2:15.652             | 14 - 2:15.595        |                |
| 5 - 9:52.895        | 10 - 2:14.879            | 15 - 2:29.097P       |                |
| <b>58</b>           | <b>REDHOUSE/WRIGHT</b>   | Lotus 30             |                |
| 1 - 5:32.195        | 6 - 2:09.473             | 11 - 2:02.278        | 16 - 2:28.750P |
| 2 - 2:30.496        | 7 - 2:07.272             | 12 - 2:04.051        |                |
| 3 - 2:30.949        | 8 - 2:34.435P            | 13 - <b>1:59.576</b> |                |
| 4 - 2:22.213        | 9 - 3:24.465             | 14 - 2:53.829        |                |
| 5 - 9:52.742        | 10 - 2:01.884            | 15 - 2:01.067        |                |
| <b>59</b>           | <b>VEREY/GRIFFITHS</b>   | Merlyn Mk4T          |                |
| 1 - 4:57.297        | 6 - 2:19.134             | 11 - 2:13.440        |                |
| 2 - 2:38.731        | 7 - 2:13.553             | 12 - <b>2:11.096</b> |                |
| 3 - 2:27.576        | 8 - 2:11.981             | 13 - 2:43.231P       |                |
| 4 - 2:22.080        | 9 - 2:12.376             |                      |                |
| 5 - X:00.000        | 10 - 2:13.000            |                      |                |
| <b>61</b>           | <b>ROBERTS/NATHAN</b>    | Brabham BT8          |                |
| 1 - 5:48.672        | 6 - 2:25.471             | 11 - 2:10.651        |                |
| 2 - 2:38.665        | 7 - 2:48.887P            | 12 - 2:09.218        |                |
| 3 - 2:32.892        | 8 - 4:28.269             | 13 - 2:09.347        |                |
| 4 - X:00.000        | 9 - 2:12.067             | 14 - <b>2:07.873</b> |                |
| 5 - 2:24.835        | 10 - 2:10.602            |                      |                |
| <b>63</b>           | <b>DELANE/HALL</b>       | Brabham BT5          |                |
| 1 - 5:28.180        | 6 - 2:20.681             | 11 - <b>2:06.465</b> |                |
| 2 - 2:40.021        | 7 - 2:19.821             | 12 - 2:06.682        |                |
| 3 - 2:31.263        | 8 - 2:16.453             | 13 - 2:33.330P       |                |
| 4 - 2:22.709        | 9 - 2:33.270P            | 14 - 3:37.098P       |                |
| 5 - 9:09.634        | 10 - 3:45.434            |                      |                |

## Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|            |                        |                |                 |      |                 |
|------------|------------------------|----------------|-----------------|------|-----------------|
| <b>90</b>  | <b>KOGAN/WRIGLEY</b>   | Chevron B16    |                 |      |                 |
| 1 -        | 5:19.903               | 6 -            | 2:08.530        | 11 - | 2:00.843        |
| 2 -        | 2:25.681               | 7 -            | 2:11.060        | 12 - | 2:00.142        |
| 3 -        | 2:14.572               | 8 -            | 2:24.485P       | 13 - | <b>1:57.674</b> |
| 4 -        | 2:10.045               | 9 -            | 4:04.061        | 14 - | 2:04.862        |
| 5 -        | X:00.000               | 10 -           | 1:59.179        | 15 - | 2:15.918P       |
| <b>92</b>  | <b>DRABBLE/PARKER</b>  | Merlyn Mk6A    |                 |      |                 |
| 1 -        | 5:49.082               |                |                 |      |                 |
| 2 -        | 2:50.354P              |                |                 |      |                 |
| 3 -        | <b>2:49.240</b>        |                |                 |      |                 |
| <b>102</b> | <b>Adrian NEWEY</b>    | Ford GT40      |                 |      |                 |
| 1 -        | 4:48.886               | 6 -            | 2:04.751        | 11 - | 2:04.401        |
| 2 -        | 2:11.084               | 7 -            | 2:05.107        | 12 - | <b>2:01.284</b> |
| 3 -        | 2:06.724               | 8 -            | 2:06.306        | 13 - | 2:15.777P       |
| 4 -        | 2:04.026               | 9 -            | 2:01.981        |      |                 |
| 5 -        | X:00.000               | 10 -           | 2:03.620        |      |                 |
| <b>103</b> | <b>Leo VOYAZIDES</b>   | Ford GT40      |                 |      |                 |
| 1 -        | 5:17.159               | 6 -            | 2:06.630        | 11 - | 2:08.461        |
| 2 -        | 2:26.305               | 7 -            | 2:09.591        | 12 - | <b>2:05.183</b> |
| 3 -        | 2:10.138               | 8 -            | 2:09.894        | 13 - | 2:05.396        |
| 4 -        | 2:19.600               | 9 -            | 2:09.380        | 14 - | 2:07.018        |
| 5 -        | 9:20.607               | 10 -           | 2:08.740        | 15 - | 2:06.358        |
| 16 -       | 2:09.538               |                |                 |      |                 |
| 17 -       | 2:07.048               |                |                 |      |                 |
| <b>105</b> | <b>Shaun LYNN</b>      | Ford GT40      |                 |      |                 |
| 1 -        | 4:57.008               | 6 -            | 2:09.303        | 11 - | <b>2:06.554</b> |
| 2 -        | 2:17.592               | 7 -            | 2:08.003        | 12 - | 2:32.445P       |
| 3 -        | 2:14.187               | 8 -            | 2:08.093        | 13 - | 5:28.709        |
| 4 -        | 2:11.490               | 9 -            | 2:11.578        | 14 - | 2:09.237        |
| 5 -        | 9:39.998               | 10 -           | 2:07.479        | 15 - | 2:09.863        |
| <b>106</b> | <b>John HUGENHOLTZ</b> | Ford GT40      |                 |      |                 |
| 1 -        | 5:39.842               | 6 -            | 2:08.112        | 11 - | 2:08.317        |
| 2 -        | 2:25.277               | 7 -            | 2:09.133        | 12 - | 2:08.970        |
| 3 -        | 2:21.388               | 8 -            | 2:10.206        | 13 - | 2:08.377        |
| 4 -        | 2:10.173               | 9 -            | 2:10.846        | 14 - | 2:07.171        |
| 5 -        | X:00.000               | 10 -           | 2:08.034        | 15 - | 2:06.563        |
| 16 -       | <b>2:05.567</b>        |                |                 |      |                 |
| 17 -       | 2:08.078               |                |                 |      |                 |
| <b>107</b> | <b>BABA/MURAKAMI</b>   | Lotus Elan 26R |                 |      |                 |
| 1 -        | 5:41.450               | 6 -            | 2:24.540        | 11 - | 2:38.474P       |
| 2 -        | 2:28.339               | 7 -            | 2:22.148        | 12 - | 3:38.461        |
| 3 -        | 2:27.078               | 8 -            | 2:24.394        | 13 - | 2:25.135        |
| 4 -        | 2:24.221               | 9 -            | 2:24.215        | 14 - | 2:24.569        |
| 5 -        | 8:54.051               | 10 -           | <b>2:19.491</b> | 15 - | 2:23.525        |



# Race 9 The Denny Hulme Trophy for WSM and GD SRC LAP ANALYSIS

(contd.)

|            |                          |                 |                 |      |                 |      |                 |
|------------|--------------------------|-----------------|-----------------|------|-----------------|------|-----------------|
| <b>111</b> | <b>Frank SYTNER</b>      | Lola T70 MkIIIB |                 |      |                 |      |                 |
| 1 -        | 4:55.025                 | 6 -             | 8:52.417        | 11 - | 1:54.335        | 16 - | 1:54.908        |
| 2 -        | 2:11.209                 | 7 -             | 1:59.637        | 12 - | 1:56.087        | 17 - | 1:56.929        |
| 3 -        | 1:59.176                 | 8 -             | 1:57.063        | 13 - | 2:06.574P       | 18 - | <b>1:53.137</b> |
| 4 -        | 1:57.485                 | 9 -             | 1:57.396        | 14 - | 3:20.382        |      |                 |
| 5 -        | 2:01.574                 | 10 -            | 1:58.745        | 15 - | 1:55.267        |      |                 |
| <b>118</b> | <b>Irvine LAIDLAW</b>    | Chevron B8      |                 |      |                 |      |                 |
| 1 -        | 5:04.403                 | 6 -             | 2:00.343        | 11 - | 1:58.164        | 16 - | 2:12.105P       |
| 2 -        | 2:16.132                 | 7 -             | 2:05.226        | 12 - | 1:57.841        |      |                 |
| 3 -        | 2:03.344                 | 8 -             | 1:58.121        | 13 - | 1:57.336        |      |                 |
| 4 -        | 2:03.888                 | 9 -             | 1:59.900        | 14 - | 1:58.097        |      |                 |
| 5 -        | X:00.000                 | 10 -            | 1:57.839        | 15 - | <b>1:56.330</b> |      |                 |
| <b>125</b> | <b>SANDERS/BLOWER</b>    | Chevron B8      |                 |      |                 |      |                 |
| 1 -        | 5:12.060                 | 6 -             | <b>2:03.860</b> | 11 - | 2:05.258        | 16 - | 2:05.363        |
| 2 -        | 2:18.652                 | 7 -             | 2:06.912        | 12 - | 2:07.541        |      |                 |
| 3 -        | 2:06.898                 | 8 -             | 2:04.909        | 13 - | 2:05.738        |      |                 |
| 4 -        | 2:09.296                 | 9 -             | 2:20.894P       | 14 - | 2:10.010        |      |                 |
| 5 -        | 9:55.806                 | 10 -            | 4:08.896        | 15 - | 2:06.637        |      |                 |
| <b>126</b> | <b>DUNN/STYLES</b>       | Lola T70        |                 |      |                 |      |                 |
| 1 -        | 5:02.084                 | 6 -             | 2:01.247        | 11 - | 2:00.331        | 16 - | <b>1:58.362</b> |
| 2 -        | 2:15.170                 | 7 -             | 1:58.887        | 12 - | 2:04.126        |      |                 |
| 3 -        | 2:04.614                 | 8 -             | 2:16.780P       | 13 - | 1:59.257        |      |                 |
| 4 -        | 2:04.869                 | 9 -             | 4:01.007        | 14 - | 1:58.378        |      |                 |
| 5 -        | X:00.000                 | 10 -            | 1:59.423        | 15 - | 2:00.338        |      |                 |
| <b>133</b> | <b>Sandy WATSON</b>      | Chevron B8      |                 |      |                 |      |                 |
| 1 -        | 5:14.914                 | 6 -             | 2:01.931        | 11 - | 2:04.131        | 16 - | 2:03.456        |
| 2 -        | 2:17.599                 | 7 -             | 2:03.249        | 12 - | 2:01.790        | 17 - | 2:01.518        |
| 3 -        | 2:06.328                 | 8 -             | 2:02.320        | 13 - | 2:01.355        | 18 - | 2:30.960P       |
| 4 -        | 2:05.922                 | 9 -             | 2:03.487        | 14 - | <b>2:00.000</b> |      |                 |
| 5 -        | 9:47.187                 | 10 -            | 2:00.612        | 15 - | 2:01.796        |      |                 |
| <b>134</b> | <b>Philip NELSON</b>     | Chevron B8      |                 |      |                 |      |                 |
| 1 -        | 5:14.503                 | 6 -             | 2:06.039        | 11 - | 2:01.214        | 16 - | 2:02.649        |
| 2 -        | 2:29.348                 | 7 -             | 2:03.119        | 12 - | 2:26.498        | 17 - | <b>2:00.281</b> |
| 3 -        | 2:15.661                 | 8 -             | 2:04.895        | 13 - | 2:02.578        |      |                 |
| 4 -        | 2:10.496                 | 9 -             | 2:04.405        | 14 - | 2:02.860        |      |                 |
| 5 -        | 9:23.946                 | 10 -            | 2:02.438        | 15 - | 2:01.972        |      |                 |
| <b>143</b> | <b>SCHRYVER/SCHRYVER</b> | Chevron B8      |                 |      |                 |      |                 |
| 1 -        | 5:00.161                 | 6 -             | 2:01.449        | 11 - | <b>1:59.996</b> | 16 - | 2:04.267        |
| 2 -        | 2:22.933                 | 7 -             | 2:02.234        | 12 - | 2:18.154P       |      |                 |
| 3 -        | 2:13.338                 | 8 -             | 2:00.961        | 13 - | 3:52.415        |      |                 |
| 4 -        | 2:15.195                 | 9 -             | 2:02.039        | 14 - | 2:06.467        |      |                 |
| 5 -        | 9:52.012                 | 10 -            | 2:00.106        | 15 - | 2:04.873        |      |                 |

# Race 9 The Denny Hulme Trophy for WSM and GD SRC

## LAP ANALYSIS

(contd.)

|              |                     |                      |               |  |  |
|--------------|---------------------|----------------------|---------------|--|--|
| <b>161</b>   | <b>WARD/BULL</b>    | Chevron B8           |               |  |  |
| 1 - 5:23.277 | 6 - 2:10.842        | 11 - <b>2:02.257</b> | 16 - 2:04.540 |  |  |
| 2 - 2:22.387 | 7 - 2:04.081        | 12 - 2:02.438        |               |  |  |
| 3 - 2:10.382 | 8 - 2:09.292        | 13 - 2:29.388P       |               |  |  |
| 4 - 2:04.718 | 9 - 2:05.762        | 14 - 3:26.618        |               |  |  |
| 5 - X:00.000 | 10 - 2:03.309       | 15 - 2:03.987        |               |  |  |
| <b>261</b>   | <b>Keith MARTIN</b> | Dulon Porsche LD11P  |               |  |  |
| 1 - 4:58.416 | 6 - 2:23.978        | 11 - 2:14.399        |               |  |  |
| 2 - 2:57.183 | 7 - 2:18.644        | 12 - 2:14.420        |               |  |  |
| 3 - 2:39.234 | 8 - 2:16.340        | 13 - 2:11.284        |               |  |  |
| 4 - 2:28.651 | 9 - 2:31.834P       | 14 - <b>2:10.603</b> |               |  |  |
| 5 - 9:46.797 | 10 - 3:54.805       | 15 - 2:28.681P       |               |  |  |

# The Denny Hulme Trophy for WSM and GD SRC

## GRID - Race 9

|        |     |                   |     |                   |
|--------|-----|-------------------|-----|-------------------|
| ROW 22 | 34  | PEETERS/DECOUX    | 107 | BABA/MURAKAMI     |
| ROW 21 | 12  | SHARP/FURNESS     | 43  | WILLIAMS/SHARPLES |
| ROW 20 | 6   | BROWN/GRAY        | 55  | WILSON/PILKINGTON |
| ROW 19 | 261 | MARTIN            | 59  | VEREY/GRIFFITHS   |
| ROW 18 | 28  | CLARKSON/WILLIAMS | 21  | GANS/WRIGHT       |
| ROW 17 | 31  | JOLLY/FARTHING    | 61  | ROBERTS/NATHAN    |
| ROW 16 | 45  | WALKER/WRIGHT     | 3   | BAILEY            |
| ROW 15 | 63  | DELANE/HALL       | 105 | LYNN              |
| ROW 14 | 10  | SCOTTI            | 15  | BRYANT/BRYANT     |
| ROW 13 | 103 | VOYAZIDES         | 106 | HUGENHOLTZ        |
| ROW 12 | 47  | PHILLIPS/WILLIAMS | 39  | MOULDS            |
| ROW 11 | 42  | BURNETT/DIFFEY    | 26  | HANCOCK/COOKE     |
| ROW 10 | 8   | CLARK/OLDWORTH    | 125 | SANDERS/BLOWER    |
| ROW 9  | 37  | HOOPER            | 30  | BALL/DAWS         |
| ROW 8  | 102 | NEWHEY            | 161 | WARD/BULL         |
| ROW 7  | 134 | NELSON            | 27  | ALBUQUERQUE       |
| ROW 6  | 143 | SCHRYVER/SCHRYVER | 133 | WATSON            |
| ROW 5  | 58  | REDHOUSE/WRIGHT   | 41  | CHILES/INGRAM     |
| ROW 4  | 126 | DUNN/STYLES       | 38  | SCHRYVER/PYE      |
| ROW 3  | 90  | KOGAN/WRIGLEY     | 35  | METHLEY           |
| ROW 2  | 32  | YATES             | 50  | OLIVER            |
| ROW 1  | 111 | SYTNER            | 118 | LAIDLAW           |

POLE

Car 2 Reserve For WSM, Car 25 Reserve For Gentleman Drivers.

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 09:13 End: 09:55

Clerk of Course:

Stewards:

Timekeeper:

## The Silverstone International Trophy For FIA Thoroughbred Grand Prix FIRST QUALIFYING For Race 11

| POS | NO | CL | NAME              | NAT | ENTRY           | TIME     | LAPS | GAP    | MPH    |
|-----|----|----|-------------------|-----|-----------------|----------|------|--------|--------|
| 1   | 21 | C  | Duncan DAYTON     | USA | Williams FW07   | 1:40.090 | 13   |        | 113.08 |
| 2   | 7  | C  | Joaquin FOLCH     | ESP | Williams FW08/5 | 1:40.826 | 10   | 0.736  | 112.25 |
| 3   | 29 | C  | Hubertus BAHLESEN | SWZ | Arrows A4       | 1:41.078 | 11   | 0.988  | 111.97 |
| 4   | 24 | C  | John WILSON       | GBR | Tyrrell 011/6   | 1:41.561 | 14   | 1.471  | 111.44 |
| 5   | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34     | 1:42.246 | 13   | 2.156  | 110.69 |
| 6   | 6  | C  | Richard EYRE      | GBR | Williams FW08/3 | 1:43.410 | 14   | 3.320  | 109.45 |
| 7   | 31 | D  | Steve HARTLEY     | GBR | Arrows A6       | 1:44.599 | 5    | 4.509  | 108.20 |
| 8   | 12 | B  | John BOSCH        | NED | Ferrari 312T3   | 1:45.462 | 11   | 5.372  | 107.32 |
| 9   | 37 | C  | Roy WALZER        | USA | Williams FW07   | 1:45.983 | 15   | 5.893  | 106.79 |
| 10  | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185  | 1:46.232 | 10   | 6.142  | 106.54 |
| 11  | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2     | 1:47.001 | 13   | 6.911  | 105.77 |
| 12  | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10     | 1:47.249 | 14   | 7.159  | 105.53 |
| 13  | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3     | 1:47.895 | 14   | 7.805  | 104.90 |
| 14  | 14 | C  | David ABBOTT      | GBR | Ensign N180     | 1:48.548 | 14   | 8.458  | 104.27 |
| 15  | 20 | B  | Peter WEUNSCH     | DEU | Wolf WR2        | 1:49.088 | 3    | 8.998  | 103.75 |
| 16  | 10 | C  | Peter SOWERBY     | GBR | Arrows A3-4     | 1:49.586 | 6    | 9.496  | 103.28 |
| 17  | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3     | 1:49.979 | 15   | 9.889  | 102.91 |
| 18  | 18 | B  | Alain DE WAGTER   | BEL | Surtees TS16    | 1:50.636 | 11   | 10.546 | 102.30 |
| 19  | 27 | B  | Tony SMITH        | GBR | Williams FW06-4 | 1:52.408 | 9    | 12.318 | 100.69 |
| 20  | 36 | C  | Sid HOOLE         | GBR | Lotus 80        | 1:53.629 | 9    | 13.539 | 99.60  |
| 21  | 3  | A  | John DELANE       | USA | Tyrrell 001     | 1:54.745 | 9    | 14.655 | 98.64  |
| 22  | 13 | B  | David COPLOWE     | GBR | Surtees TS19    | 1:55.446 | 12   | 15.356 | 98.04  |
| 23  | 71 | C  | Andrea BAHLESEN   | DEU | Arrows A4-5     | 1:55.618 | 13   | 15.528 | 97.89  |
| 24  | 32 | D  | Terry SAYLES      | GBR | Osella FA1 C/D  | 1:55.806 | 12   | 15.716 | 97.73  |
| 25  | 61 | B  | Keiichii MURAKAMI | JAP | Lotus 72-5      | 1:56.140 | 14   | 16.050 | 97.45  |
| 26  | 33 | D  | Alistair MORRISON | GBR | Tyrrell 012/1   | 1:57.423 | 5    | 17.333 | 96.39  |
| 27  | 4  | A  | Ryan DELANE       | USA | Tyrrell 002     | 1:59.187 | 7    | 19.097 | 94.96  |

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 10:07 End: 10:37

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

|                     |                        |                      |                 |
|---------------------|------------------------|----------------------|-----------------|
| <b>1</b>            | <b>Rodrigo GALLEGO</b> | <b>POR</b>           | Minardi F1-185  |
| 1 - X:00.000        | 6 - 1:47.696           |                      |                 |
| 2 - 1:51.468        | 7 - 1:49.131           |                      |                 |
| 3 - 1:49.767        | 8 - 1:48.254           |                      |                 |
| 4 - 1:49.064        | 9 - <b>1:46.232</b>    |                      |                 |
| 5 - 1:48.790        | 10 - 2:07.889P         |                      |                 |
| <b>2</b>            | <b>Martin STRETTON</b> | <b>GBR</b>           | Tyrrell P34     |
| 1 - X:00.000        | 6 - 1:45.767           | 11 - 1:42.518        |                 |
| 2 - 1:44.211        | 7 - 1:57.265           | 12 - 1:43.583        |                 |
| 3 - <b>1:42.246</b> | 8 - 1:48.537           | 13 - 1:42.360        |                 |
| 4 - 2:03.319P       | 9 - 2:03.517P          |                      |                 |
| 5 - 4:23.664        | 10 - 4:10.892          |                      |                 |
| <b>3</b>            | <b>John DELANE</b>     | <b>USA</b>           | Tyrrell 001     |
| 1 - X:00.000        | 6 - 1:55.762           |                      |                 |
| 2 - 2:06.505        | 7 - 1:56.481           |                      |                 |
| 3 - 1:55.780        | 8 - <b>1:54.745</b>    |                      |                 |
| 4 - 1:55.475        | 9 - 2:23.938P          |                      |                 |
| 5 - 1:55.669        |                        |                      |                 |
| <b>4</b>            | <b>Ryan DELANE</b>     | <b>USA</b>           | Tyrrell 002     |
| 1 - X:00.000        | 6 - 2:00.748           |                      |                 |
| 2 - 2:02.814        | 7 - <b>1:59.187</b>    |                      |                 |
| 3 - 2:01.519        |                        |                      |                 |
| 4 - 2:04.327        |                        |                      |                 |
| 5 - 1:59.498        |                        |                      |                 |
| <b>6</b>            | <b>Richard EYRE</b>    | <b>GBR</b>           | Williams FW08/3 |
| 1 - X:00.000        | 6 - 1:48.009           | 11 - 1:45.230        |                 |
| 2 - 1:43.923        | 7 - 1:45.010           | 12 - 1:45.065        |                 |
| 3 - 2:13.212P       | 8 - 1:44.265           | 13 - 1:43.711        |                 |
| 4 - 3:48.982        | 9 - 2:28.215P          | 14 - <b>1:43.410</b> |                 |
| 5 - 1:44.664        | 10 - 5:18.550          |                      |                 |
| <b>7</b>            | <b>Joaquin FOLCH</b>   | <b>ESP</b>           | Williams FW08/5 |
| 1 - X:00.000        | 6 - 1:42.305           |                      |                 |
| 2 - 1:41.682        | 7 - 2:03.906P          |                      |                 |
| 3 - 1:43.652        | 8 - 4:23.525P          |                      |                 |
| 4 - <b>1:40.826</b> | 9 - 2:08.019           |                      |                 |
| 5 - 1:41.593        | 10 - 1:41.554          |                      |                 |
| <b>9</b>            | <b>Janine PAYNE</b>    | <b>GBR</b>           | Arrows A4-2     |
| 1 - X:00.000        | 6 - <b>1:47.001</b>    | 11 - 2:15.481P       |                 |
| 2 - 1:56.290        | 7 - 2:07.848P          | 12 - 5:11.049        |                 |
| 3 - 1:50.342        | 8 - 3:20.168           | 13 - 2:23.475P       |                 |
| 4 - 1:49.967        | 9 - 1:55.204           |                      |                 |
| 5 - 1:48.215        | 10 - 1:52.027          |                      |                 |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|           |                        |            |                 |
|-----------|------------------------|------------|-----------------|
| <b>10</b> | <b>Peter SOWERBY</b>   | <b>GBR</b> | Arrows A3-4     |
| 1 -       | X:00.000               | 6 -        | 6:43.962        |
| 2 -       | 1:55.052               |            |                 |
| 3 -       | 1:51.258               |            |                 |
| 4 -       | <b>1:49.586</b>        |            |                 |
| 5 -       | 2:02.114P              |            |                 |
| <b>11</b> | <b>Dan COLLINS</b>     | <b>GBR</b> | Lotus 91/10     |
| 1 -       | X:00.000               | 6 -        | 1:49.222        |
| 2 -       | 1:51.839               | 7 -        | 2:10.300P       |
| 3 -       | 1:48.316               | 8 -        | 6:47.407        |
| 4 -       | 1:50.910               | 9 -        | 1:48.846        |
| 5 -       | 1:49.868               | 10 -       | 1:49.029        |
|           |                        | 11 -       | <b>1:47.249</b> |
|           |                        | 12 -       | 1:47.994        |
|           |                        | 13 -       | 1:48.028        |
|           |                        | 14 -       | 1:48.152        |
| <b>12</b> | <b>John BOSCH</b>      | <b>NED</b> | Ferrari 312T3   |
| 1 -       | X:00.000P              | 6 -        | 2:02.287P       |
| 2 -       | 3:44.348               | 7 -        | 5:04.964        |
| 3 -       | 1:47.002               | 8 -        | 2:07.906P       |
| 4 -       | 1:46.843               | 9 -        | 6:30.295        |
| 5 -       | <b>1:45.462</b>        | 10 -       | 1:46.097        |
| 11 -      |                        |            | 1:46.620        |
| <b>13</b> | <b>David COPLOWE</b>   | <b>GBR</b> | Surtees TS19    |
| 1 -       | X:00.000               | 6 -        | <b>1:55.446</b> |
| 2 -       | 2:03.705               | 7 -        | 1:58.141        |
| 3 -       | 1:58.090               | 8 -        | 2:24.982P       |
| 4 -       | 2:04.151               | 9 -        | 5:32.156        |
| 5 -       | 1:56.637               | 10 -       | 1:57.517        |
|           |                        | 11 -       | 1:57.386        |
|           |                        | 12 -       | 2:11.196P       |
| <b>14</b> | <b>David ABBOTT</b>    | <b>GBR</b> | Ensign N180     |
| 1 -       | X:00.000               | 6 -        | 1:48.816        |
| 2 -       | 1:53.679               | 7 -        | 2:14.847P       |
| 3 -       | 1:51.092               | 8 -        | 6:49.031        |
| 4 -       | 1:50.375               | 9 -        | 1:52.008        |
| 5 -       | 1:51.377               | 10 -       | 1:49.399        |
|           |                        | 11 -       | 1:52.092        |
|           |                        | 12 -       | 1:49.340        |
|           |                        | 13 -       | <b>1:48.548</b> |
|           |                        | 14 -       | 2:06.239P       |
| <b>17</b> | <b>Nico BINDELLS</b>   | <b>LUX</b> | Lotus 87B/3     |
| 1 -       | X:00.000               | 6 -        | <b>1:49.979</b> |
| 2 -       | 1:55.168               | 7 -        | 2:05.367P       |
| 3 -       | 1:54.287               | 8 -        | 4:12.416        |
| 4 -       | 1:53.651               | 9 -        | 1:52.123        |
| 5 -       | 1:50.882               | 10 -       | 1:52.026        |
|           |                        | 11 -       | 1:55.093        |
|           |                        | 12 -       | 1:50.413        |
|           |                        | 13 -       | 1:52.018        |
|           |                        | 14 -       | 1:50.645        |
|           |                        | 15 -       | 1:51.293        |
| <b>18</b> | <b>Alain DE WAGTER</b> | <b>BEL</b> | Surtees TS16    |
| 1 -       | X:00.000               | 6 -        | 1:50.806        |
| 2 -       | 1:55.341               | 7 -        | 2:20.472        |
| 3 -       | 1:53.374               | 8 -        | 2:35.386P       |
| 4 -       | 1:51.735               | 9 -        | 5:30.671        |
| 5 -       | <b>1:50.636</b>        | 10 -       | 1:51.535        |
|           |                        | 11 -       | 2:35.181P       |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|   |                         |            |                 |
|---|-------------------------|------------|-----------------|
| <b>20</b>   | <b>Peter WEUNSCH</b>    | <b>DEU</b> | Wolf WR2        |
| 1 - X:00.000<br>2 - <b>1:49.088</b><br>3 - 2:01.835P  |                         |            |                 |
| <b>21</b>   | <b>Duncan DAYTON</b>    | <b>USA</b> | Williams FW07   |
| 1 - X:00.000    6 - 1:41.499    11 - <b>1:40.090</b><br>2 - 1:41.848    7 - 1:57.831P    12 - 1:46.276<br>3 - 1:42.774    8 - 5:42.937    13 - 2:08.759P<br>4 - 1:45.408    9 - 1:48.777<br>5 - 1:40.602    10 - 1:53.029                   |                         |            |                 |
| <b>24</b>   | <b>John WILSON</b>      | <b>GBR</b> | Tyrrell 011/6   |
| 1 - X:00.000    6 - 2:04.646P    11 - 1:41.644<br>2 - 1:44.490    7 - 5:08.956    12 - 1:41.756<br>3 - 1:46.238    8 - 2:00.491P    13 - <b>1:41.561</b><br>4 - 1:41.952    9 - 3:27.713    14 - 2:41.873P<br>5 - 2:02.014    10 - 1:46.003 |                         |            |                 |
| <b>27</b>   | <b>Tony SMITH</b>       | <b>GBR</b> | Williams FW06-4 |
| 1 - X:00.000    6 - 1:54.275<br>2 - 1:58.244    7 - 1:55.944<br>3 - 1:56.445    8 - <b>1:52.408</b><br>4 - 1:55.166    9 - 2:06.010P<br>5 - 1:55.789  |                         |            |                 |
| <b>29</b>   | <b>Hubertus BAHLSEN</b> | <b>SWZ</b> | Arrows A4       |
| 1 - X:00.000    6 - 2:10.750    11 - 1:42.875<br>2 - 1:43.407    7 - 1:54.570<br>3 - <b>1:41.078</b> 8 - 2:20.022P<br>4 - 1:57.644P    9 - 7:39.396P<br>5 - 5:15.267P    10 - 3:11.634  |                         |            |                 |
| <b>30</b>   | <b>Rowland KINCH</b>    | <b>GBR</b> | Arrows A1-3     |
| 1 - X:00.000    6 - 1:50.964    11 - 1:51.453<br>2 - 1:54.320    7 - 2:06.675P    12 - <b>1:47.895</b><br>3 - 1:50.943    8 - 6:40.012    13 - 1:49.312<br>4 - 1:51.091    9 - 1:51.224    14 - 1:58.550<br>5 - 1:51.394    10 - 1:49.685   |                         |            |                 |
| <b>31</b>   | <b>Steve HARTLEY</b>    | <b>GBR</b> | Arrows A6       |
| 1 - X:00.000<br>2 - <b>1:44.599</b><br>3 - 1:45.964<br>4 - 1:46.445<br>5 - 1:46.152   |                         |            |                 |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|                     |                          |                      |                |
|---------------------|--------------------------|----------------------|----------------|
| <b>32</b>           | <b>Terry SAYLES</b>      | <b>GBR</b>           | Osella FA1 C/D |
| 1 - X:00.000        | 6 - 1:57.223             | 11 - 1:59.738        |                |
| 2 - 2:04.258        | 7 - <b>1:55.806</b>      | 12 - 2:00.536        |                |
| 3 - 1:57.412        | 8 - 2:01.258             |                      |                |
| 4 - 2:19.413P       | 9 - 2:18.205P            |                      |                |
| 5 - 4:15.094        | 10 - 4:44.155            |                      |                |
| <b>33</b>           | <b>Alistair MORRISON</b> | <b>GBR</b>           | Tyrrell 012/1  |
| 1 - X:00.000        |                          |                      |                |
| 2 - 1:58.453        |                          |                      |                |
| 3 - 1:58.220        |                          |                      |                |
| 4 - <b>1:57.423</b> |                          |                      |                |
| 5 - 2:16.085P       |                          |                      |                |
| <b>36</b>           | <b>Sid HOOLE</b>         | <b>GBR</b>           | Lotus 80       |
| 1 - X:00.000        | 6 - 1:55.644             |                      |                |
| 2 - 1:57.280        | 7 - 1:53.772             |                      |                |
| 3 - <b>1:53.629</b> | 8 - 1:55.499             |                      |                |
| 4 - 1:57.034        | 9 - 2:18.891P            |                      |                |
| 5 - 1:57.845        |                          |                      |                |
| <b>37</b>           | <b>Roy WALZER</b>        | <b>USA</b>           | Williams FW07  |
| 1 - X:00.000        | 6 - 1:48.727             | 11 - 2:09.505P       |                |
| 2 - 1:52.649        | 7 - 1:51.034             | 12 - 3:55.818        |                |
| 3 - 1:51.793        | 8 - 1:50.644             | 13 - 1:48.473        |                |
| 4 - 1:48.439        | 9 - 1:47.191             | 14 - 1:46.640        |                |
| 5 - 1:48.992        | 10 - 1:48.146            | 15 - <b>1:45.983</b> |                |
| <b>61</b>           | <b>Keiichii MURAKAMI</b> | <b>JAP</b>           | Lotus 72-5     |
| 1 - X:00.000        | 6 - 2:00.626             | 11 - 1:57.550        |                |
| 2 - 2:04.417        | 7 - 2:01.422             | 12 - 1:57.721        |                |
| 3 - 2:03.301        | 8 - 1:57.604             | 13 - 1:57.380        |                |
| 4 - 1:59.431        | 9 - 2:20.779P            | 14 - <b>1:56.140</b> |                |
| 5 - 2:00.886        | 10 - 4:08.896            |                      |                |
| <b>71</b>           | <b>Andrea BAHLSEN</b>    | <b>DEU</b>           | Arrows A4-5    |
| 1 - X:00.000        | 6 - 1:57.849             | 11 - 5:39.187        |                |
| 2 - 2:05.973        | 7 - <b>1:55.618</b>      | 12 - 1:58.829        |                |
| 3 - 2:01.919        | 8 - 1:56.713             | 13 - 1:58.277        |                |
| 4 - 1:57.982        | 9 - 1:58.734             |                      |                |
| 5 - 1:57.743        | 10 - 2:09.892P           |                      |                |



# The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## RACE RESULT - Race 1

| POS | NO  | CL | NAME                 | NAT | ENTRY                    | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|-----|----|----------------------|-----|--------------------------|-----------|------|----------|-------|----------|
| 1   | 17  | E  | Mark GILLIES         |     | Maserati 300S            | 20:01.355 | 9    |          | 84.93 | 2:11.944 |
| 2   | 88  | E  | Irvine LAIDLAW       |     | Maserati 250S            | 20:04.569 | 9    | 3.214    | 84.71 | 2:12.142 |
| 3   | 8   | D  | John CLARK           |     | Cooper T39 Bobtail       | 20:05.925 | 9    | 4.570    | 84.61 | 2:12.137 |
| 4   | 26  | D  | Ollie CROSTHWAITE    |     | Cooper T39 Bobtail       | 20:06.946 | 9    | 5.591    | 84.54 | 2:11.834 |
| 5   | 77  | D  | Adrian VAN DER KROFT |     | Cooper T39 Bobtail       | 20:07.735 | 9    | 6.380    | 84.49 | 2:12.184 |
| 6   | 19  | C  | Michael STEELE       |     | HWM                      | 20:20.902 | 9    | 19.547   | 83.57 | 2:13.413 |
| 7   | 41  | D  | Richard WILLS        |     | Lola Mk1                 | 20:31.981 | 9    | 30.626   | 82.82 | 2:14.400 |
| 8   | 99  | C  | Chris KEEN           |     | Kurtis 500S              | 20:37.845 | 9    | 36.490   | 82.43 | 2:14.691 |
| 9   | 21  | C  | Josh SADLER          |     | Allard J2X               | 20:44.123 | 9    | 42.768   | 82.01 | 2:16.590 |
| 10  | 44  | D  | Marshall BAILEY      |     | Cooper T39 Bobtail       | 20:55.484 | 9    | 54.129   | 81.27 | 2:17.192 |
| 11  | 1   | E  | Tony SMITH           |     | Maserati 300S            | 20:55.787 | 9    | 54.432   | 81.25 | 2:16.628 |
| 12  | 23  | C  | Barry WOOD           |     | RGS Atlanta              | 20:56.489 | 9    | 55.134   | 81.21 | 2:16.685 |
| 13  | 111 | C  | Michael MILLIGAN     |     | HWM Jaguar               | 21:05.329 | 9    | 1:03.974 | 80.64 | 2:16.933 |
| 14  | 30  | B  | Nick WIGLEY          |     | Tojeiro Bristol          | 21:07.208 | 9    | 1:05.853 | 80.52 | 2:18.308 |
| 15  | 11  | D  | Alex QUATTLEBAUM     |     | Elva Mk3                 | 21:28.036 | 9    | 1:26.681 | 79.22 | 2:20.473 |
| 16  | 6   | D  | Hugo SHIPLEY         |     | Lotus 6                  | 21:31.766 | 9    | 1:30.411 | 78.99 | 2:20.368 |
| 17  | 32  | C  | Nick FINBURGH        |     | Jaguar C-Type            | 21:32.077 | 9    | 1:30.722 | 78.97 | 2:20.572 |
| 18  | 3   | E  | Hubert FABRI         |     | Aston Martin DB3S        | 21:34.247 | 9    | 1:32.892 | 78.84 | 2:21.277 |
| 19  | 37  | B  | Eddie MCGUIRE        |     | Cooper T25'Cooperati'    | 21:37.161 | 9    | 1:35.806 | 78.66 | 2:20.733 |
| 20  | 7   | B  | Michael ERLICH       |     | Kieft Bristol            | 21:43.613 | 9    | 1:42.258 | 78.27 | 2:22.484 |
| 21  | 35  | B  | Ted ROLLASON         |     | Frazer Nash Le Mons rep  | 22:07.019 | 9    | 2:05.664 | 76.89 | 2:24.384 |
| 22  | 39  | B  | George EDNEY         |     | Lester Sports            | 22:07.212 | 9    | 2:05.857 | 76.88 | 2:24.194 |
| 23  | 20  | E  | Stuart ROLT          |     | Aston Martin DB3S        | 22:09.005 | 9    | 2:07.650 | 76.78 | 2:23.796 |
| 24  | 9   | A  | Malcolm RICKETTS     |     | Lotus 9                  | 20:06.525 | 8    | 1 LAP    | 75.19 | 2:26.017 |
| 25  | 28  | D  | David COTTINGHAM     |     | Ferrari 500TRC           | 20:07.545 | 8    | 1 LAP    | 75.13 | 2:26.439 |
| 26  | 4   | B  | Philip CHAMPION      |     | Frazer Nash Mille Miglia | 20:21.622 | 8    | 1 LAP    | 74.26 | 2:29.328 |
| 27  | 16  | C  | Chris JOLLY          |     | Aston Martin DB2         | 20:28.049 | 8    | 1 LAP    | 73.87 | 2:30.429 |
| 28  | 10  | B  | Peter MANN           |     | Frazer Nash Le Mans MkII | 20:30.207 | 8    | 1 LAP    | 73.74 | 2:30.047 |
| 29  | 2   | B  | Bill AINSCOUGH       |     | Frazer Nash Sebring      | 21:14.605 | 8    | 1 LAP    | 71.17 | 2:35.153 |
| 30  | 18  | B  | Dave SAUNDERS        |     | Gammon MG Sports         | 21:50.547 | 8    | 1 LAP    | 69.22 | 2:40.301 |
| 31  | 25  | B  | M.WINDSOR-PRICE      |     | Turner                   | 20:34.371 | 7    | 2 LAPS   | 64.32 | 2:51.438 |
| 32  | 14  | F  | David BROCK-JEST     |     | Elva Mk5                 | 10:15.733 | 4    | 5 LAPS   | 73.81 | 2:22.061 |

### NOT CLASSIFIED

|    |   |                     |               |          |   |        |       |
|----|---|---------------------|---------------|----------|---|--------|-------|
| 15 | B | George COOPER       | Cooper T10 MG | 3:38.214 | 1 | D.N.F. | 52.67 |
| 24 | E | Burkhard VON SCHENK | Maserati 300S |          | 0 | D.N.F. | N/A   |

### FASTEST LAP

|    |   |                   |                    |          |   |          |           |
|----|---|-------------------|--------------------|----------|---|----------|-----------|
| 26 | D | Ollie CROSTHWAITE | Cooper T39 Bobtail | 2:11.834 | 3 | 85.85mph | 138.16kph |
| 17 | E | Mark GILLIES      | Maserati 300S      | 2:11.944 | 4 | 85.78mph | 138.05kph |
| 19 | C | Michael STEELE    | HWM                | 2:13.413 | 3 | 84.83mph | 136.53kph |
| 30 | B | Nick WIGLEY       | Tojeiro Bristol    | 2:18.308 | 5 | 81.83mph | 131.70kph |
| 14 | F | David BROCK-JEST  | Elva Mk5           | 2:22.061 | 3 | 79.67mph | 128.22kph |
| 9  | A | Malcolm RICKETTS  | Lotus 9            | 2:26.017 | 8 | 77.51mph | 124.74kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 10:54 End: 11:14

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP CHART

| Lap 1 |          |           | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |           | Lap 5 |          |          |
|-------|----------|-----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|
| No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  |
| 17    |          | 2:21.156  | 17    |          | 2:13.288 | 17    |          | 2:11.949 | 17    |          | 2:11.944  | 17    |          | 2:12.239 |
| 8     | 1.359    | 2:22.515  | 8     | 1.485    | 2:13.414 | 8     | 1.673    | 2:12.137 | 8     | 2.438    | 2:12.709  | 8     | 3.416    | 2:13.217 |
| 77    | 2.354    | 2:23.510  | 77    | 2.107    | 2:13.041 | 77    | 2.830    | 2:12.672 | 88    | 3.688    | 2:12.450  | 88    | 3.591    | 2:12.142 |
| 88    | 2.704    | 2:23.860  | 88    | 2.823    | 2:13.407 | 88    | 3.182    | 2:12.308 | 77    | 3.957    | 2:13.071  | 77    | 5.065    | 2:13.347 |
| 19    | 3.809    | 2:24.965  | 26    | 3.786    | 2:13.083 | 26    | 3.671    | 2:11.834 | 26    | 4.094    | 2:12.367  | 26    | 5.161    | 2:13.306 |
| 26    | 3.991    | 2:25.147  | 19    | 5.590    | 2:15.069 | 19    | 7.054    | 2:13.413 | 19    | 10.097   | 2:14.987  | 19    | 12.275   | 2:14.417 |
| 41    | 5.757    | 2:26.913  | 41    | 7.230    | 2:14.761 | 41    | 12.275   | 2:16.994 | 99    | 17.163   | 2:16.664  | 41    | 20.662   | 2:14.825 |
| 99    | 6.002    | 2:27.158  | 99    | 7.405    | 2:14.691 | 99    | 12.443   | 2:16.987 | 41    | 18.076   | 2:17.745  | 99    | 21.174   | 2:16.250 |
| 21    | 8.315    | 2:29.471  | 21    | 11.712   | 2:16.685 | 21    | 16.499   | 2:16.736 | 21    | 21.145   | 2:16.590  | 21    | 25.914   | 2:17.008 |
| 44    | 9.331    | 2:30.487  | 44    | 14.498   | 2:18.455 | 23    | 22.279   | 2:18.755 | 44    | 29.504   | 2:18.672  | 44    | 34.587   | 2:17.322 |
| 23    | 9.741    | 2:30.897  | 23    | 15.473   | 2:19.020 | 44    | 22.776   | 2:20.227 | 1     | 31.286   | 2:18.492  | 1     | 36.296   | 2:17.249 |
| 30    | 10.921   | 2:32.077  | 30    | 16.974   | 2:19.341 | 30    | 23.889   | 2:18.864 | 23    | 31.691   | 2:21.356  | 23    | 37.272   | 2:17.820 |
| 14    | 11.575   | 2:32.731  | 1     | 19.467   | 2:18.392 | 1     | 24.738   | 2:17.220 | 30    | 32.619   | 2:20.674  | 25    | 1 LAP    | 2:57.169 |
| 11    | 13.524   | 2:34.680  | 14    | 22.099   | 2:23.812 | 111   | 31.012   | 2:19.520 | 111   | 39.109   | 2:20.041  | 30    | 38.688   | 2:18.308 |
| 1     | 14.363   | 2:35.519  | 111   | 23.441   | 2:22.018 | 14    | 32.211   | 2:22.061 | 11    | 43.132   | 2:21.701  | 111   | 46.307   | 2:19.437 |
| 111   | 14.711   | 2:35.867  | 11    | 24.851   | 2:24.615 | 11    | 33.375   | 2:20.473 | 32    | 44.228   | 2:21.785  | 11    | 52.831   | 2:21.938 |
| 39    | 15.585   | 2:36.741  | 32    | 25.372   | 2:22.867 | 32    | 34.387   | 2:20.964 | 3     | 45.685   | 2:22.322  | 32    | 54.812   | 2:22.823 |
| 32    | 15.793   | 2:36.949  | 3     | 25.979   | 2:22.480 | 3     | 35.307   | 2:21.277 | 37    | 45.911   | 2:21.120  | 3     | 55.457   | 2:22.011 |
| 3     | 16.787   | 2:37.943  | 39    | 26.901   | 2:24.604 | 37    | 36.735   | 2:21.126 | 6     | 46.907   | 2:21.458  | 37    | 55.762   | 2:22.090 |
| 6     | 17.024   | 2:38.180  | 6     | 26.971   | 2:23.235 | 6     | 37.393   | 2:22.371 | 7     | 50.409   | 2:22.687  | 6     | 56.011   | 2:21.343 |
| 37    | 18.171   | 2:39.327  | 37    | 27.558   | 2:22.675 | 7     | 39.666   | 2:23.172 | 39    | 55.133   | 2:25.616  | 7     | 1:00.979 | 2:22.809 |
| 7     | 18.917   | 2:40.073  | 7     | 28.443   | 2:22.814 | 39    | 41.461   | 2:26.509 | 35    | 1:04.785 | 2:25.257  | 39    | 1:10.900 | 2:28.006 |
| 28    | 21.163   | 2:42.319  | 35    | 37.114   | 2:29.007 | 35    | 51.472   | 2:26.307 | 20    | 1:05.558 | 2:25.639  | 35    | 1:17.085 | 2:24.539 |
| 35    | 21.395   | 2:42.551  | 20    | 38.092   | 2:29.478 | 20    | 51.863   | 2:25.720 | 28    | 1:15.114 | 2:29.929  | 20    | 1:17.951 | 2:24.632 |
| 20    | 21.902   | 2:43.058  | 9     | 39.483   | 2:29.819 | 28    | 57.129   | 2:29.300 | 9     | 1:15.531 | 2:29.405  | 9     | 1:32.339 | 2:29.047 |
| 9     | 22.952   | 2:44.108  | 28    | 39.778   | 2:31.903 | 9     | 58.070   | 2:30.536 | 14    | 1:17.396 | 2:57.129P | 28    | 1:33.085 | 2:30.210 |
| 4     | 25.415   | 2:46.571  | 4     | 43.064   | 2:30.937 | 4     | 1:02.358 | 2:31.243 | 4     | 1:20.571 | 2:30.157  | 4     | 1:37.660 | 2:29.328 |
| 16    | 26.667   | 2:47.823  | 16    | 44.767   | 2:31.388 | 16    | 1:03.927 | 2:31.109 | 16    | 1:22.412 | 2:30.429  | 16    | 1:40.823 | 2:30.650 |
| 2     | 30.336   | 2:51.492  | 10    | 49.436   | 2:31.941 | 10    | 1:08.471 | 2:30.984 | 10    | 1:26.582 | 2:30.055  | 10    | 1:44.542 | 2:30.199 |
| 10    | 30.783   | 2:51.939  | 2     | 52.201   | 2:35.153 | 2     | 1:15.683 | 2:35.431 | 2     | 1:39.855 | 2:36.116  | 2     | 2:03.866 | 2:36.250 |
| 18    | 35.219   | 2:56.375  | 18    | 1:02.232 | 2:40.301 | 18    | 1:30.890 | 2:40.607 | 18    | 2:01.084 | 2:42.138  |       |          |          |
| 25    | 46.552   | 3:07.708  | 25    | 1:24.702 | 2:51.438 | 25    | 2:04.433 | 2:51.680 |       |          |           |       |          |          |
| 15    | 1:17.058 | 3:38.214P |       |          |          |       |          |          |       |          |           |       |          |          |

# The Tony Rolt Trophy for HGPCA Drum Brake Sports Cars

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |          |          | Lap 10 |        |         |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|--------|--------|---------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No     | Behind | Laptime |
| 17    |          | 2:12.496 | 17    |          | 2:12.258 | 17    |          | 2:13.000 | 17    |          | 2:13.025 |        |        |         |
| 88    | 4.065    | 2:12.970 | 88    | 4.237    | 2:12.430 | 4     | 1 LAP    | 2:31.313 | 88    | 3.214    | 2:12.377 |        |        |         |
| 8     | 5.140    | 2:14.220 | 8     | 5.194    | 2:12.312 | 88    | 3.862    | 2:12.625 | 8     | 4.570    | 2:13.006 |        |        |         |
| 26    | 5.349    | 2:12.684 | 26    | 5.377    | 2:12.286 | 8     | 4.589    | 2:12.395 | 9     | 1 LAP    | 2:26.017 |        |        |         |
| 77    | 6.265    | 2:13.696 | 77    | 6.191    | 2:12.184 | 26    | 5.119    | 2:12.742 | 26    | 5.591    | 2:13.497 |        |        |         |
| 19    | 14.822   | 2:15.043 | 19    | 16.637   | 2:14.073 | 77    | 5.983    | 2:12.792 | 28    | 1 LAP    | 2:29.083 |        |        |         |
| 18    | 1 LAP    | 2:43.485 | 2     | 1 LAP    | 2:40.949 | 16    | 1 LAP    | 2:32.924 | 77    | 6.380    | 2:13.422 |        |        |         |
| 41    | 24.321   | 2:16.155 | 41    | 27.179   | 2:15.116 | 10    | 1 LAP    | 2:33.369 | 19    | 19.547   | 2:15.452 |        |        |         |
| 99    | 25.027   | 2:16.349 | 99    | 30.591   | 2:17.822 | 19    | 17.120   | 2:13.483 | 4     | 1 LAP    | 2:31.686 |        |        |         |
| 21    | 30.243   | 2:16.825 | 21    | 35.294   | 2:17.309 | 41    | 29.251   | 2:15.072 | 16    | 1 LAP    | 2:31.720 |        |        |         |
| 44    | 39.283   | 2:17.192 | 44    | 44.896   | 2:17.871 | 99    | 32.811   | 2:15.220 | 10    | 1 LAP    | 2:31.673 |        |        |         |
| 1     | 40.976   | 2:17.176 | 1     | 45.346   | 2:16.628 | 21    | 39.158   | 2:16.864 | 41    | 30.626   | 2:14.400 |        |        |         |
| 23    | 41.603   | 2:16.827 | 23    | 46.765   | 2:17.420 | 2     | 1 LAP    | 2:38.980 | 25    | 2 LAPS   | 2:58.770 |        |        |         |
| 30    | 44.692   | 2:18.500 | 18    | 1 LAP    | 2:43.577 | 1     | 49.214   | 2:16.868 | 99    | 36.490   | 2:16.704 |        |        |         |
| 111   | 51.144   | 2:17.333 | 30    | 51.899   | 2:19.465 | 44    | 49.809   | 2:17.913 | 21    | 42.768   | 2:16.635 |        |        |         |
| 11    | 1:01.428 | 2:21.093 | 111   | 55.857   | 2:16.971 | 23    | 50.450   | 2:16.685 | 44    | 54.129   | 2:17.345 |        |        |         |
| 32    | 1:04.360 | 2:22.044 | 11    | 1:10.039 | 2:20.869 | 30    | 59.024   | 2:20.125 | 1     | 54.432   | 2:18.243 |        |        |         |
| 3     | 1:04.847 | 2:21.886 | 32    | 1:12.674 | 2:20.572 | 111   | 1:00.066 | 2:17.209 | 23    | 55.134   | 2:17.709 |        |        |         |
| 37    | 1:06.005 | 2:22.739 | 3     | 1:13.915 | 2:21.326 | 11    | 1:17.917 | 2:20.878 | 111   | 1:03.974 | 2:16.933 |        |        |         |
| 6     | 1:06.410 | 2:22.895 | 37    | 1:14.480 | 2:20.733 | 18    | 1 LAP    | 2:42.523 | 30    | 1:05.853 | 2:19.854 |        |        |         |
| 7     | 1:11.590 | 2:23.107 | 6     | 1:15.033 | 2:20.881 | 32    | 1:22.805 | 2:23.131 | 2     | 1 LAP    | 2:40.234 |        |        |         |
| 25    | 1 LAP    | 2:53.356 | 7     | 1:22.365 | 2:23.033 | 6     | 1:23.068 | 2:21.035 | 11    | 1:26.681 | 2:21.789 |        |        |         |
| 35    | 1:30.448 | 2:25.859 | 35    | 1:42.701 | 2:24.511 | 3     | 1:23.217 | 2:22.302 | 6     | 1:30.411 | 2:20.368 |        |        |         |
| 39    | 1:30.789 | 2:32.385 | 39    | 1:43.484 | 2:24.953 | 37    | 1:24.495 | 2:23.015 | 32    | 1:30.722 | 2:20.942 |        |        |         |
| 20    | 1:31.320 | 2:25.865 | 20    | 1:45.046 | 2:25.984 | 7     | 1:31.849 | 2:22.484 | 3     | 1:32.892 | 2:22.700 |        |        |         |
| 28    | 1:48.951 | 2:28.362 | 25    | 1 LAP    | 2:54.250 | 35    | 1:54.305 | 2:24.604 | 37    | 1:35.806 | 2:24.336 |        |        |         |
| 9     | 1:49.535 | 2:29.692 | 28    | 2:03.132 | 2:26.439 | 39    | 1:54.678 | 2:24.194 | 7     | 1:42.258 | 2:23.434 |        |        |         |
| 4     | 1:55.551 | 2:30.387 | 9     | 2:05.178 | 2:27.901 | 20    | 1:56.879 | 2:24.833 | 18    | 1 LAP    | 2:41.541 |        |        |         |
| 16    | 2:00.333 | 2:32.006 |       |          |          |       |          |          | 35    | 2:05.664 | 2:24.384 |        |        |         |
| 10    | 2:02.093 | 2:30.047 |       |          |          |       |          |          | 39    | 2:05.857 | 2:24.204 |        |        |         |
|       |          |          |       |          |          |       |          |          | 20    | 2:07.650 | 2:23.796 |        |        |         |

# The Colin Chapman Trophy for HSCC Historic Formula Junior

## RACE RESULT - Race 2

| POS | NO | CL | NAME                 | NAT | ENTRY         | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|---------------|-----------|------|----------|-------|----------|
| 1   | 51 | C2 | Michael HIBBERD      |     | Lotus 27      | 20:52.468 | 10   |          | 90.51 | 2:03.088 |
| 2   | 65 | C2 | Edwin JOWSEY         |     | Lotus 22      | 20:52.508 | 10   | 0.040    | 90.50 | 2:03.400 |
| 3   | 79 | C2 | Urs EBERHARDT        |     | Lotus 27      | 20:54.434 | 10   | 1.966    | 90.36 | 2:03.006 |
| 4   | 61 | C2 | Simon DIFFEY         |     | Lotus 20      | 21:08.510 | 10   | 16.042   | 89.36 | 2:04.172 |
| 5   | 57 | C2 | Denis WELCH          |     | Merlyn Mk5/7  | 21:10.380 | 10   | 17.912   | 89.23 | 2:05.216 |
| 6   | 66 | C2 | Mark GILLIES         |     | Lotus 20/22   | 21:11.173 | 10   | 18.705   | 89.17 | 2:05.198 |
| 7   | 78 | C2 | Andrew HIBBERD       |     | Lotus 22      | 21:40.454 | 10   | 47.986   | 87.17 | 2:06.260 |
| 8   | 77 | C2 | Steve SMITH          |     | Cooper T59    | 21:44.163 | 10   | 51.695   | 86.92 | 2:07.890 |
| 9   | 83 | C2 | Barry WESTMORELAND   |     | Lotus 22      | 21:51.083 | 10   | 58.615   | 86.46 | 2:08.665 |
| 10  | 52 | C2 | James CLARIDGE       |     | Lola Mk5A     | 22:00.184 | 10   | 1:07.716 | 85.86 | 2:06.672 |
| 11  | 48 | B  | Martin WALFORD       |     | Elva 200      | 22:01.012 | 10   | 1:08.544 | 85.81 | 2:08.641 |
| 12  | 93 | C2 | Chris CHILCOTT       |     | Lotus 20      | 22:02.281 | 10   | 1:09.813 | 85.73 | 2:08.005 |
| 13  | 97 | C2 | Nigel BANCROFT       |     | Lotus 20      | 22:12.004 | 10   | 1:19.536 | 85.10 | 2:08.384 |
| 14  | 84 | C2 | Mark WOODHOUSE       |     | Lotus 20      | 22:13.781 | 10   | 1:21.313 | 84.99 | 2:10.527 |
| 15  | 76 | C2 | Simon SMITH          |     | Cooper T56    | 22:36.496 | 10   | 1:44.028 | 83.56 | 2:11.755 |
| 16  | 12 | A2 | Stuart ROACH         |     | Alexis Mk2    | 22:38.697 | 10   | 1:46.229 | 83.43 | 2:13.586 |
| 17  | 60 | C2 | Yuzaburo BABA        |     | Lotus 20      | 22:47.921 | 10   | 1:55.453 | 82.87 | 2:12.196 |
| 18  | 86 | C2 | Hamish MORRISON      |     | Cooper T67    | 22:49.318 | 10   | 1:56.850 | 82.78 | 2:13.441 |
| 19  | 4  | A2 | Derek WALKER         |     | Terrier MkIV  | 22:51.234 | 10   | 1:58.766 | 82.67 | 2:14.839 |
| 20  | 38 | B  | Keiichi MURAKAMI     |     | Lotus 18      | 22:51.918 | 10   | 1:59.450 | 82.62 | 2:12.989 |
| 21  | 1  | B  | Kevin MUSSON         |     | Lotus 18      | 22:57.191 | 10   | 2:04.723 | 82.31 | 2:13.540 |
| 22  | 16 | A2 | Tony GOODWIN         |     | Gemini Mk2    | 22:58.186 | 10   | 2:05.718 | 82.25 | 2:15.161 |
| 23  | 45 | B  | Andrew TAYLOR        |     | Britannia     | 20:58.939 | 9    | 1 LAP    | 81.05 | 2:15.704 |
| 24  | 70 | C2 | Peter STRAUSS        |     | Brabham BT6   | 20:59.158 | 9    | 1 LAP    | 81.04 | 2:15.286 |
| 25  | 68 | C2 | Alessandro RIPAMONTI |     | Wainer 62     | 21:01.052 | 9    | 1 LAP    | 80.91 | 2:16.039 |
| 26  | 46 | B  | Andrew SPENCE        |     | Elva 200      | 21:01.343 | 9    | 1 LAP    | 80.89 | 2:15.286 |
| 27  | 34 | B  | Jeremy BOUCKLEY      |     | Cooper T56    | 21:13.236 | 9    | 1 LAP    | 80.14 | 2:16.989 |
| 28  | 69 | C2 | Klaus RAUSCHEN       |     | Brabham BT2   | 21:16.421 | 9    | 1 LAP    | 79.94 | 2:18.201 |
| 29  | 55 | C2 | Len SELBY            |     | Lola Mk5      | 21:17.105 | 9    | 1 LAP    | 79.90 | 2:18.542 |
| 30  | 43 | B  | Doug MARTIN          |     | Elva 200      | 21:18.283 | 9    | 1 LAP    | 79.82 | 2:18.107 |
| 31  | 36 | B  | Clive TEMPLE         |     | Cooper T56    | 21:25.204 | 9    | 1 LAP    | 79.39 | 2:15.540 |
| 32  | 75 | C2 | David BROWN          |     | Lola Mk5      | 21:27.008 | 9    | 1 LAP    | 79.28 | 2:19.056 |
| 33  | 21 | A2 | Robin LACKFORD       |     | Elva 100      | 21:27.300 | 9    | 1 LAP    | 79.26 | 2:19.084 |
| 34  | 14 | A2 | Crispian BESLEY      |     | Elva 100      | 21:36.200 | 9    | 1 LAP    | 78.72 | 2:17.676 |
| 35  | 7  | A2 | Duncan RABAGLIATI    |     | Alexis HF1    | 21:38.166 | 9    | 1 LAP    | 78.60 | 2:20.722 |
| 36  | 23 | A2 | David WATTS          |     | Elva 100      | 22:10.006 | 9    | 1 LAP    | 76.72 | 2:24.136 |
| 37  | 5  | C1 | David PRATLEY        |     | Lola Mk2      | 22:41.442 | 9    | 1 LAP    | 74.95 | 2:26.144 |
| 38  | 47 | B  | Richard UTLEY        |     | Caravelle Mk1 | 22:43.701 | 9    | 1 LAP    | 74.82 | 2:27.074 |
| 39  | 24 | A1 | Jason WRIGHT         |     | Stanguellini  | 22:52.794 | 9    | 1 LAP    | 74.33 | 2:28.299 |
| 40  | 54 | C2 | John FYDA            |     | Lotus 22      | 18:31.918 | 8    | 2 LAPS   | 81.59 | 2:08.216 |

### NOT CLASSIFIED

|    |    |                  |          |           |   |        |       |          |
|----|----|------------------|----------|-----------|---|--------|-------|----------|
| 29 | A2 | William GRIMSHAW | Moorland | 15:31.493 | 6 | D.N.F. | 73.09 | 2:28.618 |
| 58 | C1 | Chris DRAKE      | Elva 300 | 11:46.758 | 5 | D.N.F. | 80.32 | 2:12.445 |
| 80 | C2 | Roy WALZER       | Lotus 27 | 12:07.619 | 4 | D.N.F. | 62.46 | 2:14.478 |
| 42 | B  | Simon HAMILTON   | Lotus 18 | 5:05.507  | 2 | D.N.F. | 74.67 | 2:23.237 |

### FASTEST LAP

|    |    |                |              |          |   |          |           |
|----|----|----------------|--------------|----------|---|----------|-----------|
| 79 | C2 | Urs EBERHARDT  | Lotus 27     | 2:03.006 | 3 | 92.01mph | 148.08kph |
| 48 | B  | Martin WALFORD | Elva 200     | 2:08.641 | 9 | 87.98mph | 141.59kph |
| 58 | C1 | Chris DRAKE    | Elva 300     | 2:12.445 | 2 | 85.45mph | 137.53kph |
| 12 | A2 | Stuart ROACH   | Alexis Mk2   | 2:13.586 | 5 | 84.72mph | 136.35kph |
| 24 | A1 | Jason WRIGHT   | Stanguellini | 2:28.299 | 3 | 76.32mph | 122.87kph |

Weather: 17.0C, 14.0C, 14.0C

These results are provisional until the conclusion of any judicial and technical matters.

Start: 11:23 End: 11:44

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Colin Chapman Trophy for HSCC Historic Formula Junior

## LAP CHART

| Lap 1 |          |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |           |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   |
| 65    |          | 2:13.682 | 65    |          | 2:03.994 | 65    |          | 2:03.400 | 65    |          | 2:03.544 | 65    |          | 2:03.702  |
| 51    | 0.375    | 2:14.057 | 51    | 1.841    | 2:05.460 | 51    | 1.529    | 2:03.088 | 51    | 1.080    | 2:03.095 | 51    | 0.707    | 2:03.329  |
| 79    | 1.203    | 2:14.885 | 79    | 2.547    | 2:05.338 | 79    | 2.153    | 2:03.006 | 79    | 1.794    | 2:03.185 | 79    | 1.386    | 2:03.294  |
| 57    | 1.396    | 2:15.078 | 57    | 4.232    | 2:06.830 | 61    | 5.178    | 2:04.172 | 61    | 7.928    | 2:06.294 | 61    | 9.931    | 2:05.705  |
| 61    | 1.815    | 2:15.497 | 61    | 4.406    | 2:06.585 | 57    | 6.514    | 2:05.682 | 57    | 10.539   | 2:07.569 | 66    | 12.586   | 2:05.582  |
| 66    | 1.970    | 2:15.652 | 66    | 4.937    | 2:06.961 | 66    | 6.735    | 2:05.198 | 66    | 10.706   | 2:07.515 | 57    | 12.761   | 2:05.924  |
| 52    | 2.389    | 2:16.071 | 78    | 8.322    | 2:06.979 | 78    | 11.182   | 2:06.260 | 78    | 15.771   | 2:08.133 | 78    | 21.238   | 2:09.169  |
| 84    | 5.106    | 2:18.788 | 77    | 13.828   | 2:10.431 | 77    | 19.306   | 2:08.878 | 77    | 25.613   | 2:09.851 | 77    | 31.640   | 2:09.729  |
| 78    | 5.337    | 2:19.019 | 48    | 13.932   | 2:10.644 | 48    | 20.988   | 2:10.456 | 48    | 27.378   | 2:09.934 | 48    | 33.069   | 2:09.393  |
| 48    | 7.282    | 2:20.964 | 83    | 15.365   | 2:11.415 | 83    | 21.912   | 2:09.947 | 83    | 28.622   | 2:10.254 | 83    | 34.126   | 2:09.206  |
| 77    | 7.391    | 2:21.073 | 54    | 16.167   | 2:11.162 | 54    | 22.503   | 2:09.736 | 54    | 29.172   | 2:10.213 | 54    | 34.733   | 2:09.263  |
| 83    | 7.944    | 2:21.626 | 97    | 17.073   | 2:11.305 | 93    | 24.541   | 2:09.938 | 84    | 34.404   | 2:11.571 | 84    | 43.090   | 2:12.388  |
| 54    | 8.999    | 2:22.681 | 84    | 17.653   | 2:16.541 | 84    | 26.377   | 2:12.124 | 97    | 41.746   | 2:13.368 | 93    | 48.622   | 2:09.741  |
| 93    | 9.324    | 2:23.006 | 93    | 18.003   | 2:12.673 | 97    | 31.922   | 2:18.249 | 93    | 42.583   | 2:21.586 | 52    | 49.222   | 2:10.071  |
| 97    | 9.762    | 2:23.444 | 12    | 22.792   | 2:14.249 | 58    | 32.469   | 2:13.017 | 52    | 42.853   | 2:11.879 | 97    | 49.872   | 2:11.828  |
| 12    | 12.537   | 2:26.219 | 58    | 22.852   | 2:12.445 | 12    | 33.077   | 2:13.685 | 58    | 44.305   | 2:15.380 | 12    | 54.720   | 2:13.586  |
| 58    | 14.401   | 2:28.083 | 76    | 27.298   | 2:15.824 | 52    | 34.518   | 2:09.593 | 12    | 44.836   | 2:15.303 | 76    | 1:03.706 | 2:15.836  |
| 16    | 15.307   | 2:28.989 | 52    | 28.325   | 2:29.930 | 76    | 39.955   | 2:16.057 | 76    | 51.572   | 2:15.161 | 4     | 1:03.815 | 2:14.839  |
| 76    | 15.468   | 2:29.150 | 4     | 28.837   | 2:16.628 | 4     | 41.172   | 2:15.735 | 4     | 52.678   | 2:15.050 | 16    | 1:08.738 | 2:16.520  |
| 4     | 16.203   | 2:29.885 | 16    | 30.247   | 2:18.934 | 16    | 43.779   | 2:16.932 | 16    | 55.920   | 2:15.685 | 86    | 1:08.941 | 2:16.260  |
| 86    | 18.380   | 2:32.062 | 86    | 31.438   | 2:17.052 | 86    | 44.079   | 2:16.041 | 86    | 56.383   | 2:15.848 | 60    | 1:09.839 | 2:13.228  |
| 68    | 20.385   | 2:34.067 | 68    | 34.037   | 2:17.646 | 68    | 49.142   | 2:18.505 | 60    | 1:00.313 | 2:12.965 | 38    | 1:14.725 | 2:14.896  |
| 46    | 21.097   | 2:34.779 | 1     | 36.183   | 2:18.612 | 1     | 49.330   | 2:16.547 | 1     | 1:02.290 | 2:16.504 | 1     | 1:15.619 | 2:17.031  |
| 1     | 21.565   | 2:35.247 | 46    | 37.893   | 2:20.790 | 60    | 50.892   | 2:13.377 | 38    | 1:03.531 | 2:14.336 | 58    | 1:18.436 | 2:37.833P |
| 36    | 23.028   | 2:36.710 | 36    | 38.536   | 2:19.502 | 38    | 52.739   | 2:15.851 | 68    | 1:07.111 | 2:21.513 | 68    | 1:22.272 | 2:18.863  |
| 43    | 23.852   | 2:37.534 | 38    | 40.288   | 2:18.125 | 46    | 55.698   | 2:21.205 | 45    | 1:11.311 | 2:17.669 | 45    | 1:24.633 | 2:17.024  |
| 45    | 25.695   | 2:39.377 | 45    | 40.560   | 2:18.859 | 36    | 56.268   | 2:21.132 | 46    | 1:11.801 | 2:19.647 | 36    | 1:26.551 | 2:18.147  |
| 21    | 26.097   | 2:39.779 | 43    | 40.770   | 2:20.912 | 45    | 57.186   | 2:20.026 | 36    | 1:12.106 | 2:19.382 | 70    | 1:27.206 | 2:17.475  |
| 38    | 26.157   | 2:39.839 | 60    | 40.915   | 2:16.965 | 43    | 57.226   | 2:19.856 | 43    | 1:12.974 | 2:19.292 | 46    | 1:28.387 | 2:20.288  |
| 55    | 26.303   | 2:39.985 | 55    | 42.679   | 2:20.370 | 55    | 59.333   | 2:20.054 | 70    | 1:13.433 | 2:17.190 | 43    | 1:30.453 | 2:21.181  |
| 69    | 26.680   | 2:40.362 | 21    | 43.763   | 2:21.660 | 70    | 59.787   | 2:17.540 | 55    | 1:15.799 | 2:20.010 | 55    | 1:30.778 | 2:18.681  |
| 7     | 27.206   | 2:40.888 | 34    | 43.910   | 2:20.590 | 34    | 59.987   | 2:19.477 | 34    | 1:16.239 | 2:19.796 | 69    | 1:31.545 | 2:18.674  |
| 34    | 27.314   | 2:40.996 | 69    | 44.956   | 2:22.270 | 69    | 1:01.916 | 2:20.360 | 69    | 1:16.573 | 2:18.201 | 34    | 1:31.717 | 2:19.180  |
| 75    | 27.765   | 2:41.447 | 70    | 45.647   | 2:19.753 | 21    | 1:03.513 | 2:23.150 | 75    | 1:20.588 | 2:20.038 | 75    | 1:36.757 | 2:19.871  |
| 60    | 27.944   | 2:41.626 | 75    | 47.578   | 2:23.807 | 75    | 1:04.094 | 2:19.916 | 21    | 1:21.555 | 2:21.586 | 21    | 1:37.689 | 2:19.836  |
| 42    | 28.588   | 2:42.270 | 42    | 47.831   | 2:23.237 | 7     | 1:08.214 | 2:22.342 | 7     | 1:26.103 | 2:21.433 | 80    | 1 LAP    | 3:58.491P |
| 70    | 29.888   | 2:43.570 | 7     | 49.272   | 2:26.060 | 23    | 1:16.915 | 2:24.571 | 14    | 1:35.920 | 2:20.095 | 7     | 1:43.123 | 2:20.722  |
| 5     | 32.373   | 2:46.055 | 23    | 55.744   | 2:26.745 | 14    | 1:19.369 | 2:21.646 | 23    | 1:37.507 | 2:24.136 | 14    | 1:51.579 | 2:19.361  |
| 23    | 32.993   | 2:46.675 | 5     | 56.217   | 2:27.838 | 47    | 1:23.309 | 2:27.074 | 47    | 1:49.903 | 2:30.138 | 23    | 1:58.353 | 2:24.548  |
| 24    | 34.790   | 2:48.472 | 47    | 59.635   | 2:28.369 | 5     | 1:23.736 | 2:30.919 | 5     | 1:51.301 | 2:31.109 |       |          |           |
| 29    | 35.099   | 2:48.781 | 24    | 1:01.007 | 2:30.211 | 24    | 1:25.906 | 2:28.299 | 24    | 1:52.324 | 2:29.962 |       |          |           |
| 47    | 35.260   | 2:48.942 | 14    | 1:01.123 | 2:20.538 | 29    | 1:27.839 | 2:30.066 | 29    | 1:52.913 | 2:28.618 |       |          |           |
| 14    | 44.579   | 2:58.261 | 29    | 1:01.173 | 2:30.068 | 80    | 1:48.052 | 2:14.478 |       |          |          |       |          |           |
| 80    | 1:20.904 | 3:34.586 | 80    | 1:36.974 | 2:20.064 |       |          |          |       |          |          |       |          |           |

# The Colin Chapman Trophy for HSCC Historic Formula Junior

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |           | Lap 8 |          |           | Lap 9 |          |          | Lap 10 |          |          |
|-------|----------|----------|-------|----------|-----------|-------|----------|-----------|-------|----------|----------|--------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No     | Behind   | Laptime  |
| 51    |          | 2:04.474 | 51    |          | 2:04.704  | 65    |          | 2:03.405  | 65    |          | 2:06.069 | 51     |          | 2:04.013 |
| 65    | 0.107    | 2:05.288 | 65    | 0.150    | 2:04.747  | 51    | 1.941    | 2:05.496  | 51    | 0.624    | 2:04.752 | 65     | 0.040    | 2:04.677 |
| 79    | 0.504    | 2:04.299 | 14    | 1 LAP    | 2:18.810  | 79    | 2.056    | 2:04.996  | 79    | 1.147    | 2:05.160 | 79     | 1.966    | 2:05.456 |
| 61    | 11.590   | 2:06.840 | 79    | 0.615    | 2:04.815  | 21    | 1 LAP    | 2:19.084  | 34    | 1 LAP    | 2:17.454 | 45     | 1 LAP    | 2:17.007 |
| 47    | 1 LAP    | 2:30.570 | 61    | 11.974   | 2:05.088  | 75    | 1 LAP    | 2:20.709  | 69    | 1 LAP    | 2:19.055 | 70     | 1 LAP    | 2:16.522 |
| 57    | 12.796   | 2:05.216 | 57    | 14.113   | 2:06.021  | 61    | 13.405   | 2:04.986  | 55    | 1 LAP    | 2:19.276 | 68     | 1 LAP    | 2:17.493 |
| 66    | 13.156   | 2:05.751 | 23    | 1 LAP    | 2:25.735  | 7     | 1 LAP    | 2:22.155  | 43    | 1 LAP    | 2:20.371 | 46     | 1 LAP    | 2:16.764 |
| 5     | 1 LAP    | 2:31.581 | 66    | 14.371   | 2:05.919  | 14    | 1 LAP    | 2:17.676  | 61    | 13.805   | 2:06.469 | 61     | 16.042   | 2:06.874 |
| 29    | 1 LAP    | 2:30.293 | 78    | 33.887   | 2:13.008  | 57    | 16.378   | 2:05.820  | 57    | 16.481   | 2:06.172 | 57     | 17.912   | 2:06.068 |
| 24    | 1 LAP    | 2:31.464 | 47    | 1 LAP    | 2:30.161  | 66    | 16.958   | 2:06.142  | 66    | 17.046   | 2:06.157 | 66     | 18.705   | 2:06.296 |
| 78    | 25.583   | 2:09.526 | 5     | 1 LAP    | 2:28.709  | 23    | 1 LAP    | 2:24.792  | 75    | 1 LAP    | 2:20.824 | 34     | 1 LAP    | 2:16.989 |
| 77    | 35.668   | 2:09.209 | 77    | 40.363   | 2:09.399  | 78    | 38.939   | 2:08.607  | 21    | 1 LAP    | 2:22.094 | 69     | 1 LAP    | 2:19.828 |
| 48    | 36.799   | 2:08.911 | 48    | 41.300   | 2:09.205  | 77    | 46.024   | 2:09.216  | 36    | 1 LAP    | 2:42.257 | 55     | 1 LAP    | 2:18.542 |
| 83    | 37.610   | 2:08.665 | 83    | 41.688   | 2:08.782  | 83    | 48.075   | 2:09.942  | 14    | 1 LAP    | 2:19.663 | 43     | 1 LAP    | 2:18.107 |
| 54    | 37.768   | 2:08.216 | 24    | 1 LAP    | 2:31.614  | 48    | 1:00.812 | 2:23.067  | 7     | 1 LAP    | 2:21.110 | 36     | 1 LAP    | 2:16.967 |
| 84    | 48.436   | 2:10.527 | 54    | 42.350   | 2:09.286  | 52    | 1:01.149 | 2:09.982  | 78    | 42.602   | 2:09.732 | 75     | 1 LAP    | 2:21.340 |
| 52    | 50.713   | 2:06.672 | 29    | 1 LAP    | 2:43.667P | 93    | 1:03.497 | 2:11.036  | 77    | 47.845   | 2:07.890 | 21     | 1 LAP    | 2:20.548 |
| 93    | 52.120   | 2:08.679 | 52    | 54.722   | 2:08.713  | 97    | 1:04.034 | 2:08.664  | 83    | 52.267   | 2:10.261 | 14     | 1 LAP    | 2:20.150 |
| 97    | 54.671   | 2:09.980 | 84    | 55.708   | 2:11.976  | 47    | 1 LAP    | 2:30.842  | 23    | 1 LAP    | 2:26.355 | 7      | 1 LAP    | 2:20.796 |
| 12    | 1:03.314 | 2:13.775 | 93    | 56.016   | 2:08.600  | 5     | 1 LAP    | 2:30.796  | 48    | 1:03.384 | 2:08.641 | 78     | 47.986   | 2:10.021 |
| 76    | 1:11.559 | 2:13.034 | 97    | 58.925   | 2:08.958  | 84    | 1:07.304 | 2:15.151  | 52    | 1:03.536 | 2:08.456 | 77     | 51.695   | 2:08.487 |
| 4     | 1:13.634 | 2:15.000 | 12    | 1:12.817 | 2:14.207  | 24    | 1 LAP    | 2:32.581  | 93    | 1:05.433 | 2:08.005 | 83     | 58.615   | 2:10.985 |
| 60    | 1:16.854 | 2:12.196 | 76    | 1:19.826 | 2:12.971  | 12    | 1:24.363 | 2:15.101  | 84    | 1:14.539 | 2:13.304 | 52     | 1:07.716 | 2:08.817 |
| 16    | 1:19.479 | 2:15.922 | 4     | 1:24.823 | 2:15.893  | 76    | 1:29.560 | 2:13.289  | 97    | 1:15.789 | 2:17.824 | 48     | 1:08.544 | 2:09.797 |
| 86    | 1:19.608 | 2:15.848 | 60    | 1:26.768 | 2:14.618  | 4     | 1:37.429 | 2:16.161  | 47    | 1 LAP    | 2:28.151 | 93     | 1:09.813 | 2:09.017 |
| 38    | 1:22.533 | 2:12.989 | 86    | 1:28.345 | 2:13.441  | 60    | 1:38.083 | 2:14.870  | 5     | 1 LAP    | 2:28.291 | 23     | 1 LAP    | 2:26.449 |
| 1     | 1:26.185 | 2:15.747 | 16    | 1:31.701 | 2:16.926  | 86    | 1:38.415 | 2:13.625  | 24    | 1 LAP    | 2:28.778 | 97     | 1:19.536 | 2:08.384 |
| 45    | 1:36.453 | 2:17.001 | 38    | 1:32.896 | 2:15.067  | 38    | 1:42.661 | 2:13.320  | 12    | 1:34.516 | 2:16.222 | 84     | 1:21.313 | 2:11.411 |
| 36    | 1:36.910 | 2:15.540 | 1     | 1:36.545 | 2:15.064  | 16    | 1:44.647 | 2:16.501  | 76    | 1:35.246 | 2:11.755 | 76     | 1:44.028 | 2:13.419 |
| 68    | 1:37.530 | 2:20.439 | 45    | 1:47.453 | 2:15.704  | 1     | 1:46.763 | 2:13.773  | 60    | 1:45.662 | 2:13.648 | 12     | 1:46.229 | 2:16.350 |
| 70    | 1:37.679 | 2:15.654 | 36    | 1:47.773 | 2:15.567  | 54    | 1:50.156 | 3:11.361P | 86    | 1:46.346 | 2:14.000 | 5      | 1 LAP    | 2:26.144 |
| 46    | 1:39.516 | 2:16.310 | 70    | 1:48.261 | 2:15.286  | 45    | 2:00.170 | 2:16.272  | 4     | 1:48.525 | 2:17.165 | 47     | 1 LAP    | 2:29.454 |
| 55    | 1:44.869 | 2:19.272 | 68    | 1:49.313 | 2:16.487  | 70    | 2:00.874 | 2:16.168  | 38    | 1:50.428 | 2:13.836 | 60     | 1:55.453 | 2:14.428 |
| 43    | 1:45.419 | 2:20.147 | 46    | 1:50.098 | 2:15.286  | 68    | 2:01.797 | 2:16.039  | 16    | 1:53.739 | 2:15.161 | 86     | 1:56.850 | 2:15.141 |
| 69    | 1:45.748 | 2:19.384 | 69    | 1:59.331 | 2:18.287  | 46    | 2:02.817 | 2:16.274  | 1     | 1:54.234 | 2:13.540 | 4      | 1:58.766 | 2:14.878 |
| 34    | 1:46.105 | 2:19.569 | 34    | 2:00.586 | 2:19.185  |       |          |           |       |          |          | 38     | 1:59.450 | 2:13.659 |
| 75    | 1:50.632 | 2:19.056 | 55    | 2:01.080 | 2:20.915  |       |          |           |       |          |          | 24     | 1 LAP    | 2:31.413 |
| 21    | 1:52.071 | 2:19.563 | 43    | 2:01.598 | 2:20.883  |       |          |           |       |          |          | 1      | 2:04.723 | 2:15.126 |
| 7     | 2:00.602 | 2:22.660 |       |          |           |       |          |           |       |          |          | 16     | 2:05.718 | 2:16.616 |

# Gentleman Drivers GT & Sports Endurance

## RACE RESULT - Race 3

| POS | NO  | CL | NAME                    | ENTRY                  | TIME        | LAPS | GAP      | MPH   | BEST     |
|-----|-----|----|-------------------------|------------------------|-------------|------|----------|-------|----------|
| 1   | 146 | C2 | Bryant/Bryant           | AC Cobra               | 1:02:00.699 | 27   |          | 82.18 | 2:07.876 |
| 2   | 154 | C2 | Laidlaw/Diffey          | Porsche 904/6          | 1:03:28.276 | 27   | 1:27.577 | 80.29 | 2:08.750 |
| 3   | 29  | A2 | Horsman/Hulme           | Lotus 17               | 1:03:32.033 | 27   | 1:31.334 | 80.21 | 2:07.432 |
| 4   | 151 | C2 | Blower/Clark            | Aston Martin DB4GT     | 1:01:32.184 | 26   | 1 LAP    | 79.75 | 2:10.958 |
| 5   | 24  | C2 | Clark/Clark             | Jaguar E-Type          | 1:01:33.451 | 26   | 1 LAP    | 79.72 | 2:09.760 |
| 6   | 88  | B2 | Welch/Welch             | Austin Healey 3000MKII | 1:01:44.074 | 26   | 1 LAP    | 79.49 | 2:13.258 |
| 7   | 23  | A2 | Bianchi/Attwood         | Allard Farrellac       | 1:01:47.020 | 26   | 1 LAP    | 79.43 | 2:11.250 |
| 8   | 47  | A2 | Leventis/Hardman        | Ferrari 246            | 1:01:55.264 | 26   | 1 LAP    | 79.25 | 2:04.464 |
| 9   | 3   | A1 | Steele/Nuttall          | Jaguar HWM             | 1:03:30.537 | 26   | 1 LAP    | 77.27 | 2:12.968 |
| 10  | 170 | C2 | Marcais/Wigley          | Iso Grifo A-3          | 1:03:32.787 | 26   | 1 LAP    | 77.22 | 2:10.744 |
| 11  | 44  | A2 | Bailey/Pearson          | Cooper Bobtail         | 1:01:07.212 | 25   | 2 LAPS   | 77.20 | 2:14.045 |
| 12  | 20  | A1 | Wood/Cannell            | Jaguar RGS             | 1:01:31.133 | 25   | 2 LAPS   | 76.70 | 2:13.444 |
| 13  | 25  | A2 | Cooke/Twyman            | Lotus XI Le Mans       | 1:01:31.624 | 25   | 2 LAPS   | 76.69 | 2:15.563 |
| 14  | 73  | B2 | Clarkson/Williams       | Austin Healey Mkl      | 1:01:32.864 | 25   | 2 LAPS   | 76.67 | 2:16.156 |
| 15  | 112 | A2 | Paterson/Acklam         | Lotus 11               | 1:01:36.822 | 25   | 2 LAPS   | 76.58 | 2:14.876 |
| 16  | 140 | C2 | Albuquerque/Albuquerque | Iso Grifo              | 1:01:38.523 | 25   | 2 LAPS   | 76.55 | 2:14.428 |
| 17  | 7   | A1 | Cussons/Eastick         | Jaguar C-type          | 1:01:39.255 | 25   | 2 LAPS   | 76.53 | 2:16.868 |
| 18  | 11  | A1 | Milligan/Goodwin        | Jaguar HWM             | 1:01:41.228 | 25   | 2 LAPS   | 76.49 | 2:16.454 |
| 19  | 159 | C2 | Verey/Green             | Sunbeam Tiger          | 1:01:56.425 | 25   | 2 LAPS   | 76.18 | 2:18.021 |
| 20  | 18  | C2 | Lindsay/Pattinson       | Shelby Mustang GT350   | 1:01:59.288 | 25   | 2 LAPS   | 76.12 | 2:17.799 |
| 21  | 42  | A2 | Woodley/Rowley          | Lotus 17               | 1:01:59.603 | 25   | 2 LAPS   | 76.12 | 2:16.912 |
| 22  | 128 | C1 | Wright/Gans             | Alfa Romeo TZ1         | 1:02:00.270 | 25   | 2 LAPS   | 76.10 | 2:18.194 |
| 23  | 66  | B2 | Blain/Edwards           | Morgan plus 4          | 1:03:33.149 | 25   | 2 LAPS   | 74.25 | 2:20.272 |
| 24  | 82  | B2 | Paul/Wells              | Morgan Plus 4          | 1:03:34.164 | 25   | 2 LAPS   | 74.23 | 2:22.349 |
| 25  | 35  | A2 | Peach/Bromley           | Elva MkIV              | 1:01:27.267 | 24   | 3 LAPS   | 73.71 | 2:21.065 |
| 26  | 6   | A1 | Bennett/Rollason        | Aston Martin DB3S      | 1:01:30.674 | 24   | 3 LAPS   | 73.65 | 2:18.664 |
| 27  | 107 | C1 | Fabri/Stoop             | Alfa Romeo TZ          | 1:01:35.460 | 24   | 3 LAPS   | 73.55 | 2:22.906 |
| 28  | 53  | B1 | Hill/Monk               | Lotus Elite            | 1:01:37.412 | 24   | 3 LAPS   | 73.51 | 2:23.276 |
| 29  | 115 | C1 | Lees/Nicoll             | TVR Grantura           | 1:01:44.864 | 24   | 3 LAPS   | 73.36 | 2:22.758 |
| 30  | 10  | A1 | McGlone/Gross           | Aston Martin DB3s      | 1:01:46.820 | 24   | 3 LAPS   | 73.32 | 2:23.338 |
| 31  | 50  | B1 | Beale/Beale             | Lotus Elite            | 1:01:49.186 | 24   | 3 LAPS   | 73.28 | 2:23.188 |
| 32  | 102 | C1 | Barrie/Ruff             | Porsche 911            | 1:01:49.748 | 24   | 3 LAPS   | 73.27 | 2:22.651 |
| 33  | 72  | B2 | Conway/Mercer           | AC Ace BRISTOL         | 1:01:42.418 | 23   | 4 LAPS   | 70.35 | 2:28.839 |
| 34  | 126 | C1 | Willis/Chilcott         | MG Midget              | 1:01:43.558 | 23   | 4 LAPS   | 70.33 | 2:23.744 |
| 35  | 31  | C2 | Moy/Watts               | Lola Mkl               | 1:02:02.057 | 23   | 4 LAPS   | 69.98 | 2:24.612 |
| 36  | 156 | C2 | Lynn/Clark              | AC Cobra Le Mans       | 49:43.797   | 22   | 5 LAPS   | 83.51 | 2:09.956 |
| 37  | 148 | C2 | Kinsella/Markey         | Jaguar E-Type          | 49:45.036   | 22   | 5 LAPS   | 83.47 | 2:10.567 |
| 38  | 71  | B2 | Cox/Tice                | Austin Healey 3000     | 51:57.753   | 22   | 5 LAPS   | 79.92 | 2:16.445 |
| 39  | 5   | A1 | Ainscough/Baxter        | Frazer Nash Sebring    | 1:01:26.401 | 22   | 5 LAPS   | 67.59 | 2:25.784 |
| 40  | 110 | C1 | Hampson/Lowry           | Sunbeam Alpine Le Mans | 1:01:35.993 | 22   | 5 LAPS   | 67.41 | 2:36.953 |
| 41  | 136 | C2 | Bridges/Feilden         | AC Cobra               | 1:01:51.946 | 21   | 6 LAPS   | 64.08 | 2:15.324 |

### NOT CLASSIFIED

|     |    |                      |                             |             |    |        |       |          |
|-----|----|----------------------|-----------------------------|-------------|----|--------|-------|----------|
| 157 | C2 | Mallard/Winchester   | Shelby Mustang GT350        | 1:01:38.052 | 20 | D.N.F. | 61.26 | 2:15.724 |
| 55  | B1 | Loveridge/Baker-Carr | Alfa Romeo Giulietta Sprint | 1:03:52.985 | 18 | N.C.F. | 53.19 | 3:12.018 |
| 160 | C2 | Phillips/Williams    | AC Cobra                    | 12:13.111   | 5  | D.N.F. | 77.43 | 2:20.860 |

### FASTEST LAP

|     |    |                  |                        |          |    |          |           |
|-----|----|------------------|------------------------|----------|----|----------|-----------|
| 47  | A2 | Leventis/Hardman | Ferrari 246            | 2:04.464 | 3  | 90.93mph | 146.34kph |
| 146 | C2 | Bryant/Bryant    | AC Cobra               | 2:07.876 | 11 | 88.51mph | 142.44kph |
| 3   | A1 | Steele/Nuttall   | Jaguar HWM             | 2:12.968 | 10 | 85.12mph | 136.98kph |
| 88  | B2 | Welch/Welch      | Austin Healey 3000MKII | 2:13.258 | 12 | 84.93mph | 136.69kph |
| 128 | C1 | Wright/Gans      | Alfa Romeo TZ1         | 2:18.194 | 12 | 81.90mph | 131.80kph |

Weather: Track: W: 10.0°C D: 10.0°C

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length: 3.140 miles  
Start: 11:58 End: 13:00

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# Gentleman Drivers GT & Sports Endurance

## RACE RESULT - Race 3

(contd.)

| POS | NO | CL | NAME        | ENTRY       | TIME     | LAPS | GAP      | MPH | BEST      |
|-----|----|----|-------------|-------------|----------|------|----------|-----|-----------|
| 50  | B1 |    | Beale/Beale | Lotus Elite | 2:23.188 | 9    | 79.04mph |     | 127.21kph |

Weather/Track - Cloudy/Dry

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 11:58 End: 13:00

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



# Gentleman Drivers GT & Sports Endurance

## LAP CHART

| Lap 1 |          |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |          |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 47    |          | 2:10.560 | 47    |          | 2:04.975 | 47    |          | 2:04.464 | 47    |          | 2:04.773 | 47    |          | 2:07.913 |
| 154   | 5.345    | 2:15.905 | 154   | 10.118   | 2:09.748 | 146   | 16.009   | 2:08.435 | 146   | 19.875   | 2:08.639 | 102   | 1 LAP    | 2:37.349 |
| 170   | 6.966    | 2:17.526 | 146   | 12.038   | 2:08.853 | 154   | 17.148   | 2:11.494 | 154   | 21.125   | 2:08.750 | 72    | 1 LAP    | 2:35.414 |
| 29    | 6.996    | 2:17.556 | 170   | 13.980   | 2:11.989 | 24    | 20.366   | 2:10.154 | 29    | 24.877   | 2:08.317 | 126   | 1 LAP    | 2:38.207 |
| 148   | 7.958    | 2:18.518 | 24    | 14.676   | 2:11.191 | 29    | 21.333   | 2:11.011 | 24    | 25.353   | 2:09.760 | 5     | 1 LAP    | 2:39.588 |
| 146   | 8.160    | 2:18.720 | 29    | 14.786   | 2:12.765 | 170   | 22.070   | 2:12.554 | 170   | 28.303   | 2:11.006 | 146   | 21.293   | 2:09.331 |
| 24    | 8.460    | 2:19.020 | 148   | 15.110   | 2:12.127 | 148   | 23.273   | 2:12.627 | 148   | 29.067   | 2:10.567 | 154   | 22.305   | 2:09.093 |
| 151   | 11.102   | 2:21.662 | 151   | 18.651   | 2:12.524 | 151   | 26.907   | 2:12.720 | 151   | 34.326   | 2:12.192 | 110   | 1 LAP    | 2:41.316 |
| 156   | 11.677   | 2:22.237 | 156   | 19.096   | 2:12.394 | 156   | 27.123   | 2:12.491 | 156   | 34.637   | 2:12.287 | 29    | 24.672   | 2:07.708 |
| 3     | 13.029   | 2:23.589 | 88    | 24.246   | 2:15.246 | 88    | 34.651   | 2:14.869 | 88    | 43.851   | 2:13.973 | 24    | 27.365   | 2:09.925 |
| 88    | 13.975   | 2:24.535 | 44    | 25.191   | 2:15.574 | 44    | 35.852   | 2:15.125 | 23    | 44.459   | 2:13.107 | 170   | 31.134   | 2:10.744 |
| 44    | 14.592   | 2:25.152 | 23    | 25.756   | 2:15.843 | 23    | 36.125   | 2:14.833 | 44    | 45.369   | 2:14.290 | 148   | 32.539   | 2:11.385 |
| 23    | 14.888   | 2:25.448 | 157   | 28.164   | 2:15.724 | 140   | 39.047   | 2:14.957 | 140   | 48.702   | 2:14.428 | 151   | 39.641   | 2:13.228 |
| 140   | 16.475   | 2:27.035 | 140   | 28.554   | 2:17.054 | 157   | 41.041   | 2:17.341 | 20    | 52.046   | 2:14.742 | 156   | 39.900   | 2:13.176 |
| 20    | 17.129   | 2:27.689 | 20    | 30.230   | 2:18.076 | 20    | 42.077   | 2:16.311 | 3     | 52.305   | 2:13.995 | 55    | 2 LAPS   | 3:45.476 |
| 157   | 17.415   | 2:27.975 | 73    | 30.785   | 2:17.136 | 73    | 42.789   | 2:16.468 | 157   | 53.361   | 2:17.093 | 88    | 50.546   | 2:14.608 |
| 73    | 18.624   | 2:29.184 | 71    | 31.120   | 2:17.370 | 3     | 43.083   | 2:16.018 | 73    | 55.489   | 2:17.473 | 23    | 50.931   | 2:14.385 |
| 71    | 18.725   | 2:29.285 | 3     | 31.529   | 2:23.475 | 71    | 43.829   | 2:17.173 | 71    | 55.842   | 2:16.786 | 44    | 51.653   | 2:14.197 |
| 11    | 20.129   | 2:30.689 | 11    | 33.380   | 2:18.226 | 11    | 45.370   | 2:16.454 | 11    | 57.363   | 2:16.766 | 20    | 59.038   | 2:14.905 |
| 25    | 21.336   | 2:31.896 | 25    | 34.792   | 2:18.431 | 25    | 48.856   | 2:18.528 | 112   | 59.949   | 2:15.734 | 3     | 59.205   | 2:14.813 |
| 159   | 21.578   | 2:32.138 | 159   | 35.630   | 2:19.027 | 112   | 48.988   | 2:16.772 | 25    | 1:02.877 | 2:18.794 | 157   | 1:02.830 | 2:17.382 |
| 112   | 22.753   | 2:33.313 | 112   | 36.680   | 2:18.902 | 159   | 51.476   | 2:20.310 | 159   | 1:07.100 | 2:20.397 | 73    | 1:05.501 | 2:17.925 |
| 7     | 23.981   | 2:34.541 | 7     | 38.996   | 2:19.990 | 7     | 53.911   | 2:19.379 | 7     | 1:09.002 | 2:19.864 | 71    | 1:06.068 | 2:18.139 |
| 42    | 24.399   | 2:34.959 | 42    | 40.147   | 2:20.723 | 42    | 55.763   | 2:20.080 | 42    | 1:11.885 | 2:20.895 | 11    | 1:07.063 | 2:17.613 |
| 66    | 26.577   | 2:37.137 | 18    | 42.426   | 2:19.499 | 18    | 57.960   | 2:19.998 | 18    | 1:12.177 | 2:18.990 | 112   | 1:10.889 | 2:18.853 |
| 82    | 26.961   | 2:37.521 | 82    | 44.446   | 2:22.460 | 82    | 1:02.580 | 2:22.598 | 136   | 1:15.490 | 2:16.662 | 25    | 1:13.474 | 2:18.510 |
| 18    | 27.902   | 2:38.462 | 66    | 45.898   | 2:24.296 | 66    | 1:03.475 | 2:22.041 | 66    | 1:21.982 | 2:23.280 | 159   | 1:19.949 | 2:20.762 |
| 10    | 31.806   | 2:42.366 | 10    | 50.169   | 2:23.338 | 136   | 1:03.601 | 2:17.779 | 82    | 1:22.147 | 2:24.340 | 7     | 1:20.872 | 2:19.783 |
| 115   | 32.542   | 2:43.102 | 136   | 50.286   | 2:20.620 | 10    | 1:09.088 | 2:23.383 | 128   | 1:26.724 | 2:22.224 | 18    | 1:23.743 | 2:19.479 |
| 128   | 32.865   | 2:43.425 | 128   | 51.776   | 2:23.886 | 128   | 1:09.273 | 2:21.961 | 160   | 1:27.479 | 2:20.916 | 136   | 1:27.780 | 2:20.203 |
| 6     | 33.269   | 2:43.829 | 115   | 52.453   | 2:24.886 | 55    | 1 LAP    | 3:41.228 | 115   | 1:32.466 | 2:24.334 | 42    | 1:28.261 | 2:24.289 |
| 35    | 33.794   | 2:44.354 | 160   | 53.746   | 2:22.661 | 160   | 1:11.336 | 2:22.054 | 35    | 1:33.033 | 2:24.443 | 140   | 1:32.579 | 2:51.790 |
| 50    | 34.485   | 2:45.045 | 35    | 55.247   | 2:26.428 | 115   | 1:12.905 | 2:24.916 | 10    | 1:34.264 | 2:29.949 | 82    | 1:38.048 | 2:23.814 |
| 136   | 34.641   | 2:45.201 | 6     | 58.868   | 2:30.574 | 35    | 1:13.363 | 2:22.580 | 53    | 1:38.752 | 2:25.277 | 66    | 1:38.624 | 2:24.555 |
| 53    | 35.635   | 2:46.195 | 53    | 59.116   | 2:28.456 | 53    | 1:18.248 | 2:23.596 | 50    | 1:42.430 | 2:25.715 | 160   | 1:40.426 | 2:20.860 |
| 160   | 36.060   | 2:46.620 | 107   | 59.450   | 2:27.175 | 50    | 1:21.488 | 2:26.211 | 107   | 1:43.196 | 2:25.636 | 128   | 1:42.257 | 2:23.446 |
| 107   | 37.250   | 2:47.810 | 50    | 59.741   | 2:30.231 | 107   | 1:22.333 | 2:27.347 | 6     | 1:46.152 | 2:27.637 | 115   | 1:49.578 | 2:25.025 |
| 31    | 38.291   | 2:48.851 | 31    | 1:00.722 | 2:27.406 | 6     | 1:23.288 | 2:28.884 | 31    | 1:51.391 | 2:29.351 | 35    | 1:50.062 | 2:24.942 |
| 102   | 39.916   | 2:50.476 | 102   | 1:07.235 | 2:32.294 | 31    | 1:26.813 | 2:30.555 |       |          |          | 10    | 1:54.554 | 2:28.203 |
| 126   | 40.701   | 2:51.261 | 126   | 1:07.414 | 2:31.688 | 102   | 1:35.950 | 2:33.179 |       |          |          | 53    | 1:56.946 | 2:26.107 |
| 5     | 42.090   | 2:52.650 | 5     | 1:09.248 | 2:32.133 | 126   | 1:36.161 | 2:33.211 |       |          |          | 50    | 1:58.850 | 2:24.333 |
| 72    | 42.971   | 2:53.531 | 72    | 1:09.856 | 2:31.860 | 72    | 1:38.373 | 2:32.981 |       |          |          | 107   | 1:59.906 | 2:24.623 |
| 110   | 46.413   | 2:56.973 | 110   | 1:20.069 | 2:38.631 | 5     | 1:40.669 | 2:35.885 |       |          |          | 6     | 2:03.784 | 2:25.545 |
| 55    | 1:38.416 | 3:48.976 |       |          |          | 110   | 1:55.177 | 2:39.572 |       |          |          |       |          |          |

# Gentleman Drivers GT & Sports Endurance

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |           | Lap 9 |          |           | Lap 10 |          |           |
|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|-----------|--------|----------|-----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No     | Behind   | Laptime   |
| 47    |          | 2:06.258 | 47    |          | 2:08.581 | 47    |          | 2:09.737  | 47    |          | 2:05.241  | 47     |          | 2:06.174  |
| 31    | 1 LAP    | 2:31.934 | 35    | 1 LAP    | 2:26.162 | 82    | 1 LAP    | 2:22.982  | 42    | 1 LAP    | 2:21.269  | 159    | 1 LAP    | 2:18.021  |
| 146   | 25.611   | 2:10.576 | 55    | 3 LAPS   | 3:35.473 | 128   | 1 LAP    | 2:22.056  | 128   | 1 LAP    | 2:20.079  | 18     | 1 LAP    | 2:19.156  |
| 154   | 26.580   | 2:10.533 | 10    | 1 LAP    | 2:25.124 | 66    | 1 LAP    | 2:23.727  | 82    | 1 LAP    | 2:22.349  | 140    | 1 LAP    | 2:18.335  |
| 29    | 26.780   | 2:08.366 | 53    | 1 LAP    | 2:26.589 | 35    | 1 LAP    | 2:22.339  | 66    | 1 LAP    | 2:21.760  | 42     | 1 LAP    | 2:21.087  |
| 126   | 1 LAP    | 2:32.715 | 50    | 1 LAP    | 2:25.958 | 115   | 1 LAP    | 2:24.805  | 146   | 29.668   | 2:08.294  | 110    | 2 LAPS   | 2:40.262  |
| 72    | 1 LAP    | 2:34.477 | 107   | 1 LAP    | 2:26.844 | 10    | 1 LAP    | 2:24.963  | 35    | 1 LAP    | 2:21.065  | 5      | 2 LAPS   | 2:53.749P |
| 102   | 1 LAP    | 2:36.706 | 6     | 1 LAP    | 2:28.105 | 53    | 1 LAP    | 2:25.401  | 29    | 30.149   | 2:07.766  | 128    | 1 LAP    | 2:19.824  |
| 24    | 31.371   | 2:10.264 | 146   | 26.762   | 2:09.732 | 50    | 1 LAP    | 2:24.489  | 154   | 32.322   | 2:09.592  | 146    | 31.771   | 2:08.277  |
| 170   | 37.527   | 2:12.651 | 29    | 27.910   | 2:09.711 | 107   | 1 LAP    | 2:22.906  | 115   | 1 LAP    | 2:25.419  | 29     | 32.630   | 2:08.655  |
| 148   | 38.226   | 2:11.945 | 154   | 28.333   | 2:10.334 | 146   | 26.615   | 2:09.590  | 10    | 1 LAP    | 2:24.239  | 82     | 1 LAP    | 2:22.768  |
| 5     | 1 LAP    | 2:41.772 | 24    | 34.468   | 2:11.678 | 29    | 27.624   | 2:09.451  | 24    | 41.780   | 2:12.014  | 154    | 35.787   | 2:09.639  |
| 151   | 45.603   | 2:12.220 | 31    | 1 LAP    | 2:34.796 | 154   | 27.971   | 2:09.375  | 50    | 1 LAP    | 2:24.767  | 66     | 1 LAP    | 2:23.708  |
| 156   | 45.780   | 2:12.138 | 170   | 40.470   | 2:11.524 | 24    | 35.007   | 2:10.276  | 107   | 1 LAP    | 2:25.412  | 35     | 1 LAP    | 2:21.848  |
| 88    | 57.797   | 2:13.509 | 148   | 40.846   | 2:11.201 | 6     | 1 LAP    | 2:28.928  | 53    | 1 LAP    | 2:26.893  | 24     | 46.553   | 2:10.947  |
| 110   | 1 LAP    | 2:41.149 | 126   | 1 LAP    | 2:30.350 | 170   | 43.079   | 2:12.346  | 170   | 48.888   | 2:11.050  | 115    | 1 LAP    | 2:24.371  |
| 23    | 59.262   | 2:14.589 | 151   | 50.269   | 2:13.247 | 148   | 43.701   | 2:12.592  | 148   | 51.968   | 2:13.508  | 170    | 55.019   | 2:12.305  |
| 44    | 59.582   | 2:14.187 | 156   | 53.965   | 2:16.766 | 151   | 54.023   | 2:13.491  | 6     | 1 LAP    | 2:28.086  | 55     | 4 LAPS   | 3:32.645  |
| 3     | 1:07.480 | 2:14.533 | 72    | 1 LAP    | 2:35.309 | 156   | 55.688   | 2:11.460  | 151   | 1:00.087 | 2:11.305  | 10     | 1 LAP    | 2:25.444  |
| 20    | 1:08.007 | 2:15.227 | 102   | 1 LAP    | 2:34.778 | 31    | 1 LAP    | 2:35.394  | 156   | 1:00.403 | 2:09.956  | 148    | 59.128   | 2:13.334  |
| 157   | 1:15.639 | 2:19.067 | 88    | 1:05.326 | 2:16.110 | 126   | 1 LAP    | 2:29.007  | 44    | 1:19.997 | 2:14.060  | 50     | 1 LAP    | 2:23.188  |
| 71    | 1:16.290 | 2:16.480 | 44    | 1:06.807 | 2:15.806 | 44    | 1:11.178 | 2:14.108  | 88    | 1:21.581 | 2:15.054  | 107    | 1 LAP    | 2:23.318  |
| 73    | 1:17.468 | 2:18.225 | 23    | 1:08.855 | 2:18.174 | 88    | 1:11.768 | 2:16.179  | 20    | 1:27.045 | 2:14.659  | 53     | 1 LAP    | 2:23.276  |
| 11    | 1:17.860 | 2:17.055 | 20    | 1:13.546 | 2:14.120 | 23    | 1:16.574 | 2:17.456  | 3     | 1:27.861 | 2:14.176  | 151    | 1:04.874 | 2:10.961  |
| 112   | 1:20.923 | 2:16.292 | 3     | 1:14.042 | 2:15.143 | 20    | 1:17.627 | 2:13.818  | 23    | 1:28.609 | 2:17.276  | 156    | 1:05.465 | 2:11.236  |
| 25    | 1:23.429 | 2:16.213 | 5     | 1 LAP    | 2:41.119 | 3     | 1:18.926 | 2:14.621  | 31    | 1 LAP    | 2:33.857  | 6      | 1 LAP    | 2:28.287  |
| 159   | 1:33.422 | 2:19.731 | 71    | 1:25.300 | 2:17.591 | 72    | 1 LAP    | 2:33.303  | 126   | 1 LAP    | 2:29.500  | 44     | 1:27.868 | 2:14.045  |
| 7     | 1:33.635 | 2:19.021 | 73    | 1:26.939 | 2:18.052 | 102   | 1 LAP    | 2:34.614  | 71    | 1:46.337 | 2:17.937  | 88     | 1:28.807 | 2:13.400  |
| 136   | 1:38.475 | 2:16.953 | 110   | 1 LAP    | 2:36.953 | 71    | 1:33.641 | 2:18.078  | 73    | 1:46.675 | 2:17.403  | 20     | 1:34.315 | 2:13.444  |
| 18    | 1:39.154 | 2:21.669 | 11    | 1:27.346 | 2:18.067 | 73    | 1:34.513 | 2:17.311  | 72    | 1 LAP    | 2:33.500  | 3      | 1:34.655 | 2:12.968  |
| 42    | 1:43.581 | 2:21.578 | 157   | 1:28.713 | 2:21.655 | 11    | 1:35.064 | 2:17.455  | 11    | 1:47.973 | 2:18.150  | 23     | 1:35.572 | 2:13.137  |
| 140   | 1:44.041 | 2:17.720 | 112   | 1:30.279 | 2:17.937 | 55    | 3 LAPS   | 3:42.494  | 112   | 1:49.651 | 2:18.206  | 31     | 1 LAP    | 2:32.310  |
| 82    | 1:56.463 | 2:24.673 | 25    | 1:31.207 | 2:16.359 | 112   | 1:36.686 | 2:16.144  | 25    | 1:51.491 | 2:16.006  | 126    | 1 LAP    | 2:29.978  |
| 66    | 1:58.405 | 2:26.039 | 159   | 1:44.643 | 2:19.802 | 25    | 1:40.726 | 2:19.256  | 136   | 2:02.410 | 2:15.976  | 71     | 1:57.331 | 2:17.168  |
| 128   | 1:58.738 | 2:22.739 | 7     | 1:44.814 | 2:19.760 | 5     | 1 LAP    | 2:41.184  | 102   | 1 LAP    | 2:45.965P | 73     | 1:57.955 | 2:17.454  |
| 115   | 2:07.617 | 2:24.297 | 136   | 1:46.088 | 2:16.194 | 157   | 1:50.797 | 2:31.821P | 7     | 2:05.448 | 2:17.242  | 112    | 1:59.526 | 2:16.049  |
|       |          |          | 18    | 1:50.053 | 2:19.480 | 136   | 1:51.675 | 2:15.324  |       |          |           | 11     | 2:00.670 | 2:18.871  |
|       |          |          | 140   | 1:51.767 | 2:16.307 | 7     | 1:53.447 | 2:18.370  |       |          |           | 25     | 2:00.880 | 2:15.563  |
|       |          |          | 42    | 1:56.802 | 2:21.802 | 159   | 1:54.016 | 2:19.110  |       |          |           |        |          |           |
|       |          |          |       |          |          | 110   | 1 LAP    | 2:40.471  |       |          |           |        |          |           |
|       |          |          |       |          |          | 18    | 1:58.115 | 2:17.799  |       |          |           |        |          |           |
|       |          |          |       |          |          | 140   | 1:59.266 | 2:17.236  |       |          |           |        |          |           |

# Gentleman Drivers GT & Sports Endurance

## LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |          |           | Lap 14 |          |           | Lap 15 |          |           |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   |
| 47     |          | 2:07.762  | 47     |          | 2:07.858  | 47     |          | 2:19.399P | 146    |          | 2:08.752  | 146    |          | 2:09.361  |
| 136    | 1 LAP    | 2:17.029  | 73     | 1 LAP    | 2:18.307  | 25     | 1 LAP    | 2:18.217  | 29     | 0.999    | 2:08.820  | 72     | 3 LAPS   | 3:36.921  |
| 7      | 1 LAP    | 2:17.029  | 25     | 1 LAP    | 2:17.879  | 11     | 1 LAP    | 2:18.236  | 11     | 1 LAP    | 2:31.288P | 110    | 3 LAPS   | 2:51.001P |
| 72     | 2 LAPS   | 2:36.400  | 11     | 1 LAP    | 2:18.429  | 35     | 2 LAPS   | 3:26.870  | 7      | 1 LAP    | 2:17.811  | 71     | 1 LAP    | 2:32.389P |
| 159    | 1 LAP    | 2:18.021  | 31     | 2 LAPS   | 2:29.804  | 31     | 2 LAPS   | 2:25.947  | 35     | 2 LAPS   | 2:22.498  | 25     | 1 LAP    | 2:27.842P |
| 140    | 1 LAP    | 2:16.455  | 55     | 5 LAPS   | 3:28.678  | 7      | 1 LAP    | 2:18.485  | 140    | 1 LAP    | 2:16.192  | 29     | 10.051   | 2:18.413P |
| 18     | 1 LAP    | 2:18.298  | 126    | 2 LAPS   | 2:29.730  | 126    | 2 LAPS   | 2:28.041  | 31     | 2 LAPS   | 2:28.392  | 7      | 1 LAP    | 2:19.421  |
| 42     | 1 LAP    | 2:20.195  | 136    | 1 LAP    | 2:16.227  | 140    | 1 LAP    | 2:17.546  | 18     | 1 LAP    | 2:18.552  | 35     | 2 LAPS   | 2:21.459  |
| 146    | 31.885   | 2:07.876  | 7      | 1 LAP    | 2:16.868  | 146    | 21.954   | 2:08.798  | 53     | 2 LAPS   | 3:25.229  | 55     | 6 LAPS   | 3:39.528P |
| 29     | 32.873   | 2:08.005  | 140    | 1 LAP    | 2:15.780  | 29     | 22.885   | 2:09.837  | 44     | 1 LAP    | 3:23.287  | 140    | 1 LAP    | 2:25.264P |
| 154    | 39.006   | 2:10.981  | 5      | 3 LAPS   | 4:09.244  | 136    | 1 LAP    | 2:30.654P | 24     | 25.840   | 2:11.212  | 18     | 1 LAP    | 2:21.563  |
| 128    | 1 LAP    | 2:21.296  | 159    | 1 LAP    | 2:20.609  | 18     | 1 LAP    | 2:19.303  | 5      | 3 LAPS   | 2:27.351  | 24     | 28.239   | 2:11.760  |
| 24     | 49.886   | 2:11.095  | 18     | 1 LAP    | 2:18.378  | 5      | 3 LAPS   | 2:28.183  | 126    | 2 LAPS   | 2:41.037P | 44     | 1 LAP    | 2:20.151  |
| 82     | 1 LAP    | 2:23.032  | 29     | 32.447   | 2:07.432  | 159    | 1 LAP    | 2:31.052P | 170    | 39.180   | 2:11.934  | 53     | 2 LAPS   | 2:25.974  |
| 66     | 1 LAP    | 2:23.287  | 146    | 32.555   | 2:08.528  | 154    | 39.401   | 2:17.668P | 20     | 1 LAP    | 3:33.541  | 5      | 3 LAPS   | 2:25.784  |
| 110    | 2 LAPS   | 2:40.817  | 72     | 2 LAPS   | 2:36.105  | 42     | 1 LAP    | 2:19.063  | 148    | 40.926   | 2:12.720  | 156    | 46.165   | 2:11.563  |
| 170    | 1:00.974 | 2:13.717  | 154    | 41.132   | 2:09.984  | 24     | 45.334   | 2:11.528  | 128    | 1 LAP    | 2:18.702  | 31     | 2 LAPS   | 2:43.662P |
| 148    | 1:03.023 | 2:11.657  | 42     | 1 LAP    | 2:21.346  | 128    | 1 LAP    | 2:18.194  | 156    | 43.963   | 2:10.480  | 151    | 51.253   | 2:12.402  |
| 102    | 2 LAPS   | 3:16.771  | 24     | 53.205   | 2:11.177  | 170    | 57.952   | 2:12.054  | 151    | 48.212   | 2:12.187  | 6      | 2 LAPS   | 3:09.511  |
| 115    | 1 LAP    | 2:24.055  | 128    | 1 LAP    | 2:20.155  | 148    | 58.912   | 2:11.480  | 154    | 1:00.258 | 2:51.563  | 20     | 1 LAP    | 2:23.005  |
| 157    | 2 LAPS   | 5:37.562P | 170    | 1:05.297 | 2:12.181  | 156    | 1:04.189 | 2:09.969  | 47     | 1:02.386 | 3:33.092  | 170    | 55.250   | 2:25.431P |
| 151    | 1:10.294 | 2:13.182  | 148    | 1:06.831 | 2:11.666  | 72     | 2 LAPS   | 2:45.443P | 136    | 1 LAP    | 3:08.248  | 148    | 58.966   | 2:27.401P |
| 156    | 1:11.028 | 2:13.325  | 66     | 1 LAP    | 2:23.214  | 151    | 1:06.731 | 2:12.736  | 42     | 1 LAP    | 2:50.247P | 154    | 1:04.472 | 2:13.575  |
| 35     | 1 LAP    | 2:35.807P | 151    | 1:13.394 | 2:10.958  | 66     | 1 LAP    | 2:23.646  | 66     | 1 LAP    | 2:23.379  | 128    | 1 LAP    | 2:31.334P |
| 10     | 1 LAP    | 2:26.169  | 156    | 1:13.619 | 2:10.449  | 55     | 5 LAPS   | 3:28.557  | 102    | 2 LAPS   | 2:23.399  | 136    | 1 LAP    | 2:23.589  |
| 50     | 1 LAP    | 2:24.232  | 82     | 1 LAP    | 2:34.458P | 102    | 2 LAPS   | 2:23.288  | 88     | 1:19.858 | 2:14.586  | 11     | 1 LAP    | 3:31.022  |
| 107    | 1 LAP    | 2:24.603  | 102    | 2 LAPS   | 2:23.524  | 115    | 1 LAP    | 2:22.758  | 3      | 1:25.959 | 2:15.419  | 88     | 1:25.050 | 2:14.553  |
| 53     | 1 LAP    | 2:26.873  | 115    | 1 LAP    | 2:23.386  | 88     | 1:35.978 | 2:14.520  | 159    | 1 LAP    | 3:22.264  | 47     | 1:25.847 | 2:32.822  |
| 44     | 1:34.500 | 2:14.394  | 110    | 2 LAPS   | 2:37.966  | 23     | 1:40.023 | 2:15.404  | 115    | 1 LAP    | 2:35.061P | 3      | 1:31.462 | 2:14.864  |
| 88     | 1:35.457 | 2:14.412  | 10     | 1 LAP    | 2:24.156  | 107    | 1 LAP    | 2:25.663  | 23     | 1:38.306 | 2:28.989P | 102    | 2 LAPS   | 2:23.324  |
| 23     | 1:40.142 | 2:12.332  | 50     | 1 LAP    | 2:23.962  | 10     | 1 LAP    | 2:27.478  | 107    | 1 LAP    | 2:34.029P | 66     | 1 LAP    | 2:37.855P |
| 20     | 1:40.942 | 2:14.389  | 107    | 1 LAP    | 2:23.173  | 3      | 1:41.246 | 2:13.614  | 10     | 1 LAP    | 2:37.193P | 159    | 1 LAP    | 2:26.476  |
| 3      | 1:41.290 | 2:14.397  | 88     | 1:40.857 | 2:13.258  | 110    | 2 LAPS   | 2:42.537  | 50     | 1 LAP    | 2:27.072  | 126    | 2 LAPS   | 3:33.651  |
| 6      | 1 LAP    | 2:29.142  | 23     | 1:44.018 | 2:11.734  | 50     | 1 LAP    | 2:42.969  | 112    | 1:57.996 | 2:16.880  | 112    | 2:04.674 | 2:16.039  |
| 71     | 2:07.051 | 2:17.482  | 3      | 1:47.031 | 2:13.599  | 82     | 1 LAP    | 3:12.501  | 73     | 2:01.415 | 2:18.139  |        |          |           |
| 112    | 2:07.778 | 2:16.014  | 53     | 1 LAP    | 2:34.412P | 112    | 2:11.822 | 2:16.425  | 82     | 1 LAP    | 2:30.139  |        |          |           |
|        |          |           | 44     | 1:50.890 | 2:24.248P | 71     | 2:13.247 | 2:16.445  |        |          |           |        |          |           |
|        |          |           | 20     | 1:56.466 | 2:23.382P | 73     | 2:13.982 | 2:16.583  |        |          |           |        |          |           |
|        |          |           | 6      | 1 LAP    | 2:26.805  | 157    | 3 LAPS   | 5:35.811P |        |          |           |        |          |           |
|        |          |           | 112    | 2:14.796 | 2:14.876  | 25     | 2:19.727 | 2:17.770  |        |          |           |        |          |           |
|        |          |           | 71     | 2:16.201 | 2:17.008  | 6      | 1 LAP    | 2:39.752P |        |          |           |        |          |           |
|        |          |           | 73     | 2:16.798 | 2:16.156  |        |          |           |        |          |           |        |          |           |

Weather/Track - Cloudy/Dry

msttiming.com

Page 3 of 6

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 11:58 End: 13:00  
 Printed - 13:06 Saturday, 30 July 2005

# Gentleman Drivers GT & Sports Endurance

## LAP CHART

(contd.)

| Lap 16 |          |           | Lap 17 |          |           | Lap 18 |          |           | Lap 19 |          |          | Lap 20 |          |           |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|----------|--------|----------|-----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime   |
| 146    |          | 2:09.286  | 146    |          | 2:20.636P | 156    |          | 2:24.731P | 146    |          | 2:13.921 | 146    |          | 2:14.053  |
| 42     | 2 LAPS   | 3:20.540  | 112    | 1 LAP    | 2:28.597P | 146    | 4.785    | 3:09.747  | 154    | 8.516    | 2:14.384 | 44     | 1 LAP    | 2:20.122  |
| 73     | 1 LAP    | 2:31.257P | 42     | 2 LAPS   | 2:20.610  | 154    | 12.838   | 2:14.493  | 29     | 12.755   | 2:12.744 | 35     | 2 LAPS   | 2:24.802  |
| 82     | 2 LAPS   | 2:24.619  | 170    | 1 LAP    | 3:43.242  | 107    | 2 LAPS   | 2:27.652  | 72     | 3 LAPS   | 2:33.170 | 157    | 6 LAPS   | 2:33.549  |
| 50     | 2 LAPS   | 2:41.866P | 66     | 2 LAPS   | 3:12.551  | 6      | 2 LAPS   | 2:20.967  | 6      | 2 LAPS   | 2:18.664 | 154    | 6.759    | 2:12.296  |
| 72     | 3 LAPS   | 2:28.839  | 82     | 2 LAPS   | 2:24.442  | 115    | 2 LAPS   | 2:34.716  | 107    | 2 LAPS   | 2:23.225 | 29     | 12.396   | 2:13.694  |
| 35     | 2 LAPS   | 2:22.427  | 157    | 6 LAPS   | 7:18.165  | 29     | 18.717   | 2:18.029  | 20     | 1 LAP    | 2:19.532 | 6      | 2 LAPS   | 2:20.663  |
| 24     | 30.571   | 2:11.618  | 55     | 7 LAPS   | 4:39.606  | 20     | 1 LAP    | 2:20.670  | 71     | 1 LAP    | 2:19.880 | 20     | 1 LAP    | 2:18.250  |
| 115    | 2 LAPS   | 3:20.325  | 72     | 3 LAPS   | 2:31.698  | 71     | 1 LAP    | 2:21.013  | 25     | 1 LAP    | 2:19.266 | 107    | 2 LAPS   | 2:23.311  |
| 7      | 1 LAP    | 2:29.809P | 23     | 1 LAP    | 2:12.483  | 25     | 1 LAP    | 2:20.463  | 53     | 2 LAPS   | 2:24.827 | 71     | 1 LAP    | 2:20.169  |
| 23     | 1 LAP    | 3:20.903  | 35     | 2 LAPS   | 2:22.961  | 53     | 2 LAPS   | 2:26.346  | 73     | 1 LAP    | 2:18.987 | 25     | 1 LAP    | 2:19.644  |
| 44     | 1 LAP    | 2:17.611  | 24     | 34.968   | 2:25.033P | 112    | 1 LAP    | 3:28.985  | 115    | 2 LAPS   | 2:33.682 | 72     | 3 LAPS   | 2:32.892  |
| 107    | 2 LAPS   | 3:20.096  | 156    | 40.231   | 2:13.025  | 73     | 1 LAP    | 2:20.220  | 112    | 1 LAP    | 2:23.377 | 73     | 1 LAP    | 2:18.970  |
| 156    | 47.842   | 2:10.963  | 44     | 1 LAP    | 2:19.493  | 10     | 2 LAPS   | 2:32.212  | 7      | 1 LAP    | 2:25.431 | 53     | 2 LAPS   | 2:24.982  |
| 18     | 1 LAP    | 2:33.509P | 115    | 2 LAPS   | 2:33.934  | 5      | 3 LAPS   | 2:30.847  | 5      | 3 LAPS   | 2:28.568 | 112    | 1 LAP    | 2:22.717  |
| 151    | 53.714   | 2:11.747  | 107    | 2 LAPS   | 2:26.440  | 7      | 1 LAP    | 2:24.701  | 151    | 46.536   | 2:14.377 | 151    | 45.567   | 2:13.084  |
| 10     | 2 LAPS   | 3:25.880  | 151    | 57.834   | 2:24.756P | 50     | 2 LAPS   | 2:28.732  | 10     | 2 LAPS   | 2:30.859 | 148    | 46.100   | 2:12.981  |
| 53     | 2 LAPS   | 2:25.461  | 6      | 2 LAPS   | 2:19.960  | 55     | 7 LAPS   | 3:24.651  | 156    | 46.872   | 3:05.578 | 156    | 46.510   | 2:13.691  |
| 6      | 2 LAPS   | 2:18.761  | 53     | 2 LAPS   | 2:25.332  | 151    | 50.865   | 2:57.993  | 148    | 47.172   | 2:14.272 | 115    | 2 LAPS   | 2:31.946  |
| 5      | 3 LAPS   | 2:26.050  | 154    | 1:03.307 | 2:13.736  | 148    | 51.606   | 2:13.050  | 50     | 2 LAPS   | 2:28.135 | 7      | 1 LAP    | 2:25.090  |
| 71     | 1 LAP    | 3:06.697  | 20     | 1 LAP    | 2:21.596  | 11     | 1 LAP    | 2:20.900  | 24     | 57.236   | 2:15.528 | 24     | 58.218   | 2:15.035  |
| 20     | 1 LAP    | 2:18.979  | 71     | 1 LAP    | 2:22.587  | 140    | 1 LAP    | 2:20.633  | 11     | 1 LAP    | 2:21.123 | 5      | 3 LAPS   | 2:27.271  |
| 25     | 1 LAP    | 3:06.899  | 29     | 1:05.650 | 2:15.138  | 24     | 1:00.414 | 3:30.408  | 140    | 1 LAP    | 2:20.392 | 10     | 2 LAPS   | 2:29.229  |
| 154    | 1:10.207 | 2:15.021  | 25     | 1 LAP    | 2:22.491  | 102    | 2 LAPS   | 2:22.651  | 102    | 2 LAPS   | 2:23.177 | 11     | 1 LAP    | 2:19.761  |
| 29     | 1:11.148 | 3:10.383  | 10     | 2 LAPS   | 2:33.158  | 47     | 1:11.940 | 2:24.530  | 47     | 1:18.928 | 2:25.694 | 140    | 1 LAP    | 2:19.619  |
| 88     | 1:31.177 | 2:15.413  | 5      | 3 LAPS   | 2:28.458  | 136    | 1 LAP    | 2:48.738P | 159    | 1 LAP    | 2:22.743 | 50     | 2 LAPS   | 2:29.507  |
| 136    | 1 LAP    | 2:24.908  | 73     | 1 LAP    | 3:22.292  | 159    | 1 LAP    | 2:24.724  | 18     | 1 LAP    | 2:21.093 | 102    | 2 LAPS   | 2:22.953  |
| 3      | 1:39.951 | 2:17.775  | 7      | 1 LAP    | 3:03.785  | 18     | 1 LAP    | 2:23.945  | 88     | 1:33.254 | 2:14.356 | 136    | 2 LAPS   | 4:42.959P |
| 11     | 1 LAP    | 2:26.398  | 50     | 2 LAPS   | 3:25.489  | 31     | 3 LAPS   | 2:26.913  | 31     | 3 LAPS   | 2:25.774 | 47     | 1:30.525 | 2:25.650  |
| 140    | 1 LAP    | 3:28.967  | 136    | 1 LAP    | 2:23.105  | 126    | 2 LAPS   | 2:23.948  | 128    | 1 LAP    | 2:22.971 | 88     | 1:32.950 | 2:13.749  |
| 102    | 2 LAPS   | 2:23.691  | 88     | 1:36.424 | 2:25.883P | 128    | 1 LAP    | 2:22.520  | 42     | 1 LAP    | 2:20.872 | 159    | 1 LAP    | 2:22.451  |
| 47     | 1:46.991 | 2:30.430  | 11     | 1 LAP    | 2:21.378  | 88     | 1:37.604 | 3:06.142  | 126    | 2 LAPS   | 2:26.358 | 18     | 1 LAP    | 2:21.624  |
| 148    | 1:47.951 | 2:58.271  | 148    | 1:43.518 | 2:16.203  | 42     | 1 LAP    | 2:20.385  | 23     | 1:46.784 | 2:11.250 | 42     | 1 LAP    | 2:18.488  |
| 110    | 3 LAPS   | 3:55.980  | 140    | 1 LAP    | 2:22.785  | 110    | 3 LAPS   | 2:42.086  | 55     | 7 LAPS   | 3:21.882 | 23     | 1:45.131 | 2:12.400  |
| 159    | 1 LAP    | 2:24.992  | 3      | 1:45.700 | 2:26.385P | 170    | 1:48.779 | 2:26.088  | 170    | 1:54.007 | 2:23.934 | 31     | 3 LAPS   | 2:25.600  |
| 126    | 2 LAPS   | 2:25.566  | 102    | 2 LAPS   | 2:23.925  | 23     | 1:54.240 | 2:13.453  | 3      | 1:56.186 | 2:19.968 | 128    | 1 LAP    | 2:22.305  |
| 128    | 1 LAP    | 3:19.803  | 47     | 1:52.372 | 2:26.017  | 3      | 1:54.924 | 3:14.186  | 66     | 1 LAP    | 2:20.272 | 126    | 2 LAPS   | 2:24.943  |
|        |          |           | 159    | 1 LAP    | 2:26.240  | 66     | 1 LAP    | 2:22.772  | 82     | 1 LAP    | 2:24.216 | 170    | 2:02.617 | 2:22.663  |
|        |          |           | 31     | 3 LAPS   | 5:47.879  | 82     | 1 LAP    | 2:22.866  | 110    | 3 LAPS   | 2:40.657 | 3      | 2:02.823 | 2:20.690  |
|        |          |           | 18     | 1 LAP    | 3:38.558  | 157    | 5 LAPS   | 2:23.493  |        |          |          | 66     | 1 LAP    | 2:21.304  |
|        |          |           | 110    | 3 LAPS   | 2:40.499  | 35     | 1 LAP    | 2:22.106  |        |          |          |        |          |           |
|        |          |           | 126    | 2 LAPS   | 2:23.744  | 44     | 2:14.494 | 2:18.341  |        |          |          |        |          |           |
|        |          |           | 128    | 1 LAP    | 2:23.104  |        |          |           |        |          |          |        |          |           |
|        |          |           | 42     | 1 LAP    | 2:17.945  |        |          |           |        |          |          |        |          |           |
|        |          |           | 170    | 2:27.653 | 2:19.083  |        |          |           |        |          |          |        |          |           |
|        |          |           | 66     | 1 LAP    | 2:21.665  |        |          |           |        |          |          |        |          |           |
|        |          |           | 82     | 1 LAP    | 2:23.408  |        |          |           |        |          |          |        |          |           |
|        |          |           | 23     | 2:45.749 | 2:13.340  |        |          |           |        |          |          |        |          |           |
|        |          |           | 157    | 5 LAPS   | 2:20.956  |        |          |           |        |          |          |        |          |           |
|        |          |           | 35     | 1 LAP    | 2:24.030  |        |          |           |        |          |          |        |          |           |

Weather/Track - Cloudy/Dry

msttiming.com

Page 4 of 6

Silverstone

Circuit Length = 3.1440 miles.

Start: 11:58 End: 13:00

Printed - 13:06 Saturday, 30 July 2005

# Gentleman Drivers GT & Sports Endurance

## LAP CHART

(contd.)

| Lap 21 |          |           | Lap 22 |          |          | Lap 23 |          |          | Lap 24 |          |           | Lap 25 |          |          |
|--------|----------|-----------|--------|----------|----------|--------|----------|----------|--------|----------|-----------|--------|----------|----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind   | Laptime  |
| 146    |          | 2:13.934  | 146    |          | 2:14.659 | 146    |          | 2:15.464 | 146    |          | 2:37.105  | 146    |          | 2:29.294 |
| 82     | 2 LAPS   | 2:26.722  | 154    | 5.259    | 2:12.261 | 3      | 1 LAP    | 2:22.502 | 31     | 4 LAPS   | 2:47.880  | 31     | 4 LAPS   | 2:39.032 |
| 154    | 7.657    | 2:14.832  | 29     | 13.257   | 2:13.351 | 154    | 3.078    | 2:13.283 | 55     | 9 LAPS   | 3:19.064  | 55     | 9 LAPS   | 3:19.760 |
| 44     | 1 LAP    | 2:26.430  | 82     | 2 LAPS   | 2:23.760 | 170    | 1 LAP    | 2:22.947 | 3      | 1 LAP    | 3:40.716  | 3      | 1 LAP    | 3:34.933 |
| 29     | 14.565   | 2:16.103  | 44     | 1 LAP    | 2:18.307 | 66     | 2 LAPS   | 2:22.008 | 154    | 1:07.648 | 3:41.675  | 154    | 2:12.186 | 3:33.832 |
| 35     | 2 LAPS   | 2:25.269  | 35     | 2 LAPS   | 2:22.568 | 29     | 10.958   | 2:13.165 | 170    | 1 LAP    | 3:41.980  | 170    | 1 LAP    | 3:33.678 |
| 110    | 4 LAPS   | 2:41.357  | 6      | 2 LAPS   | 2:20.300 | 44     | 1 LAP    | 2:18.053 | 66     | 2 LAPS   | 3:41.683  | 66     | 2 LAPS   | 3:33.671 |
| 157    | 6 LAPS   | 2:35.039  | 20     | 1 LAP    | 2:20.977 | 82     | 2 LAPS   | 2:24.237 | 29     | 1:09.589 | 3:35.736  | 29     | 2:13.724 | 3:33.429 |
| 6      | 2 LAPS   | 2:19.044  | 71     | 1 LAP    | 2:20.138 | 5      | 4 LAPS   | 3:36.883 | 44     | 1 LAP    | 3:27.324  | 44     | 1 LAP    | 3:32.768 |
| 20     | 1 LAP    | 2:20.603  | 25     | 1 LAP    | 2:20.076 | 35     | 2 LAPS   | 2:22.486 | 82     | 2 LAPS   | 3:25.975  | 82     | 2 LAPS   | 3:32.593 |
| 71     | 1 LAP    | 2:19.346  | 156    | 43.799   | 2:14.353 | 6      | 2 LAPS   | 2:19.661 | 5      | 4 LAPS   | 3:23.322  | 5      | 4 LAPS   | 3:33.584 |
| 25     | 1 LAP    | 2:19.353  | 151    | 44.749   | 2:15.645 | 20     | 1 LAP    | 2:18.970 | 35     | 2 LAPS   | 3:19.445  | 35     | 2 LAPS   | 3:33.187 |
| 107    | 2 LAPS   | 2:23.923  | 148    | 45.038   | 2:14.878 | 71     | 1 LAP    | 2:18.592 | 136    | 5 LAPS   | 9:07.572P | 6      | 2 LAPS   | 3:33.561 |
| 73     | 1 LAP    | 2:19.397  | 110    | 4 LAPS   | 2:38.041 | 25     | 1 LAP    | 2:18.795 | 6      | 2 LAPS   | 3:15.658  | 20     | 1 LAP    | 3:33.398 |
| 151    | 43.763   | 2:12.130  | 73     | 1 LAP    | 2:21.454 | 151    | 43.127   | 2:13.842 | 20     | 1 LAP    | 3:12.525  | 25     | 1 LAP    | 3:33.154 |
| 156    | 44.105   | 2:11.529  | 157    | 6 LAPS   | 2:36.927 | 73     | 1 LAP    | 2:22.555 | 25     | 1 LAP    | 3:11.787  | 151    | 2:21.867 | 3:33.004 |
| 148    | 44.819   | 2:12.653  | 107    | 2 LAPS   | 2:27.416 | 24     | 1:03.832 | 2:18.403 | 151    | 1:18.157 | 3:12.135  | 73     | 1 LAP    | 3:32.796 |
| 55     | 8 LAPS   | 3:22.405  | 24     | 1:00.893 | 2:16.936 | 107    | 2 LAPS   | 2:31.451 | 73     | 1 LAP    | 3:00.516  | 24     | 2:22.760 | 3:31.873 |
| 53     | 2 LAPS   | 2:25.403  | 53     | 2 LAPS   | 2:26.365 | 110    | 4 LAPS   | 2:43.630 | 24     | 1:20.181 | 2:53.454  | 107    | 2 LAPS   | 3:30.246 |
| 112    | 1 LAP    | 2:25.806  | 112    | 1 LAP    | 2:25.267 | 112    | 1 LAP    | 2:27.631 | 107    | 2 LAPS   | 2:53.773  | 110    | 4 LAPS   | 3:26.520 |
| 72     | 3 LAPS   | 2:36.179  | 72     | 3 LAPS   | 2:32.296 | 53     | 2 LAPS   | 2:28.096 | 110    | 4 LAPS   | 2:52.187  | 112    | 1 LAP    | 3:26.325 |
| 24     | 58.616   | 2:14.332  | 7      | 1 LAP    | 2:22.818 | 157    | 6 LAPS   | 2:42.542 | 112    | 1 LAP    | 2:52.004  | 53     | 2 LAPS   | 3:26.135 |
| 7      | 1 LAP    | 2:24.249  | 140    | 1 LAP    | 2:18.712 | 140    | 1 LAP    | 2:21.431 | 53     | 2 LAPS   | 2:52.390  | 157    | 6 LAPS   | 3:26.207 |
| 115    | 2 LAPS   | 2:31.684  | 11     | 1 LAP    | 2:21.881 | 7      | 1 LAP    | 2:29.288 | 157    | 6 LAPS   | 2:51.916  | 140    | 1 LAP    | 3:25.805 |
| 140    | 1 LAP    | 2:18.709  | 115    | 2 LAPS   | 2:31.936 | 11     | 1 LAP    | 2:26.869 | 140    | 1 LAP    | 2:47.412  | 7      | 1 LAP    | 3:25.919 |
| 11     | 1 LAP    | 2:22.790  | 10     | 2 LAPS   | 2:27.845 | 72     | 3 LAPS   | 2:40.269 | 7      | 1 LAP    | 2:42.792  | 11     | 1 LAP    | 3:25.749 |
| 10     | 2 LAPS   | 2:29.508  | 50     | 2 LAPS   | 2:25.543 | 126    | 3 LAPS   | 3:57.833 | 11     | 1 LAP    | 2:37.963  | 72     | 3 LAPS   | 3:25.739 |
| 5      | 3 LAPS   | 2:35.355P | 88     | 1:35.423 | 2:14.338 | 88     | 1:41.703 | 2:21.744 | 72     | 3 LAPS   | 2:38.619  | 126    | 3 LAPS   | 3:21.062 |
| 50     | 2 LAPS   | 2:26.223  | 102    | 2 LAPS   | 2:23.862 | 115    | 2 LAPS   | 2:33.923 | 126    | 3 LAPS   | 2:40.323  | 88     | 2:36.696 | 3:21.301 |
| 102    | 2 LAPS   | 2:23.131  | 23     | 1:42.178 | 2:12.352 | 10     | 2 LAPS   | 2:29.999 | 88     | 1:44.689 | 2:40.091  | 115    | 2 LAPS   | 3:19.058 |
| 88     | 1:35.744 | 2:16.728  | 55     | 8 LAPS   | 3:17.126 | 23     | 1:47.628 | 2:20.914 | 115    | 2 LAPS   | 2:41.949  | 10     | 2 LAPS   | 3:18.678 |
| 47     | 1:42.184 | 2:25.593  | 47     | 1:53.561 | 2:26.036 | 50     | 2 LAPS   | 2:31.916 | 10     | 2 LAPS   | 2:42.608  | 23     | 2:40.520 | 3:18.063 |
| 159    | 1 LAP    | 2:20.934  | 159    | 1 LAP    | 2:24.637 | 102    | 2 LAPS   | 2:27.256 | 23     | 1:51.751 | 2:41.228  | 50     | 2 LAPS   | 3:18.225 |
| 23     | 1:44.485 | 2:13.288  | 42     | 1 LAP    | 2:22.774 | 47     | 2:08.029 | 2:29.932 | 50     | 2 LAPS   | 2:40.664  | 102    | 2 LAPS   | 3:17.911 |
| 18     | 1 LAP    | 2:21.351  | 18     | 1 LAP    | 2:25.844 | 18     | 1 LAP    | 2:27.253 | 102    | 2 LAPS   | 2:40.427  | 136    | 5 LAPS   | 3:57.298 |
| 42     | 1 LAP    | 2:16.912  | 128    | 1 LAP    | 2:21.112 | 159    | 1 LAP    | 2:29.452 | 47     | 2:21.606 | 2:50.682  | 47     | 2:49.340 | 2:57.028 |
| 128    | 1 LAP    | 2:21.955  | 31     | 3 LAPS   | 2:25.057 | 42     | 1 LAP    | 2:29.044 | 159    | 1 LAP    | 2:52.734  | 159    | 1 LAP    | 2:55.203 |
| 31     | 3 LAPS   | 2:24.612  |        |          |          | 128    | 1 LAP    | 2:25.553 | 18     | 1 LAP    | 2:55.140  | 18     | 1 LAP    | 2:55.498 |
| 3      | 2:09.942 | 2:21.053  |        |          |          |        |          |          | 42     | 1 LAP    | 2:54.204  | 42     | 1 LAP    | 2:55.665 |
| 170    | 2:10.734 | 2:22.051  |        |          |          |        |          |          | 128    | 1 LAP    | 2:52.443  | 128    | 1 LAP    | 2:54.946 |
| 66     | 1 LAP    | 2:21.372  |        |          |          |        |          |          |        |          |           |        |          |          |
| 126    | 2 LAPS   | 2:35.714P |        |          |          |        |          |          |        |          |           |        |          |          |

# Gentleman Drivers GT & Sports Endurance

## LAP CHART

(contd.)

| Lap 26 |          |          | Lap 27 |          |          | Lap 28 |        |         | Lap 29 |        |         | Lap 30 |        |         |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 146    |          | 2:54.664 | 146    |          | 2:44.174 |        |        |         |        |        |         |        |        |         |
| 31     | 4 LAPS   | 2:43.480 | 31     | 4 LAPS   | 2:43.571 |        |        |         |        |        |         |        |        |         |
| 55     | 9 LAPS   | 3:13.418 | 154    | 1:27.577 | 2:26.327 |        |        |         |        |        |         |        |        |         |
| 3      | 1 LAP    | 2:28.012 | 3      | 1 LAP    | 2:29.093 |        |        |         |        |        |         |        |        |         |
| 154    | 1:45.424 | 2:27.902 | 29     | 1:31.334 | 2:25.473 |        |        |         |        |        |         |        |        |         |
| 170    | 1 LAP    | 2:30.087 | 170    | 1 LAP    | 2:28.022 |        |        |         |        |        |         |        |        |         |
| 66     | 2 LAPS   | 2:30.794 | 66     | 2 LAPS   | 2:27.133 |        |        |         |        |        |         |        |        |         |
| 29     | 1:50.035 | 2:30.975 | 82     | 2 LAPS   | 2:26.401 |        |        |         |        |        |         |        |        |         |
| 44     | 1 LAP    | 2:31.068 | 55     | 9 LAPS   | 3:12.018 |        |        |         |        |        |         |        |        |         |
| 82     | 2 LAPS   | 2:31.290 |        |          |          |        |        |         |        |        |         |        |        |         |
| 5      | 4 LAPS   | 2:47.421 |        |          |          |        |        |         |        |        |         |        |        |         |
| 35     | 2 LAPS   | 2:47.191 |        |          |          |        |        |         |        |        |         |        |        |         |
| 6      | 2 LAPS   | 2:48.350 |        |          |          |        |        |         |        |        |         |        |        |         |
| 20     | 1 LAP    | 2:48.325 |        |          |          |        |        |         |        |        |         |        |        |         |
| 25     | 1 LAP    | 2:48.432 |        |          |          |        |        |         |        |        |         |        |        |         |
| 151    | 2:15.659 | 2:48.456 |        |          |          |        |        |         |        |        |         |        |        |         |
| 73     | 1 LAP    | 2:48.604 |        |          |          |        |        |         |        |        |         |        |        |         |
| 24     | 2:16.926 | 2:48.830 |        |          |          |        |        |         |        |        |         |        |        |         |
| 107    | 2 LAPS   | 2:49.388 |        |          |          |        |        |         |        |        |         |        |        |         |
| 110    | 4 LAPS   | 2:47.388 |        |          |          |        |        |         |        |        |         |        |        |         |
| 112    | 1 LAP    | 2:47.677 |        |          |          |        |        |         |        |        |         |        |        |         |
| 53     | 2 LAPS   | 2:47.797 |        |          |          |        |        |         |        |        |         |        |        |         |
| 157    | 6 LAPS   | 2:47.827 |        |          |          |        |        |         |        |        |         |        |        |         |
| 140    | 1 LAP    | 2:47.959 |        |          |          |        |        |         |        |        |         |        |        |         |
| 7      | 1 LAP    | 2:47.809 |        |          |          |        |        |         |        |        |         |        |        |         |
| 11     | 1 LAP    | 2:48.095 |        |          |          |        |        |         |        |        |         |        |        |         |
| 72     | 3 LAPS   | 2:45.198 |        |          |          |        |        |         |        |        |         |        |        |         |
| 126    | 3 LAPS   | 2:45.691 |        |          |          |        |        |         |        |        |         |        |        |         |
| 88     | 2:27.549 | 2:45.517 |        |          |          |        |        |         |        |        |         |        |        |         |
| 115    | 2 LAPS   | 2:45.296 |        |          |          |        |        |         |        |        |         |        |        |         |
| 10     | 2 LAPS   | 2:44.839 |        |          |          |        |        |         |        |        |         |        |        |         |
| 23     | 2:30.495 | 2:44.639 |        |          |          |        |        |         |        |        |         |        |        |         |
| 50     | 2 LAPS   | 2:44.714 |        |          |          |        |        |         |        |        |         |        |        |         |
| 102    | 2 LAPS   | 2:45.097 |        |          |          |        |        |         |        |        |         |        |        |         |
| 136    | 5 LAPS   | 2:46.707 |        |          |          |        |        |         |        |        |         |        |        |         |
| 47     | 2:38.739 | 2:44.063 |        |          |          |        |        |         |        |        |         |        |        |         |
| 159    | 1 LAP    | 2:44.595 |        |          |          |        |        |         |        |        |         |        |        |         |
| 18     | 1 LAP    | 2:44.847 |        |          |          |        |        |         |        |        |         |        |        |         |
| 42     | 1 LAP    | 2:44.631 |        |          |          |        |        |         |        |        |         |        |        |         |
| 128    | 1 LAP    | 2:44.237 |        |          |          |        |        |         |        |        |         |        |        |         |

## The Silverstone International Trophy For FIA Thoroughbred Grand Prix SECOND QUALIFYING For Race 11

| POS | NO | CL | NAME              | NAT | ENTRY           | TIME     | LAPS | GAP    | MPH    |
|-----|----|----|-------------------|-----|-----------------|----------|------|--------|--------|
| 1   | 21 | C  | Duncan DAYTON     | USA | Williams FW07   | 1:40.952 | 4    |        | 112.11 |
| 2   | 7  | C  | Joaquin FOLCH     | ESP | Williams FW08/5 | 1:41.031 | 15   | 0.079  | 112.02 |
| 3   | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34     | 1:41.124 | 14   | 0.172  | 111.92 |
| 4   | 29 | C  | Hubertus BAHLEN   | SWZ | Arrows A4       | 1:41.624 | 13   | 0.672  | 111.37 |
| 5   | 24 | C  | John WILSON       | GBR | Tyrrell 011/6   | 1:42.369 | 10   | 1.417  | 110.56 |
| 6   | 6  | C  | Richard EYRE      | GBR | Williams FW08/3 | 1:43.141 | 9    | 2.189  | 109.73 |
| 7   | 31 | D  | Steve HARTLEY     | GBR | Arrows A6       | 1:44.160 | 10   | 3.208  | 108.66 |
| 8   | 12 | B  | John BOSCH        | NED | Ferrari 312T3   | 1:44.669 | 13   | 3.717  | 108.13 |
| 9   | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2     | 1:45.954 | 8    | 5.002  | 106.82 |
| 10  | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3     | 1:46.434 | 15   | 5.482  | 106.34 |
| 11  | 37 | C  | Roy WALZER        | USA | Williams FW07   | 1:46.748 | 16   | 5.796  | 106.02 |
| 12  | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10     | 1:47.133 | 15   | 6.181  | 105.64 |
| 13  | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185  | 1:47.144 | 6    | 6.192  | 105.63 |
| 14  | 14 | C  | David ABBOTT      | GBR | Ensign N180     | 1:47.185 | 11   | 6.233  | 105.59 |
| 15  | 20 | B  | Peter WEUNSCH     | DEU | Wolf WR2        | 1:47.527 | 11   | 6.575  | 105.26 |
| 16  | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3     | 1:47.850 | 15   | 6.898  | 104.94 |
| 17  | 18 | B  | Alain DE WAGTER   | BEL | Surtees TS16    | 1:49.097 | 6    | 8.145  | 103.74 |
| 18  | 27 | B  | Tony SMITH        | GBR | Williams FW06-4 | 1:51.532 | 16   | 10.580 | 101.48 |
| 19  | 71 | C  | Andrea BAHLEN     | DEU | Arrows A4-5     | 1:53.047 | 13   | 12.095 | 100.12 |
| 20  | 13 | B  | David COPLOWE     | GBR | Surtees TS19    | 1:53.429 | 12   | 12.477 | 99.78  |
| 21  | 36 | C  | Sid HOOLE         | GBR | Lotus 80        | 1:53.686 | 8    | 12.734 | 99.55  |
| 22  | 32 | D  | Terry SAYLES      | GBR | Osella FA1 C/D  | 1:55.028 | 13   | 14.076 | 98.39  |
| 23  | 3  | A  | John DELANE       | USA | Tyrrell 001     | 1:55.661 | 5    | 14.709 | 97.85  |
| 24  | 61 | B  | Keiichii MURAKAMI | JAP | Lotus 72-5      | 1:58.959 | 10   | 18.007 | 95.14  |

**CAR 32 YOUR TRANSPONDER IS NOT WORKING**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 13:35 End: 14:05

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

|  |                         |            |                 |
|--|-------------------------|------------|-----------------|
| <b>1</b>   | <b>Rodrigo GALLEGRO</b> | <b>POR</b> | Minardi F1-185  |
| 1 - X:00.000    6 - 4:13.161P<br>2 - 2:10.720P<br>3 - 3:31.450<br>4 - <b>1:47.144</b><br>5 - 3:51.944P   |                         |            |                 |
| <b>2</b>   | <b>Martin STRETTON</b>  | <b>GBR</b> | Tyrrell P34     |
| 1 - 6:16.873    6 - 1:50.666    11 - <b>1:41.124</b><br>2 - 1:50.743    7 - 1:43.133    12 - 1:56.548<br>3 - 1:43.519    8 - 2:00.488P    13 - 1:41.834<br>4 - 1:42.815    9 - 5:07.711    14 - 1:42.519<br>5 - 1:44.032    10 - 1:48.489                  |                         |            |                 |
| <b>3</b>   | <b>John DELANE</b>      | <b>USA</b> | Tyrrell 001     |
| 1 - 8:34.986<br>2 - 2:06.922<br>3 - 1:59.031<br>4 - <b>1:55.661</b><br>5 - 2:28.119P   |                         |            |                 |
| <b>4</b>   | <b>Ryan DELANE</b>      | <b>USA</b> | Tyrrell 002     |
| <br><br><br><br><br><br><br>   |                         |            |                 |
| <b>6</b>   | <b>Richard EYRE</b>     | <b>GBR</b> | Williams FW08/3 |
| 1 - 7:30.454P    6 - 5:00.237<br>2 - 2:16.990    7 - 1:49.617<br>3 - 1:44.189    8 - <b>1:43.141</b><br>4 - 1:45.075    9 - 2:25.537P<br>5 - 2:11.231P   |                         |            |                 |
| <b>7</b>   | <b>Joaquin FOLCH</b>    | <b>ESP</b> | Williams FW08/5 |
| 1 - 4:52.846    6 - 1:41.163    11 - 2:03.143P<br>2 - 1:42.934    7 - 1:43.059    12 - 6:52.408<br>3 - 1:42.780    8 - 1:41.764    13 - 1:42.318<br>4 - 1:42.347    9 - 1:43.369    14 - 1:41.777<br>5 - 1:42.135    10 - 1:42.841    15 - <b>1:41.031</b> |                         |            |                 |
| <b>9</b>   | <b>Janine PAYNE</b>     | <b>GBR</b> | Arrows A4-2     |
| 1 - 9:12.642    6 - 3:49.176<br>2 - 1:51.558    7 - 1:47.670<br>3 - 1:46.572    8 - 2:19.162P<br>4 - <b>1:45.954</b><br>5 - 2:01.123P  |                         |            |                 |



# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|           |                        |            |                               |
|-----------|------------------------|------------|-------------------------------|
| <b>10</b> | <b>Peter SOWERBY</b>   | <b>GBR</b> | Arrows A3-4                   |
|           |                        |            |                               |
| <b>11</b> | <b>Dan COLLINS</b>     | <b>GBR</b> | Lotus 91/10                   |
| 1 -       | 4:59.034               | 6 -        | 2:02.861P 11 - 2:18.220       |
| 2 -       | 1:52.313               | 7 -        | 4:42.714 12 - 1:48.105        |
| 3 -       | 1:58.158               | 8 -        | 1:47.565 13 - 1:49.953        |
| 4 -       | 1:50.999               | 9 -        | <b>1:47.133</b> 14 - 1:48.355 |
| 5 -       | 1:49.183               | 10 -       | 1:49.883 15 - 1:47.315        |
| <b>12</b> | <b>John BOSCH</b>      | <b>NED</b> | Ferrari 312T3                 |
| 1 -       | 4:59.955               | 6 -        | 5:22.563 11 - 4:39.791        |
| 2 -       | 1:47.690               | 7 -        | 1:45.644 12 - 1:44.705        |
| 3 -       | 1:45.609               | 8 -        | 1:46.276 13 - <b>1:44.669</b> |
| 4 -       | 1:47.254               | 9 -        | 1:45.643                      |
| 5 -       | 2:01.214P              | 10 -       | 2:11.648P                     |
| <b>13</b> | <b>David COPLOWE</b>   | <b>GBR</b> | Surtees TS19                  |
| 1 -       | 5:30.673               | 6 -        | 1:54.801 11 - 1:53.446        |
| 2 -       | 1:59.312               | 7 -        | 1:54.977 12 - 2:35.341P       |
| 3 -       | 2:24.131P              | 8 -        | <b>1:53.429</b>               |
| 4 -       | 4:35.361               | 9 -        | 2:18.776P                     |
| 5 -       | 1:55.826               | 10 -       | 4:16.403                      |
| <b>14</b> | <b>David ABBOTT</b>    | <b>GBR</b> | Ensign N180                   |
| 1 -       | 5:46.542               | 6 -        | 1:51.360 11 - <b>1:47.185</b> |
| 2 -       | 1:51.276               | 7 -        | 1:48.994                      |
| 3 -       | 1:50.277               | 8 -        | 2:27.496P                     |
| 4 -       | 1:55.947               | 9 -        | X:00.000                      |
| 5 -       | 1:54.557               | 10 -       | 1:48.022                      |
| <b>17</b> | <b>Nico BINDELLS</b>   | <b>LUX</b> | Lotus 87B/3                   |
| 1 -       | 5:21.347               | 6 -        | 1:48.550 11 - <b>1:47.850</b> |
| 2 -       | 1:50.794               | 7 -        | 1:49.240 12 - 1:48.818        |
| 3 -       | 1:49.152               | 8 -        | 2:06.290P 13 - 1:50.647       |
| 4 -       | 1:47.992               | 9 -        | 5:16.932 14 - 1:48.269        |
| 5 -       | 1:49.601               | 10 -       | 1:48.564 15 - 1:47.938        |
| <b>18</b> | <b>Alain DE WAGTER</b> | <b>BEL</b> | Surtees TS16                  |
| 1 -       | 8:24.229               | 6 -        | 2:31.143P                     |
| 2 -       | 2:09.182P              |            |                               |
| 3 -       | 3:02.118               |            |                               |
| 4 -       | 1:49.558               |            |                               |
| 5 -       | <b>1:49.097</b>        |            |                               |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|                     |                         |                      |                 |
|---------------------|-------------------------|----------------------|-----------------|
| <b>20</b>           | <b>Peter WEUNSCH</b>    | <b>DEU</b>           | Wolf WR2        |
| 1 - 4:55.443        | 6 - 2:01.921P           | 11 - <b>1:47.527</b> |                 |
| 2 - 2:01.506        | 7 - X:00.000            |                      |                 |
| 3 - 1:51.196        | 8 - 1:49.050            |                      |                 |
| 4 - 1:51.418        | 9 - 1:48.010            |                      |                 |
| 5 - 1:49.431        | 10 - 1:48.020           |                      |                 |
| <b>21</b>           | <b>Duncan DAYTON</b>    | <b>USA</b>           | Williams FW07   |
| 1 - 4:52.171        |                         |                      |                 |
| 2 - 1:41.650        |                         |                      |                 |
| 3 - <b>1:40.952</b> |                         |                      |                 |
| 4 - 1:56.722P       |                         |                      |                 |
| <b>24</b>           | <b>John WILSON</b>      | <b>GBR</b>           | Tyrrell 011/6   |
| 1 - 5:10.955        | 6 - 1:42.563            |                      |                 |
| 2 - 1:47.571        | 7 - <b>1:42.369</b>     |                      |                 |
| 3 - 1:48.006        | 8 - 1:52.366            |                      |                 |
| 4 - 2:04.247P       | 9 - 1:52.691            |                      |                 |
| 5 - 6:23.554        | 10 - 2:29.187P          |                      |                 |
| <b>27</b>           | <b>Tony SMITH</b>       | <b>GBR</b>           | Williams FW06-4 |
| 1 - 5:21.915        | 6 - 1:53.433            | 11 - 1:53.498        | 16 - 1:52.867   |
| 2 - 1:57.240        | 7 - 1:53.737            | 12 - 1:53.428        |                 |
| 3 - 1:54.192        | 8 - 1:54.917            | 13 - 1:52.931        |                 |
| 4 - 1:54.939        | 9 - 1:53.271            | 14 - <b>1:51.532</b> |                 |
| 5 - 1:54.426        | 10 - 1:55.015           | 15 - 1:52.543        |                 |
| <b>29</b>           | <b>Hubertus BAHLSEN</b> | <b>SWZ</b>           | Arrows A4       |
| 1 - 5:11.458        | 6 - 2:07.678P           | 11 - <b>1:41.624</b> |                 |
| 2 - 1:46.036        | 7 - 8:35.958            | 12 - 1:41.828        |                 |
| 3 - 1:44.082        | 8 - 1:42.969            | 13 - 1:59.925P       |                 |
| 4 - 1:43.263        | 9 - 1:42.364            |                      |                 |
| 5 - 1:42.958        | 10 - 1:41.725           |                      |                 |
| <b>30</b>           | <b>Rowland KINCH</b>    | <b>GBR</b>           | Arrows A1-3     |
| 1 - 6:38.743        | 6 - 1:47.601            | 11 - <b>1:46.434</b> |                 |
| 2 - 1:49.552        | 7 - 1:48.015            | 12 - 1:53.107        |                 |
| 3 - 1:48.136        | 8 - 1:50.978            | 13 - 1:47.577        |                 |
| 4 - 1:48.810        | 9 - 1:47.105            | 14 - 1:47.119        |                 |
| 5 - 1:49.758        | 10 - 1:46.861           | 15 - 1:46.713        |                 |
| <b>31</b>           | <b>Steve HARTLEY</b>    | <b>GBR</b>           | Arrows A6       |
| 1 - 8:59.811        | 6 - X:00.000            |                      |                 |
| 2 - 1:45.356        | 7 - 1:44.365            |                      |                 |
| 3 - 1:47.324        | 8 - 1:45.029            |                      |                 |
| 4 - 1:46.579        | 9 - 1:45.200            |                      |                 |
| 5 - 2:00.578P       | 10 - <b>1:44.160</b>    |                      |                 |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|           |                          |            |                 |      |                 |
|-----------|--------------------------|------------|-----------------|------|-----------------|
| <b>32</b> | <b>Terry SAYLES</b>      | <b>GBR</b> | Osella FA1 C/D  |      |                 |
| 1 -       | 5:20.702                 | 6 -        | 1:56.977        | 11 - | 2:08.001P       |
| 2 -       | 1:58.313                 | 7 -        | 1:57.596        | 12 - | 2:33.046        |
| 3 -       | 2:11.419P                | 8 -        | 1:55.966        | 13 - | <b>1:55.028</b> |
| 4 -       | 6:03.741                 | 9 -        | 1:55.546        |      |                 |
| 5 -       | 1:56.220                 | 10 -       | 1:57.139        |      |                 |
| <b>33</b> | <b>Alistair MORRISON</b> | <b>GBR</b> | Tyrrell 012/1   |      |                 |
|           |                          |            |                 |      |                 |
| <b>36</b> | <b>Sid HOOLE</b>         | <b>GBR</b> | Lotus 80        |      |                 |
| 1 -       | 5:13.536                 | 6 -        | <b>1:53.686</b> |      |                 |
| 2 -       | 1:58.180                 | 7 -        | 2:07.987P       |      |                 |
| 3 -       | 1:56.204                 | 8 -        | 6:59.368P       |      |                 |
| 4 -       | 1:54.229                 |            |                 |      |                 |
| 5 -       | 1:54.110                 |            |                 |      |                 |
| <b>37</b> | <b>Roy WALZER</b>        | <b>USA</b> | Williams FW07   |      |                 |
| 1 -       | 4:59.669                 | 6 -        | 1:48.613        | 11 - | 1:48.812        |
| 2 -       | 1:52.103                 | 7 -        | 1:48.389        | 12 - | 1:49.032        |
| 3 -       | 1:52.053                 | 8 -        | 1:47.917        | 13 - | 1:48.512        |
| 4 -       | 1:51.778                 | 9 -        | 1:48.288        | 14 - | 1:47.647        |
| 5 -       | 1:48.027                 | 10 -       | 1:48.742        | 15 - | <b>1:46.748</b> |
| <b>61</b> | <b>Keiichii MURAKAMI</b> | <b>JAP</b> | Lotus 72-5      |      |                 |
| 1 -       | 6:08.803                 | 6 -        | <b>1:58.959</b> |      |                 |
| 2 -       | 2:01.981                 | 7 -        | 2:17.718P       |      |                 |
| 3 -       | 2:02.100                 | 8 -        | 3:59.950        |      |                 |
| 4 -       | 2:00.116                 | 9 -        | 2:55.474P       |      |                 |
| 5 -       | 1:59.909                 | 10 -       | 6:17.223P       |      |                 |
| <b>71</b> | <b>Andrea BAHLSEN</b>    | <b>DEU</b> | Arrows A4-5     |      |                 |
| 1 -       | 6:19.255                 | 6 -        | 1:53.569        | 11 - | 5:37.471        |
| 2 -       | 1:55.280                 | 7 -        | 1:53.755        | 12 - | <b>1:53.047</b> |
| 3 -       | 1:54.103                 | 8 -        | 1:56.616        | 13 - | 1:54.232        |
| 4 -       | 1:53.533                 | 9 -        | 1:54.451        |      |                 |
| 5 -       | 1:56.938                 | 10 -       | 2:14.573P       |      |                 |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix COMBINED QUALIFYING

| POS                  | NO | CL | NAME              | NAT | ENTRY           | FIRST    |      | SECOND   |      | GAP    |
|----------------------|----|----|-------------------|-----|-----------------|----------|------|----------|------|--------|
|                      |    |    |                   |     |                 | TIME     | LAPS | TIME     | LAPS |        |
| 1                    | 21 | C  | Duncan DAYTON     | USA | Williams FW07   | 1:40.090 | 13   | 1:40.952 | 4    |        |
| 2                    | 7  | C  | Joaquin FOLCH     | ESP | Williams FW08/5 | 1:40.826 | 10   | 1:41.031 | 15   | 0.736  |
| 3                    | 29 | C  | Hubertus BAHLESEN | SWZ | Arrows A4       | 1:41.078 | 11   | 1:41.624 | 13   | 0.988  |
| 4                    | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34     | 1:42.246 | 13   | 1:41.124 | 14   | 1.034  |
| 5                    | 24 | C  | John WILSON       | GBR | Tyrrell 011/6   | 1:41.561 | 14   | 1:42.369 | 10   | 1.471  |
| 6                    | 6  | C  | Richard EYRE      | GBR | Williams FW08/3 | 1:43.410 | 14   | 1:43.141 | 9    | 3.051  |
| 7                    | 31 | D  | Steve HARTLEY     | GBR | Arrows A6       | 1:44.599 | 5    | 1:44.160 | 10   | 4.070  |
| 8                    | 12 | B  | John BOSCH        | NED | Ferrari 312T3   | 1:45.462 | 11   | 1:44.669 | 13   | 4.579  |
| 9                    | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2     | 1:47.001 | 13   | 1:45.954 | 8    | 5.864  |
| 10                   | 37 | C  | Roy WALZER        | USA | Williams FW07   | 1:45.983 | 15   | 1:46.748 | 16   | 5.893  |
| 11                   | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185  | 1:46.232 | 10   | 1:47.144 | 6    | 6.142  |
| 12                   | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3     | 1:47.895 | 14   | 1:46.434 | 15   | 6.344  |
| 13                   | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10     | 1:47.249 | 14   | 1:47.133 | 15   | 7.043  |
| 14                   | 14 | C  | David ABBOTT      | GBR | Ensign N180     | 1:48.548 | 14   | 1:47.185 | 11   | 7.095  |
| 15                   | 20 | B  | Peter WEUNSCH     | DEU | Wolf WR2        | 1:49.088 | 3    | 1:47.527 | 11   | 7.437  |
| 16                   | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3     | 1:49.979 | 15   | 1:47.850 | 15   | 7.760  |
| 17                   | 18 | B  | Alain DE WAGTER   | BEL | Surtees TS16    | 1:50.636 | 11   | 1:49.097 | 6    | 9.007  |
| 18                   | 10 | C  | Peter SOWERBY     | GBR | Arrows A3-4     | 1:49.586 | 6    |          | 0    | 9.496  |
| 19                   | 3  | A  | John DELANE       | USA | Tyrrell 001     | 1:54.745 | 9    | 1:55.661 | 5    | 14.655 |
| 20                   | 4  | A  | Ryan DELANE       | USA | Tyrrell 002     | 1:59.187 | 7    |          | 0    | 19.097 |
| QUALIFICATION MAXIMA |    |    |                   |     |                 |          |      |          |      |        |
| 27                   | B  |    | Tony SMITH        | GBR | Williams FW06-4 | 1:52.408 | 9    | 1:51.532 | 16   | 11.442 |
| 71                   | C  |    | Andrea BAHLESEN   | DEU | Arrows A4-5     | 1:55.618 | 13   | 1:53.047 | 13   | 12.957 |
| 13                   | B  |    | David COPLOWE     | GBR | Surtees TS19    | 1:55.446 | 12   | 1:53.429 | 12   | 13.339 |
| 36                   | C  |    | Sid HOOLE         | GBR | Lotus 80        | 1:53.629 | 9    | 1:53.686 | 8    | 13.539 |
| 32                   | D  |    | Terry SAYLES      | GBR | Osella FA1 C/D  | 1:55.806 | 12   | 1:55.028 | 13   | 14.938 |
| 61                   | B  |    | Keiichii MURAKAMI | JAP | Lotus 72-5      | 1:56.140 | 14   | 1:58.959 | 10   | 16.050 |
| 33                   | D  |    | Alistair MORRISON | GBR | Tyrrell 012/1   | 1:57.423 | 5    |          | 0    | 17.333 |

**CAR 32 YOUR TRANSPONDER IS NOT WORKING**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 13:35 End: 14:05

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix

## GRID - Race 11

|        |             |              |
|--------|-------------|--------------|
| ROW 13 | 4 DELANE    | 33 MORRISON  |
| ROW 12 | 61 MURAKAMI | 32 SAYLES    |
| ROW 11 | 3 DELANE    | 36 HOOLE     |
| ROW 10 | 13 COPLOWE  | 71 BAHLSEN   |
| ROW 9  | 27 SMITH    | 18 DE WAGTER |
| ROW 8  | 17 BINDELLS | 20 WEUNSCH   |
| ROW 7  | 14 ABBOTT   | 11 COLLINS   |
| ROW 6  | 30 KINCH    | 1 GALLEGO    |
| ROW 5  | 37 WALZER   | 9 PAYNE      |
| ROW 4  | 12 BOSCH    | 31 HARTLEY   |
| ROW 3  | 6 EYRE      | 24 WILSON    |
| ROW 2  | 2 STRETTON  | 29 BAHLSEN   |
| ROW 1  | 7 FOLCH     | 21 DAYTON    |
|        |             | POLE         |

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 09:16 End: 09:26

Clerk of Course:

Stewards:

Timekeeper:

## ACO Plate for Group C-GTP

### RACE RESULT - Race 4

| POS | NO  | CL  | NAME             | NAT | ENTRY            | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|-----|-----|------------------|-----|------------------|-----------|------|----------|--------|----------|
| 1   | 4   | GP1 | Gary PEARSON     |     | Jaguar XJR11     | 31:19.309 | 17   |          | 102.47 | 1:36.592 |
| 2   | 27  | GP1 | Charlie AGG      |     | Nissan R90CK     | 31:22.859 | 17   | 3.550    | 102.28 | 1:37.238 |
| 3   | 21  | GP1 | David MERCER     |     | Spice SE90C      | 32:01.696 | 17   | 42.387   | 100.21 | 1:38.497 |
| 4   | 17  | GP1 | Nigel JAMES      |     | Porsche 962C     | 32:07.543 | 17   | 48.234   | 99.91  | 1:39.673 |
| 5   | 101 | GP1 | Simon PULLAN     |     | Porsche 962      | 32:12.610 | 17   | 53.301   | 99.65  | 1:40.532 |
| 6   | 2   | GP1 | Richard EYRE     |     | Jaguar XJR16     | 32:25.179 | 17   | 1:05.870 | 99.00  | 1:42.068 |
| 7   | 12  | GP1 | Jim MULLEN       |     | Spice GTP        | 32:56.143 | 17   | 1:36.834 | 97.45  | 1:41.989 |
| 8   | 111 | GP1 | Harvey COOKE     |     | Spice GTP        | 31:41.498 | 16   | 1 LAP    | 95.33  | 1:45.614 |
| 9   | 133 | GP1 | Jim GRAHAM       |     | Porsche 962C     | 31:56.135 | 16   | 1 LAP    | 94.60  | 1:46.164 |
| 10  | 14  | GP1 | Henry PEARMAN    |     | Porsche 962      | 32:10.317 | 16   | 1 LAP    | 93.90  | 1:46.082 |
| 11  | 32  | GP1 | Nick RINI        |     | Jaguar XJR12D    | 32:20.581 | 16   | 1 LAP    | 93.41  | 1:39.332 |
| 12  | 8   | GP1 | Peter MCLAUGHLIN |     | Spice SE90       | 32:20.958 | 16   | 1 LAP    | 93.39  | 1:49.912 |
| 13  | 19  | GP1 | John EDWARDS     |     | Argo JMC19       | 32:35.579 | 16   | 1 LAP    | 92.69  | 1:50.068 |
| 14  | 22  | GP5 | Ian STINTON      |     | Harrier GT1      | 31:32.023 | 15   | 2 LAPS   | 89.82  | 1:55.091 |
| 15  | 6   | GP1 | Janine PAYNE     |     | Porsche 962      | 32:16.465 | 15   | 2 LAPS   | 87.76  | 1:44.767 |
| 16  | 79  | GP4 | Alasdair MCCAIG  |     | Ecosse-Rover     | 32:39.322 | 15   | 2 LAPS   | 86.74  | 1:57.451 |
| 17  | 78  | GP4 | Andrew SMITH     |     | Ecosse-Ford 285  | 32:50.477 | 15   | 2 LAPS   | 86.24  | 1:58.804 |
| 18  | 103 | GP4 | Duncan MCKAY     |     | Bardon Ford DB2  | 32:05.275 | 14   | 3 LAPS   | 82.39  | 2:08.455 |
| 19  | 37  | GP4 | Richard BATEMAN  |     | Tiga Rover GC287 | 32:38.022 | 14   | 3 LAPS   | 81.01  | 2:09.469 |

#### NOT CLASSIFIED

|    |     |                     |                      |           |    |        |       |          |
|----|-----|---------------------|----------------------|-----------|----|--------|-------|----------|
| 88 | GP1 | Chris RANDELL       | Nissan NTP1GTP       | 20:38.400 | 10 | D.N.F. | 91.53 | 1:43.799 |
| 81 | GP4 | Richard CHESTER     | Tiga 287 Buick GTP   | 19:15.946 | 8  | D.N.F. | 78.48 | 2:10.885 |
| 60 | GP1 | Justin LAW          | Jaguar XJR10         | 11:21.908 | 5  | D.N.F. | 83.24 | 1:39.817 |
| 28 | GP1 | Richard ODDIE       | Argo Chevrolet JM20C | 9:52.978  | 4  | D.N.F. | 76.64 | 1:57.826 |
| 31 | GP5 | Michael CHRISTOPHER | Prosport LM3000      | 9:54.112  | 4  | D.N.F. | 76.50 | 1:59.722 |
| 51 | GP1 | Michael SCHUSTER    | Argo Judd JM19       | 1:59.776  | 1  | D.N.F. | 95.96 | 1:59.776 |

#### FASTEST LAP

|    |     |                 |              |          |    |           |           |
|----|-----|-----------------|--------------|----------|----|-----------|-----------|
| 4  | GP1 | Gary PEARSON    | Jaguar XJR11 | 1:36.592 | 13 | 117.17mph | 188.57kph |
| 22 | GP5 | Ian STINTON     | Harrier GT1  | 1:55.091 | 12 | 98.34mph  | 158.26kph |
| 79 | GP4 | Alasdair MCCAIG | Ecosse-Rover | 1:57.451 | 11 | 96.36mph  | 155.08kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 14:21 End: 14:53

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# ACO Plate for Group C-GTP

## LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |        |          | Lap 4 |        |          | Lap 5 |        |          |
|-------|--------|----------|-------|----------|----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  |
| 4     |        | 1:41.611 | 27    |          | 1:37.238 | 27    |        | 3:19.879 | 27    |        | 3:00.598 | 4     |        | 1:38.651 |
| 27    | 0.724  | 1:42.335 | 4     | 0.647    | 1:38.609 | 4     | 0.671  | 3:19.903 | 4     | 0.096  | 3:00.023 | 27    | 1.400  | 1:40.147 |
| 60    | 1.581  | 1:43.192 | 60    | 3.436    | 1:39.817 | 60    | 1.436  | 3:17.879 | 60    | 0.418  | 2:59.580 | 60    | 3.111  | 1:41.440 |
| 21    | 4.492  | 1:46.103 | 21    | 6.462    | 1:39.932 | 21    | 2.693  | 3:16.110 | 21    | 0.733  | 2:58.638 | 21    | 4.759  | 1:42.773 |
| 101   | 5.697  | 1:47.308 | 101   | 8.267    | 1:40.532 | 101   | 3.803  | 3:15.415 | 101   | 1.049  | 2:57.844 | 101   | 6.122  | 1:43.820 |
| 12    | 6.764  | 1:48.375 | 12    | 10.791   | 1:41.989 | 12    | 4.638  | 3:13.726 | 12    | 1.740  | 2:57.700 | 17    | 6.591  | 1:43.472 |
| 17    | 8.110  | 1:49.721 | 17    | 11.319   | 1:41.171 | 17    | 5.434  | 3:13.994 | 17    | 1.866  | 2:57.030 | 12    | 8.096  | 1:45.103 |
| 88    | 9.399  | 1:51.010 | 88    | 15.236   | 1:43.799 | 88    | 6.349  | 3:10.992 | 88    | 3.041  | 2:57.290 | 2     | 8.531  | 1:44.227 |
| 14    | 10.318 | 1:51.929 | 2     | 15.499   | 1:42.921 | 2     | 7.162  | 3:11.542 | 2     | 3.051  | 2:56.487 | 88    | 13.705 | 1:49.411 |
| 2     | 10.540 | 1:52.151 | 32    | 17.598   | 1:39.332 | 14    | 8.976  | 2:53.679 | 14    | 4.425  | 2:56.047 | 14    | 14.285 | 1:48.607 |
| 32    | 16.228 | 1:57.839 | 14    | 35.176   | 2:02.820 | 32    | 10.112 | 3:12.393 | 32    | 6.314  | 2:56.800 | 32    | 19.105 | 1:51.538 |
| 51    | 18.165 | 1:59.776 | 133   | 38.763   | 1:56.898 | 133   | 11.694 | 2:52.810 | 133   | 8.199  | 2:57.103 | 111   | 19.551 | 1:48.878 |
| 133   | 19.827 | 2:01.438 | 19    | 39.997   | 1:56.651 | 19    | 12.810 | 2:52.692 | 19    | 8.620  | 2:56.408 | 133   | 20.901 | 1:51.449 |
| 8     | 19.877 | 2:01.488 | 111   | 40.667   | 1:57.092 | 111   | 13.982 | 2:53.194 | 111   | 9.420  | 2:56.036 | 19    | 21.293 | 1:51.420 |
| 19    | 21.308 | 2:02.919 | 8     | 41.132   | 1:59.217 | 8     | 14.885 | 2:53.632 | 8     | 10.660 | 2:56.373 | 8     | 21.825 | 1:49.912 |
| 22    | 21.447 | 2:03.058 | 28    | 42.592   | 1:57.826 | 28    | 16.343 | 2:53.630 | 28    | 12.928 | 2:57.183 | 6     | 26.513 | 1:51.714 |
| 111   | 21.537 | 2:03.148 | 6     | 43.077   | 1:59.014 | 6     | 17.461 | 2:54.263 | 6     | 13.546 | 2:56.683 | 22    | 30.867 | 1:55.216 |
| 31    | 21.752 | 2:03.363 | 31    | 43.512   | 1:59.722 | 31    | 18.340 | 2:54.707 | 31    | 14.062 | 2:56.320 | 79    | 41.937 | 2:04.034 |
| 6     | 22.025 | 2:03.636 | 22    | 44.293   | 2:00.808 | 22    | 19.287 | 2:54.873 | 22    | 14.398 | 2:55.709 | 78    | 43.118 | 2:05.417 |
| 28    | 22.728 | 2:04.339 | 78    | 47.128   | 2:00.063 | 78    | 20.901 | 2:53.652 | 78    | 16.448 | 2:56.145 | 103   | 50.445 | 2:08.682 |
| 78    | 25.027 | 2:06.638 | 79    | 58.621   | 2:05.729 | 79    | 22.004 | 2:43.262 | 79    | 16.650 | 2:55.244 | 37    | 51.674 | 2:09.469 |
| 79    | 30.854 | 2:12.465 | 103   | 1:04.214 | 2:10.071 | 103   | 23.639 | 2:39.304 | 103   | 20.510 | 2:57.469 | 81    | 57.324 | 2:13.138 |
| 103   | 32.105 | 2:13.716 | 37    | 1:07.874 | 2:11.477 | 37    | 25.469 | 2:37.474 | 37    | 20.952 | 2:56.081 |       |        |          |
| 37    | 34.359 | 2:15.970 | 81    | 1:27.648 | 2:24.119 | 81    | 26.686 | 2:18.917 | 81    | 22.933 | 2:56.845 |       |        |          |
| 81    | 41.491 | 2:23.102 |       |          |          |       |        |          |       |        |          |       |        |          |

# ACO Plate for Group C-GTP LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |          |           | Lap 10 |          |          |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|--------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No     | Behind   | Laptime  |
| 4     |          | 1:39.551 | 4     |          | 1:37.384 | 4     |          | 1:45.563 | 27    |          | 1:38.550  | 27     |          | 1:38.366 |
| 27    | 0.736    | 1:38.887 | 27    | 0.952    | 1:37.600 | 27    | 0.325    | 1:44.936 | 4     | 0.218    | 1:39.093  | 22     | 1 LAP    | 1:57.400 |
| 21    | 11.465   | 1:46.257 | 21    | 18.851   | 1:44.770 | 103   | 1 LAP    | 2:13.351 | 79    | 1 LAP    | 2:04.447  | 4      | 0.245    | 1:38.393 |
| 17    | 12.160   | 1:45.120 | 17    | 19.553   | 1:44.777 | 37    | 1 LAP    | 2:15.708 | 78    | 1 LAP    | 2:07.417  | 21     | 23.057   | 1:39.859 |
| 101   | 12.825   | 1:46.254 | 101   | 20.367   | 1:44.926 | 21    | 16.716   | 1:43.428 | 21    | 21.564   | 1:43.723  | 17     | 23.946   | 1:39.768 |
| 12    | 14.098   | 1:45.553 | 12    | 21.314   | 1:44.600 | 17    | 16.994   | 1:43.004 | 17    | 22.544   | 1:44.425  | 101    | 27.553   | 1:42.214 |
| 2     | 14.855   | 1:45.875 | 2     | 21.976   | 1:44.505 | 81    | 1 LAP    | 2:11.399 | 101   | 23.705   | 1:44.803  | 2      | 28.080   | 1:42.292 |
| 88    | 24.369   | 1:50.215 | 88    | 36.877   | 1:49.892 | 101   | 17.777   | 1:42.973 | 2     | 24.154   | 1:43.019  | 79     | 1 LAP    | 2:01.728 |
| 14    | 25.882   | 1:51.148 | 14    | 39.045   | 1:50.547 | 2     | 20.010   | 1:43.597 | 12    | 31.421   | 1:49.297  | 12     | 38.421   | 1:45.366 |
| 32    | 33.371   | 1:53.817 | 111   | 43.976   | 1:47.780 | 12    | 20.999   | 1:45.248 | 103   | 1 LAP    | 2:12.944  | 78     | 1 LAP    | 2:05.324 |
| 111   | 33.580   | 1:53.580 | 32    | 48.288   | 1:52.301 | 88    | 39.982   | 1:48.668 | 88    | 49.337   | 1:48.230  | 88     | 59.864   | 1:48.893 |
| 133   | 35.490   | 1:54.140 | 133   | 49.467   | 1:51.361 | 14    | 43.656   | 1:50.174 | 37    | 1 LAP    | 2:14.197  | 111    | 1:00.469 | 1:45.614 |
| 8     | 35.929   | 1:53.655 | 8     | 50.071   | 1:51.526 | 111   | 44.072   | 1:45.659 | 111   | 53.221   | 1:48.024  | 14     | 1:05.755 | 1:49.259 |
| 19    | 36.262   | 1:54.520 | 19    | 50.737   | 1:51.859 | 32    | 54.829   | 1:52.104 | 14    | 54.862   | 1:50.081  | 133    | 1:15.195 | 1:47.746 |
| 6     | 40.543   | 1:53.581 | 6     | 52.152   | 1:48.993 | 133   | 55.833   | 1:51.929 | 133   | 1:05.815 | 1:48.857  | 103    | 1 LAP    | 2:10.054 |
| 22    | 50.259   | 1:58.943 | 22    | 1:09.838 | 1:56.963 | 8     | 56.381   | 1:51.873 | 32    | 1:06.506 | 1:50.552  | 32     | 1:18.165 | 1:50.025 |
| 78    | 1:06.611 | 2:03.044 | 79    | 1:33.934 | 2:04.333 | 6     | 56.801   | 1:50.212 | 6     | 1:07.027 | 1:49.101  | 6      | 1:18.841 | 1:50.180 |
| 79    | 1:06.985 | 2:04.599 | 78    | 1:37.768 | 2:08.541 | 19    | 58.032   | 1:52.858 | 8     | 1:07.780 | 1:50.274  | 8      | 1:22.699 | 1:53.285 |
| 103   | 1:21.849 | 2:10.955 |       |          |          | 22    | 1:19.901 | 1:55.626 | 19    | 1:11.205 | 1:52.048  | 37     | 1 LAP    | 2:14.207 |
| 37    | 1:22.179 | 2:10.056 |       |          |          |       |          |          | 81    | 1 LAP    | 2:37.541P | 19     | 1:26.222 | 1:53.383 |
| 81    | 1:28.658 | 2:10.885 |       |          |          |       |          |          |       |          |           |        |          |          |



# ACO Plate for Group C-GTP

## LAP CHART

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |          |          | Lap 14 |          |          | Lap 15 |          |          |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 4      |          | 1:37.412 | 4      |          | 1:37.465 | 4      |          | 1:36.592 | 4      |          | 1:39.371 | 4      |          | 1:40.127 |
| 27     | 0.716    | 1:38.373 | 27     | 1.439    | 1:38.188 | 27     | 3.172    | 1:38.325 | 14     | 1 LAP    | 1:54.009 | 111    | 1 LAP    | 1:50.806 |
| 22     | 1 LAP    | 1:57.012 | 19     | 1 LAP    | 1:51.996 | 32     | 1 LAP    | 1:49.313 | 79     | 2 LAPS   | 2:00.159 | 27     | 4.843    | 1:41.030 |
| 21     | 24.578   | 1:39.178 | 103    | 2 LAPS   | 2:09.251 | 8      | 1 LAP    | 1:51.760 | 27     | 3.940    | 1:40.139 | 14     | 1 LAP    | 1:56.182 |
| 17     | 25.962   | 1:39.673 | 37     | 2 LAPS   | 2:10.936 | 19     | 1 LAP    | 1:50.068 | 133    | 1 LAP    | 1:50.218 | 133    | 1 LAP    | 1:49.854 |
| 101    | 31.167   | 1:41.271 | 21     | 27.330   | 1:40.217 | 21     | 30.872   | 1:40.134 | 6      | 1 LAP    | 1:50.893 | 79     | 2 LAPS   | 2:06.239 |
| 2      | 32.491   | 1:42.068 | 17     | 28.237   | 1:39.740 | 17     | 32.303   | 1:40.658 | 32     | 1 LAP    | 1:50.565 | 32     | 1 LAP    | 1:54.752 |
| 12     | 47.029   | 1:46.265 | 101    | 35.117   | 1:41.415 | 101    | 40.701   | 1:42.176 | 78     | 2 LAPS   | 2:01.897 | 21     | 34.864   | 1:44.993 |
| 79     | 1 LAP    | 1:59.812 | 2      | 37.105   | 1:42.079 | 103    | 2 LAPS   | 2:08.455 | 8      | 1 LAP    | 1:52.379 | 17     | 39.256   | 1:46.522 |
| 78     | 1 LAP    | 1:58.804 | 22     | 1 LAP    | 1:59.379 | 2      | 44.497   | 1:43.984 | 19     | 1 LAP    | 1:52.578 | 8      | 1 LAP    | 1:52.870 |
| 111    | 1:12.402 | 1:49.590 | 12     | 53.452   | 1:43.888 | 37     | 2 LAPS   | 2:11.028 | 21     | 29.998   | 1:38.497 | 78     | 2 LAPS   | 2:06.754 |
| 14     | 1:14.586 | 1:46.488 | 79     | 1 LAP    | 1:57.451 | 22     | 1 LAP    | 1:55.091 | 17     | 32.861   | 1:39.929 | 19     | 1 LAP    | 1:57.590 |
| 133    | 1:25.347 | 1:47.809 | 111    | 1:21.976 | 1:47.039 | 12     | 1:00.786 | 1:43.926 | 101    | 44.321   | 1:42.991 | 101    | 48.975   | 1:44.781 |
| 6      | 1:27.588 | 1:46.404 | 14     | 1:23.203 | 1:46.082 | 111    | 1:31.434 | 1:46.050 | 2      | 49.689   | 1:44.563 | 2      | 55.972   | 1:46.410 |
| 32     | 1:29.533 | 1:49.025 | 78     | 1 LAP    | 1:59.312 |        |          |          | 12     | 1:09.921 | 1:48.506 | 12     | 1:19.340 | 1:49.546 |
| 8      | 1:37.405 | 1:52.363 | 133    | 1:34.046 | 1:46.164 |        |          |          | 103    | 2 LAPS   | 2:12.600 | 22     | 1 LAP    | 1:58.221 |
|        |          |          | 6      | 1:34.890 | 1:44.767 |        |          |          | 22     | 1 LAP    | 1:58.030 |        |          |          |
|        |          |          |        |          |          |        |          |          | 37     | 2 LAPS   | 2:16.043 |        |          |          |

# ACO Plate for Group C-GTP LAP CHART

(contd.)

| Lap 16 |          |          | Lap 17 |          |          | Lap 18 |        |         | Lap 19 |        |         | Lap 20 |        |         |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 4      |          | 1:42.279 | 4      |          | 1:47.282 |        |        |         |        |        |         |        |        |         |
| 27     | 6.141    | 1:43.577 | 27     | 3.550    | 1:44.691 |        |        |         |        |        |         |        |        |         |
| 111    | 1 LAP    | 1:55.201 | 22     | 2 LAPS   | 2:05.694 |        |        |         |        |        |         |        |        |         |
| 103    | 3 LAPS   | 2:21.014 | 111    | 1 LAP    | 1:53.807 |        |        |         |        |        |         |        |        |         |
| 6      | 2 LAPS   | 3:40.543 | 133    | 1 LAP    | 1:54.578 |        |        |         |        |        |         |        |        |         |
| 133    | 1 LAP    | 1:53.781 | 21     | 42.387   | 1:51.310 |        |        |         |        |        |         |        |        |         |
| 14     | 1 LAP    | 2:00.878 | 103    | 3 LAPS   | 2:17.409 |        |        |         |        |        |         |        |        |         |
| 37     | 3 LAPS   | 2:27.217 | 17     | 48.234   | 1:48.056 |        |        |         |        |        |         |        |        |         |
| 21     | 38.359   | 1:45.774 | 14     | 1 LAP    | 2:02.387 |        |        |         |        |        |         |        |        |         |
| 17     | 47.460   | 1:50.483 | 101    | 53.301   | 1:47.136 |        |        |         |        |        |         |        |        |         |
| 32     | 1 LAP    | 2:02.169 | 6      | 2 LAPS   | 2:16.481 |        |        |         |        |        |         |        |        |         |
| 8      | 1 LAP    | 1:52.705 | 32     | 1 LAP    | 1:58.056 |        |        |         |        |        |         |        |        |         |
| 101    | 53.447   | 1:46.751 | 8      | 1 LAP    | 1:57.646 |        |        |         |        |        |         |        |        |         |
| 79     | 2 LAPS   | 2:10.419 | 2      | 1:05.870 | 1:50.122 |        |        |         |        |        |         |        |        |         |
| 2      | 1:03.030 | 1:49.337 | 19     | 1 LAP    | 1:57.318 |        |        |         |        |        |         |        |        |         |
| 19     | 1 LAP    | 2:01.271 | 37     | 3 LAPS   | 2:28.159 |        |        |         |        |        |         |        |        |         |
| 78     | 2 LAPS   | 2:11.006 | 79     | 2 LAPS   | 2:09.401 |        |        |         |        |        |         |        |        |         |
| 12     | 1:30.755 | 1:53.694 | 78     | 2 LAPS   | 2:06.463 |        |        |         |        |        |         |        |        |         |
|        |          |          | 12     | 1:36.834 | 1:53.361 |        |        |         |        |        |         |        |        |         |

# The James Hunt Trophy for Grand Prix Masters

## RACE RESULT - Race 5 - Amended

| POS | NO  | CL | NAME              | NAT | ENTRY         | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|-----|----|-------------------|-----|---------------|-----------|------|----------|--------|----------|
| 1   | 16  | L  | Frank SYTNER      |     | Pencske PC3   | 26:11.700 | 15   |          | 108.13 | 1:41.660 |
| 2   | 20  | L  | Peter WUENSCH     |     | Wolf WR 1     | 26:12.678 | 15   | 0.978    | 108.06 | 1:41.830 |
| 3   | 101 | L  | Peter WILLIAMS    |     | March 761     | 26:45.344 | 15   | 33.644   | 105.86 | 1:44.077 |
| 4   | 118 | L  | Chris PERKINS     |     | Surtees TS16  | 27:05.951 | 15   | 54.251   | 104.52 | 1:44.078 |
| 5   | 26  | L  | Frank LYONS       |     | McLaren M26   | 27:06.759 | 15   | 55.059   | 104.47 | 1:45.167 |
| 6   | 2   | S  | Alastair MORRISON |     | Lotus 72      | 27:55.442 | 15   | 1:43.742 | 101.43 | 1:47.506 |
| 7   | 21  | L  | Terry SAYLES      |     | Surtees TS20  | 27:00.917 | 14   | 1 LAP    | 97.86  | 1:50.182 |
| 8   | 15  | L  | Jean Louis DURET  |     | Wolf WR1/2    | 27:10.737 | 14   | 1 LAP    | 97.27  | 1:51.509 |
| 9   | 40  | S  | Abba KOGAN        |     | Williams FW06 | 27:11.643 | 14   | 1 LAP    | 97.22  | 1:51.745 |
| 10  | 4   | F  | Jeff LEWIS        |     | Tyrrell 007   | 27:11.891 | 14   | 1 LAP    | 97.20  | 1:50.457 |
| 11  | 3   | L  | David COPLOWE     |     | Surtees TS19  | 27:13.002 | 14   | 1 LAP    | 97.14  | 1:50.574 |
| 12  | 41  | S  | John DELANE       |     | Tyrrell 002   | 27:27.129 | 14   | 1 LAP    | 96.30  | 1:51.044 |
| 13  | 110 | S  | John BLADON       |     | Surtees TS9B  | 27:55.860 | 14   | 1 LAP    | 94.65  | 1:54.483 |
| 14  | 18  | L  | Nick RINI         |     | Surtees TS19  | 27:35.540 | 13   | 2 LAPS   | 88.98  | 2:01.199 |
| 15  | 14  | C  | Ron MAYDON        |     | Cooper T86C   | 28:00.781 | 13   | 2 LAPS   | 87.64  | 2:02.097 |

### NOT CLASSIFIED

|     |   |                |  |               |           |    |        |        |          |
|-----|---|----------------|--|---------------|-----------|----|--------|--------|----------|
| 55  | S | Judy LYONS     |  | Surtees TS9   | 28:23.687 | 11 | N.C.F. | 73.18  | 2:29.441 |
| 24  | L | Jonathan BAKER |  | Hesketh 308E  | 16:46.857 | 9  | D.N.F. | 101.34 | 1:44.822 |
| 38  | L | Graham WILCOX  |  | Hesketh 308E  | 18:34.540 | 9  | D.N.F. | 91.55  | 1:54.607 |
| 10  | F | Ryan DELANE    |  | Tyrrell 006   | 16:44.275 | 8  | D.N.F. | 90.33  | 1:58.070 |
| 1   | L | Mike WRIGLEY   |  | Hesketh 308E  | 13:38.990 | 7  | D.N.F. | 96.95  | 1:45.496 |
| 126 | S | Brad KRAUSE    |  | BRM P126      | 26:40.513 | 7  | N.C.F. | 49.61  | 1:57.870 |
| 23  | C | Danny WRIGHT   |  | Brabham BT23B | 12:09.540 | 6  | D.N.F. | 93.32  | 1:58.559 |
| 5   | S | James HANSON   |  | Surtees TS9B  |           | 0  | D.N.F. | N/A    |          |
| 33  | S | Duncan DAYTON  |  | Brabham BT33  |           | 0  | D.N.F. | N/A    |          |

### FASTEST LAP

|    |   |                   |  |               |          |    |           |           |
|----|---|-------------------|--|---------------|----------|----|-----------|-----------|
| 16 | L | Frank SYTNER      |  | Pencske PC3   | 1:41.660 | 13 | 111.33mph | 179.17kph |
| 2  | S | Alastair MORRISON |  | Lotus 72      | 1:47.506 | 13 | 105.28mph | 169.43kph |
| 4  | F | Jeff LEWIS        |  | Tyrrell 007   | 1:50.457 | 14 | 102.46mph | 164.90kph |
| 23 | C | Danny WRIGHT      |  | Brabham BT23B | 1:58.559 | 5  | 95.46mph  | 153.63kph |

**CAR 5 - 10 SECOND PENALTY, OUT OF POSITION AT START**

**Weather/Track - Cloudy/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 15:08 End: 15:39

Clerk of Course:

Stewards:

Timekeeper:

## The James Hunt Trophy for Grand Prix Masters LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |          |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 101   |        | 1:54.877 | 101   |          | 1:46.659 | 101   |          | 1:44.579 | 101   |          | 1:44.077 | 101   |          | 1:46.272 |
| 16    | 0.244  | 1:55.121 | 16    | 0.504    | 1:46.919 | 16    | 1.501    | 1:45.576 | 16    | 0.808    | 1:43.384 | 16    | 0.196    | 1:45.660 |
| 118   | 1.926  | 1:56.803 | 118   | 2.743    | 1:47.476 | 118   | 3.540    | 1:45.376 | 118   | 4.886    | 1:45.423 | 20    | 2.426    | 1:42.904 |
| 1     | 2.715  | 1:57.592 | 1     | 3.616    | 1:47.560 | 1     | 5.239    | 1:46.202 | 20    | 5.794    | 1:44.500 | 118   | 6.680    | 1:48.066 |
| 20    | 2.880  | 1:57.757 | 20    | 3.862    | 1:47.641 | 20    | 5.371    | 1:46.088 | 24    | 7.172    | 1:45.543 | 24    | 7.336    | 1:46.436 |
| 24    | 3.713  | 1:58.590 | 24    | 5.463    | 1:48.409 | 24    | 5.706    | 1:44.822 | 1     | 8.863    | 1:47.701 | 1     | 8.087    | 1:45.496 |
| 26    | 4.068  | 1:58.945 | 26    | 5.815    | 1:48.406 | 26    | 7.067    | 1:45.831 | 26    | 9.875    | 1:46.885 | 26    | 8.770    | 1:45.167 |
| 2     | 6.635  | 2:01.512 | 2     | 12.503   | 1:52.527 | 2     | 18.947   | 1:51.023 | 2     | 25.963   | 1:51.093 | 2     | 29.717   | 1:50.026 |
| 40    | 9.229  | 2:04.106 | 40    | 19.401   | 1:56.831 | 40    | 30.576   | 1:55.754 | 55    | 1 LAP    | 2:35.787 | 40    | 57.501   | 1:59.519 |
| 10    | 11.160 | 2:06.037 | 10    | 24.573   | 2:00.072 | 10    | 42.292   | 2:02.298 | 40    | 44.254   | 1:57.755 | 15    | 1:04.611 | 1:54.682 |
| 23    | 16.863 | 2:11.740 | 23    | 29.384   | 1:59.180 | 38    | 44.156   | 1:59.117 | 15    | 56.201   | 1:55.706 | 38    | 1:10.776 | 1:56.461 |
| 38    | 17.626 | 2:12.503 | 38    | 29.618   | 1:58.651 | 23    | 44.441   | 1:59.636 | 23    | 59.900   | 1:59.536 | 23    | 1:12.187 | 1:58.559 |
| 110   | 20.054 | 2:14.931 | 15    | 31.498   | 1:57.451 | 15    | 44.572   | 1:57.653 | 10    | 1:00.263 | 2:02.048 | 4     | 1:12.328 | 1:57.700 |
| 15    | 20.706 | 2:15.583 | 4     | 37.640   | 2:02.531 | 4     | 50.743   | 1:57.682 | 38    | 1:00.587 | 2:00.508 | 10    | 1:15.201 | 2:01.210 |
| 4     | 21.768 | 2:16.645 | 110   | 39.842   | 2:06.447 | 110   | 58.750   | 2:03.487 | 4     | 1:00.900 | 1:54.234 | 21    | 1:20.823 | 1:55.172 |
| 14    | 26.167 | 2:21.044 | 21    | 46.825   | 2:05.889 | 21    | 1:00.273 | 1:58.027 | 21    | 1:11.923 | 1:55.727 | 3     | 1:25.304 | 1:56.439 |
| 21    | 27.595 | 2:22.472 | 3     | 47.826   | 2:02.557 | 3     | 1:00.931 | 1:57.684 | 110   | 1:14.987 | 2:00.314 | 110   | 1:26.881 | 1:58.166 |
| 18    | 28.166 | 2:23.043 | 41    | 51.885   | 2:10.137 | 41    | 1:07.114 | 1:59.808 | 3     | 1:15.137 | 1:58.283 | 41    | 1:27.663 | 1:55.911 |
| 41    | 28.407 | 2:23.284 | 14    | 55.212   | 2:15.704 | 18    | 1:20.695 | 2:09.546 | 41    | 1:18.024 | 1:54.987 | 55    | 1 LAP    | 2:39.920 |
| 3     | 31.928 | 2:26.805 | 18    | 55.728   | 2:14.221 | 14    | 1:21.804 | 2:11.171 | 14    | 1:44.963 | 2:07.236 |       |          |          |
| 55    | 46.333 | 2:41.210 | 55    | 1:30.349 | 2:30.675 |       |          |          | 18    | 1:45.177 | 2:08.559 |       |          |          |

CAR 5 - 10 SECOND PENALTY, OUT OF POSITION AT START  
Weather/Track - Cloudy/Dry

# The James Hunt Trophy for Grand Prix Masters LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |           | Lap 8 |          |           | Lap 9 |        |           | Lap 10 |        |           |
|-------|----------|----------|-------|----------|-----------|-------|----------|-----------|-------|--------|-----------|--------|--------|-----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind | Laptime   | No     | Behind | Laptime   |
| 16    |          | 1:44.614 | 16    |          | 1:43.735  | 20    |          | 1:45.526  | 16    |        | 1:43.823  | 16     |        | 1:45.071  |
| 20    | 1.506    | 1:43.890 | 20    | 0.432    | 1:42.661  | 16    | 0.319    | 1:46.277  | 20    | 0.247  | 1:44.389  | 20     | 0.174  | 1:44.998  |
| 101   | 2.373    | 1:47.183 | 101   | 5.748    | 1:47.110  | 41    | 1 LAP    | 1:56.412  | 3     | 1 LAP  | 1:52.088  | 15     | 1 LAP  | 1:56.727  |
| 118   | 7.836    | 1:45.966 | 118   | 10.019   | 1:45.918  | 110   | 1 LAP    | 1:57.565  | 101   | 7.863  | 1:45.931  | 40     | 1 LAP  | 1:55.734  |
| 24    | 8.181    | 1:45.655 | 24    | 10.671   | 1:46.225  | 101   | 6.074    | 1:46.284  | 41    | 1 LAP  | 1:53.843  | 21     | 1 LAP  | 1:50.554  |
| 26    | 11.127   | 1:47.167 | 26    | 12.917   | 1:45.525  | 10    | 1 LAP    | 2:08.835  | 110   | 1 LAP  | 1:56.408  | 4      | 1 LAP  | 1:56.300  |
| 1     | 11.214   | 1:47.937 | 55    | 2 LAPS   | 2:34.371  | 24    | 11.781   | 1:47.068  | 26    | 17.338 | 1:49.009  | 101    | 9.300  | 1:46.508  |
| 14    | 1 LAP    | 2:05.716 | 14    | 1 LAP    | 2:03.851  | 26    | 12.471   | 1:45.512  | 118   | 34.616 | 1:47.208  | 3      | 1 LAP  | 1:52.241  |
| 18    | 1 LAP    | 2:08.110 | 2     | 41.137   | 1:51.010  | 118   | 31.550   | 2:07.489  | 10    | 1 LAP  | 2:25.705P | 26     | 21.991 | 1:49.724  |
| 2     | 33.862   | 1:48.955 | 18    | 1 LAP    | 2:05.126  | 126   | 7 LAPS   | 14:49.367 | 24    | 51.748 | 2:24.109P | 41     | 1 LAP  | 1:56.225  |
| 40    | 1:11.070 | 1:58.379 | 1     | 1:13.981 | 2:46.502P | 2     | 45.747   | 1:50.568  | 2     | 52.794 | 1:51.189  | 110    | 1 LAP  | 1:55.509  |
| 15    | 1:13.777 | 1:53.976 | 40    | 1:23.843 | 1:56.508  | 14    | 1 LAP    | 2:06.148  | 126   | 7 LAPS | 2:00.279  | 55     | 3 LAPS | 2:39.176  |
| 38    | 1:20.989 | 1:55.023 | 15    | 1:24.096 | 1:54.054  | 18    | 1 LAP    | 2:02.860  | 18    | 1 LAP  | 2:04.463  | 118    | 34.440 | 1:44.895  |
| 4     | 1:21.285 | 1:53.767 | 4     | 1:31.311 | 1:53.761  | 55    | 2 LAPS   | 2:32.843  | 14    | 1 LAP  | 2:05.453  | 38     | 1 LAP  | 2:39.516P |
| 23    | 1:28.266 | 2:00.889 | 38    | 1:31.861 | 1:54.607  | 15    | 1:34.429 | 1:56.291  |       |        |           | 2      | 56.586 | 1:48.863  |
| 10    | 1:28.461 | 1:58.070 | 21    | 1:37.071 | 1:51.973  | 40    | 1:36.120 | 1:58.235  |       |        |           | 126    | 7 LAPS | 1:58.034  |
| 21    | 1:28.833 | 1:52.820 | 3     | 1:44.881 | 1:55.271  | 4     | 1:42.080 | 1:56.727  |       |        |           | 18     | 1 LAP  | 2:01.199  |
| 3     | 1:33.345 | 1:52.851 |       |          |           | 21    | 1:42.472 | 1:51.359  |       |        |           | 14     | 1 LAP  | 2:02.097  |
| 110   | 1:36.554 | 1:54.483 |       |          |           | 38    | 1:44.057 | 1:58.154  |       |        |           |        |        |           |
| 41    | 1:36.719 | 1:53.866 |       |          |           |       |          |           |       |        |           |        |        |           |

CAR 5 - 10 SECOND PENALTY, OUT OF POSITION AT START  
Weather/Track - Cloudy/Dry

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 15:08 End: 15:39

# The James Hunt Trophy for Grand Prix Masters LAP CHART

(contd.)

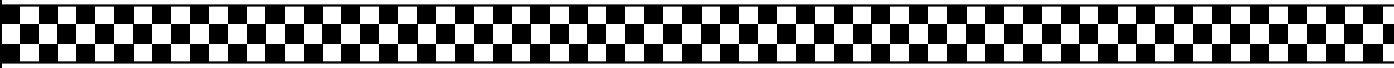
| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |          |          | Lap 14 |          |          | Lap 15 |          |          |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 16     |          | 1:42.674 | 16     |          | 1:42.655 | 16     |          | 1:41.660 | 16     |          | 1:42.406 | 16     |          | 1:42.125 |
| 20     | 0.600    | 1:43.100 | 20     | 0.249    | 1:42.304 | 20     | 0.996    | 1:42.407 | 20     | 0.420    | 1:41.830 | 20     | 0.978    | 1:42.683 |
| 21     | 1 LAP    | 1:52.663 | 18     | 2 LAPS   | 2:03.097 | 101    | 24.475   | 1:47.442 | 126    | 8 LAPS   | 1:58.584 | 126    | 8 LAPS   | 1:58.034 |
| 40     | 1 LAP    | 1:54.562 | 101    | 18.693   | 1:46.692 | 55     | 4 LAPS   | 2:33.405 | 101    | 30.281   | 1:48.212 | 101    | 33.644   | 1:45.488 |
| 101    | 14.656   | 1:48.030 | 14     | 2 LAPS   | 2:06.846 | 21     | 1 LAP    | 1:51.874 | 21     | 1 LAP    | 1:50.908 | 21     | 1 LAP    | 1:50.182 |
| 15     | 1 LAP    | 1:56.525 | 21     | 1 LAP    | 1:51.297 | 40     | 1 LAP    | 1:54.263 | 26     | 46.052   | 1:51.693 | 118    | 54.251   | 1:46.570 |
| 4      | 1 LAP    | 1:54.664 | 40     | 1 LAP    | 1:51.745 | 15     | 1 LAP    | 1:53.117 | 40     | 1 LAP    | 1:54.777 | 26     | 55.059   | 1:51.132 |
| 3      | 1 LAP    | 1:50.654 | 15     | 1 LAP    | 1:51.880 | 26     | 36.765   | 1:47.233 | 15     | 1 LAP    | 1:55.583 | 15     | 1 LAP    | 1:51.509 |
| 26     | 25.102   | 1:45.785 | 26     | 31.192   | 1:48.745 | 18     | 2 LAPS   | 2:06.302 | 118    | 49.806   | 1:50.225 | 40     | 1 LAP    | 1:53.475 |
| 41     | 1 LAP    | 1:52.358 | 4      | 1 LAP    | 1:53.613 | 4      | 1 LAP    | 1:51.407 | 4      | 1 LAP    | 1:52.403 | 4      | 1 LAP    | 1:50.457 |
| 118    | 35.844   | 1:44.078 | 3      | 1 LAP    | 1:53.597 | 118    | 41.987   | 1:45.398 | 3      | 1 LAP    | 1:50.574 | 3      | 1 LAP    | 1:50.830 |
| 110    | 1 LAP    | 1:58.018 | 118    | 38.249   | 1:45.060 | 3      | 1 LAP    | 1:53.128 | 18     | 2 LAPS   | 2:05.567 | 41     | 1 LAP    | 1:53.216 |
| 2      | 1:04.033 | 1:50.121 | 41     | 1 LAP    | 1:52.990 | 14     | 2 LAPS   | 2:14.125 | 41     | 1 LAP    | 1:53.048 | 18     | 2 LAPS   | 2:03.447 |
| 55     | 3 LAPS   | 2:31.916 | 110    | 1 LAP    | 1:59.425 | 41     | 1 LAP    | 1:51.044 | 14     | 2 LAPS   | 2:09.177 | 2      | 1:43.742 | 2:00.053 |
| 126    | 7 LAPS   | 1:58.345 | 2      | 1:12.305 | 1:50.927 | 110    | 1 LAP    | 1:58.277 | 55     | 4 LAPS   | 2:34.943 | 110    | 1 LAP    | 1:55.518 |
|        |          |          | 126    | 7 LAPS   | 1:57.870 | 2      | 1:18.151 | 1:47.506 | 2      | 1:25.814 | 1:50.069 | 14     | 2 LAPS   | 2:12.213 |
|        |          |          |        |          |          |        |          |          | 110    | 1 LAP    | 1:57.312 | 55     | 4 LAPS   | 2:29.441 |

CAR 5 - 10 SECOND PENALTY, OUT OF POSITION AT START  
Weather/Track - Cloudy/Dry

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 15:08 End: 15:39

# The James Hunt Trophy for Grand Prix Masters

## GRID - Race 10 - Amended

|  |              |             |
|--|--------------|-------------|
| ROW 12   | 5 HANSON     | 33 DAYTON   |
| ROW 11   | 126 KRAUSE   | 23 WRIGHT   |
| ROW 10   | 10 DELANE    | 1 WRIGLEY   |
| ROW 9  | 24 BAKER     | 38 WILCOX   |
| ROW 8  | 14 MAYDON    | 55 LYONS    |
| ROW 7  | 110 BLADON   | 18 RINI     |
| ROW 6  | 3 COPLOWE    | 41 DELANE   |
| ROW 5  | 40 KOGAN     | 4 LEWIS     |
| ROW 4  | 21 SAYLES    | 15 DURET    |
| ROW 3  | 26 LYONS     | 2 MORRISON  |
| ROW 2  | 101 WILLIAMS | 118 PERKINS |
| ROW 1  | 16 SYTNER    | 20 WUENSCH  |
| <b>POLE</b>  |              |             |
|  |              |             |

**CAR 5 - 10 SECOND PENALTY, OUT OF POSITION AT START**

**Weather/Track - Cloudy/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 15:08 End: 15:39

Clerk of Course:

Stewards:

Timekeeper:

# The Tony Brookes Trophy for HGPCA pre 1966 F1 cars

## RACE RESULT - Race 6

| POS | NO | CL | NAME                 | NAT | ENTRY                 | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|-----------------------|-----------|------|----------|-------|----------|
| 1   | 5  | 7  | Michael SCHRYVER     |     | Lotus 18              | 20:40.390 | 10   |          | 91.39 | 2:01.710 |
| 2   | 34 | 7  | Barry CANNELL        |     | Cooper T53            | 20:46.662 | 10   | 6.272    | 90.93 | 2:02.450 |
| 3   | 39 | 7  | John CLARK           |     | Cooper T51            | 21:02.223 | 10   | 21.833   | 89.81 | 2:03.634 |
| 4   | 1  | 7  | Philip WALKER        |     | Lotus 16              | 21:17.905 | 10   | 37.515   | 88.70 | 2:04.290 |
| 5   | 3  | 9  | Andrew SMITH         |     | Cooper T43            | 21:37.849 | 10   | 57.459   | 87.34 | 2:04.834 |
| 6   | 45 | 9  | Bill KIRKPATRICK     |     | Cooper T45            | 21:48.058 | 10   | 1:07.668 | 86.66 | 2:07.951 |
| 7   | 16 | 7  | Duncan DAYTON        |     | Lotus 16              | 21:54.735 | 10   | 1:14.345 | 86.22 | 2:03.716 |
| 8   | 29 | 7  | Alan BAILLIE         |     | Lotus 18              | 21:56.786 | 10   | 1:16.396 | 86.08 | 2:08.792 |
| 9   | 17 | 4  | Mark GILLIES         |     | ERA A-Type            | 22:00.511 | 10   | 1:20.121 | 85.84 | 2:09.112 |
| 10  | 2  | 8  | Rod JOLLEY           |     | Monza Lister Jaguar   | 22:04.969 | 10   | 1:24.579 | 85.55 | 2:10.206 |
| 11  | 18 | 7  | Roy WALZER           |     | Lotus 18              | 22:16.737 | 10   | 1:36.347 | 84.80 | 2:10.944 |
| 12  | 21 | 6  | Burckhard VON SCHENK |     | Maserati 250F         | 22:18.139 | 10   | 1:37.749 | 84.71 | 2:10.438 |
| 13  | 77 | 10 | Mark GRIFFITHS       |     | Lotus 18              | 22:23.724 | 10   | 1:43.334 | 84.36 | 2:11.983 |
| 14  | 7  | 6  | Nick WIGLEY          |     | Connaught B4          | 22:29.919 | 10   | 1:49.529 | 83.97 | 2:11.645 |
| 15  | 12 | 9  | Sebastian WELCH      |     | Cooper T45            | 22:30.625 | 10   | 1:50.235 | 83.93 | 2:11.292 |
| 16  | 26 | 7  | Marshall BAILEY      |     | JBW F1                | 22:51.782 | 10   | 2:11.392 | 82.63 | 2:14.341 |
| 17  | 31 | 10 | Michael WINDSOR-PRIC |     | Emeryson F1           | 22:52.365 | 10   | 2:11.975 | 82.60 | 2:14.185 |
| 18  | 51 | 1  | Charles DEAN         |     | Bugatti T51           | 20:44.675 | 9    | 1 LAP    | 81.98 | 2:15.581 |
| 19  | 27 | 6  | Jose ALBUQUERQUE     |     | Maserati 250F         | 20:47.376 | 9    | 1 LAP    | 81.80 | 2:14.950 |
| 20  | 46 | 9  | Tania PILKINGTON     |     | Cooper T43            | 20:48.213 | 9    | 1 LAP    | 81.75 | 2:15.749 |
| 21  | 58 | 7  | Chris DRAKE          |     | Lotus 16              | 20:52.396 | 9    | 1 LAP    | 81.47 | 2:15.293 |
| 22  | 35 | 9  | Jean Louis DURET     |     | Cooper T51            | 20:53.365 | 9    | 1 LAP    | 81.41 | 2:12.920 |
| 23  | 4  | 5  | Bob GILBERT          |     | Connaught Al10        | 20:56.726 | 9    | 1 LAP    | 81.19 | 2:16.314 |
| 24  | 19 | 5  | Paul GRANT           |     | Cooper Bristol MkII   | 20:57.612 | 9    | 1 LAP    | 81.13 | 2:15.824 |
| 25  | 8  | 5  | Brian HORWOOD        |     | Cooper Bristol        | 20:58.291 | 9    | 1 LAP    | 81.09 | 2:16.827 |
| 26  | 28 | 7  | Richard PARNELL      |     | Walker Climax Tec Mec | 21:26.581 | 9    | 1 LAP    | 79.31 | 2:16.533 |
| 27  | 9  | 3  | Richard LAST         |     | MG K3                 | 21:38.379 | 9    | 1 LAP    | 78.59 | 2:21.457 |
| 28  | 33 | 1  | Dick SMITH           |     | Frazer Nash Nurburg   | 21:55.368 | 9    | 1 LAP    | 77.57 | 2:23.180 |
| 29  | 20 | 5  | Barry WOOD           |     | Cooper Bristol        | 22:05.985 | 9    | 1 LAP    | 76.95 | 2:24.241 |
| 30  | 43 | 7  | Geoff WILLIAMS       |     | Cooper T43            | 21:05.982 | 8    | 2 LAPS   | 71.66 | 2:30.818 |
| 31  | 14 | 5  | Mary GRANT-JONKERS   |     | Cooper Bristol MkII   | 22:29.634 | 8    | 2 LAPS   | 67.22 | 2:44.887 |
| 32  | 37 | 1  | Marcel SONTROP       |     | Bugatti T37           | 23:07.424 | 8    | 2 LAPS   | 65.39 | 2:49.048 |

### NOT CLASSIFIED

|    |    |                      |                |           |   |        |       |          |
|----|----|----------------------|----------------|-----------|---|--------|-------|----------|
| 74 | 4  | Duncan RICKETTS      | ERA E-Type     | 18:09.285 | 8 | D.N.F. | 83.28 | 2:12.666 |
| 23 | 7  | Julian BRONSON       | Cooper T43     | 11:32.800 | 5 | D.N.F. | 81.94 | 2:11.628 |
| 72 | 6  | David BENNETT        | Maserati A6GCM | 10:06.593 | 4 | D.N.F. | 74.92 | 2:26.878 |
| 36 | 7  | Christopher MANN     | Lotus 18       | 6:58.978  | 3 | D.N.F. | 81.46 | 2:10.714 |
| 41 | 10 | David PRATLEY        | Lola Mk3       | 6:14.779  | 2 | D.N.F. | 60.87 | 2:48.217 |
| 10 | 7  | Adrian VAN DER KROFT | Cooper T51     | 13:28.209 | 2 | D.N.F. | 28.22 |          |
| 24 | 7  | Joaquin FOLCH        | Lotus 16       | 2:58.514  | 1 | D.N.F. | 64.39 |          |

### FASTEST LAP

|              |    |                      |                     |          |   |          |           |
|--------------|----|----------------------|---------------------|----------|---|----------|-----------|
| 5            | 7  | Michael SCHRYVER     | Lotus 18            | 2:01.710 | 4 | 92.99mph | 149.66kph |
| 3            | 9  | Andrew SMITH         | Cooper T43          | 2:04.834 | 2 | 90.66mph | 145.91kph |
| 17           | 4  | Mark GILLIES         | ERA A-Type          | 2:09.112 | 8 | 87.66mph | 141.08kph |
| 2            | 8  | Rod JOLLEY           | Monza Lister Jaguar | 2:10.206 | 3 | 86.92mph | 139.89kph |
| 21           | 6  | Burckhard VON SCHENK | Maserati 250F       | 2:10.438 | 3 | 86.77mph | 139.64kph |
| 77           | 10 | Mark GRIFFITHS       | Lotus 18            | 2:11.983 | 3 | 85.75mph | 138.01kph |
| 51           | 1  | Charles DEAN         | Bugatti T51         | 2:15.581 | 3 | 83.48mph | 134.34kph |
| 19           | 5  | Paul GRANT           | Cooper Bristol MkII | 2:15.824 | 8 | 83.09mph | 134.10kph |
| Richard VASY |    | MG K3                |                     | 2:21.457 | 5 | 80.01mph | 128.76kph |

Weather/Track: Cloudy/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.  
 Circuit Length: 3.1440 miles  
 Start: 15:55 End: 16:16

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



## The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

|          |                         |                      |
|----------|-------------------------|----------------------|
| <b>1</b> | <b>Philip WALKER</b>    | Lotus 16             |
| 1 -      | 2:28.798                | 6 - 2:04.841         |
| 2 -      | 2:05.989                | 7 - 2:05.946         |
| 3 -      | 2:06.156                | 8 - 2:05.833         |
| 4 -      | 2:04.600                | 9 - 2:06.041         |
| 5 -      | <b>2:04.290</b>         | 10 - 2:05.411        |
| <b>2</b> | <b>Rod JOLLEY</b>       | Monza Lister Jaguar  |
| 1 -      | 2:22.912                | 6 - 2:11.819         |
| 2 -      | 2:12.190                | 7 - 2:10.937         |
| 3 -      | <b>2:10.206</b>         | 8 - 2:11.252         |
| 4 -      | 2:10.443                | 9 - 2:12.128         |
| 5 -      | 2:12.206                | 10 - 2:10.876        |
| <b>3</b> | <b>Andrew SMITH</b>     | Cooper T43           |
| 1 -      | 2:13.772                | 6 - 2:12.326         |
| 2 -      | <b>2:04.834</b>         | 7 - 2:08.630         |
| 3 -      | 2:06.087                | 8 - 2:10.672         |
| 4 -      | 2:07.124                | 9 - 2:10.734         |
| 5 -      | 2:11.657                | 10 - 2:12.013        |
| <b>4</b> | <b>Bob GILBERT</b>      | Connaught A110       |
| 1 -      | 2:38.274                | 6 - 2:16.792         |
| 2 -      | 2:19.297                | 7 - 2:16.546         |
| 3 -      | 2:17.338                | 8 - 2:17.383         |
| 4 -      | 2:17.450                | 9 - 2:17.332         |
| 5 -      | <b>2:16.314</b>         |                      |
| <b>5</b> | <b>Michael SCHRYVER</b> | Lotus 18             |
| 1 -      | 2:10.703                | 6 - 2:02.621         |
| 2 -      | 2:02.550                | 7 - 2:03.403         |
| 3 -      | 2:02.057                | 8 - 2:04.477         |
| 4 -      | <b>2:01.710</b>         | 9 - 2:03.790         |
| 5 -      | 2:02.985                | 10 - 2:06.094        |
| <b>7</b> | <b>Nick WIGLEY</b>      | Connaught B4         |
| 1 -      | 2:30.353                | 6 - 2:14.110         |
| 2 -      | 2:15.369                | 7 - 2:13.896         |
| 3 -      | 2:13.082                | 8 - 2:13.461         |
| 4 -      | 2:13.445                | 9 - 2:12.099         |
| 5 -      | 2:12.459                | 10 - <b>2:11.645</b> |
| <b>8</b> | <b>Brian HORWOOD</b>    | Cooper Bristol       |
| 1 -      | 2:37.253                | 6 - 2:19.062         |
| 2 -      | 2:17.913                | 7 - 2:16.899         |
| 3 -      | 2:17.322                | 8 - 2:18.312         |
| 4 -      | 2:17.280                | 9 - 2:17.423         |
| 5 -      | <b>2:16.827</b>         |                      |

# The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                             |                      |
|-----------|-----------------------------|----------------------|
| <b>9</b>  | <b>Richard LAST</b>         | MG K3                |
| 1 -       | 2:38.016                    | 6 - 2:22.543         |
| 2 -       | 2:23.576                    | 7 - 2:22.214         |
| 3 -       | 2:22.162                    | 8 - 2:21.563         |
| 4 -       | 2:23.188                    | 9 - 2:23.660         |
| 5 -       | <b>2:21.457</b>             |                      |
| <b>10</b> | <b>Adrian VAN DER KROFT</b> | Cooper T51           |
| 1 -       | 3:01.491P                   |                      |
| 2 -       | X:00.000P                   |                      |
| <b>12</b> | <b>Sebastian WELCH</b>      | Cooper T45           |
| 1 -       | 2:29.682                    | 6 - 2:12.901         |
| 2 -       | 2:16.270                    | 7 - 2:14.060         |
| 3 -       | 2:13.934                    | 8 - 2:14.257         |
| 4 -       | 2:13.267                    | 9 - 2:11.956         |
| 5 -       | 2:13.006                    | 10 - <b>2:11.292</b> |
| <b>14</b> | <b>Mary GRANT-JONKERS</b>   | Cooper Bristol MkII  |
| 1 -       | 2:59.660                    | 6 - 2:46.852         |
| 2 -       | 2:45.838                    | 7 - 2:46.526         |
| 3 -       | <b>2:44.887</b>             | 8 - 2:48.140         |
| 4 -       | 2:48.307                    |                      |
| 5 -       | 2:49.424                    |                      |
| <b>16</b> | <b>Duncan DAYTON</b>        | Lotus 16             |
| 1 -       | 2:38.748                    | 6 - 2:07.773         |
| 2 -       | 2:08.474                    | 7 - 2:05.383         |
| 3 -       | 2:05.557                    | 8 - <b>2:03.716</b>  |
| 4 -       | 2:05.690                    | 9 - 2:05.602         |
| 5 -       | 2:27.700                    | 10 - 2:06.092        |
| <b>17</b> | <b>Mark GILLIES</b>         | ERA A-Type           |
| 1 -       | 2:22.015                    | 6 - 2:10.892         |
| 2 -       | 2:11.144                    | 7 - 2:10.394         |
| 3 -       | 2:11.228                    | 8 - <b>2:09.112</b>  |
| 4 -       | 2:10.834                    | 9 - 2:10.691         |
| 5 -       | 2:11.986                    | 10 - 2:12.215        |
| <b>18</b> | <b>Roy WALZER</b>           | Lotus 18             |
| 1 -       | 2:26.243                    | 6 - 2:11.344         |
| 2 -       | 2:13.328                    | 7 - 2:14.358         |
| 3 -       | 2:11.573                    | 8 - 2:12.506         |
| 4 -       | 2:11.763                    | 9 - 2:12.870         |
| 5 -       | <b>2:10.944</b>             | 10 - 2:11.808        |

# The Tony Brookes Trophy for HGPCA pre 1966 F1 cars

## LAP ANALYSIS

(contd.)

|           |                             |                     |
|-----------|-----------------------------|---------------------|
| <b>19</b> | <b>Paul GRANT</b>           | Cooper Bristol MkII |
| 1 -       | 2:37.902                    | 6 - 2:17.846        |
| 2 -       | 2:18.829                    | 7 - 2:17.256        |
| 3 -       | 2:17.303                    | 8 - <b>2:15.824</b> |
| 4 -       | 2:16.737                    | 9 - 2:17.841        |
| 5 -       | 2:18.074                    |                     |
| <b>20</b> | <b>Barry WOOD</b>           | Cooper Bristol      |
| 1 -       | 2:41.352                    | 6 - <b>2:24.241</b> |
| 2 -       | 2:27.042                    | 7 - 2:24.514        |
| 3 -       | 2:26.131                    | 8 - 2:26.044        |
| 4 -       | 2:26.621                    | 9 - 2:25.517        |
| 5 -       | 2:24.523                    |                     |
| <b>21</b> | <b>Burckhard VON SCHENK</b> | Maserati 250F       |
| 1 -       | 2:29.592                    | 6 - 2:11.869        |
| 2 -       | 2:12.392                    | 7 - 2:14.397        |
| 3 -       | <b>2:10.438</b>             | 8 - 2:12.507        |
| 4 -       | 2:12.013                    | 9 - 2:12.050        |
| 5 -       | 2:10.638                    | 10 - 2:12.243       |
| <b>23</b> | <b>Julian BRONSON</b>       | Cooper T43          |
| 1 -       | 2:27.098                    |                     |
| 2 -       | 2:13.311                    |                     |
| 3 -       | <b>2:11.628</b>             |                     |
| 4 -       | 2:14.859                    |                     |
| 5 -       | 2:25.904P                   |                     |
| <b>24</b> | <b>Joaquin FOLCH</b>        | Lotus 16            |
| 1 -       | 2:58.514P                   |                     |
| <b>26</b> | <b>Marshall BAILEY</b>      | JBW F1              |
| 1 -       | 2:31.416                    | 6 - 2:17.092        |
| 2 -       | 2:17.088                    | 7 - 2:15.353        |
| 3 -       | <b>2:14.341</b>             | 8 - 2:15.124        |
| 4 -       | 2:15.019                    | 9 - 2:15.699        |
| 5 -       | 2:15.756                    | 10 - 2:14.894       |
| <b>27</b> | <b>Jose ALBUQUERQUE</b>     | Maserati 250F       |
| 1 -       | 2:34.004                    | 6 - 2:18.487        |
| 2 -       | 2:16.640                    | 7 - 2:17.129        |
| 3 -       | 2:17.370                    | 8 - 2:15.437        |
| 4 -       | <b>2:14.950</b>             | 9 - 2:15.901        |
| 5 -       | 2:17.458                    |                     |

## The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                             |                       |
|-----------|-----------------------------|-----------------------|
| <b>28</b> | <b>Richard PARNELL</b>      | Walker Climax Tec Mec |
| 1 -       | 2:44.082                    | 6 - 2:21.815          |
| 2 -       | 2:23.525                    | 7 - 2:19.741          |
| 3 -       | 2:20.765                    | 8 - <b>2:16.533</b>   |
| 4 -       | 2:21.535                    | 9 - 2:18.708          |
| 5 -       | 2:19.877                    |                       |
| <b>29</b> | <b>Alan BAILLIE</b>         | Lotus 18              |
| 1 -       | 2:23.743                    | 6 - 2:09.340          |
| 2 -       | 2:10.202                    | 7 - 2:10.426          |
| 3 -       | 2:09.863                    | 8 - <b>2:08.792</b>   |
| 4 -       | 2:11.235                    | 9 - 2:10.572          |
| 5 -       | 2:11.520                    | 10 - 2:11.093         |
| <b>31</b> | <b>Michael WINDSOR-PRIC</b> | Emeryson F1           |
| 1 -       | 2:32.176                    | 6 - 2:16.905          |
| 2 -       | 2:17.361                    | 7 - 2:15.359          |
| 3 -       | 2:14.283                    | 8 - 2:14.300          |
| 4 -       | <b>2:14.185</b>             | 9 - 2:15.856          |
| 5 -       | 2:16.152                    | 10 - 2:15.788         |
| <b>33</b> | <b>Dick SMITH</b>           | Frazer Nash Nurburg   |
| 1 -       | 2:39.493                    | 6 - 2:24.584          |
| 2 -       | <b>2:23.180</b>             | 7 - 2:26.077          |
| 3 -       | 2:23.640                    | 8 - 2:25.977          |
| 4 -       | 2:23.285                    | 9 - 2:24.880          |
| 5 -       | 2:24.252                    |                       |
| <b>34</b> | <b>Barry CANNELL</b>        | Cooper T53            |
| 1 -       | 2:13.076                    | 6 - 2:03.550          |
| 2 -       | <b>2:02.450</b>             | 7 - 2:03.264          |
| 3 -       | 2:02.726                    | 8 - 2:04.736          |
| 4 -       | 2:03.421                    | 9 - 2:04.074          |
| 5 -       | 2:03.777                    | 10 - 2:05.588         |
| <b>35</b> | <b>Jean Louis DURET</b>     | Cooper T51            |
| 1 -       | 2:35.738                    | 6 - 2:16.101          |
| 2 -       | 2:15.559                    | 7 - 2:14.696          |
| 3 -       | 2:16.317                    | 8 - 2:14.869          |
| 4 -       | 2:14.087                    | 9 - 2:33.078          |
| 5 -       | <b>2:12.920</b>             |                       |
| <b>36</b> | <b>Christopher MANN</b>     | Lotus 18              |
| 1 -       | 2:34.226                    |                       |
| 2 -       | 2:14.038                    |                       |
| 3 -       | <b>2:10.714</b>             |                       |

## The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

|           |                         |                     |
|-----------|-------------------------|---------------------|
| <b>37</b> | <b>Marcel SONTROP</b>   | Bugatti T37         |
| 1 -       | 3:06.388                | 6 - <b>2:49.048</b> |
| 2 -       | 2:52.108                | 7 - 2:52.076        |
| 3 -       | 2:52.031                | 8 - 2:52.539        |
| 4 -       | 2:53.051                |                     |
| 5 -       | 2:50.183                |                     |
| <b>39</b> | <b>John CLARK</b>       | Cooper T51          |
| 1 -       | 2:12.897                | 6 - 2:05.731        |
| 2 -       | 2:03.892                | 7 - 2:06.207        |
| 3 -       | <b>2:03.634</b>         | 8 - 2:08.280        |
| 4 -       | 2:04.106                | 9 - 2:06.196        |
| 5 -       | 2:05.262                | 10 - 2:06.018       |
| <b>41</b> | <b>David PRATLEY</b>    | Lola Mk3            |
| 1 -       | <b>2:48.217</b>         |                     |
| 2 -       | 3:26.562P               |                     |
| <b>43</b> | <b>Geoff WILLIAMS</b>   | Cooper T43          |
| 1 -       | 2:48.344                | 6 - 2:38.829        |
| 2 -       | <b>2:30.818</b>         | 7 - 2:39.559        |
| 3 -       | 2:34.946                | 8 - 2:39.790        |
| 4 -       | 2:36.791                |                     |
| 5 -       | 2:36.905                |                     |
| <b>45</b> | <b>Bill KIRKPATRICK</b> | Cooper T45          |
| 1 -       | 2:21.791                | 6 - 2:09.027        |
| 2 -       | 2:09.274                | 7 - 2:09.135        |
| 3 -       | 2:09.481                | 8 - 2:09.038        |
| 4 -       | <b>2:07.951</b>         | 9 - 2:13.225        |
| 5 -       | 2:09.477                | 10 - 2:09.659       |
| <b>46</b> | <b>Tania PILKINGTON</b> | Cooper T43          |
| 1 -       | 2:33.760                | 6 - <b>2:15.749</b> |
| 2 -       | 2:18.828                | 7 - 2:16.541        |
| 3 -       | 2:17.356                | 8 - 2:16.304        |
| 4 -       | 2:16.263                | 9 - 2:16.956        |
| 5 -       | 2:16.456                |                     |
| <b>51</b> | <b>Charles DEAN</b>     | Bugatti T51         |
| 1 -       | 2:33.140                | 6 - 2:16.469        |
| 2 -       | 2:17.344                | 7 - 2:16.047        |
| 3 -       | <b>2:15.581</b>         | 8 - 2:16.688        |
| 4 -       | 2:15.835                | 9 - 2:17.144        |
| 5 -       | 2:16.427                |                     |

## The Tony Brookes Trophy for HGPCA pre 1966 F1 cars LAP ANALYSIS

(contd.)

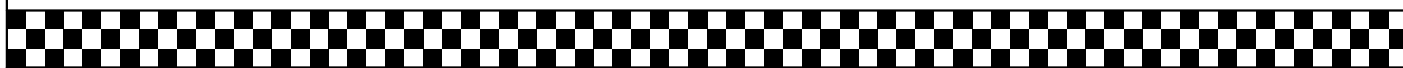
|           |                        |                     |
|-----------|------------------------|---------------------|
| <b>58</b> | <b>Chris DRAKE</b>     | Lotus 16            |
| 1 -       | 2:36.336               | 6 - 2:15.942        |
| 2 -       | 2:17.206               | 7 - <b>2:15.293</b> |
| 3 -       | 2:16.753               | 8 - 2:16.429        |
| 4 -       | 2:16.764               | 9 - 2:21.310        |
| 5 -       | 2:16.363               |                     |
| <b>72</b> | <b>David BENNETT</b>   | Maserati A6GCM      |
| 1 -       | 2:45.480               |                     |
| 2 -       | <b>2:26.878</b>        |                     |
| 3 -       | 2:26.951               |                     |
| 4 -       | 2:27.284               |                     |
| <b>74</b> | <b>Duncan RICKETTS</b> | ERA E-Type          |
| 1 -       | 2:28.368               | 6 - 2:15.611        |
| 2 -       | 2:14.561               | 7 - 2:14.581        |
| 3 -       | <b>2:12.666</b>        | 8 - 2:16.319        |
| 4 -       | 2:13.285               |                     |
| 5 -       | 2:13.894               |                     |
| <b>77</b> | <b>Mark GRIFFITHS</b>  | Lotus 18            |
| 1 -       | 2:25.699               | 6 - 2:13.124        |
| 2 -       | 2:12.278               | 7 - 2:13.657        |
| 3 -       | <b>2:11.983</b>        | 8 - 2:12.924        |
| 4 -       | 2:12.854               | 9 - 2:13.140        |
| 5 -       | 2:13.174               | 10 - 2:14.891       |

# The John Cooper Trophy for HGPCA pre 1966 F1 cars

## GRID - Race 13 - Amended

|        |    |               |    |
|--------|----|---------------|----|
| ROW 20 | 24 | FOLCH         |    |
| ROW 19 | 41 | PRATLEY       | 10 |
| ROW 18 | 72 | BENNETT       | 36 |
| ROW 17 | 74 | RICKETTS      | 23 |
| ROW 16 | 14 | GRANT-JONKERS | 37 |
| ROW 15 | 20 | WOOD          | 43 |
| ROW 14 | 9  | LAST          | 33 |
| ROW 13 | 8  | HORWOOD       | 28 |
| ROW 12 | 4  | GILBERT       | 19 |
| ROW 11 | 58 | DRAKE         | 35 |
| ROW 10 | 27 | ALBUQUERQUE   | 46 |
| ROW 9  | 31 | WINDSOR-PRIC  | 51 |
| ROW 8  | 12 | WELCH         | 26 |
| ROW 7  | 77 | GRIFFITHS     | 7  |
| ROW 6  | 18 | WALZER        | 21 |
| ROW 5  | 17 | GILLIES       | 2  |
| ROW 4  | 16 | DAYTON        | 29 |
| ROW 3  | 3  | SMITH         | 45 |
| ROW 2  | 39 | CLARK         | 1  |
| ROW 1  | 5  | SCHRYVER      | 34 |

POLE



Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 14:53 End: 15:13

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 RACE RESULT - Race 7

| POS | NO | CL  | NAME                | NAT | ENTRY                  | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|----|-----|---------------------|-----|------------------------|-----------|------|----------|--------|----------|
| 1   | 40 | A   | Simon HADFIELD      | GB  | Chevron B37            | 20:55.971 | 12   |          | 108.28 | 1:41.925 |
| 2   | 16 | A   | Mike WRIGLEY        | GB  | Lola T330/332          | 21:09.074 | 12   | 13.103   | 107.16 | 1:43.071 |
| 3   | 91 | F2C | Christian FISCHER   | CH  | March 772              | 21:37.331 | 12   | 41.360   | 104.82 | 1:45.993 |
| 4   | 65 | A   | Frank LYONS         | GB  | Lola T332              | 21:56.230 | 12   | 1:00.259 | 103.32 | 1:45.128 |
| 5   | 4  | A   | Michael SCHRYVER    | GB  | Trojan T101            | 21:59.116 | 12   | 1:03.145 | 103.09 | 1:46.362 |
| 6   | 74 | A   | Ian GILES           | GB  | Gurney Eagle FA74      | 22:11.167 | 12   | 1:15.196 | 102.16 | 1:47.872 |
| 7   | 14 | A   | Murray SINCLAIR     | NZ  | Lola T332              | 22:11.622 | 12   | 1:15.651 | 102.12 | 1:48.804 |
| 8   | 70 | A   | James DENTY         | GB  | Lotus 70               | 22:15.906 | 12   | 1:19.935 | 101.80 | 1:48.657 |
| 9   | 45 | A   | John CRAWFORD       | NZ  | McRae GM1              | 22:22.369 | 12   | 1:26.398 | 101.31 | 1:49.531 |
| 10  | 48 | F2C | Chris ALFORD        | GB  | March 762              | 22:23.277 | 12   | 1:27.306 | 101.24 | 1:49.401 |
| 11  | 99 | A   | Peter DUNN          | GB  | March 73A              | 22:23.347 | 12   | 1:27.376 | 101.23 | 1:49.529 |
| 12  | 95 | F2B | Walter HOFFMAN      | GER | March 712M             | 22:29.623 | 12   | 1:33.652 | 100.76 | 1:50.784 |
| 13  | 10 | A   | John BLADON         | GB  | Surtees TS9B           | 21:06.778 | 11   | 1 LAP    | 98.42  | 1:52.140 |
| 14  | 28 | A   | Keith NORRIS        | GB  | Chevron B28            | 21:11.736 | 11   | 1 LAP    | 98.03  | 1:52.882 |
| 15  | 31 | A   | David ABBOTT        | NZ  | Lola T430              | 21:23.198 | 11   | 1 LAP    | 97.16  | 1:53.800 |
| 16  | 24 | F2C | Wolfgang MATHAI     | GER | Toj                    | 21:31.484 | 11   | 1 LAP    | 96.53  | 1:55.044 |
| 17  | 77 | F2A | Amanda WHITTAKER    | GB  | Chevron B34            | 21:31.883 | 11   | 1 LAP    | 96.50  | 1:55.194 |
| 18  | 3  | F2C | Christian MILLION   | FRA | Ralt RT1 BMW           | 21:47.728 | 11   | 1 LAP    | 95.34  | 1:55.723 |
| 19  | 15 | A   | Stan REDMOND        | NZ  | Lola T332              | 21:56.015 | 11   | 1 LAP    | 94.74  | 1:56.372 |
| 20  | 62 | A   | Nick SHRIGLEY-FIEGL | GB  | Lola T300              | 21:56.644 | 11   | 1 LAP    | 94.69  | 1:57.109 |
| 21  | 6  | A   | Matthew WURR        | GB  | McLaren M10B           | 22:16.722 | 11   | 1 LAP    | 93.27  | 1:57.585 |
| 22  | 11 | A   | Adrian STOOP        | GER | Trojan T101            | 22:24.832 | 11   | 1 LAP    | 92.71  | 1:59.527 |
| 23  | 94 | F2A | Hermann UNOLD       | GER | Lotus 69               | 21:17.209 | 10   | 2 LAPS   | 88.75  | 2:03.460 |
| 24  | 76 | A   | Mike GATT           | GB  | Techcraft Brabham BT21 | 21:20.832 | 10   | 2 LAPS   | 88.50  | 2:03.912 |
| 25  | 47 | A   | Paul CHRISTIE       | NZ  | Lola T190              | 21:21.628 | 10   | 2 LAPS   | 88.45  | 2:03.773 |
| 26  | 63 | A   | Josephine SEBESTIAN | GB  | Lola T300              | 21:22.992 | 10   | 2 LAPS   | 88.35  | 2:05.276 |
| 27  | 18 | A   | Kerry ANDERSON      | NZ  | Lola T142              | 21:26.870 | 10   | 2 LAPS   | 88.09  | 2:05.293 |
| 28  | 93 | A   | David WOOD          | GB  | Lola T142              | 21:27.699 | 10   | 2 LAPS   | 88.03  | 2:05.045 |
| 29  | 59 | F2B | Richard SPELBERG    | GER | Lotus 59               | 22:58.644 | 10   | 2 LAPS   | 82.22  | 2:11.621 |
| 30  | 82 | F2A | Thierry DE MORTIER  | B   | Brabham BT23           | 23:07.385 | 10   | 2 LAPS   | 81.70  | 2:12.492 |
| 31  | 36 | F2C | Ralph LEDAMUN       | GB  | March 742              | 21:31.843 | 9    | 3 LAPS   | 78.98  | 2:14.814 |

## NOT CLASSIFIED

|    |     |              |     |             |           |   |        |        |          |
|----|-----|--------------|-----|-------------|-----------|---|--------|--------|----------|
| 19 | A   | Noel ATLEY   | NZ  | Begg 018    | 15:29.842 | 8 | D.N.F. | 97.56  | 1:52.519 |
| 41 | B   | Abba KOGAN   | BRZ | Tecno F2    | 16:00.503 | 8 | D.N.F. | 94.45  | 1:53.510 |
| 51 | F2B | Mark LINSTON | GB  | Tecno T69   | 13:57.035 | 7 | D.N.F. | 94.86  | 1:54.856 |
| 9  | A   | Edwin JOWSEY | GB  | Lola T400   | 15:43.524 | 7 | D.N.F. | 84.15  | 1:43.855 |
| 5  | A   | Marcus PYE   | GB  | Lola T330   | 9:16.177  | 5 | D.N.F. | 102.06 | 1:48.480 |
| 22 | A   | Stuart LUSH  | NZ  | McRae GM1   | 10:40.097 | 5 | D.N.F. | 88.68  | 1:51.548 |
| 55 | A   | Judy LYONS   | GB  | McLaren M18 | 5:50.552  | 2 | D.N.F. | 65.07  | 2:57.017 |

## FASTEST LAP

|    |     |                   |  |             |          |    |           |           |
|----|-----|-------------------|--|-------------|----------|----|-----------|-----------|
| 40 | A   | Simon HADFIELD    |  | Chevron B37 | 1:41.925 | 2  | 111.04mph | 178.71kph |
| 91 | F2C | Christian FISCHER |  | March 772   | 1:45.993 | 8  | 106.78mph | 171.85kph |
| 95 | F2B | Walter HOFFMAN    |  | March 712M  | 1:50.784 | 3  | 102.16mph | 164.42kph |
| 41 | B   | Abba KOGAN        |  | Tecno F2    | 1:53.510 | 5  | 99.71mph  | 160.47kph |
| 77 | F2A | Amanda WHITTAKER  |  | Chevron B34 | 1:55.194 | 10 | 98.25mph  | 158.12kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 16:29 End: 16:50

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|



# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP CHART

| Lap 1 |          |          | Lap 2 |          |          | Lap 3 |          |           | Lap 4 |          |          | Lap 5 |          |          |
|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|-------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 40    |          | 1:44.500 | 40    |          | 1:41.925 | 40    |          | 1:42.991  | 40    |          | 1:44.374 | 40    |          | 1:47.001 |
| 9     | 1.877    | 1:46.377 | 9     | 3.807    | 1:43.855 | 16    | 6.445    | 1:43.943  | 59    | 1 LAP    | 2:14.010 | 47    | 1 LAP    | 2:05.371 |
| 16    | 4.347    | 1:48.847 | 16    | 5.493    | 1:43.071 | 65    | 13.294   | 1:45.816  | 16    | 6.110    | 1:44.039 | 94    | 1 LAP    | 2:06.772 |
| 65    | 5.455    | 1:49.955 | 65    | 10.469   | 1:46.939 | 91    | 16.168   | 1:47.283  | 36    | 1 LAP    | 2:17.588 | 63    | 1 LAP    | 2:06.732 |
| 91    | 7.087    | 1:51.587 | 91    | 11.876   | 1:46.714 | 5     | 23.096   | 1:50.878  | 82    | 1 LAP    | 2:16.185 | 76    | 1 LAP    | 2:06.599 |
| 5     | 8.654    | 1:53.154 | 5     | 15.209   | 1:48.480 | 74    | 23.975   | 1:48.602  | 65    | 14.820   | 1:45.900 | 16    | 4.922    | 1:45.813 |
| 70    | 9.579    | 1:54.079 | 70    | 17.472   | 1:49.818 | 70    | 24.368   | 1:49.887  | 91    | 18.478   | 1:46.684 | 18    | 1 LAP    | 2:07.103 |
| 45    | 12.197   | 1:56.697 | 74    | 18.364   | 1:47.872 | 9     | 26.217   | 2:05.401P | 74    | 30.625   | 1:51.024 | 93    | 1 LAP    | 2:07.517 |
| 74    | 12.417   | 1:56.917 | 45    | 21.656   | 1:51.384 | 45    | 29.499   | 1:50.834  | 5     | 31.063   | 1:52.341 | 65    | 15.943   | 1:48.124 |
| 14    | 13.523   | 1:58.023 | 14    | 22.354   | 1:50.756 | 14    | 29.853   | 1:50.490  | 70    | 31.545   | 1:51.551 | 91    | 18.762   | 1:47.285 |
| 48    | 13.654   | 1:58.154 | 95    | 1 LAP    | 3:49.191 | 95    | 1 LAP    | 1:51.370  | 45    | 36.436   | 1:51.311 | 74    | 33.482   | 1:49.858 |
| 99    | 15.109   | 1:59.609 | 48    | 23.796   | 1:52.067 | 48    | 31.607   | 1:50.802  | 14    | 36.741   | 1:51.262 | 70    | 34.972   | 1:50.428 |
| 19    | 17.424   | 2:01.924 | 99    | 25.105   | 1:51.921 | 99    | 33.677   | 1:51.563  | 95    | 1 LAP    | 1:50.784 | 5     | 35.386   | 1:51.324 |
| 10    | 18.024   | 2:02.524 | 19    | 28.018   | 1:52.519 | 4     | 35.640   | 1:48.766  | 48    | 38.308   | 1:51.075 | 59    | 1 LAP    | 2:17.303 |
| 22    | 18.517   | 2:03.017 | 22    | 29.248   | 1:52.656 | 22    | 38.211   | 1:51.954  | 4     | 39.519   | 1:48.253 | 14    | 42.721   | 1:52.981 |
| 31    | 19.336   | 2:03.836 | 4     | 29.865   | 1:51.034 | 19    | 39.354   | 1:54.327  | 99    | 42.841   | 1:53.538 | 45    | 43.029   | 1:53.594 |
| 51    | 19.893   | 2:04.393 | 10    | 30.396   | 1:54.297 | 10    | 39.545   | 1:52.140  | 22    | 45.385   | 1:51.548 | 4     | 43.437   | 1:50.919 |
| 24    | 20.357   | 2:04.857 | 31    | 32.102   | 1:54.691 | 55    | 1 LAP    | 2:53.535P | 10    | 48.648   | 1:53.477 | 95    | 1 LAP    | 1:53.709 |
| 4     | 20.756   | 2:05.256 | 51    | 33.557   | 1:55.589 | 31    | 43.180   | 1:54.069  | 19    | 49.601   | 1:54.621 | 48    | 44.999   | 1:53.692 |
| 77    | 21.065   | 2:05.565 | 24    | 33.671   | 1:55.239 | 24    | 46.316   | 1:55.636  | 31    | 52.859   | 1:54.053 | 99    | 47.665   | 1:51.825 |
| 41    | 21.672   | 2:06.172 | 41    | 33.990   | 1:54.243 | 51    | 47.227   | 1:56.661  | 41    | 58.361   | 1:55.103 | 82    | 1 LAP    | 2:21.149 |
| 3     | 21.862   | 2:06.362 | 77    | 35.787   | 1:56.647 | 41    | 47.632   | 1:56.633  | 24    | 59.280   | 1:57.338 | 36    | 1 LAP    | 2:26.171 |
| 28    | 24.658   | 2:09.158 | 28    | 38.101   | 1:55.368 | 77    | 48.526   | 1:55.730  | 51    | 59.445   | 1:56.592 | 10    | 54.382   | 1:52.735 |
| 15    | 25.447   | 2:09.947 | 3     | 42.924   | 2:02.987 | 28    | 48.825   | 1:53.715  | 28    | 59.651   | 1:55.200 | 19    | 56.483   | 1:53.883 |
| 6     | 27.261   | 2:11.761 | 15    | 43.068   | 1:59.546 | 15    | 58.509   | 1:58.432  | 77    | 1:00.398 | 1:56.246 | 31    | 1:00.531 | 1:54.673 |
| 62    | 28.493   | 2:12.993 | 62    | 43.677   | 1:57.109 | 62    | 58.892   | 1:58.206  | 15    | 1:12.244 | 1:58.109 | 41    | 1:04.870 | 1:53.510 |
| 11    | 28.903   | 2:13.403 | 6     | 47.785   | 2:02.449 | 3     | 1:03.440 | 2:03.507  | 62    | 1:13.163 | 1:58.645 | 28    | 1:05.532 | 1:52.882 |
| 94    | 32.744   | 2:17.244 | 11    | 50.587   | 2:03.609 | 6     | 1:06.210 | 2:01.416  | 3     | 1:17.126 | 1:58.060 | 51    | 1:09.283 | 1:56.839 |
| 47    | 40.340   | 2:24.840 | 94    | 1:01.497 | 2:10.678 | 11    | 1:07.656 | 2:00.060  | 6     | 1:22.915 | 2:01.079 | 24    | 1:09.595 | 1:57.316 |
| 63    | 40.749   | 2:25.249 | 47    | 1:02.188 | 2:03.773 | 47    | 1:27.552 | 2:08.355  | 11    | 1:24.950 | 2:01.668 | 9     | 1 LAP    | 4:15.458 |
| 76    | 42.817   | 2:27.317 | 63    | 1:05.729 | 2:06.905 | 94    | 1:28.081 | 2:09.575  |       |          |          | 77    | 1:10.310 | 1:56.913 |
| 18    | 43.189   | 2:27.689 | 76    | 1:07.068 | 2:06.176 | 63    | 1:28.944 | 2:06.206  |       |          |          | 62    | 1:24.306 | 1:58.144 |
| 93    | 44.544   | 2:29.044 | 18    | 1:07.931 | 2:06.667 | 76    | 1:29.582 | 2:05.505  |       |          |          | 15    | 1:25.904 | 2:00.661 |
| 59    | 49.582   | 2:34.082 | 93    | 1:08.799 | 2:06.180 | 18    | 1:30.233 | 2:05.293  |       |          |          | 3     | 1:27.585 | 1:57.460 |
| 36    | 50.910   | 2:35.410 | 59    | 1:19.278 | 2:11.621 | 93    | 1:30.853 | 2:05.045  |       |          |          | 6     | 1:36.204 | 2:00.290 |
| 82    | 55.185   | 2:39.685 | 36    | 1:23.799 | 2:14.814 |       |          |           |       |          |          | 11    | 1:39.363 | 2:01.414 |
| 55    | 1:12.517 | 2:57.017 | 82    | 1:25.752 | 2:12.492 |       |          |           |       |          |          |       |          |          |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP CHART

(contd.)

| Lap 6 |          |           | Lap 7 |          |          | Lap 8 |          |           | Lap 9 |          |           | Lap 10 |          |          |
|-------|----------|-----------|-------|----------|----------|-------|----------|-----------|-------|----------|-----------|--------|----------|----------|
| No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No     | Behind   | Laptime  |
| 40    |          | 1:44.025  | 40    |          | 1:44.006 | 40    |          | 1:45.121  | 40    |          | 1:45.180  | 40     |          | 1:43.507 |
| 16    | 7.835    | 1:46.938  | 16    | 9.067    | 1:45.238 | 51    | 1 LAP    | 2:12.105P | 77    | 1 LAP    | 1:56.094  | 31     | 1 LAP    | 1:53.800 |
| 22    | 1 LAP    | 3:00.922P | 6     | 1 LAP    | 2:02.707 | 3     | 1 LAP    | 1:57.711  | 9     | 2 LAPS   | 2:13.176P | 24     | 1 LAP    | 1:55.044 |
| 76    | 1 LAP    | 2:03.912  | 11    | 1 LAP    | 2:00.790 | 62    | 1 LAP    | 1:59.314  | 16    | 9.440    | 1:45.748  | 16     | 11.436   | 1:45.503 |
| 65    | 25.148   | 1:53.230  | 91    | 30.850   | 1:49.445 | 15    | 1 LAP    | 1:59.328  | 3     | 1 LAP    | 1:56.818  | 77     | 1 LAP    | 1:55.956 |
| 91    | 25.411   | 1:50.674  | 65    | 31.285   | 1:50.143 | 16    | 8.872    | 1:44.926  | 41    | 1 LAP    | 2:15.179P | 3      | 1 LAP    | 1:55.752 |
| 47    | 1 LAP    | 2:07.958  | 76    | 1 LAP    | 2:06.047 | 82    | 2 LAPS   | 2:18.659  | 62    | 1 LAP    | 2:00.163  | 62     | 1 LAP    | 1:58.534 |
| 94    | 1 LAP    | 2:06.997  | 47    | 1 LAP    | 2:06.023 | 36    | 2 LAPS   | 2:19.760  | 15    | 1 LAP    | 2:00.670  | 15     | 1 LAP    | 1:58.109 |
| 63    | 1 LAP    | 2:09.007  | 94    | 1 LAP    | 2:05.964 | 6     | 1 LAP    | 2:00.861  | 59    | 2 LAPS   | 2:16.847  | 91     | 39.018   | 1:46.893 |
| 18    | 1 LAP    | 2:08.287  | 74    | 48.628   | 1:54.168 | 11    | 1 LAP    | 2:00.976  | 91    | 35.632   | 1:49.090  | 65     | 43.089   | 1:45.128 |
| 93    | 1 LAP    | 2:08.003  | 70    | 48.886   | 1:51.284 | 91    | 31.722   | 1:45.993  | 82    | 2 LAPS   | 2:14.910  | 6      | 1 LAP    | 1:59.785 |
| 74    | 38.466   | 1:49.009  | 63    | 1 LAP    | 2:05.528 | 65    | 32.477   | 1:46.313  | 65    | 41.468   | 1:54.171  | 11     | 1 LAP    | 1:59.527 |
| 70    | 41.608   | 1:50.661  | 18    | 1 LAP    | 2:05.619 | 74    | 54.895   | 1:51.388  | 6     | 1 LAP    | 2:00.959  | 4      | 1:01.851 | 1:46.362 |
| 14    | 48.324   | 1:49.628  | 4     | 52.276   | 1:47.085 | 4     | 56.276   | 1:49.121  | 11    | 1 LAP    | 2:01.831  | 59     | 2 LAPS   | 2:18.347 |
| 4     | 49.197   | 1:49.785  | 14    | 53.122   | 1:48.804 | 14    | 58.412   | 1:50.411  | 74    | 58.771   | 1:49.056  | 74     | 1:07.774 | 1:52.510 |
| 45    | 49.564   | 1:50.560  | 93    | 1 LAP    | 2:07.478 | 45    | 1:01.543 | 1:51.575  | 4     | 58.996   | 1:47.900  | 14     | 1:08.516 | 1:49.731 |
| 95    | 1 LAP    | 1:51.299  | 45    | 55.089   | 1:49.531 | 70    | 1:04.737 | 2:00.972  | 36    | 2 LAPS   | 2:24.006  | 45     | 1:15.132 | 1:52.559 |
| 48    | 52.168   | 1:51.194  | 95    | 1 LAP    | 1:50.977 | 99    | 1:07.100 | 1:52.120  | 14    | 1:02.292 | 1:49.060  | 70     | 1:15.336 | 1:49.630 |
| 99    | 54.538   | 1:50.898  | 48    | 59.090   | 1:50.928 | 48    | 1:08.523 | 1:54.554  | 45    | 1:06.080 | 1:49.717  | 82     | 2 LAPS   | 2:20.312 |
| 10    | 1:05.319 | 1:54.962  | 99    | 1:00.101 | 1:49.569 | 76    | 1 LAP    | 2:07.562  | 70    | 1:09.213 | 1:49.656  | 99     | 1:18.383 | 1:50.056 |
| 19    | 1:06.920 | 1:54.462  | 10    | 1:15.250 | 1:53.937 | 95    | 1 LAP    | 1:55.936  | 99    | 1:11.834 | 1:49.914  | 48     | 1:19.491 | 1:49.951 |
| 59    | 1 LAP    | 2:17.776  | 19    | 1:19.207 | 1:56.293 | 47    | 1 LAP    | 2:08.080  | 48    | 1:13.047 | 1:49.704  | 95     | 1 LAP    | 1:51.540 |
| 31    | 1:11.283 | 1:54.777  | 9     | 1 LAP    | 1:47.850 | 94    | 1 LAP    | 2:07.526  | 95    | 1 LAP    | 1:51.343  | 36     | 2 LAPS   | 2:24.693 |
| 28    | 1:16.613 | 1:55.106  | 31    | 1:23.170 | 1:55.893 | 63    | 1 LAP    | 2:06.495  | 76    | 1 LAP    | 2:04.844  |        |          |          |
| 9     | 1 LAP    | 1:51.407  | 28    | 1:25.772 | 1:53.165 | 18    | 1 LAP    | 2:06.579  | 47    | 1 LAP    | 2:03.942  |        |          |          |
| 41    | 1:19.557 | 1:58.712  | 24    | 1:34.414 | 1:56.266 | 93    | 1 LAP    | 2:06.850  | 94    | 1 LAP    | 2:04.061  |        |          |          |
| 51    | 1:20.114 | 1:54.856  | 41    | 1:36.502 | 2:00.951 | 10    | 1:23.407 | 1:53.278  | 63    | 1 LAP    | 2:05.276  |        |          |          |
| 82    | 1 LAP    | 2:16.356  | 77    | 1:36.753 | 1:57.795 | 28    | 1:33.690 | 1:53.039  | 18    | 1 LAP    | 2:05.585  |        |          |          |
| 24    | 1:22.154 | 1:56.584  | 59    | 1 LAP    | 2:18.866 | 19    | 1:35.899 | 2:01.813  | 10    | 1:33.817 | 1:55.590  |        |          |          |
| 77    | 1:22.964 | 1:56.679  |       |          |          | 31    | 1:36.805 | 1:58.756  | 93    | 1 LAP    | 2:05.812  |        |          |          |
| 36    | 1 LAP    | 2:22.380  |       |          |          | 24    | 1:44.980 | 1:55.687  | 28    | 1:41.569 | 1:53.059  |        |          |          |
| 62    | 1:38.133 | 1:57.852  |       |          |          |       |          |           |       |          |           |        |          |          |
| 15    | 1:38.464 | 1:56.585  |       |          |          |       |          |           |       |          |           |        |          |          |
| 3     | 1:39.283 | 1:55.723  |       |          |          |       |          |           |       |          |           |        |          |          |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP CHART

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |        |         | Lap 14 |        |         | Lap 15 |        |         |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 40     |          | 1:48.965 | 40     |          | 1:44.376 |        |        |         |        |        |         |        |        |         |
| 10     | 1 LAP    | 1:59.512 | 10     | 1 LAP    | 1:54.326 |        |        |         |        |        |         |        |        |         |
| 94     | 2 LAPS   | 2:04.932 | 16     | 13.103   | 1:49.211 |        |        |         |        |        |         |        |        |         |
| 76     | 2 LAPS   | 2:06.756 | 28     | 1 LAP    | 1:56.477 |        |        |         |        |        |         |        |        |         |
| 28     | 1 LAP    | 1:54.567 | 94     | 2 LAPS   | 2:03.460 |        |        |         |        |        |         |        |        |         |
| 47     | 2 LAPS   | 2:07.905 | 76     | 2 LAPS   | 2:06.114 |        |        |         |        |        |         |        |        |         |
| 63     | 2 LAPS   | 2:05.855 | 47     | 2 LAPS   | 2:05.381 |        |        |         |        |        |         |        |        |         |
| 18     | 2 LAPS   | 2:05.903 | 63     | 2 LAPS   | 2:05.739 |        |        |         |        |        |         |        |        |         |
| 16     | 8.268    | 1:45.797 | 31     | 1 LAP    | 2:00.926 |        |        |         |        |        |         |        |        |         |
| 93     | 2 LAPS   | 2:05.451 | 18     | 2 LAPS   | 2:08.145 |        |        |         |        |        |         |        |        |         |
| 31     | 1 LAP    | 1:57.724 | 93     | 2 LAPS   | 2:06.319 |        |        |         |        |        |         |        |        |         |
| 24     | 1 LAP    | 1:57.585 | 24     | 1 LAP    | 1:59.932 |        |        |         |        |        |         |        |        |         |
| 77     | 1 LAP    | 1:55.194 | 36     | 3 LAPS   | 2:27.021 |        |        |         |        |        |         |        |        |         |
| 91     | 37.740   | 1:47.687 | 77     | 1 LAP    | 1:59.064 |        |        |         |        |        |         |        |        |         |
| 3      | 1 LAP    | 1:56.807 | 91     | 41.360   | 1:47.996 |        |        |         |        |        |         |        |        |         |
| 62     | 1 LAP    | 1:57.611 | 3      | 1 LAP    | 1:56.541 |        |        |         |        |        |         |        |        |         |
| 65     | 47.958   | 1:53.834 | 15     | 1 LAP    | 1:56.372 |        |        |         |        |        |         |        |        |         |
| 15     | 1 LAP    | 1:58.256 | 65     | 1:00.259 | 1:56.677 |        |        |         |        |        |         |        |        |         |
| 4      | 1:00.690 | 1:47.804 | 62     | 1 LAP    | 1:58.073 |        |        |         |        |        |         |        |        |         |
| 6      | 1 LAP    | 1:57.585 | 4      | 1:03.145 | 1:46.831 |        |        |         |        |        |         |        |        |         |
| 74     | 1:09.590 | 1:50.781 | 74     | 1:15.196 | 1:49.982 |        |        |         |        |        |         |        |        |         |
| 14     | 1:10.142 | 1:50.591 | 14     | 1:15.651 | 1:49.885 |        |        |         |        |        |         |        |        |         |
| 11     | 1 LAP    | 2:00.050 | 70     | 1:19.935 | 1:48.657 |        |        |         |        |        |         |        |        |         |
| 70     | 1:15.654 | 1:49.283 | 6      | 1 LAP    | 1:57.830 |        |        |         |        |        |         |        |        |         |
| 45     | 1:18.277 | 1:52.110 | 45     | 1:26.398 | 1:52.497 |        |        |         |        |        |         |        |        |         |
| 99     | 1:18.947 | 1:49.529 | 48     | 1:27.306 | 1:51.755 |        |        |         |        |        |         |        |        |         |
| 48     | 1:19.927 | 1:49.401 | 99     | 1:27.376 | 1:52.805 |        |        |         |        |        |         |        |        |         |
| 95     | 1 LAP    | 1:51.499 | 11     | 1 LAP    | 2:01.504 |        |        |         |        |        |         |        |        |         |
| 59     | 2 LAPS   | 2:17.198 | 95     | 1:33.652 | 1:51.975 |        |        |         |        |        |         |        |        |         |
| 82     | 2 LAPS   | 2:13.281 | 59     | 2 LAPS   | 2:12.594 |        |        |         |        |        |         |        |        |         |
|        |          |          | 82     | 2 LAPS   | 2:14.356 |        |        |         |        |        |         |        |        |         |

# BRDC 500 For Pre War Sportscars

## RACE RESULT - Race 8

| POS | NO | CL | NAME                 | NAT | ENTRY               | TIME        | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|---------------------|-------------|------|----------|-------|----------|
| 1   | 20 |    | EDWARDS/STRETTON     |     | BMW 328             | 1:01:46.144 | 25   |          | 76.39 | 2:23.906 |
| 2   | 42 |    | AINSCOUGH/BAXTER     |     | Alfa Romeo Le Mans  | 1:02:38.858 | 25   | 52.714   | 75.32 | 2:24.388 |
| 3   | 1  |    | PILKINGTON/GUYATT    |     | Talbot Daracq       | 1:02:44.951 | 25   | 58.807   | 75.20 | 2:23.677 |
| 4   | 18 |    | BURNETT/WALFORD      |     | Talbot 105          | 1:04:12.034 | 25   | 2:25.890 | 73.50 | 2:27.906 |
| 5   | 31 |    | SMITH/STRETTON       |     | Invicta S-Type      | 1:02:56.069 | 24   | 1 LAP    | 71.98 | 2:29.313 |
| 6   | 44 |    | BROCK-JEST/HARDING   |     | Lagonda V12 Le Mans | 1:04:20.131 | 24   | 1 LAP    | 70.41 | 2:33.326 |
| 7   | 19 |    | BURNETT/DIFFEY       |     | Alta 2l Sports      | 57:58.439   | 23   | 2 LAPS   | 74.89 | 2:26.871 |
| 8   | 43 |    | MAHANY/STRETTON      |     | HRG Le Mans         | 1:02:02.076 | 23   | 2 LAPS   | 69.98 | 2:34.252 |
| 9   | 48 |    | COOKE/TWYMAN         |     | Alfa Romeo 6C       | 1:02:59.968 | 23   | 2 LAPS   | 68.91 | 2:37.405 |
| 10  | 45 |    | CURTIS/MORRIS        |     | Talbot 105          | 1:03:13.057 | 23   | 2 LAPS   | 68.67 | 2:38.201 |
| 11  | 41 |    | CHILCOTT/CHAMPION    |     | Frazer Nash Tourer  | 1:03:13.480 | 23   | 2 LAPS   | 68.67 | 2:36.404 |
| 12  | 40 |    | WARRINGTON/MANN      |     | Stutz Blackhawk     | 1:03:49.031 | 23   | 2 LAPS   | 68.03 | 2:40.603 |
| 13  | 16 |    | PYE/MANN             |     | Talbot 105          | 1:01:50.068 | 22   | 3 LAPS   | 67.16 | 2:41.232 |
| 14  | 9  |    | BUGLER/BUGLER        |     | Lagonda LG45        | 1:01:55.780 | 22   | 3 LAPS   | 67.06 | 2:38.595 |
| 15  | 22 |    | WILLS/WILLS          |     | Frazer Nash BMW 328 | 1:02:20.587 | 22   | 3 LAPS   | 66.61 | 2:40.993 |
| 16  | 7  |    | FABRI/STOOP          |     | Aston Martin Ulster | 1:03:12.696 | 22   | 3 LAPS   | 65.70 | 2:44.720 |
| 17  | 17 |    | DIFFEY/STEVENS       |     | Talbot 105          | 1:03:35.715 | 22   | 3 LAPS   | 65.30 | 2:37.330 |
| 18  | 14 |    | HUDSON/SADLER        |     | Talbot 105          | 1:03:55.560 | 22   | 3 LAPS   | 64.96 | 2:42.210 |
| 19  | 8  |    | SWETE/HEELIS         |     | Talbot 90           | 1:03:55.937 | 22   | 3 LAPS   | 64.96 | 2:43.343 |
| 20  | 15 |    | ASHMEAD/COLBORNE-BAB |     | Aston Martin LM4    | 1:04:23.151 | 22   | 3 LAPS   | 64.50 | 2:44.103 |
| 21  | 32 |    | GRANT/WILTSHIRE      |     | Bentley Open Tourer | 1:04:32.054 | 22   | 3 LAPS   | 64.35 | 2:48.482 |
| 22  | 30 |    | PILKINGTON/PILKINGTO |     | Alfa Romeo 1750SS   | 1:02:37.179 | 21   | 4 LAPS   | 63.30 | 2:51.431 |
| 23  | 35 |    | SCHUMACHER/MOSS      |     | Talbot Brooklands   | 1:02:38.479 | 21   | 4 LAPS   | 63.28 | 2:46.225 |
| 24  | 6  |    | TEMPLE/LANE-NOTT     |     | Riley Brooklands    | 1:03:02.087 | 21   | 4 LAPS   | 62.89 | 2:48.270 |
| 25  | 27 |    | BRADFORD/BRADFORD    |     | Riley Brooklands    | 1:03:50.333 | 21   | 4 LAPS   | 62.10 | 2:51.263 |
| 26  | 47 |    | SLIJPEN/WOOD         |     | Invicta S Type      | 1:03:54.006 | 21   | 4 LAPS   | 62.04 | 2:50.484 |
| 27  | 2  |    | FLOOD/FRANKEL        |     | Bentley 41/2        | 1:04:15.477 | 21   | 4 LAPS   | 61.69 | 2:49.636 |
| 28  | 39 |    | PERKINS/EMMERLING    |     | Riley Brooklands    | 1:02:16.368 | 20   | 5 LAPS   | 60.63 | 2:59.417 |
| 29  | 4  |    | GREEN/TAYLOR         |     | MG K3 Magnette      | 1:02:17.110 | 20   | 5 LAPS   | 60.62 | 2:44.409 |
| 30  | 11 |    | BOOTHBY/MCNINCH      |     | MG P-Type           | 1:04:18.159 | 20   | 5 LAPS   | 58.71 | 3:03.819 |

### NOT CLASSIFIED

|    |                      |                     |             |    |        |       |          |
|----|----------------------|---------------------|-------------|----|--------|-------|----------|
| 3  | COOKSEY/RICHARDSON   | MG Monthery         | 1:03:29.005 | 19 | N.C.F. | 56.50 | 2:59.904 |
| 38 | WINDSOR-PRICE/CANNEL | MG K3               | 49:05.930   | 18 | D.N.F. | 69.21 | 2:39.264 |
| 28 | CLARKE/HORSMAN       | Morgan 4-4 LM       | 51:48.571   | 17 | D.N.F. | 61.95 | 2:52.802 |
| 10 | FOSTER/GREEN         | MG Midget C-Type    | 1:04:02.860 | 16 | N.C.F. | 47.17 | 2:43.741 |
| 24 | LEES/WILSON          | Riley Sprite        | 44:10.740   | 14 | D.N.F. | 59.84 | 2:51.542 |
| 33 | FRANKLIN/MACMEISTER  | Frazer Nash BMW 328 | 30:56.145   | 12 | D.N.F. | 73.26 | 2:29.949 |
| 21 | PAINTER/SHORT        | Maserati 4CS        | 25:26.242   | 10 | D.N.F. | 74.27 | 2:28.641 |
| 34 | PILKINGTON/PILKINGTO | Alfa Romeo Zagato   | 19:50.603   | 6  | D.N.F. | 57.18 | 3:10.015 |
| 12 | ALDERMAN/BOGHOSSIAN  | MG K3               | 12:21.687   | 4  | D.N.F. | 61.27 | 2:58.053 |
| 26 | DELANEY/DELANEY      | Lea Francis Hyper   | 6:18.556    | 1  | D.N.F. | 30.36 |          |

### FASTEST LAP

|   |                   |               |          |   |          |           |
|---|-------------------|---------------|----------|---|----------|-----------|
| 1 | PILKINGTON/GUYATT | Talbot Daracq | 2:23.677 | 3 | 78.77mph | 126.77kph |
|---|-------------------|---------------|----------|---|----------|-----------|

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 17:08 End: 18:10

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# BRDC 500 For Pre War Sportscars

## LAP CHART

| Lap 1 |        |           | Lap 2 |          |           | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |          |
|-------|--------|-----------|-------|----------|-----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No    | Behind | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 1     |        | 2:34.358  | 1     |          | 2:24.133  | 1     |          | 2:23.677 | 1     |          | 2:24.354 | 1     |          | 2:27.046 |
| 20    | 1.500  | 2:35.858  | 20    | 2.073    | 2:24.706  | 20    | 3.449    | 2:25.053 | 20    | 3.001    | 2:23.906 | 10    | 1 LAP    | 2:59.359 |
| 42    | 2.116  | 2:36.474  | 19    | 4.914    | 2:26.871  | 24    | 1 LAP    | 3:56.708 | 34    | 1 LAP    | 3:11.226 | 20    | 2.573    | 2:26.618 |
| 19    | 2.176  | 2:36.534  | 31    | 9.033    | 2:29.313  | 19    | 9.180    | 2:27.943 | 19    | 11.949   | 2:27.123 | 15    | 1 LAP    | 2:57.287 |
| 31    | 3.853  | 2:38.211  | 42    | 9.566    | 2:31.583  | 31    | 15.594   | 2:30.238 | 31    | 22.424   | 2:31.184 | 12    | 1 LAP    | 3:01.602 |
| 33    | 7.759  | 2:42.117  | 21    | 15.648   | 2:30.811  | 42    | 18.342   | 2:32.453 | 42    | 24.633   | 2:30.645 | 35    | 1 LAP    | 2:58.370 |
| 21    | 8.970  | 2:43.328  | 33    | 15.844   | 2:32.218  | 33    | 22.863   | 2:30.696 | 21    | 30.154   | 2:30.644 | 28    | 1 LAP    | 3:01.016 |
| 43    | 9.648  | 2:44.006  | 43    | 19.767   | 2:34.252  | 21    | 23.864   | 2:31.893 | 33    | 30.388   | 2:31.879 | 30    | 1 LAP    | 3:01.143 |
| 44    | 13.308 | 2:47.666  | 18    | 24.664   | 2:29.744  | 18    | 29.266   | 2:28.279 | 18    | 33.286   | 2:28.374 | 19    | 13.452   | 2:28.549 |
| 9     | 15.069 | 2:49.427  | 44    | 25.454   | 2:36.279  | 43    | 32.124   | 2:36.034 | 24    | 1 LAP    | 2:58.138 | 3     | 1 LAP    | 3:01.527 |
| 18    | 19.053 | 2:53.411  | 9     | 30.926   | 2:39.990  | 44    | 35.103   | 2:33.326 | 44    | 44.719   | 2:33.970 | 39    | 1 LAP    | 2:59.697 |
| 45    | 19.570 | 2:53.928  | 17    | 41.232   | 2:42.888  | 9     | 46.596   | 2:39.347 | 43    | 46.669   | 2:38.899 | 31    | 25.621   | 2:30.243 |
| 17    | 22.477 | 2:56.835  | 38    | 42.444   | 2:41.686  | 17    | 55.694   | 2:38.139 | 9     | 1:01.749 | 2:39.507 | 11    | 1 LAP    | 3:06.386 |
| 38    | 24.891 | 2:59.249  | 45    | 43.232   | 2:47.795  | 38    | 59.619   | 2:40.852 | 17    | 1:08.773 | 2:37.433 | 42    | 31.613   | 2:34.026 |
| 41    | 25.505 | 2:59.863  | 40    | 44.052   | 2:41.605  | 45    | 1:01.321 | 2:41.766 | 45    | 1:18.588 | 2:41.621 | 21    | 33.061   | 2:29.953 |
| 40    | 26.580 | 3:00.938  | 41    | 49.278   | 2:47.906  | 40    | 1:02.560 | 2:42.185 | 38    | 1:19.329 | 2:44.064 | 47    | 1 LAP    | 3:08.178 |
| 16    | 27.515 | 3:01.873  | 48    | 49.908   | 2:45.106  | 48    | 1:09.037 | 2:42.806 | 40    | 1:20.205 | 2:41.999 | 18    | 34.394   | 2:28.154 |
| 48    | 28.935 | 3:03.293  | 16    | 50.053   | 2:46.671  | 41    | 1:11.157 | 2:45.556 | 48    | 1:22.251 | 2:37.568 | 33    | 34.771   | 2:31.429 |
| 22    | 32.187 | 3:06.545  | 7     | 1:01.494 | 2:51.756  | 16    | 1:12.673 | 2:46.297 | 41    | 1:30.475 | 2:43.672 | 2     | 1 LAP    | 3:11.057 |
| 4     | 33.452 | 3:07.810  | 22    | 1:01.624 | 2:53.570  | 4     | 1:27.522 | 2:49.143 | 16    | 1:32.231 | 2:43.912 | 27    | 1 LAP    | 3:10.130 |
| 7     | 33.871 | 3:08.229  | 4     | 1:02.056 | 2:52.737  | 7     | 1:29.378 | 2:51.561 | 4     | 1:49.197 | 2:46.029 | 34    | 1 LAP    | 3:10.022 |
| 14    | 39.188 | 3:13.546  | 32    | 1:06.653 | 2:51.518  | 22    | 1:29.498 | 2:51.551 | 7     | 1:54.722 | 2:49.698 | 44    | 54.167   | 2:36.494 |
| 32    | 39.268 | 3:13.626  | 6     | 1:10.564 | 2:50.243  | 32    | 1:32.672 | 2:49.696 | 22    | 1:55.688 | 2:50.544 | 43    | 58.496   | 2:38.873 |
| 10    | 39.905 | 3:14.263  | 8     | 1:12.193 | 2:56.085  | 6     | 1:35.620 | 2:48.733 | 32    | 1:57.345 | 2:49.027 | 24    | 1 LAP    | 2:55.526 |
| 8     | 40.241 | 3:14.599  | 14    | 1:12.320 | 2:57.265  | 8     | 1:40.420 | 2:51.904 | 6     | 1:59.536 | 2:48.270 | 9     | 1:13.298 | 2:38.595 |
| 6     | 44.454 | 3:18.812  | 10    | 1:16.163 | 3:00.391  | 14    | 1:45.326 | 2:56.683 | 8     | 2:08.464 | 2:52.398 | 17    | 1:19.057 | 2:37.330 |
| 3     | 46.870 | 3:21.228  | 26    | 1 LAP    | 6:18.556P | 10    | 1:52.428 | 2:59.942 | 14    | 2:20.156 | 2:59.184 | 48    | 1:32.610 | 2:37.405 |
| 30    | 46.930 | 3:21.288  | 12    | 1:23.283 | 2:58.053  | 12    | 1:57.917 | 2:58.311 |       |          |          | 45    | 1:34.182 | 2:42.640 |
| 15    | 47.729 | 3:22.087  | 30    | 1:26.030 | 3:03.233  | 15    | 2:01.714 | 2:57.419 |       |          |          | 38    | 1:34.975 | 2:42.692 |
| 12    | 49.363 | 3:23.721  | 3     | 1:27.427 | 3:04.690  | 28    | 2:03.382 | 2:58.661 |       |          |          | 40    | 1:36.219 | 2:43.060 |
| 11    | 50.506 | 3:24.864  | 15    | 1:27.972 | 3:04.376  | 30    | 2:03.589 | 3:01.236 |       |          |          | 41    | 1:48.357 | 2:44.928 |
| 28    | 51.295 | 3:25.653  | 28    | 1:28.398 | 3:01.236  | 35    | 2:04.464 | 2:58.202 |       |          |          | 16    | 1:49.802 | 2:44.617 |
| 39    | 52.034 | 3:26.392  | 35    | 1:29.939 | 2:59.602  | 3     | 2:06.025 | 3:02.275 |       |          |          | 4     | 2:06.560 | 2:44.409 |
| 2     | 53.257 | 3:27.615  | 39    | 1:31.382 | 3:03.481  | 39    | 2:08.427 | 3:00.722 |       |          |          | 7     | 2:12.396 | 2:44.720 |
| 27    | 54.269 | 3:28.627  | 11    | 1:33.343 | 3:06.970  | 11    | 2:14.491 | 3:04.825 |       |          |          | 22    | 2:17.544 | 2:48.902 |
| 35    | 54.470 | 3:28.828  | 2     | 1:35.563 | 3:06.439  | 47    | 2:17.339 | 3:03.385 |       |          |          | 32    | 2:18.781 | 2:48.482 |
| 47    | 54.792 | 3:29.150  | 47    | 1:37.631 | 3:06.972  | 2     | 2:20.898 | 3:09.012 |       |          |          | 6     | 2:21.461 | 2:48.971 |
| 24    | 56.298 | 3:30.656P | 27    | 1:39.927 | 3:09.791  | 27    | 2:22.000 | 3:05.750 |       |          |          |       |          |          |
| 34    | 58.857 | 3:33.215  | 34    | 1:46.339 | 3:11.615  |       |          |          |       |          |          |       |          |          |

# BRDC 500 For Pre War Sportscars

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |           | Lap 8 |          |           | Lap 9 |          |           | Lap 10 |          |           |
|-------|----------|----------|-------|----------|-----------|-------|----------|-----------|-------|----------|-----------|--------|----------|-----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No     | Behind   | Laptime   |
| 1     |          | 2:24.660 | 1     |          | 2:24.862  | 1     |          | 2:26.541  | 1     |          | 2:27.646  | 1      |          | 2:26.193  |
| 20    | 3.888    | 2:25.975 | 4     | 1 LAP    | 2:47.008  | 41    | 1 LAP    | 2:46.013  | 38    | 1 LAP    | 2:44.322  | 28     | 2 LAPS   | 2:59.573  |
| 8     | 1 LAP    | 2:53.391 | 20    | 5.303    | 2:26.277  | 16    | 1 LAP    | 2:46.924  | 40    | 1 LAP    | 2:45.359  | 35     | 2 LAPS   | 3:00.926  |
| 19    | 19.294   | 2:30.502 | 7     | 1 LAP    | 2:46.334  | 20    | 3.692    | 2:24.930  | 20    | 4.653    | 2:28.607  | 39     | 2 LAPS   | 2:59.820  |
| 14    | 1 LAP    | 2:58.920 | 22    | 1 LAP    | 2:49.536  | 2     | 2 LAPS   | 3:27.314P | 47    | 2 LAPS   | 3:06.650  | 20     | 5.391    | 2:26.931  |
| 10    | 1 LAP    | 2:56.793 | 32    | 1 LAP    | 2:48.714  | 34    | 2 LAPS   | 3:34.510P | 30    | 2 LAPS   | 3:29.499  | 48     | 1 LAP    | 2:41.835  |
| 31    | 33.344   | 2:32.383 | 19    | 21.322   | 2:26.890  | 19    | 23.792   | 2:29.011  | 27    | 2 LAPS   | 3:08.371  | 3      | 2 LAPS   | 3:04.699  |
| 15    | 1 LAP    | 2:54.954 | 6     | 1 LAP    | 2:51.063  | 4     | 1 LAP    | 2:52.587  | 24    | 2 LAPS   | 2:56.427  | 45     | 1 LAP    | 2:43.436  |
| 18    | 39.243   | 2:29.509 | 8     | 1 LAP    | 2:52.037  | 7     | 1 LAP    | 2:47.555  | 11    | 2 LAPS   | 3:09.735  | 40     | 1 LAP    | 2:41.077  |
| 21    | 40.022   | 2:31.621 | 31    | 40.784   | 2:32.302  | 22    | 1 LAP    | 2:50.474  | 41    | 1 LAP    | 2:45.516  | 38     | 1 LAP    | 2:46.128  |
| 33    | 41.369   | 2:31.258 | 18    | 42.287   | 2:27.906  | 32    | 1 LAP    | 2:51.533  | 16    | 1 LAP    | 2:46.610  | 19     | 30.780   | 2:31.429  |
| 42    | 44.644   | 2:37.691 | 21    | 43.801   | 2:28.641  | 18    | 45.378   | 2:29.632  | 19    | 25.544   | 2:29.398  | 30     | 2 LAPS   | 2:56.680  |
| 35    | 1 LAP    | 2:58.375 | 33    | 47.587   | 2:31.080  | 31    | 46.593   | 2:32.350  | 18    | 48.421   | 2:30.689  | 24     | 2 LAPS   | 2:51.542  |
| 28    | 1 LAP    | 2:58.949 | 42    | 54.564   | 2:34.782  | 21    | 46.993   | 2:29.733  | 7     | 1 LAP    | 2:50.733  | 41     | 1 LAP    | 2:47.840  |
| 30    | 1 LAP    | 3:00.721 | 14    | 1 LAP    | 2:59.068  | 6     | 1 LAP    | 2:51.657  | 33    | 55.149   | 2:31.642  | 16     | 1 LAP    | 2:47.214  |
| 3     | 1 LAP    | 2:59.904 | 10    | 1 LAP    | 2:55.913  | 33    | 51.153   | 2:30.107  | 31    | 55.762   | 2:36.815  | 47     | 2 LAPS   | 3:08.469  |
| 39    | 1 LAP    | 2:59.560 | 15    | 1 LAP    | 2:52.747  | 8     | 1 LAP    | 2:55.853  | 21    | 56.480   | 2:37.133  | 18     | 51.544   | 2:29.316  |
| 44    | 1:04.897 | 2:35.390 | 44    | 1:18.861 | 2:38.826  | 42    | 1:11.270 | 2:43.247P | 32    | 1 LAP    | 2:52.715  | 27     | 2 LAPS   | 3:09.550P |
| 43    | 1:13.104 | 2:39.268 | 35    | 1 LAP    | 3:00.087  | 44    | 1:30.259 | 2:37.939  | 22    | 1 LAP    | 2:55.905  | 33     | 58.982   | 2:30.026  |
| 11    | 1 LAP    | 3:08.357 | 28    | 1 LAP    | 2:58.932  | 14    | 1 LAP    | 2:56.291  | 6     | 1 LAP    | 2:53.368  | 21     | 1:02.772 | 2:32.485  |
| 47    | 1 LAP    | 3:04.202 | 39    | 1 LAP    | 2:59.417  | 15    | 1 LAP    | 2:54.047  | 4     | 1 LAP    | 3:13.644P | 31     | 1:03.340 | 2:33.771  |
| 27    | 1 LAP    | 3:03.596 | 3     | 1 LAP    | 3:01.676  | 10    | 1 LAP    | 2:56.296  | 8     | 1 LAP    | 2:55.737  | 11     | 2 LAPS   | 3:18.055P |
| 9     | 1:28.376 | 2:39.738 | 43    | 1:28.320 | 2:40.078  | 43    | 1:44.168 | 2:42.389  | 42    | 1:41.515 | 2:57.891  | 7      | 1 LAP    | 2:51.050  |
| 2     | 1 LAP    | 3:14.559 | 30    | 1 LAP    | 3:09.290P | 35    | 1 LAP    | 3:00.054  | 44    | 1:44.033 | 2:41.420  | 42     | 1:40.822 | 2:25.500  |
| 17    | 1:32.481 | 2:38.084 | 9     | 1:44.462 | 2:40.948  | 28    | 1 LAP    | 2:59.945  | 43    | 1:59.227 | 2:42.705  | 32     | 1 LAP    | 3:01.777P |
| 34    | 1 LAP    | 3:10.015 | 17    | 1:46.784 | 2:39.165  | 17    | 1:58.055 | 2:37.812  | 15    | 1 LAP    | 2:57.767  | 22     | 1 LAP    | 3:02.360P |
| 24    | 1 LAP    | 2:57.172 | 27    | 1 LAP    | 3:00.975  | 39    | 1 LAP    | 2:59.628  | 2     | 2 LAPS   | 4:30.133  | 6      | 1 LAP    | 3:00.836P |
| 48    | 1:46.258 | 2:38.308 | 47    | 1 LAP    | 3:07.072  | 9     | 1:59.416 | 2:41.495  | 17    | 2:11.414 | 2:41.005  | 8      | 1 LAP    | 2:54.492  |
| 45    | 1:50.152 | 2:40.630 | 11    | 1 LAP    | 3:11.378  | 3     | 1 LAP    | 3:01.834  | 9     | 2:16.680 | 2:44.910  | 44     | 2:06.418 | 2:48.578P |
| 38    | 1:51.310 | 2:40.995 | 48    | 2:02.279 | 2:40.883  | 48    | 2:17.688 | 2:41.950  | 10    | 1 LAP    | 3:11.688P | 43     | 2:14.649 | 2:41.615  |
| 40    | 1:52.162 | 2:40.603 | 45    | 2:09.849 | 2:44.559  | 45    | 2:27.508 | 2:44.200  | 14    | 1 LAP    | 3:17.443P | 17     | 2:25.633 | 2:40.412  |
| 41    | 2:07.371 | 2:43.674 | 38    | 2:10.604 | 2:44.156  |       |          |           |       |          |           |        |          |           |
| 16    | 2:08.091 | 2:42.949 | 40    | 2:11.343 | 2:44.043  |       |          |           |       |          |           |        |          |           |
|       |          |          | 24    | 1 LAP    | 2:57.294  |       |          |           |       |          |           |        |          |           |

# BRDC 500 For Pre War Sportscars

## LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |          |           | Lap 14 |          |           | Lap 15 |          |           |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   |
| 1      |          | 2:25.973  | 1      |          | 2:27.897  | 1      |          | 2:26.241  | 1      |          | 2:26.029  | 1      |          | 2:35.138P |
| 20     | 6.402    | 2:26.984  | 11     | 3 LAPS   | 3:46.830  | 20     | 4.280    | 2:25.907  | 20     | 11.403   | 2:33.152P | 4      | 3 LAPS   | 3:05.183  |
| 9      | 1 LAP    | 2:42.762  | 43     | 1 LAP    | 2:42.788  | 27     | 3 LAPS   | 2:58.244  | 39     | 3 LAPS   | 3:44.506  | 20     | 28.221   | 2:51.956  |
| 2      | 3 LAPS   | 2:54.852  | 20     | 4.614    | 2:26.109  | 17     | 1 LAP    | 2:38.072  | 35     | 3 LAPS   | 3:45.309  | 35     | 3 LAPS   | 2:55.063  |
| 15     | 2 LAPS   | 3:07.121P | 8      | 2 LAPS   | 2:59.188  | 43     | 1 LAP    | 2:51.063P | 16     | 2 LAPS   | 3:41.050  | 17     | 1 LAP    | 2:39.927  |
| 48     | 1 LAP    | 2:41.590  | 17     | 1 LAP    | 2:39.267  | 47     | 3 LAPS   | 3:47.387  | 17     | 1 LAP    | 2:37.652  | 16     | 2 LAPS   | 2:45.361  |
| 4      | 2 LAPS   | 3:59.104  | 9      | 1 LAP    | 2:44.063  | 8      | 2 LAPS   | 2:54.207  | 19     | 41.063   | 2:28.594  | 19     | 42.389   | 2:36.464P |
| 28     | 2 LAPS   | 2:57.625  | 32     | 2 LAPS   | 3:36.669  | 19     | 38.498   | 2:29.309  | 27     | 3 LAPS   | 2:54.559  | 39     | 3 LAPS   | 3:07.809  |
| 40     | 1 LAP    | 2:41.005  | 22     | 2 LAPS   | 3:35.819  | 9      | 1 LAP    | 2:41.347  | 9      | 1 LAP    | 2:43.010  | 44     | 1 LAP    | 2:39.066  |
| 19     | 33.633   | 2:28.826  | 44     | 1 LAP    | 3:15.368  | 44     | 1 LAP    | 2:42.016  | 7      | 2 LAPS   | 3:36.018  | 27     | 3 LAPS   | 2:55.154  |
| 38     | 1 LAP    | 2:42.859  | 48     | 1 LAP    | 2:39.872  | 22     | 2 LAPS   | 2:45.614  | 44     | 1 LAP    | 2:41.888  | 9      | 1 LAP    | 2:50.340P |
| 35     | 2 LAPS   | 3:03.945  | 19     | 35.430   | 2:29.694  | 11     | 3 LAPS   | 3:14.689  | 24     | 3 LAPS   | 4:05.619  | 22     | 2 LAPS   | 2:41.798  |
| 39     | 2 LAPS   | 3:01.688  | 2      | 3 LAPS   | 2:53.617  | 48     | 1 LAP    | 2:47.469P | 47     | 3 LAPS   | 2:55.726  | 7      | 2 LAPS   | 2:49.584  |
| 45     | 1 LAP    | 2:58.017P | 6      | 2 LAPS   | 3:54.486  | 32     | 2 LAPS   | 2:55.509  | 22     | 2 LAPS   | 2:42.770  | 43     | 1 LAP    | 2:39.772  |
| 3      | 2 LAPS   | 3:03.244  | 38     | 1 LAP    | 2:40.995  | 2      | 3 LAPS   | 2:51.465  | 43     | 1 LAP    | 3:13.767  | 47     | 3 LAPS   | 2:54.788  |
| 14     | 2 LAPS   | 3:26.296  | 40     | 1 LAP    | 2:53.660P | 38     | 1 LAP    | 2:42.046  | 8      | 2 LAPS   | 3:07.338P | 38     | 1 LAP    | 2:39.585  |
| 18     | 56.295   | 2:30.724  | 18     | 1:04.942 | 2:36.544P | 6      | 2 LAPS   | 3:06.557  | 38     | 1 LAP    | 2:40.096  | 24     | 3 LAPS   | 2:59.761  |
| 41     | 1 LAP    | 2:44.037  | 28     | 2 LAPS   | 3:01.670  | 41     | 1 LAP    | 2:44.038  | 32     | 2 LAPS   | 2:54.788  | 42     | 1:32.155 | 2:25.146  |
| 16     | 1 LAP    | 2:45.049  | 41     | 1 LAP    | 2:43.873  | 31     | 1:34.021 | 2:41.519P | 2      | 3 LAPS   | 2:50.292  | 2      | 3 LAPS   | 2:49.636  |
| 33     | 1:02.958 | 2:29.949  | 4      | 2 LAPS   | 3:21.996  | 14     | 2 LAPS   | 2:44.548  | 11     | 3 LAPS   | 3:14.926  | 32     | 2 LAPS   | 2:52.474  |
| 24     | 2 LAPS   | 2:51.954  | 14     | 2 LAPS   | 2:50.421  | 28     | 2 LAPS   | 2:58.701  | 48     | 1 LAP    | 3:10.080  | 48     | 1 LAP    | 2:44.851  |
| 30     | 2 LAPS   | 2:53.876  | 31     | 1:18.743 | 2:36.286  | 42     | 1:43.734 | 2:28.848  | 42     | 1:42.147 | 2:24.442  | 18     | 1:50.839 | 2:32.668  |
| 31     | 1:10.354 | 2:32.987  | 39     | 2 LAPS   | 3:09.439P | 18     | 1:45.199 | 3:06.498  | 18     | 1:53.309 | 2:34.139  | 14     | 2 LAPS   | 2:45.462  |
| 47     | 2 LAPS   | 3:16.217P | 35     | 2 LAPS   | 3:14.238P | 40     | 1 LAP    | 3:24.693  | 14     | 2 LAPS   | 2:47.069  | 8      | 2 LAPS   | 3:34.626  |
| 7      | 1 LAP    | 2:50.654  | 3      | 2 LAPS   | 3:03.068  | 15     | 2 LAPS   | 2:51.147  | 41     | 1 LAP    | 2:56.457P | 11     | 3 LAPS   | 3:15.907  |
| 42     | 1:43.718 | 2:28.869  | 15     | 2 LAPS   | 3:42.753  | 45     | 1 LAP    | 2:42.250  | 6      | 2 LAPS   | 3:03.840  | 31     | 2:19.608 | 2:37.760  |
| 27     | 2 LAPS   | 3:44.440  | 30     | 2 LAPS   | 2:54.875  | 30     | 2 LAPS   | 2:53.994  | 40     | 1 LAP    | 2:45.320  | 40     | 1 LAP    | 2:41.991  |
|        |          |           | 33     | 1:38.805 | 3:03.744P | 4      | 2 LAPS   | 3:14.813  | 45     | 1 LAP    | 2:43.671  | 45     | 1 LAP    | 2:41.479  |
|        |          |           | 42     | 1:41.127 | 2:25.306  | 3      | 2 LAPS   | 3:11.697P | 31     | 2:16.986 | 3:08.994  | 15     | 2 LAPS   | 2:48.458  |
|        |          |           | 16     | 1 LAP    | 3:07.445P |        |          |           | 28     | 2 LAPS   | 3:06.530P | 6      | 2 LAPS   | 3:02.835  |
|        |          |           | 45     | 1 LAP    | 3:21.948  |        |          |           | 15     | 2 LAPS   | 2:47.852  | 41     | 1 LAP    | 3:11.019  |
|        |          |           | 24     | 2 LAPS   | 3:10.253P |        |          |           | 30     | 2 LAPS   | 2:55.414  | 30     | 2 LAPS   | 2:53.927  |
|        |          |           | 10     | 3 LAPS   | 6:53.714P |        |          |           |        |          |           |        |          |           |
|        |          |           | 7      | 1 LAP    | 2:57.596P |        |          |           |        |          |           |        |          |           |

# BRDC 500 For Pre War Sportscars

## LAP CHART

(contd.)

| Lap 16 |          |           | Lap 17 |          |           | Lap 18 |          |          | Lap 19 |          |           | Lap 20 |          |          |
|--------|----------|-----------|--------|----------|-----------|--------|----------|----------|--------|----------|-----------|--------|----------|----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind   | Laptime  |
| 20     |          | 2:27.091  | 20     |          | 2:28.475  | 20     |          | 2:26.563 | 20     |          | 2:29.332  | 20     |          | 2:26.730 |
| 1      | 10.385   | 3:05.697  | 11     | 4 LAPS   | 3:14.611  | 8      | 3 LAPS   | 2:46.170 | 32     | 3 LAPS   | 2:53.135  | 4      | 4 LAPS   | 3:12.549 |
| 3      | 4 LAPS   | 6:04.804  | 1      | 13.840   | 2:31.930  | 41     | 2 LAPS   | 2:39.243 | 9      | 2 LAPS   | 2:55.575  | 47     | 4 LAPS   | 2:52.447 |
| 4      | 3 LAPS   | 3:06.990  | 30     | 3 LAPS   | 2:53.746  | 15     | 3 LAPS   | 2:47.038 | 31     | 1 LAP    | 2:37.723  | 31     | 1 LAP    | 2:37.410 |
| 16     | 2 LAPS   | 2:42.070  | 6      | 3 LAPS   | 3:11.302P | 1      | 21.081   | 2:33.804 | 14     | 3 LAPS   | 2:46.161  | 45     | 2 LAPS   | 2:39.284 |
| 28     | 3 LAPS   | 3:42.118  | 16     | 2 LAPS   | 2:44.692  | 30     | 3 LAPS   | 2:52.070 | 45     | 2 LAPS   | 2:40.537  | 2      | 4 LAPS   | 2:51.290 |
| 17     | 1 LAP    | 2:47.061P | 19     | 46.100   | 2:28.796  | 19     | 49.604   | 2:30.067 | 10     | 9 LAPS   | 16:05.573 | 14     | 3 LAPS   | 2:47.197 |
| 35     | 3 LAPS   | 2:51.088  | 35     | 3 LAPS   | 2:49.509  | 11     | 4 LAPS   | 3:13.733 | 40     | 2 LAPS   | 2:43.417  | 39     | 4 LAPS   | 3:04.879 |
| 19     | 45.779   | 2:58.702  | 28     | 3 LAPS   | 2:54.893  | 16     | 2 LAPS   | 2:42.558 | 41     | 2 LAPS   | 2:39.068  | 10     | 9 LAPS   | 2:44.695 |
| 44     | 1 LAP    | 2:41.326  | 44     | 1 LAP    | 2:38.006  | 42     | 1:00.644 | 2:26.320 | 8      | 3 LAPS   | 2:48.598  | 32     | 3 LAPS   | 2:51.652 |
| 22     | 2 LAPS   | 2:41.960  | 42     | 1:00.887 | 2:26.327  | 44     | 1 LAP    | 2:39.218 | 1      | 27.198   | 2:35.449  | 40     | 2 LAPS   | 2:45.278 |
| 39     | 3 LAPS   | 3:08.410  | 4      | 3 LAPS   | 3:10.612  | 35     | 3 LAPS   | 2:47.424 | 17     | 2 LAPS   | 3:12.945  | 41     | 2 LAPS   | 2:37.361 |
| 27     | 3 LAPS   | 2:53.334  | 22     | 2 LAPS   | 2:42.465  | 6      | 3 LAPS   | 3:22.167 | 15     | 3 LAPS   | 2:49.214  | 1      | 33.297   | 2:32.829 |
| 42     | 1:03.035 | 2:26.192  | 3      | 4 LAPS   | 3:20.002  | 28     | 3 LAPS   | 2:55.628 | 19     | 49.776   | 2:29.504  | 9      | 2 LAPS   | 2:57.574 |
| 7      | 2 LAPS   | 2:49.288  | 43     | 1 LAP    | 2:40.245  | 22     | 2 LAPS   | 2:42.971 | 42     | 57.101   | 2:25.789  | 3      | 5 LAPS   | 3:28.315 |
| 43     | 1 LAP    | 2:40.143  | 38     | 1 LAP    | 2:39.264  | 43     | 1 LAP    | 2:38.943 | 30     | 3 LAPS   | 2:52.926  | 8      | 3 LAPS   | 2:44.354 |
| 38     | 1 LAP    | 2:39.542  | 7      | 2 LAPS   | 2:50.444  | 38     | 1 LAP    | 2:41.220 | 16     | 2 LAPS   | 2:43.027  | 19     | 53.438   | 2:30.392 |
| 47     | 3 LAPS   | 2:54.165  | 27     | 3 LAPS   | 2:54.642  | 18     | 1:42.806 | 2:33.351 | 44     | 1 LAP    | 2:40.033  | 42     | 54.864   | 2:24.493 |
| 24     | 3 LAPS   | 2:59.838  | 18     | 1:36.018 | 2:32.565  | 7      | 2 LAPS   | 2:49.832 | 35     | 3 LAPS   | 2:47.874  | 15     | 3 LAPS   | 2:50.719 |
| 18     | 1:31.928 | 2:36.401  | 39     | 3 LAPS   | 3:06.815  | 4      | 3 LAPS   | 3:13.047 | 11     | 4 LAPS   | 3:10.499  | 17     | 2 LAPS   | 3:09.493 |
| 48     | 1 LAP    | 2:44.315  | 47     | 3 LAPS   | 2:53.182  | 27     | 3 LAPS   | 2:51.263 | 43     | 1 LAP    | 2:37.949  | 16     | 2 LAPS   | 2:41.577 |
| 2      | 3 LAPS   | 2:52.179  | 48     | 1 LAP    | 2:41.345  | 3      | 4 LAPS   | 3:18.511 | 6      | 3 LAPS   | 2:49.769  | 30     | 3 LAPS   | 2:51.431 |
| 9      | 1 LAP    | 3:24.973  | 2      | 3 LAPS   | 2:50.752  | 48     | 1 LAP    | 2:46.069 | 22     | 2 LAPS   | 2:42.765  | 44     | 1 LAP    | 2:40.077 |
| 32     | 2 LAPS   | 2:55.214  | 24     | 3 LAPS   | 2:59.852  | 47     | 3 LAPS   | 2:51.448 | 18     | 1:48.742 | 2:35.268  | 43     | 1 LAP    | 2:39.210 |
| 14     | 2 LAPS   | 2:45.532  | 9      | 1 LAP    | 2:52.564  | 39     | 3 LAPS   | 3:06.304 | 28     | 3 LAPS   | 2:54.639  | 18     | 1:54.656 | 2:32.644 |
| 31     | 2:02.711 | 2:38.415  | 32     | 2 LAPS   | 2:52.825  | 2      | 3 LAPS   | 2:54.020 | 38     | 1 LAP    | 2:56.179P | 22     | 2 LAPS   | 2:40.993 |
| 8      | 2 LAPS   | 2:48.160  | 14     | 2 LAPS   | 2:45.628  |        |          |          | 7      | 2 LAPS   | 2:49.066  | 35     | 3 LAPS   | 2:50.648 |
| 40     | 1 LAP    | 2:42.799  | 17     | 1 LAP    | 4:16.848  |        |          |          | 27     | 3 LAPS   | 2:53.304  | 6      | 3 LAPS   | 2:51.094 |
| 45     | 1 LAP    | 2:42.567  | 45     | 1 LAP    | 2:38.833  |        |          |          | 48     | 1 LAP    | 2:42.048  | 28     | 3 LAPS   | 2:52.802 |
| 41     | 1 LAP    | 2:41.855  | 31     | 2:23.101 | 2:48.865  |        |          |          |        |          |           | 11     | 4 LAPS   | 3:10.792 |
| 15     | 2 LAPS   | 2:48.332  | 40     | 1 LAP    | 2:42.497  |        |          |          |        |          |           |        |          |          |



# BRDC 500 For Pre War Sportscars

## LAP CHART

(contd.)

| Lap 21 |          |          | Lap 22 |          |          | Lap 23 |          |          | Lap 24 |          |          | Lap 25 |          |          |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 20     |          | 2:27.359 | 20     |          | 2:26.274 | 20     |          | 2:26.164 | 20     |          | 2:27.525 | 20     |          | 2:27.662 |
| 7      | 3 LAPS   | 2:48.821 | 6      | 4 LAPS   | 2:51.868 | 22     | 3 LAPS   | 2:44.022 | 43     | 2 LAPS   | 2:40.406 | 16     | 3 LAPS   | 2:42.817 |
| 48     | 2 LAPS   | 2:41.121 | 48     | 2 LAPS   | 2:42.851 | 35     | 4 LAPS   | 2:48.664 | 22     | 3 LAPS   | 2:43.338 | 9      | 3 LAPS   | 2:57.651 |
| 27     | 4 LAPS   | 2:52.284 | 7      | 3 LAPS   | 2:48.488 | 17     | 3 LAPS   | 3:10.504 | 30     | 4 LAPS   | 2:54.168 | 43     | 2 LAPS   | 2:40.724 |
| 31     | 1 LAP    | 2:38.702 | 11     | 5 LAPS   | 3:10.131 | 6      | 4 LAPS   | 2:50.778 | 35     | 4 LAPS   | 2:46.761 | 39     | 5 LAPS   | 3:04.310 |
| 45     | 2 LAPS   | 2:38.201 | 31     | 1 LAP    | 2:38.444 | 48     | 2 LAPS   | 2:42.446 | 3      | 6 LAPS   | 3:18.561 | 4      | 5 LAPS   | 3:04.653 |
| 47     | 4 LAPS   | 2:50.795 | 45     | 2 LAPS   | 2:38.502 | 7      | 3 LAPS   | 2:46.398 | 6      | 4 LAPS   | 2:52.622 | 22     | 3 LAPS   | 2:43.690 |
| 1      | 39.176   | 2:33.238 | 27     | 4 LAPS   | 2:53.563 | 31     | 1 LAP    | 2:37.222 | 42     | 53.699   | 2:28.899 | 30     | 4 LAPS   | 2:52.218 |
| 41     | 2 LAPS   | 2:39.164 | 1      | 45.813   | 2:32.911 | 1      | 52.055   | 2:32.406 | 1      | 55.601   | 2:31.071 | 35     | 4 LAPS   | 2:46.225 |
| 14     | 3 LAPS   | 2:44.714 | 42     | 54.101   | 2:27.207 | 42     | 52.325   | 2:24.388 | 48     | 2 LAPS   | 2:43.829 | 42     | 52.714   | 2:26.677 |
| 2      | 4 LAPS   | 2:53.242 | 41     | 2 LAPS   | 2:38.232 | 45     | 2 LAPS   | 2:41.051 | 31     | 1 LAP    | 2:37.542 | 1      | 58.807   | 2:30.868 |
| 40     | 2 LAPS   | 2:46.323 | 47     | 4 LAPS   | 2:51.612 | 19     | 1:07.482 | 2:31.945 | 7      | 3 LAPS   | 2:46.611 | 31     | 1 LAP    | 2:37.390 |
| 42     | 53.168   | 2:25.663 | 19     | 1:01.701 | 2:31.738 | 41     | 2 LAPS   | 2:40.054 | 17     | 3 LAPS   | 3:12.312 | 48     | 2 LAPS   | 2:42.928 |
| 32     | 3 LAPS   | 2:54.171 | 40     | 2 LAPS   | 2:46.370 | 27     | 4 LAPS   | 2:52.977 | 45     | 2 LAPS   | 2:40.363 | 6      | 4 LAPS   | 2:52.816 |
| 19     | 56.237   | 2:30.158 | 2      | 4 LAPS   | 2:53.089 | 11     | 5 LAPS   | 3:05.630 | 41     | 2 LAPS   | 2:37.707 | 7      | 3 LAPS   | 2:48.260 |
| 4      | 4 LAPS   | 3:17.240 | 8      | 3 LAPS   | 2:44.854 | 47     | 4 LAPS   | 2:51.101 | 27     | 4 LAPS   | 2:54.377 | 45     | 2 LAPS   | 2:45.779 |
| 8      | 3 LAPS   | 2:48.941 | 14     | 3 LAPS   | 3:05.042 | 40     | 2 LAPS   | 2:44.111 | 40     | 2 LAPS   | 2:44.742 | 41     | 2 LAPS   | 2:36.404 |
| 10     | 9 LAPS   | 3:04.287 | 32     | 3 LAPS   | 2:54.021 | 8      | 3 LAPS   | 2:43.343 | 47     | 4 LAPS   | 2:50.576 | 3      | 6 LAPS   | 3:21.300 |
| 9      | 2 LAPS   | 2:57.895 | 10     | 9 LAPS   | 2:47.101 | 14     | 3 LAPS   | 2:43.255 | 8      | 3 LAPS   | 2:43.347 | 17     | 3 LAPS   | 3:09.931 |
| 39     | 4 LAPS   | 3:07.595 | 9      | 2 LAPS   | 2:56.726 | 2      | 4 LAPS   | 2:51.539 | 14     | 3 LAPS   | 2:43.625 | 40     | 2 LAPS   | 2:45.956 |
| 15     | 3 LAPS   | 2:46.701 | 15     | 3 LAPS   | 2:45.734 | 10     | 9 LAPS   | 2:43.741 | 11     | 5 LAPS   | 3:06.022 | 27     | 4 LAPS   | 2:55.402 |
| 3      | 5 LAPS   | 3:21.360 | 4      | 4 LAPS   | 3:11.178 | 32     | 3 LAPS   | 2:53.549 | 10     | 9 LAPS   | 2:44.595 | 47     | 4 LAPS   | 2:50.484 |
| 16     | 2 LAPS   | 2:42.699 | 39     | 4 LAPS   | 3:02.812 | 15     | 3 LAPS   | 2:46.829 | 2      | 4 LAPS   | 2:51.012 | 14     | 3 LAPS   | 2:42.210 |
| 44     | 1 LAP    | 2:39.087 | 16     | 2 LAPS   | 2:41.232 | 9      | 2 LAPS   | 2:57.343 | 32     | 3 LAPS   | 2:54.728 | 8      | 3 LAPS   | 2:46.315 |
| 30     | 3 LAPS   | 2:53.623 | 44     | 1 LAP    | 2:38.268 | 44     | 1 LAP    | 2:38.640 | 15     | 3 LAPS   | 2:44.103 | 10     | 9 LAPS   | 2:44.509 |
| 18     | 2:01.274 | 2:33.977 | 18     | 2:06.482 | 2:31.482 | 18     | 2:13.590 | 2:33.272 | 18     | 2:19.560 | 2:33.495 | 18     | 2:25.890 | 2:33.992 |
| 43     | 1 LAP    | 2:39.574 | 43     | 1 LAP    | 2:39.373 | 16     | 2 LAPS   | 2:43.424 | 44     | 1 LAP    | 2:38.454 | 2      | 4 LAPS   | 2:52.363 |
| 17     | 2 LAPS   | 3:12.600 | 3      | 5 LAPS   | 3:20.310 | 39     | 4 LAPS   | 3:03.084 |        |          |          | 11     | 5 LAPS   | 3:03.819 |
| 22     | 2 LAPS   | 2:42.995 | 30     | 3 LAPS   | 2:51.821 | 4      | 4 LAPS   | 3:06.378 |        |          |          | 44     | 1 LAP    | 2:38.796 |
| 35     | 3 LAPS   | 2:47.287 |        |          |          |        |          |          |        |          |          | 15     | 3 LAPS   | 2:46.466 |
|        |          |          |        |          |          |        |          |          |        |          |          | 32     | 3 LAPS   | 2:56.231 |

# The Legends Racing Trophy for Historic Formula Ford

## QUALIFYING - Race 16

| POS | NO | CL | NAME                 | NAT | ENTRY         | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|----------------------|-----|---------------|----------|------|--------|-------|
| 1   | 25 |    | James WINSLOW        |     | Macon MR8     | 2:00.580 | 11   |        | 93.86 |
| 2   | 1  |    | Neil FOWLER          |     | Lola T200     | 2:01.203 | 11   | 0.623  | 93.38 |
| 3   | 87 |    | Nelson ROWE          |     | Crossle 20 F  | 2:01.417 | 11   | 0.837  | 93.21 |
| 4   | 83 |    | John PEARSON         |     | Merlyn MK11A  | 2:03.018 | 11   | 2.438  | 92.00 |
| 5   | 7  |    | John GOLDSMITH       |     | Macon MR8B    | 2:03.316 | 11   | 2.736  | 91.78 |
| 6   | 19 |    | David GATHERCOLE     |     | Jamun T2      | 2:03.437 | 11   | 2.857  | 91.69 |
| 7   | 85 |    | C. LILLINGSTON-PRICE |     | Merlyn Mk 11  | 2:04.686 | 10   | 4.106  | 90.77 |
| 8   | 22 |    | Judd COUPLAND        |     | Lola T200     | 2:04.773 | 10   | 4.193  | 90.71 |
| 9   | 66 |    | Gregory THORNTON     |     | Titan MK4     | 2:04.913 | 10   | 4.333  | 90.61 |
| 10  | 57 |    | David WILD           |     | Lola T200     | 2:04.973 | 10   | 4.393  | 90.56 |
| 11  | 2  |    | Paul SLEEMAN         |     | Jamun T2      | 2:05.115 | 10   | 4.535  | 90.46 |
| 12  | 44 |    | John BLADON          |     | Merlyn Mk11A  | 2:05.215 | 10   | 4.635  | 90.39 |
| 13  | 62 |    | Keith NORMAN         |     | Palliser WDF3 | 2:05.405 | 10   | 4.825  | 90.25 |
| 14  | 54 |    | Alex MEEK            |     | Merlyn MK20A  | 2:05.557 | 10   | 4.977  | 90.14 |
| 15  | 58 |    | Terry VAN DER ZEE    |     | Nike MK4      | 2:06.002 | 10   | 5.422  | 89.82 |
| 16  | 45 |    | Colin WRIGHT         |     | Merlyn Mk17   | 2:07.281 | 10   | 6.701  | 88.92 |
| 17  | 77 |    | Chris SHARPLES       |     | Palliser WDF1 | 2:07.340 | 4    | 6.760  | 88.88 |
| 18  | 27 |    | Dick DIXON           |     | Lotus 61      | 2:07.723 | 10   | 7.143  | 88.61 |
| 19  | 69 |    | Dave LOWE            |     | Lotus 61      | 2:07.724 | 10   | 7.144  | 88.61 |
| 20  | 48 |    | Crispin SCHLAEFLI    |     | Macon MR8     | 2:08.083 | 10   | 7.503  | 88.36 |
| 21  | 6  |    | Neil DAVIES          |     | Lotus 61MX    | 2:08.161 | 10   | 7.581  | 88.31 |
| 22  | 95 |    | C GRANT PETERKIN     |     | Brabham BT21  | 2:08.463 | 10   | 7.883  | 88.10 |
| 23  | 20 |    | Henry SCOTT          |     | Lola T200     | 2:08.698 | 10   | 8.118  | 87.94 |
| 24  | 4  |    | John SYKES           |     | Merlyn MK11A  | 2:09.952 | 10   | 9.372  | 87.09 |
| 25  | 24 |    | Mark CLUBB           |     | Merlyn Mk20   | 2:10.307 | 10   | 9.727  | 86.85 |
| 26  | 78 |    | Neil FENDER          |     | Jamun T2      | 2:10.844 | 10   | 10.264 | 86.50 |
| 27  | 75 |    | Anthony GODDARD      |     | Merlyn Mk20   | 2:10.962 | 10   | 10.382 | 86.42 |
| 28  | 92 |    | William I'ANSON      |     | Nike Mk6      | 2:13.628 | 10   | 13.048 | 84.70 |
| 29  | 11 |    | Westie MITCHELL      |     | Merlyn MK20   | 2:13.698 | 6    | 13.118 | 84.65 |
| 30  | 91 |    | Christopher ATKINSON |     | Merlyn Mk20A  | 2:14.155 | 9    | 13.575 | 84.36 |
| 31  | 61 |    | John FORD            |     | Lotus 61      | 2:16.556 | 9    | 15.976 | 82.88 |
| 32  | 46 |    | Mike BROMLEY         |     | Merlyn 11a    | 2:17.098 | 10   | 16.518 | 82.55 |
| 33  | 71 |    | Alan HICKS           |     | Lotus 61      | 2:18.074 | 9    | 17.494 | 81.97 |
| 34  | 68 |    | Jason WILLIAMS       |     | Merlyn MK9    | 2:19.094 | 7    | 18.514 | 81.37 |
| 35  | 89 |    | Gary CRITCHER        |     | Nike Mk4/6    | 2:26.757 | 2    | 26.177 | 77.12 |
| 36  | 17 |    | Bernard COX          |     | Lola T200     | 2:31.231 | 8    | 30.651 | 74.84 |

**CARS 68 AND 77 NEED WORKING TRANSPONDERS PLEASE.**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 08:45 End: 09:05

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

|                     |                        |               |
|---------------------|------------------------|---------------|
| <b>1</b>            | <b>Neil FOWLER</b>     | Lola T200     |
| 1 - X:00.000        | 6 - 2:01.665           | 11 - 2:02.488 |
| 2 - 2:06.868        | 7 - <b>2:01.203</b>    |               |
| 3 - 2:04.283        | 8 - 2:03.096           |               |
| 4 - 2:04.453        | 9 - 2:01.634           |               |
| 5 - 2:02.988        | 10 - 2:01.492          |               |
| <b>2</b>            | <b>Paul SLEEMAN</b>    | Jamun T2      |
| 1 - X:00.000        | 6 - 2:06.788           |               |
| 2 - 2:12.880        | 7 - 2:05.410           |               |
| 3 - 2:08.405        | 8 - 2:05.936           |               |
| 4 - 2:12.673        | 9 - <b>2:05.115</b>    |               |
| 5 - 2:07.146        | 10 - 2:05.402          |               |
| <b>4</b>            | <b>John SYKES</b>      | Merlyn MK11A  |
| 1 - X:00.000        | 6 - 2:12.425           |               |
| 2 - 2:18.481        | 7 - <b>2:09.952</b>    |               |
| 3 - 2:12.707        | 8 - 2:11.057           |               |
| 4 - 2:22.274        | 9 - 2:12.164           |               |
| 5 - 2:14.387        | 10 - 2:13.437          |               |
| <b>6</b>            | <b>Neil DAVIES</b>     | Lotus 61MX    |
| 1 - X:00.000        | 6 - 2:12.342           |               |
| 2 - 2:19.375        | 7 - 2:12.020           |               |
| 3 - 2:14.682        | 8 - <b>2:08.161</b>    |               |
| 4 - 2:17.590        | 9 - 2:22.262           |               |
| 5 - 2:14.187        | 10 - 2:12.071          |               |
| <b>7</b>            | <b>John GOLDSMITH</b>  | Macon MR8B    |
| 1 - X:00.000        | 6 - 2:05.418           | 11 - 2:03.562 |
| 2 - 2:10.112        | 7 - 2:04.459           |               |
| 3 - 2:04.538        | 8 - 2:06.949           |               |
| 4 - 2:04.150        | 9 - <b>2:03.316</b>    |               |
| 5 - 2:06.826        | 10 - 2:03.573          |               |
| <b>11</b>           | <b>Westie MITCHELL</b> | Merlyn MK20   |
| 1 - X:00.000        | 6 - 2:33.772P          |               |
| 2 - 2:20.451        |                        |               |
| 3 - <b>2:13.698</b> |                        |               |
| 4 - 2:24.353        |                        |               |
| 5 - 2:20.869        |                        |               |
| <b>17</b>           | <b>Bernard COX</b>     | Lola T200     |
| 1 - X:00.000        | 6 - 2:36.347           |               |
| 2 - 2:50.182        | 7 - 2:35.101           |               |
| 3 - 2:41.287        | 8 - <b>2:31.231</b>    |               |
| 4 - 2:43.897        |                        |               |
| 5 - 2:53.872        |                        |               |

# The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

(contd.)

|              |                         |               |
|--------------|-------------------------|---------------|
| <b>19</b>    | <b>David GATHERCOLE</b> | Jamun T2      |
| 1 - X:00.000 | 6 - 2:04.876            | 11 - 2:03.986 |
| 2 - 2:10.909 | 7 - 2:05.403            |               |
| 3 - 2:06.010 | 8 - 2:04.055            |               |
| 4 - 2:05.048 | 9 - 2:04.728            |               |
| 5 - 2:07.013 | 10 - <b>2:03.437</b>    |               |
| <b>20</b>    | <b>Henry SCOTT</b>      | Lola T200     |
| 1 - X:00.000 | 6 - 2:10.503            |               |
| 2 - 2:24.577 | 7 - 2:13.578            |               |
| 3 - 2:14.208 | 8 - 2:16.900            |               |
| 4 - 2:30.240 | 9 - <b>2:08.698</b>     |               |
| 5 - 2:14.051 | 10 - 2:09.367           |               |
| <b>22</b>    | <b>Judd COUPLAND</b>    | Lola T200     |
| 1 - X:00.000 | 6 - 2:11.671            |               |
| 2 - 2:17.469 | 7 - 2:07.353            |               |
| 3 - 2:12.380 | 8 - 2:05.304            |               |
| 4 - 2:12.190 | 9 - <b>2:04.773</b>     |               |
| 5 - 2:12.068 | 10 - 2:04.904           |               |
| <b>24</b>    | <b>Mark CLUBB</b>       | Merlyn Mk20   |
| 1 - X:00.000 | 6 - 2:11.916            |               |
| 2 - 2:25.822 | 7 - 2:13.993            |               |
| 3 - 2:15.640 | 8 - <b>2:10.307</b>     |               |
| 4 - 2:21.198 | 9 - 2:11.877            |               |
| 5 - 2:18.367 | 10 - 2:10.517           |               |
| <b>25</b>    | <b>James WINSLOW</b>    | Macon MR8     |
| 1 - X:00.000 | 6 - 2:04.153            | 11 - 2:02.683 |
| 2 - 2:11.219 | 7 - 2:01.042            |               |
| 3 - 2:04.840 | 8 - 2:02.030            |               |
| 4 - 2:10.273 | 9 - <b>2:00.580</b>     |               |
| 5 - 2:05.208 | 10 - 2:01.686           |               |
| <b>27</b>    | <b>Dick DIXON</b>       | Lotus 61      |
| 1 - X:00.000 | 6 - 2:13.031            |               |
| 2 - 2:35.370 | 7 - 2:09.664            |               |
| 3 - 2:17.072 | 8 - 2:08.204            |               |
| 4 - 2:16.210 | 9 - 2:08.521            |               |
| 5 - 2:11.342 | 10 - <b>2:07.723</b>    |               |
| <b>44</b>    | <b>John BLADON</b>      | Merlyn Mk11A  |
| 1 - X:00.000 | 6 - 2:08.123            |               |
| 2 - 2:12.262 | 7 - 2:09.743            |               |
| 3 - 2:06.285 | 8 - 2:07.512            |               |
| 4 - 2:12.372 | 9 - <b>2:05.215</b>     |               |
| 5 - 2:08.314 | 10 - 2:06.294           |               |

# The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

(contd.)

|              |                          |              |
|--------------|--------------------------|--------------|
| <b>45</b>    | <b>Colin WRIGHT</b>      | Merlyn Mk17  |
| 1 - X:00.000 | 6 - 2:10.737             |              |
| 2 - 2:20.764 | 7 - 2:09.372             |              |
| 3 - 2:10.774 | 8 - 2:08.220             |              |
| 4 - 2:16.069 | 9 - 2:09.374             |              |
| 5 - 2:11.798 | 10 - <b>2:07.281</b>     |              |
| <b>46</b>    | <b>Mike BROMLEY</b>      | Merlyn 11a   |
| 1 - X:00.000 | 6 - 2:18.116             |              |
| 2 - 2:25.727 | 7 - 2:21.089             |              |
| 3 - 2:20.144 | 8 - 2:21.275             |              |
| 4 - 2:23.833 | 9 - 2:19.328             |              |
| 5 - 2:22.144 | 10 - <b>2:17.098</b>     |              |
| <b>48</b>    | <b>Crispin SCHLAEFLI</b> | Macon MR8    |
| 1 - X:00.000 | 6 - 2:10.613             |              |
| 2 - 2:17.369 | 7 - 2:09.685             |              |
| 3 - 2:10.330 | 8 - 2:08.279             |              |
| 4 - 2:14.410 | 9 - <b>2:08.083</b>      |              |
| 5 - 2:11.400 | 10 - 2:08.484            |              |
| <b>54</b>    | <b>Alex MEEK</b>         | Merlyn MK20A |
| 1 - X:00.000 | 6 - 2:10.433             |              |
| 2 - 2:17.445 | 7 - 2:09.413             |              |
| 3 - 2:09.336 | 8 - 2:07.018             |              |
| 4 - 2:12.625 | 9 - <b>2:05.557</b>      |              |
| 5 - 2:16.499 | 10 - 2:44.877P           |              |
| <b>57</b>    | <b>David WILD</b>        | Lola T200    |
| 1 - X:00.000 | 6 - 2:08.962             |              |
| 2 - 2:12.606 | 7 - 2:06.530             |              |
| 3 - 2:08.789 | 8 - 2:07.375             |              |
| 4 - 2:08.557 | 9 - <b>2:04.973</b>      |              |
| 5 - 2:07.501 | 10 - 2:08.070            |              |
| <b>58</b>    | <b>Terry VAN DER ZEE</b> | Nike MK4     |
| 1 - X:00.000 | 6 - 2:07.365             |              |
| 2 - 2:11.358 | 7 - 2:07.178             |              |
| 3 - 2:07.454 | 8 - 2:06.920             |              |
| 4 - 2:10.475 | 9 - <b>2:06.002</b>      |              |
| 5 - 2:07.521 | 10 - 2:10.278            |              |
| <b>61</b>    | <b>John FORD</b>         | Lotus 61     |
| 1 - X:00.000 | 6 - 2:18.084             |              |
| 2 - 2:40.330 | 7 - 2:20.783             |              |
| 3 - 2:24.725 | 8 - <b>2:16.556</b>      |              |
| 4 - 2:21.463 | 9 - 2:20.617             |              |
| 5 - 2:18.830 |                          |              |

**CARS 68 AND 77 NEED WORKING TRANSPONDERS PLEASE.**  
Weather/Track - Overcast/Dry

# The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

(contd.)

|                     |                         |               |
|---------------------|-------------------------|---------------|
| <b>62</b>           | <b>Keith NORMAN</b>     | Palliser WDF3 |
| 1 - X:00.000        | 6 - 2:11.823            |               |
| 2 - 2:12.664        | 7 - 2:05.515            |               |
| 3 - 2:06.765        | 8 - 2:05.700            |               |
| 4 - 2:10.840        | 9 - <b>2:05.405</b>     |               |
| 5 - 2:08.572        | 10 - 2:06.985           |               |
| <b>66</b>           | <b>Gregory THORNTON</b> | Titan MK4     |
| 1 - X:00.000        | 6 - 2:06.432            |               |
| 2 - 2:14.702        | 7 - 2:05.484            |               |
| 3 - 2:08.502        | 8 - <b>2:04.913</b>     |               |
| 4 - 2:12.921        | 9 - 2:05.383            |               |
| 5 - 2:08.680        | 10 - 2:05.038           |               |
| <b>68</b>           | <b>Jason WILLIAMS</b>   | Merlyn MK9    |
| 1 - X:00.000        | 6 - <b>2:19.094</b>     |               |
| 2 - 2:29.540        | 7 - 2:45.427P           |               |
| 3 - 2:20.039        |                         |               |
| 4 - 2:25.018        |                         |               |
| 5 - 2:19.119        |                         |               |
| <b>69</b>           | <b>Dave LOWE</b>        | Lotus 61      |
| 1 - X:00.000        | 6 - 2:11.813            |               |
| 2 - 2:22.755        | 7 - 2:10.367            |               |
| 3 - 2:11.967        | 8 - 2:08.657            |               |
| 4 - 2:21.807        | 9 - <b>2:07.724</b>     |               |
| 5 - 2:16.923        | 10 - 2:14.305           |               |
| <b>71</b>           | <b>Alan HICKS</b>       | Lotus 61      |
| 1 - X:00.000        | 6 - 2:20.623            |               |
| 2 - 2:28.162        | 7 - 2:42.926            |               |
| 3 - <b>2:18.074</b> | 8 - 2:20.505            |               |
| 4 - 2:40.543        | 9 - 2:21.403            |               |
| 5 - 2:23.098        |                         |               |
| <b>75</b>           | <b>Anthony GODDARD</b>  | Merlyn Mk20   |
| 1 - X:00.000        | 6 - 2:17.275            |               |
| 2 - 2:23.691        | 7 - 2:13.164            |               |
| 3 - 2:19.073        | 8 - 2:13.016            |               |
| 4 - 2:25.494        | 9 - <b>2:10.962</b>     |               |
| 5 - 2:19.843        | 10 - 2:11.546           |               |
| <b>77</b>           | <b>Chris SHARPLES</b>   | Palliser WDF1 |
| 1 - X:00.000        |                         |               |
| 2 - 2:12.317        |                         |               |
| 3 - <b>2:07.340</b> |                         |               |
| 4 - X:00.000        |                         |               |

**CARS 68 AND 77 NEED WORKING TRANSPONDERS PLEASE.**  
Weather/Track - Overcast/Dry

# The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

(contd.)

|                     |                             |                      |
|---------------------|-----------------------------|----------------------|
| <b>78</b>           | <b>Neil FENDER</b>          | Jamun T2             |
| 1 - X:00.000        | 6 - 2:13.300                |                      |
| 2 - 2:25.383        | 7 - 2:14.164                |                      |
| 3 - 2:14.247        | 8 - <b>2:10.844</b>         |                      |
| 4 - 2:21.533        | 9 - 2:15.982                |                      |
| 5 - 2:15.418        | 10 - 2:11.876               |                      |
| <b>83</b>           | <b>John PEARSON</b>         | Merlyn MK11A         |
| 1 - X:00.000        | 6 - 2:05.895                | 11 - 2:03.047        |
| 2 - 2:11.308        | 7 - 2:03.664                |                      |
| 3 - 2:04.662        | 8 - 2:06.788                |                      |
| 4 - <b>2:03.018</b> | 9 - 2:03.218                |                      |
| 5 - 2:06.147        | 10 - 2:03.831               |                      |
| <b>85</b>           | <b>C. LILLINGSTON-PRICE</b> | Merlyn Mk 11         |
| 1 - X:00.000        | 6 - 2:07.807                |                      |
| 2 - 2:16.924        | 7 - 2:06.990                |                      |
| 3 - 2:08.281        | 8 - 2:08.584                |                      |
| 4 - 2:12.567        | 9 - <b>2:04.686</b>         |                      |
| 5 - 2:07.650        | 10 - 2:07.192               |                      |
| <b>87</b>           | <b>Nelson ROWE</b>          | Crossle 20 F         |
| 1 - X:00.000        | 6 - 2:04.553                | 11 - <b>2:01.417</b> |
| 2 - 2:12.537        | 7 - 2:03.079                |                      |
| 3 - 2:04.873        | 8 - 2:04.564                |                      |
| 4 - 2:03.072        | 9 - 2:02.448                |                      |
| 5 - 2:05.115        | 10 - 2:01.571               |                      |
| <b>89</b>           | <b>Gary CRITCHER</b>        | Nike Mk4/6           |
| 1 - X:00.000        |                             |                      |
| 2 - <b>2:26.757</b> |                             |                      |
| <b>91</b>           | <b>Christopher ATKINSON</b> | Merlyn Mk20A         |
| 1 - X:00.000        | 6 - 2:18.452                |                      |
| 2 - 2:26.819        | 7 - 2:21.070                |                      |
| 3 - 2:32.549        | 8 - <b>2:14.155</b>         |                      |
| 4 - 2:25.384        | 9 - 2:15.291                |                      |
| 5 - 2:21.469        |                             |                      |
| <b>92</b>           | <b>William I'ANSON</b>      | Nike Mk6             |
| 1 - X:00.000        | 6 - 2:18.995                |                      |
| 2 - 2:28.069        | 7 - 2:17.076                |                      |
| 3 - 2:21.762        | 8 - 2:15.283                |                      |
| 4 - 2:24.994        | 9 - 2:15.319                |                      |
| 5 - 2:21.408        | 10 - <b>2:13.628</b>        |                      |

CARS 68 AND 77 NEED WORKING TRANSPONDERS PLEASE.  
Weather/Track - Overcast/Dry

# The Legends Racing Trophy for Historic Formula Ford LAP ANALYSIS

(contd.)

|              |                         |              |
|--------------|-------------------------|--------------|
| <b>95</b>    | <b>C GRANT PETERKIN</b> | Brabham BT21 |
| 1 - X:00.000 | 6 - 2:12.756            |              |
| 2 - 2:23.597 | 7 - 2:08.946            |              |
| 3 - 2:13.670 | 8 - 2:09.559            |              |
| 4 - 2:14.744 | 9 - 2:13.736            |              |
| 5 - 2:18.840 | 10 - <b>2:08.463</b>    |              |



# The Legends Racing Trophy for Historic Formula Ford

## GRID - Race 16

|        |          |    |                      |          |    |                |
|--------|----------|----|----------------------|----------|----|----------------|
| ROW 18 | 2:26.757 | 89 | CRITCHER             | 2:31.231 | 17 | COX            |
| ROW 17 | 2:18.074 | 71 | HICKS                | 2:19.094 | 68 | WILLIAMS       |
| ROW 16 | 2:16.556 | 61 | FORD                 | 2:17.098 | 46 | BROMLEY        |
| ROW 15 | 2:13.698 | 11 | MITCHELL             | 2:14.155 | 91 | ATKINSON       |
| ROW 14 | 2:10.962 | 75 | GODDARD              | 2:13.628 | 92 | ANSON          |
| ROW 13 | 2:10.307 | 24 | CLUBB                | 2:10.844 | 78 | FENDER         |
| ROW 12 | 2:08.698 | 20 | SCOTT                | 2:09.952 | 4  | SYKES          |
| ROW 11 | 2:08.161 | 6  | DAVIES               | 2:08.463 | 95 | GRANT PETERKIN |
| ROW 10 | 2:07.724 | 69 | LOWE                 | 2:08.083 | 48 | SCHLAEFLI      |
| ROW 9  | 2:07.340 | 77 | SHARPLES             | 2:07.723 | 27 | DIXON          |
| ROW 8  | 2:06.002 | 58 | VAN DER ZEE          | 2:07.281 | 45 | WRIGHT         |
| ROW 7  | 2:05.405 | 62 | NORMAN               | 2:05.557 | 54 | MEEK           |
| ROW 6  | 2:05.115 | 2  | SLEEMAN              | 2:05.215 | 44 | BLADON         |
| ROW 5  | 2:04.913 | 66 | THORNTON             | 2:04.973 | 57 | WILD           |
| ROW 4  | 2:04.686 | 85 | C. LILLINGSTON-PRICE | 2:04.773 | 22 | COUPLAND       |
| ROW 3  | 2:03.316 | 7  | GOLDSMITH            | 2:03.437 | 19 | GATHERCOLE     |
| ROW 2  | 2:01.417 | 87 | ROWE                 | 2:03.018 | 83 | PEARSON        |
| ROW 1  | 2:00.580 | 25 | WINSLOW              | 2:01.203 | 1  | FOWLER         |

POLE

**CARS 68 AND 77 NEED WORKING TRANSPONDERS PLEASE.**

**Weather/Track - Overcast/Dry**

**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone

Circuit Length = 3.1440 miles.

Start: 08:45 End: 09:05

Clerk of Course:

Stewards:

Timekeeper:

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix

## WARM UP

| POS | NO | CL | NAME              | NAT | ENTRY          | TIME     | LAPS | GAP    | MPH    |
|-----|----|----|-------------------|-----|----------------|----------|------|--------|--------|
| 1   | 21 | C  | Duncan DAYTON     | USA | Williams FW07  | 1:42.644 | 5    |        | 110.26 |
| 2   | 29 | C  | Hubertus BAHLSEN  | SWZ | Arrows A4      | 1:42.924 | 5    | 0.280  | 109.96 |
| 3   | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34    | 1:44.264 | 5    | 1.620  | 108.55 |
| 4   | 24 | C  | John WILSON       | GBR | Tyrrell 011/6  | 1:44.496 | 5    | 1.852  | 108.31 |
| 5   | 31 | D  | Steve HARTLEY     | GBR | Arrows A6      | 1:44.743 | 5    | 2.099  | 108.05 |
| 6   | 12 | B  | John BOSCH        | NED | Ferrari 312T3  | 1:46.120 | 6    | 3.476  | 106.65 |
| 7   | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2    | 1:47.931 | 6    | 5.287  | 104.86 |
| 8   | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3    | 1:49.056 | 5    | 6.412  | 103.78 |
| 9   | 14 | C  | David ABBOTT      | GBR | Ensign N180    | 1:50.365 | 5    | 7.721  | 102.55 |
| 10  | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10    | 1:51.267 | 5    | 8.623  | 101.72 |
| 11  | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185 | 1:52.391 | 5    | 9.747  | 100.70 |
| 12  | 18 | B  | Alain DE WAGTER   | BEL | Surtees TS16   | 1:52.398 | 5    | 9.754  | 100.69 |
| 13  | 37 | C  | Roy WALZER        | USA | Williams FW07  | 1:52.684 | 5    | 10.040 | 100.44 |
| 14  | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3    | 1:54.060 | 5    | 11.416 | 99.23  |
| 15  | 71 | C  | Andrea BAHLSEN    | DEU | Arrows A4-5    | 1:55.447 | 5    | 12.803 | 98.04  |
| 16  | 36 | C  | Sid HOOLE         | GBR | Lotus 80       | 1:56.518 | 5    | 13.874 | 97.13  |
| 17  | 33 | D  | Alistair MORRISON | GBR | Tyrrell 012/1  | 1:57.614 | 5    | 14.970 | 96.23  |
| 18  | 32 | D  | Terry SAYLES      | GBR | Osella FA1 C/D | 1:58.637 | 4    | 15.993 | 95.40  |
| 19  | 4  | A  | Ryan DELANE       | USA | Tyrrell 002    | 1:59.599 | 5    | 16.955 | 94.63  |
| 20  | 3  | A  | John DELANE       | USA | Tyrrell 001    | 1:59.774 | 5    | 17.130 | 94.49  |
| 21  | 61 | B  | Keiichii MURAKAMI | JAP | Lotus 72-5     | 2:00.194 | 5    | 17.550 | 94.16  |

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 09:16 End: 09:26

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

|   |                        |            |                |
|---|------------------------|------------|----------------|
| <b>1</b>  | <b>Rodrigo GALLEGO</b> | <b>POR</b> | Minardi F1-185 |
| 1 - 8:54.820<br>2 - 1:55.610<br>3 - <b>1:52.391</b><br>4 - 1:55.564<br>5 - 1:59.026                 |                        |            |                |
| <b>2</b>  | <b>Martin STRETTON</b> | <b>GBR</b> | Tyrrell P34    |
| 1 - 9:37.670<br>2 - 1:48.762<br>3 - 1:45.150<br>4 - 1:46.249<br>5 - <b>1:44.264</b>                 |                        |            |                |
| <b>3</b>  | <b>John DELANE</b>     | <b>USA</b> | Tyrrell 001    |
| 1 - 9:25.718<br>2 - 2:01.501<br>3 - 2:11.481<br>4 - 2:00.069<br>5 - <b>1:59.774</b>                 |                        |            |                |
| <b>4</b>  | <b>Ryan DELANE</b>     | <b>USA</b> | Tyrrell 002    |
| 1 - 9:27.145<br>2 - 2:06.292<br>3 - 2:03.244<br>4 - 2:03.895<br>5 - <b>1:59.599</b>                 |                        |            |                |
| <b>9</b>  | <b>Janine PAYNE</b>    | <b>GBR</b> | Arrows A4-2    |
| 1 - 8:23.319    6 - 1:50.911<br>2 - 1:53.590<br>3 - 1:48.653<br>4 - 1:48.439<br>5 - <b>1:47.931</b> |                        |            |                |
| <b>11</b>   | <b>Dan COLLINS</b>     | <b>GBR</b> | Lotus 91/10    |
| 1 - 8:52.248<br>2 - 2:11.425<br>3 - 1:51.611<br>4 - 1:52.201<br>5 - <b>1:51.267</b>                 |                        |            |                |
| <b>12</b>   | <b>John BOSCH</b>      | <b>NED</b> | Ferrari 312T3  |
| 1 - 8:15.238    6 - 1:58.390<br>2 - 1:55.215<br>3 - 1:47.073<br>4 - <b>1:46.120</b><br>5 - 1:47.653 |                        |            |                |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|  |                         |            |               |
|--|-------------------------|------------|---------------|
| <b>14</b>  | <b>David ABBOTT</b>     | <b>GBR</b> | Ensign N180   |
| 1 - 8:49.519<br>2 - 1:52.825<br>3 - 1:50.470<br>4 - <b>1:50.365</b><br>5 - 2:28.486P |                         |            |               |
| <b>17</b>  | <b>Nico BINDELLS</b>    | <b>LUX</b> | Lotus 87B/3   |
| 1 - 8:40.759<br>2 - 2:07.702<br>3 - <b>1:54.060</b><br>4 - 1:57.235<br>5 - 2:02.033  |                         |            |               |
| <b>18</b>  | <b>Alain DE WAGTER</b>  | <b>BEL</b> | Surtees TS16  |
| 1 - 8:54.713<br>2 - 1:56.411<br>3 - <b>1:52.398</b><br>4 - 1:55.277<br>5 - 1:58.835  |                         |            |               |
| <b>21</b>  | <b>Duncan DAYTON</b>    | <b>USA</b> | Williams FW07 |
| 1 - 8:20.119<br>2 - 1:48.536<br>3 - <b>1:42.644</b><br>4 - 1:43.258<br>5 - 1:59.262P |                         |            |               |
| <b>24</b>  | <b>John WILSON</b>      | <b>GBR</b> | Tyrrell 011/6 |
| 1 - 8:17.923<br>2 - 1:51.723<br>3 - 1:45.021<br>4 - <b>1:44.496</b><br>5 - 2:03.288P |                         |            |               |
| <b>29</b>  | <b>Hubertus BAHLSEN</b> | <b>SWZ</b> | Arrows A4     |
| 1 - 8:12.299<br>2 - 1:50.196<br>3 - <b>1:42.924</b><br>4 - 1:43.465<br>5 - 1:56.254P |                         |            |               |
| <b>30</b>  | <b>Rowland KINCH</b>    | <b>GBR</b> | Arrows A1-3   |
| 1 - 8:56.589<br>2 - 1:54.968<br>3 - 1:54.238<br>4 - 2:11.786<br>5 - <b>1:49.056</b>  |                         |            |               |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP ANALYSIS

(contd.)

|   |                          |            |                |
|---|--------------------------|------------|----------------|
| <b>31</b>   | <b>Steve HARTLEY</b>     | <b>GBR</b> | Arrows A6      |
| 1 - 8:50.375<br>2 - 1:52.312<br>3 - 1:48.769<br>4 - 1:45.182<br>5 - <b>1:44.743</b> |                          |            |                |
| <b>32</b>   | <b>Terry SAYLES</b>      | <b>GBR</b> | Osella FA1 C/D |
| 1 - 9:29.351<br>2 - 1:58.808<br>3 - <b>1:58.637</b><br>4 - 2:17.448P                |                          |            |                |
| <b>33</b>   | <b>Alistair MORRISON</b> | <b>GBR</b> | Tyrrell 012/1  |
| 1 - 8:40.537<br>2 - 2:01.889<br>3 - <b>1:57.614</b><br>4 - 1:58.211<br>5 - 1:58.931 |                          |            |                |
| <b>36</b>   | <b>Sid HOOLE</b>         | <b>GBR</b> | Lotus 80       |
| 1 - 8:40.237<br>2 - 2:01.062<br>3 - 1:57.217<br>4 - 1:58.530<br>5 - <b>1:56.518</b> |                          |            |                |
| <b>37</b>   | <b>Roy WALZER</b>        | <b>USA</b> | Williams FW07  |
| 1 - 8:39.140<br>2 - 2:05.085<br>3 - 1:56.058<br>4 - 1:56.860<br>5 - <b>1:52.684</b> |                          |            |                |
| <b>61</b>   | <b>Keiichii MURAKAMI</b> | <b>JAP</b> | Lotus 72-5     |
| 1 - 9:04.127<br>2 - 2:03.802<br>3 - 2:00.726<br>4 - <b>2:00.194</b><br>5 - 2:00.582 |                          |            |                |
| <b>71</b>   | <b>Andrea BAHLSEN</b>    | <b>DEU</b> | Arrows A4-5    |
| 1 - 8:47.303<br>2 - 2:04.344<br>3 - 2:00.351<br>4 - 1:58.588<br>5 - <b>1:55.447</b> |                          |            |                |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars

## QUALIFYING - Race 14

| POS | NO | CL | NAME                        | NAT | ENTRY                    | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|-----------------------------|-----|--------------------------|----------|------|--------|-------|
| 1   | 21 | A  | <b>Graeme DODD</b>          |     | Cooper Monaco            | 2:03.793 | 11   |        | 91.43 |
| 2   | 1  | A  | <b>Philip WALKER</b>        |     | Lotus 15                 | 2:03.911 | 10   | 0.118  | 91.34 |
| 3   | 27 | A  | <b>John HARPER</b>          |     | Cooper Monaco            | 2:05.700 | 11   | 1.907  | 90.04 |
| 4   | 47 | A  | <b>Tony DRON</b>            |     | Ferrari 246S             | 2:06.064 | 10   | 2.271  | 89.78 |
| 5   | 80 | A  | <b>Tony WOOD</b>            |     | Lister Jaguar            | 2:06.598 | 10   | 2.805  | 89.40 |
| 6   | 45 | A  | <b>Oliver BRYANT</b>        |     | Lotus 15                 | 2:06.865 | 10   | 3.072  | 89.21 |
| 7   | 54 | B  | <b>Peter HORSMAN</b>        |     | Lotus 17 prototype       | 2:07.758 | 9    | 3.965  | 88.59 |
| 8   | 7  | A  | <b>Barry CANNELL</b>        |     | Willment Climax          | 2:08.397 | 4    | 4.604  | 88.15 |
| 9   | 18 | B  | <b>John CLARK</b>           |     | Lola Mk1                 | 2:08.971 | 10   | 5.178  | 87.75 |
| 10  | 2  | A  | <b>Julian BRONSON</b>       |     | Lister Corvette          | 2:09.048 | 7    | 5.255  | 87.70 |
| 11  | 55 | B  | <b>Rupert WHYTE</b>         |     | Lotus 11                 | 2:09.125 | 10   | 5.332  | 87.65 |
| 12  | 77 | A  | <b>Adrian VAN DER KROFT</b> |     | Cooper T49               | 2:09.284 | 7    | 5.491  | 87.54 |
| 13  | 66 | A  | <b>Flavieri MARCCUS</b>     |     | Jaguar E-Type            | 2:09.804 | 10   | 6.011  | 87.19 |
| 14  | 14 | A  | <b>Stephen GIBSON</b>       |     | Lister Knobbly           | 2:09.918 | 10   | 6.125  | 87.12 |
| 15  | 28 | A  | <b>Shaun LYNN</b>           |     | Lister Knobbly           | 2:10.271 | 10   | 6.478  | 86.88 |
| 16  | 46 | A  | <b>Peter HARDMAN</b>        |     | Aston Martin DBR1        | 2:10.472 | 4    | 6.679  | 86.75 |
| 17  | 38 | D  | <b>Jamie MCINTYRE</b>       |     | Rejo MkIV                | 2:10.712 | 6    | 6.919  | 86.59 |
| 18  | 96 | T  | <b>Murray SMITH</b>         |     | Lotus 15                 | 2:11.088 | 10   | 7.295  | 86.34 |
| 19  | 91 | A  | <b>Simon LLEWELLYN</b>      |     | Lotus 15                 | 2:11.280 | 10   | 7.487  | 86.21 |
| 20  | 20 | A  | <b>Anthony DITHERIDGE</b>   |     | Cooper Monaco            | 2:11.582 | 10   | 7.789  | 86.01 |
| 21  | 97 | T  | <b>Tony BIANCHI</b>         |     | Farrellac MKII           | 2:11.894 | 10   | 8.101  | 85.81 |
| 22  | 10 | C  | <b>Michael STEELE</b>       |     | HWM Jaguar               | 2:12.299 | 10   | 8.506  | 85.55 |
| 23  | 12 | B  | <b>James PATERSON</b>       |     | Lotus 11                 | 2:13.906 | 9    | 10.113 | 84.52 |
| 24  | 36 | B  | <b>Rupert WOOD</b>          |     | Widi MkII                | 2:14.257 | 10   | 10.464 | 84.30 |
| 25  | 17 | A  | <b>John PEARSON</b>         |     | Jaguar D-Type            | 2:14.296 | 10   | 10.503 | 84.28 |
| 26  | 6  | C  | <b>Benjamin EASTICK</b>     |     | Jaguar D-Type            | 2:14.458 | 10   | 10.665 | 84.17 |
| 27  | 98 | T  | <b>Malcolm RICKETTS</b>     |     | Lotus 11                 | 2:15.778 | 8    | 11.985 | 83.36 |
| 28  | 44 | C  | <b>Marshall BAILEY</b>      |     | Cooper Bobtail           | 2:16.474 | 10   | 12.681 | 82.93 |
| 29  | 93 | T  | <b>George ROZWADOSKI</b>    |     | Lotus 11 Le Mans         | 2:16.575 | 9    | 12.782 | 82.87 |
| 30  | 70 | T  | <b>Ben CUSSONS</b>          |     | Jaguar C-Type            | 2:16.983 | 10   | 13.190 | 82.62 |
| 31  | 82 | T  | <b>John CHISHOLM</b>        |     | Jaguar XK120             | 2:17.330 | 9    | 13.537 | 82.41 |
| 32  | 52 | C  | <b>Nigel WEBB</b>           |     | Jaguar C-Type            | 2:17.468 | 10   | 13.675 | 82.33 |
| 33  | 39 | C  | <b>Adrian HALL</b>          |     | Lotus 10                 | 2:17.664 | 8    | 13.871 | 82.21 |
| 34  | 23 | C  | <b>Barry WOOD</b>           |     | RGS Atlanta              | 2:18.147 | 9    | 14.354 | 81.93 |
| 35  | 9  | D  | <b>Jim WOODLEY</b>          |     | Lotus 17                 | 2:19.832 | 9    | 16.039 | 80.94 |
| 36  | 25 | D  | <b>Gareth WILLIAMS</b>      |     | Lotus 11                 | 2:24.256 | 9    | 20.463 | 78.46 |
| 37  | 62 | B  | <b>Malcolm PAUL</b>         |     | Elva Mk5                 | 2:25.474 | 9    | 21.681 | 77.80 |
| 38  | 40 | A  | <b>Phil BENNETT</b>         |     | Lister Jaguar Knobbly    | 2:26.359 | 9    | 22.566 | 77.33 |
| 39  | 30 | T  | <b>Proby CAUTLEY</b>        |     | BMW 'The Willis Special' | 2:32.964 | 9    | 29.171 | 73.99 |
| 40  | 95 | T  | <b>David LAING</b>          |     | HRG Le Mans              | 2:38.239 | 8    | 34.446 | 71.52 |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 09:32 End: 09:52

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

|           |                         |                      |
|-----------|-------------------------|----------------------|
| <b>1</b>  | <b>Philip WALKER</b>    | Lotus 15             |
| 1 -       | 4:11.877                | 6 - 2:05.919         |
| 2 -       | 2:15.951                | 7 - 2:05.173         |
| 3 -       | 2:08.441                | 8 - 2:04.023         |
| 4 -       | 2:07.625                | 9 - 2:04.765         |
| 5 -       | 2:06.716                | 10 - <b>2:03.911</b> |
| <b>2</b>  | <b>Julian BRONSON</b>   | Lister Corvette      |
| 1 -       | 4:29.196P               | 6 - 2:10.488         |
| 2 -       | 3:46.366                | 7 - 2:34.399P        |
| 3 -       | 2:09.245                |                      |
| 4 -       | <b>2:09.048</b>         |                      |
| 5 -       | 2:10.787                |                      |
| <b>6</b>  | <b>Benjamin EASTICK</b> | Jaguar D-Type        |
| 1 -       | 3:44.269                | 6 - 2:16.773         |
| 2 -       | 2:20.574                | 7 - 2:15.970         |
| 3 -       | 2:15.790                | 8 - 2:15.709         |
| 4 -       | 2:15.708                | 9 - 2:16.133         |
| 5 -       | 2:15.942                | 10 - <b>2:14.458</b> |
| <b>7</b>  | <b>Barry CANNELL</b>    | Willment Climax      |
| 1 -       | 3:56.563                |                      |
| 2 -       | 2:20.010                |                      |
| 3 -       | 2:12.533                |                      |
| 4 -       | <b>2:08.397</b>         |                      |
| <b>9</b>  | <b>Jim WOODLEY</b>      | Lotus 17             |
| 1 -       | 4:10.470                | 6 - 2:22.649         |
| 2 -       | 2:30.931                | 7 - <b>2:19.832</b>  |
| 3 -       | 2:22.801                | 8 - 2:20.456         |
| 4 -       | 2:40.087                | 9 - 2:19.957         |
| 5 -       | 2:22.960                |                      |
| <b>10</b> | <b>Michael STEELE</b>   | HWM Jaguar           |
| 1 -       | 4:02.010                | 6 - 2:12.955         |
| 2 -       | 2:18.990                | 7 - 2:12.878         |
| 3 -       | 2:13.810                | 8 - <b>2:12.299</b>  |
| 4 -       | 2:14.858                | 9 - 2:14.316         |
| 5 -       | 2:13.145                | 10 - 2:27.785P       |
| <b>12</b> | <b>James PATERSON</b>   | Lotus 11             |
| 1 -       | 4:24.849                | 6 - 2:14.732         |
| 2 -       | 2:39.202                | 7 - 2:14.524         |
| 3 -       | 2:21.550                | 8 - <b>2:13.906</b>  |
| 4 -       | 2:19.017                | 9 - 2:14.998         |
| 5 -       | 2:17.031                |                      |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

(contd.)

|                     |                           |                |
|---------------------|---------------------------|----------------|
| <b>14</b>           | <b>Stephen GIBSON</b>     | Lister Knobbly |
| 1 - 4:21.542        | 6 - 2:13.300              |                |
| 2 - 2:20.656        | 7 - 2:11.860              |                |
| 3 - 2:15.912        | 8 - <b>2:09.918</b>       |                |
| 4 - 2:12.737        | 9 - 2:11.391              |                |
| 5 - 2:11.630        | 10 - 2:11.759             |                |
| <b>17</b>           | <b>John PEARSON</b>       | Jaguar D-Type  |
| 1 - 4:05.862        | 6 - 2:15.368              |                |
| 2 - 2:26.705        | 7 - 2:16.424              |                |
| 3 - <b>2:14.296</b> | 8 - 2:16.053              |                |
| 4 - 2:17.329        | 9 - 2:16.834              |                |
| 5 - 2:18.035        | 10 - 2:18.750             |                |
| <b>18</b>           | <b>John CLARK</b>         | Lola Mk1       |
| 1 - 3:50.420        | 6 - 2:10.533              |                |
| 2 - 2:16.124        | 7 - 2:10.961              |                |
| 3 - 2:11.985        | 8 - 2:11.148              |                |
| 4 - <b>2:08.971</b> | 9 - 2:10.827              |                |
| 5 - 2:13.906        | 10 - 2:53.567P            |                |
| <b>20</b>           | <b>Anthony DITHERIDGE</b> | Cooper Monaco  |
| 1 - 3:50.641        | 6 - 2:11.802              |                |
| 2 - 2:21.885        | 7 - 2:14.660              |                |
| 3 - 2:17.287        | 8 - <b>2:11.582</b>       |                |
| 4 - 2:13.902        | 9 - 2:11.838              |                |
| 5 - 2:11.904        | 10 - 2:11.818             |                |
| <b>21</b>           | <b>Graeme DODD</b>        | Cooper Monaco  |
| 1 - 3:46.406        | 6 - 2:07.688              | 11 - 2:04.866  |
| 2 - 2:11.971        | 7 - 2:05.702              |                |
| 3 - 2:05.314        | 8 - 2:06.600              |                |
| 4 - <b>2:03.793</b> | 9 - 2:04.961              |                |
| 5 - 2:04.930        | 10 - 2:06.065             |                |
| <b>23</b>           | <b>Barry WOOD</b>         | RGS Atlanta    |
| 1 - 4:00.385        | 6 - <b>2:18.147</b>       |                |
| 2 - 2:31.219        | 7 - 2:19.315              |                |
| 3 - 2:24.077        | 8 - 2:22.589              |                |
| 4 - 2:20.939        | 9 - 2:18.225              |                |
| 5 - 2:21.648        |                           |                |
| <b>25</b>           | <b>Gareth WILLIAMS</b>    | Lotus 11       |
| 1 - 4:21.602        | 6 - 2:24.480              |                |
| 2 - 2:37.687        | 7 - <b>2:24.256</b>       |                |
| 3 - 2:26.831        | 8 - 2:24.886              |                |
| 4 - 2:42.990        | 9 - 2:25.522              |                |
| 5 - 2:24.901        |                           |                |



# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

(contd.)

|                     |                       |                          |
|---------------------|-----------------------|--------------------------|
| <b>27</b>           | <b>John HARPER</b>    | Cooper Monaco            |
| 1 - 3:43.402        | 6 - 2:06.439          | 11 - 2:06.350            |
| 2 - 2:12.897        | 7 - 2:06.207          |                          |
| 3 - 2:07.170        | 8 - 2:06.766          |                          |
| 4 - 2:05.769        | 9 - <b>2:05.700</b>   |                          |
| 5 - 2:06.116        | 10 - 2:08.386         |                          |
| <b>28</b>           | <b>Shaun LYNN</b>     | Lister Knobbly           |
| 1 - 4:06.310        | 6 - 2:12.102          |                          |
| 2 - 2:25.556        | 7 - 2:10.418          |                          |
| 3 - 2:13.614        | 8 - 2:10.907          |                          |
| 4 - 2:15.917        | 9 - <b>2:10.271</b>   |                          |
| 5 - 2:13.722        | 10 - 2:14.451         |                          |
| <b>30</b>           | <b>Proby CAUTLEY</b>  | BMW 'The Willis Special' |
| 1 - 4:24.123        | 6 - 2:37.277          |                          |
| 2 - 2:41.637        | 7 - <b>2:32.964</b>   |                          |
| 3 - 2:38.839        | 8 - 2:33.169          |                          |
| 4 - 2:37.522        | 9 - 2:33.909          |                          |
| 5 - 2:34.308        |                       |                          |
| <b>36</b>           | <b>Rupert WOOD</b>    | Widi MkII                |
| 1 - 3:44.661        | 6 - 2:16.402          |                          |
| 2 - 2:20.968        | 7 - 2:14.307          |                          |
| 3 - 2:17.718        | 8 - 2:14.863          |                          |
| 4 - 2:15.346        | 9 - <b>2:14.257</b>   |                          |
| 5 - 2:15.981        | 10 - 2:15.595         |                          |
| <b>38</b>           | <b>Jamie MCINTYRE</b> | Rejo MkIV                |
| 1 - 3:43.748        | 6 - 2:21.173P         |                          |
| 2 - 2:16.108        |                       |                          |
| 3 - 2:16.640        |                       |                          |
| 4 - 2:11.214        |                       |                          |
| 5 - <b>2:10.712</b> |                       |                          |
| <b>39</b>           | <b>Adrian HALL</b>    | Lotus 10                 |
| 1 - 4:22.253        | 6 - 2:19.070          |                          |
| 2 - 2:37.726        | 7 - 2:18.546          |                          |
| 3 - 2:21.042        | 8 - 2:50.514P         |                          |
| 4 - 2:18.656        |                       |                          |
| 5 - <b>2:17.664</b> |                       |                          |
| <b>40</b>           | <b>Phil BENNETT</b>   | Lister Jaguar Knobbly    |
| 1 - 4:10.573        | 6 - 2:27.957          |                          |
| 2 - 2:26.699        | 7 - <b>2:26.359</b>   |                          |
| 3 - 2:29.749        | 8 - 2:29.133          |                          |
| 4 - 2:30.156        | 9 - 2:27.938          |                          |
| 5 - 2:29.717        |                       |                          |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

(contd.)

|           |                        |                     |
|-----------|------------------------|---------------------|
| <b>44</b> | <b>Marshall BAILEY</b> | Cooper Bobtail      |
| 1 -       | 4:03.513               | 6 - 2:17.571        |
| 2 -       | 2:28.537               | 7 - 2:17.338        |
| 3 -       | 2:29.663               | 8 - 2:17.508        |
| 4 -       | 2:19.807               | 9 - <b>2:16.474</b> |
| 5 -       | 2:18.871               | 10 - 2:17.682       |
| <b>45</b> | <b>Oliver BRYANT</b>   | Lotus 15            |
| 1 -       | 4:13.852               | 6 - 2:09.209        |
| 2 -       | 2:20.566               | 7 - <b>2:06.865</b> |
| 3 -       | 2:28.688P              | 8 - 2:13.359        |
| 4 -       | 2:49.393               | 9 - 2:08.302        |
| 5 -       | 2:10.987               | 10 - 2:06.939       |
| <b>46</b> | <b>Peter HARDMAN</b>   | Aston Martin DBR1   |
| 1 -       | 4:09.256               |                     |
| 2 -       | 2:15.422               |                     |
| 3 -       | <b>2:10.472</b>        |                     |
| 4 -       | 2:32.240P              |                     |
| <b>47</b> | <b>Tony DRON</b>       | Ferrari 246S        |
| 1 -       | 4:11.103               | 6 - 2:24.517P       |
| 2 -       | 2:16.176               | 7 - 2:25.980        |
| 3 -       | 2:11.715               | 8 - <b>2:06.064</b> |
| 4 -       | 2:08.510               | 9 - 2:09.475        |
| 5 -       | 2:13.895               | 10 - 2:06.314       |
| <b>52</b> | <b>Nigel WEBB</b>      | Jaguar C-Type       |
| 1 -       | 3:52.980               | 6 - 2:20.685        |
| 2 -       | 2:27.655               | 7 - 2:20.025        |
| 3 -       | 2:21.511               | 8 - 2:20.748        |
| 4 -       | 2:21.568               | 9 - 2:19.927        |
| 5 -       | <b>2:17.468</b>        | 10 - 2:23.754       |
| <b>54</b> | <b>Peter HORSMAN</b>   | Lotus 17 prototype  |
| 1 -       | 5:11.307               | 6 - 2:11.328        |
| 2 -       | 2:38.276               | 7 - 2:15.007        |
| 3 -       | 2:10.471               | 8 - 2:08.808        |
| 4 -       | 2:09.181               | 9 - <b>2:07.758</b> |
| 5 -       | 2:10.610               |                     |
| <b>55</b> | <b>Rupert WHYTE</b>    | Lotus 11            |
| 1 -       | 3:52.829               | 6 - 2:16.958        |
| 2 -       | 2:20.724               | 7 - 2:21.958        |
| 3 -       | 2:19.547               | 8 - <b>2:09.125</b> |
| 4 -       | 2:12.838               | 9 - 2:09.478        |
| 5 -       | 2:10.176               | 10 - 2:23.240       |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

(contd.)

|           |                             |                      |
|-----------|-----------------------------|----------------------|
| <b>62</b> | <b>Malcolm PAUL</b>         | Elva Mk5             |
| 1 -       | 4:20.155                    | 6 - 2:26.714         |
| 2 -       | 2:41.825                    | 7 - <b>2:25.474</b>  |
| 3 -       | 2:32.643                    | 8 - 2:26.516         |
| 4 -       | 2:32.800                    | 9 - 2:29.898         |
| 5 -       | 2:27.949                    |                      |
| <b>66</b> | <b>Flavieri MARCCUS</b>     | Jaguar E-Type        |
| 1 -       | 4:14.549                    | 6 - 2:10.816         |
| 2 -       | 2:17.590                    | 7 - 2:10.623         |
| 3 -       | 2:11.474                    | 8 - 2:10.373         |
| 4 -       | 2:10.628                    | 9 - 2:17.364         |
| 5 -       | <b>2:09.804</b>             | 10 - 2:09.956        |
| <b>70</b> | <b>Ben CUSSONS</b>          | Jaguar C-Type        |
| 1 -       | 3:55.453                    | 6 - 2:17.844         |
| 2 -       | 2:27.761                    | 7 - 2:19.485         |
| 3 -       | 2:20.024                    | 8 - 2:34.058         |
| 4 -       | 2:18.978                    | 9 - 2:18.925         |
| 5 -       | <b>2:16.983</b>             | 10 - 2:19.675        |
| <b>77</b> | <b>Adrian VAN DER KROFT</b> | Cooper T49           |
| 1 -       | 3:56.473                    | 6 - 2:10.351         |
| 2 -       | 2:17.173                    | 7 - 2:19.951P        |
| 3 -       | 2:14.623                    |                      |
| 4 -       | <b>2:09.284</b>             |                      |
| 5 -       | 2:10.181                    |                      |
| <b>80</b> | <b>Tony WOOD</b>            | Lister Jaguar        |
| 1 -       | 4:00.554                    | 6 - 2:08.308         |
| 2 -       | 2:16.471                    | 7 - 2:09.704         |
| 3 -       | 2:14.017                    | 8 - 2:07.054         |
| 4 -       | 2:10.278                    | 9 - 2:08.785         |
| 5 -       | 2:11.160                    | 10 - <b>2:06.598</b> |
| <b>82</b> | <b>John CHISHOLM</b>        | Jaguar XK120         |
| 1 -       | 4:22.653                    | 6 - 2:24.922         |
| 2 -       | 2:30.938                    | 7 - 2:19.728         |
| 3 -       | 2:19.395                    | 8 - 2:20.363         |
| 4 -       | 2:19.943                    | 9 - <b>2:17.330</b>  |
| 5 -       | 2:20.234                    |                      |
| <b>90</b> | <b>TBD</b>                  |                      |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP ANALYSIS

(contd.)

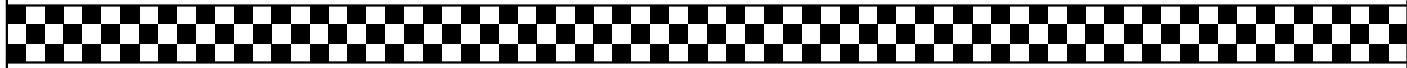
|           |                          |                      |
|-----------|--------------------------|----------------------|
| <b>91</b> | <b>Simon LLEWELLYN</b>   | Lotus 15             |
| 1 -       | 4:11.974                 | 6 - 2:14.902         |
| 2 -       | 2:26.015                 | 7 - 2:14.766         |
| 3 -       | 2:17.996                 | 8 - 2:11.468         |
| 4 -       | 2:12.772                 | 9 - 2:11.975         |
| 5 -       | 2:18.278                 | 10 - <b>2:11.280</b> |
| <b>93</b> | <b>George ROZWADOSKI</b> | Lotus 11 Le Mans     |
| 1 -       | 4:25.222                 | 6 - 2:17.140         |
| 2 -       | 2:33.524                 | 7 - 2:17.923         |
| 3 -       | 2:22.740                 | 8 - <b>2:16.575</b>  |
| 4 -       | 2:20.315                 | 9 - 2:16.858         |
| 5 -       | 2:21.549                 |                      |
| <b>95</b> | <b>David LAING</b>       | HRG Le Mans          |
| 1 -       | 4:14.862                 | 6 - 2:40.426         |
| 2 -       | 2:46.647                 | 7 - 2:38.868         |
| 3 -       | 2:52.052                 | 8 - <b>2:38.239</b>  |
| 4 -       | 2:43.180                 |                      |
| 5 -       | 2:42.174                 |                      |
| <b>96</b> | <b>Murray SMITH</b>      | Lotus 15             |
| 1 -       | 3:55.985                 | 6 - 2:11.439         |
| 2 -       | 2:19.680                 | 7 - 2:12.190         |
| 3 -       | 2:15.181                 | 8 - 2:12.981         |
| 4 -       | 2:12.695                 | 9 - <b>2:11.088</b>  |
| 5 -       | 2:14.656                 | 10 - 2:11.194        |
| <b>97</b> | <b>Tony BIANCHI</b>      | Farrellac MKII       |
| 1 -       | 3:59.993                 | 6 - 2:12.225         |
| 2 -       | 2:25.174                 | 7 - 2:14.502         |
| 3 -       | 2:14.887                 | 8 - 2:16.933         |
| 4 -       | <b>2:11.894</b>          | 9 - 2:12.639         |
| 5 -       | 2:13.412                 | 10 - 2:17.427        |
| <b>98</b> | <b>Malcolm RICKETTS</b>  | Lotus 11             |
| 1 -       | 6:48.044                 | 6 - 2:16.401         |
| 2 -       | 2:19.648                 | 7 - 2:16.042         |
| 3 -       | 2:28.065                 | 8 - <b>2:15.778</b>  |
| 4 -       | 2:18.114                 |                      |
| 5 -       | 2:17.285                 |                      |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars

## GRID - Race 14

|        |          |               |          |                  |
|--------|----------|---------------|----------|------------------|
| ROW 20 |          | 2:32.964      |          | 2:38.239         |
| ROW 19 |          | 30 CAUTLEY    |          | 95 LAING         |
| ROW 18 | 2:25.474 | 62 PAUL       | 2:26.359 | 40 BENNETT       |
| ROW 17 |          | 2:19.832      |          | 2:24.256         |
| ROW 16 |          | 9 WOODLEY     |          | 25 WILLIAMS      |
| ROW 15 | 2:17.664 | 39 HALL       | 2:18.147 | 23 WOOD          |
| ROW 14 |          | 2:17.330      |          | 2:17.468         |
| ROW 13 |          | 82 CHISHOLM   |          | 52 WEBB          |
| ROW 12 | 2:16.575 | 93 ROZWADOSKI | 2:16.983 | 70 CUSSONS       |
| ROW 11 |          | 2:15.778      |          | 2:16.474         |
| ROW 10 |          | 98 RICKETTS   |          | 44 BAILEY        |
| ROW 9  | 2:14.296 | 17 PEARSON    | 2:14.458 | 6 EASTICK        |
| ROW 8  |          | 2:13.906      |          | 2:14.257         |
| ROW 7  |          | 12 PATERSON   |          | 36 WOOD          |
| ROW 6  | 2:11.894 | 97 BIANCHI    | 2:12.299 | 10 STEELE        |
| ROW 5  |          | 2:11.280      |          | 2:11.582         |
| ROW 4  |          | 91 LLEWELLYN  |          | 20 DITHERIDGE    |
| ROW 3  | 2:10.712 | 38 MCINTYRE   | 2:11.088 | 96 SMITH         |
| ROW 2  |          | 2:10.271      |          | 2:10.472         |
| ROW 1  |          | 28 LYNN       |          | 46 HARDMAN       |
|        | 2:09.804 | 66 MARCCUS    | 2:09.918 | 14 GIBSON        |
|        |          | 2:09.125      |          | 2:09.284         |
|        |          | 55 WHYTE      |          | 77 VAN DER KROFT |
|        | 2:08.971 | 18 CLARK      | 2:09.048 | 2 BRONSON        |
|        |          | 2:07.758      |          | 2:08.397         |
|        |          | 54 HORSMAN    |          | 7 CANNELL        |
|        | 2:06.598 | 80 WOOD       | 2:06.865 | 45 BRYANT        |
|        |          | 2:05.700      |          | 2:06.064         |
|        |          | 27 HARPER     |          | 47 DRON          |
|        | 2:03.793 | 21 DODD       | 2:03.911 | 1 WALKER         |

POLE



Weather/Track - Overcast/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 09:32 End: 09:52

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Jack Sears Trophy for HSCC Historic Racing Saloons

### QUALIFYING - Race 17

| POS | NO | CL | NAME                 | NAT | ENTRY                       | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|----------------------|-----|-----------------------------|----------|------|--------|-------|
| 1   | 8  | K1 | Leo VOYAZIDES        |     | Ford Mustang                | 2:12.662 | 11   |        | 85.31 |
| 2   | 18 | K1 | ANGLE/OLIVER         |     | Ford Mustang                | 2:13.745 | 12   | 1.083  | 84.62 |
| 3   | 28 | B  | Richard SHAW         |     | BMW1800                     | 2:13.756 | 16   | 1.094  | 84.62 |
| 4   | 35 | B  | DODD/DODD            |     | Alfa Romeo Guilia Sprint GT | 2:13.937 | 16   | 1.275  | 84.50 |
| 5   | 31 | B  | Les ELY              |     | BMW 2000                    | 2:14.263 | 16   | 1.601  | 84.30 |
| 6   | 46 | C  | COX/FITZGERALD       |     | Ford Anglia 105E            | 2:15.668 | 14   | 3.006  | 83.42 |
| 7   | 5  | K1 | YOUNG/BRYANT         |     | Dodge Dart                  | 2:16.143 | 12   | 3.481  | 83.13 |
| 8   | 13 | K1 | Paul INGRAM          |     | Ford Mustang                | 2:16.353 | 15   | 3.691  | 83.00 |
| 9   | 34 | B  | Louis BRACEY         |     | Ford Lotus Cortina          | 2:16.700 | 14   | 4.038  | 82.79 |
| 10  | 85 | D  | Roger GODFREY        |     | Austin Mini Cooper S        | 2:16.757 | 16   | 4.095  | 82.76 |
| 11  | 11 | K1 | STYLES/DUNN          |     | Ford Mustang                | 2:16.841 | 14   | 4.179  | 82.71 |
| 12  | 16 | k1 | GILL/UTTING          |     | Ford Mustang                | 2:16.991 | 15   | 4.329  | 82.62 |
| 13  | 74 | K3 | Michael STEELE       |     | Ford Lotus Cortina          | 2:17.799 | 10   | 5.137  | 82.13 |
| 14  | 23 | A  | COPE/GARRAD          |     | Jaguar S-Type               | 2:18.595 | 16   | 5.933  | 81.66 |
| 15  | 53 | K3 | Robert HARTLEY       |     | Ford Lotus Cortina          | 2:18.651 | 8    | 5.989  | 81.63 |
| 16  | 26 | K1 | Alan MANN            |     | Ford Mustang                | 2:19.235 | 16   | 6.573  | 81.29 |
| 17  | 37 | C  | Peter WOODHEAD       |     | Ford Lotus Cortina          | 2:19.384 | 16   | 6.722  | 81.20 |
| 18  | 36 | C  | Roland STOATE        |     | Ford Anglia                 | 2:19.425 | 16   | 6.763  | 81.17 |
| 19  | 12 | K1 | CHAPMAN/TIZZARD      |     | Ford Mustang                | 2:19.962 | 14   | 7.300  | 80.86 |
| 20  | 22 | K1 | David SMITH          |     | Ford Mustang                | 2:20.738 | 14   | 8.076  | 80.42 |
| 21  | 41 | C  | FIELDING/FIELDING    |     | Ford Anglia                 | 2:20.924 | 15   | 8.262  | 80.31 |
| 22  | 73 | K3 | SUGDEN/RUTT          |     | Alfa Romeo                  | 2:21.008 | 15   | 8.346  | 80.26 |
| 23  | 77 | D  | EBDON/WATSON         |     | Morris Mini Cooper S        | 2:21.204 | 14   | 8.542  | 80.15 |
| 24  | 52 | C  | Peter ERGIS          |     | Ford Cortina GT             | 2:21.363 | 14   | 8.701  | 80.06 |
| 25  | 79 | D  | Jim BURROWS          |     | Austin Mini Cooper S        | 2:23.580 | 15   | 10.918 | 78.83 |
| 26  | 50 | C  | Steve READ/Liza READ |     | Ford Anglia                 | 2:23.884 | 13   | 11.222 | 78.66 |
| 27  | 81 | D  | GLAISTER/GLAISTER    |     | Ford Anglia 100E            | 2:25.448 | 14   | 12.786 | 77.81 |
| 28  | 45 | C  | Tony MASCHIO         |     | Alfa Romeo Giulia Sprint GT | 2:26.457 | 14   | 13.795 | 77.28 |
| 29  | 75 | K3 | BATEMAN/BARTON       |     | Ford Lotus Cortina          | 2:28.255 | 14   | 15.593 | 76.34 |
| 30  | 24 | K1 | KENNEDY/KENNEDY      |     | Ford Falcon Sprint          | 2:29.975 | 13   | 17.313 | 75.46 |
| 31  | 64 | C  | Christian FLACKETT   |     | Alfa Romeo Guilia Sprint GT | 2:30.508 | 15   | 17.846 | 75.20 |
| 32  | 20 | A  | KING/BLUNDEN         |     | Ford Galaxie                | 2:32.694 | 13   | 20.032 | 74.12 |
| 33  | 62 | C  | SAVAGE/MURPHY        |     | Alfa Romeo GTA              | 2:33.206 | 14   | 20.544 | 73.87 |
| 34  | 94 | E  | Steve PLATTS         |     | Hillman Imp                 | 2:33.912 | 13   | 21.250 | 73.53 |
| 35  | 44 | C  | T. LAILEY DE VILLE   |     | Ford Anglia                 | 2:35.035 | 7    | 22.373 | 73.00 |
| 36  | 55 | K3 | Fred PHILLIPS        |     | Ford Lotus Cortina          | 2:36.692 | 13   | 24.030 | 72.23 |
| 37  | 84 | D  | Roger PHILLIPS       |     | Mini Cooper S               | 2:37.394 | 14   | 24.732 | 71.91 |
| 38  | 68 | C  | Richard CROSS        |     | Riley 1.5                   | 2:43.547 | 14   | 30.885 | 69.20 |
| 39  | 96 | E  | Tony WELSH           |     | Morris Minor                | 2:45.381 | 13   | 32.719 | 68.43 |

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 10:00 End: 10:35

Weather/Track - Overcast/Dry  
These results are provisional until the conclusion of any judicial and technical matters.

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Jack Sears Trophy for HSCC Historic Racing Saloons LAP ANALYSIS

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>5</b>            | <b>YOUNG/BRYANT</b>    | Dodge Dart           |
| 1 - 4:54.199        | 6 - 2:26.890           | 11 - 4:04.605        |
| 2 - 2:19.766        | 7 - 2:27.019           | 12 - 2:45.848P       |
| 3 - <b>2:16.143</b> | 8 - 2:26.560           |                      |
| 4 - 2:25.231P       | 9 - 2:26.584           |                      |
| 5 - 7:07.869        | 10 - 2:50.610P         |                      |
| <b>8</b>            | <b>Leo VOYAZIDES</b>   | Ford Mustang         |
| 1 - 4:55.291        | 6 - 2:14.122           | 11 - 2:29.137P       |
| 2 - 2:21.032        | 7 - 2:16.742           |                      |
| 3 - 2:14.757        | 8 - 2:14.690           |                      |
| 4 - <b>2:12.662</b> | 9 - 2:15.238           |                      |
| 5 - 2:16.774        | 10 - 2:15.321          |                      |
| <b>11</b>           | <b>STYLES/DUNN</b>     | Ford Mustang         |
| 1 - 5:16.249        | 6 - 2:18.281           | 11 - <b>2:16.841</b> |
| 2 - 2:30.274        | 7 - 2:20.489           | 12 - 2:17.194        |
| 3 - 2:20.482        | 8 - 2:29.781P          | 13 - 2:28.302        |
| 4 - 2:19.870        | 9 - 3:42.625           | 14 - 3:46.733P       |
| 5 - 2:18.561        | 10 - 2:20.971          |                      |
| <b>12</b>           | <b>CHAPMAN/TIZZARD</b> | Ford Mustang         |
| 1 - 7:29.498P       | 6 - <b>2:19.962</b>    | 11 - 2:39.816P       |
| 2 - 2:57.073        | 7 - 2:21.241           | 12 - 4:02.352        |
| 3 - 2:24.628        | 8 - 2:20.342           | 13 - 2:30.674        |
| 4 - 2:23.266        | 9 - 2:20.240           | 14 - 2:30.472        |
| 5 - 2:21.344        | 10 - 2:20.673          |                      |
| <b>13</b>           | <b>Paul INGRAM</b>     | Ford Mustang         |
| 1 - 5:33.319        | 6 - 2:18.502           | 11 - 2:19.350        |
| 2 - 2:35.197        | 7 - 2:18.516           | 12 - 2:16.434        |
| 3 - 2:25.106        | 8 - 2:16.808           | 13 - 2:16.404        |
| 4 - 2:24.485        | 9 - 2:27.802P          | 14 - <b>2:16.353</b> |
| 5 - 2:18.209        | 10 - 4:07.357          | 15 - 2:16.705        |
| <b>16</b>           | <b>GILL/UTTING</b>     | Ford Mustang         |
| 1 - 5:04.094        | 6 - 2:23.698           | 11 - 2:29.556        |
| 2 - 2:29.567        | 7 - 2:20.302           | 12 - 2:27.699        |
| 3 - 2:21.527        | 8 - 2:34.745P          | 13 - 2:26.401        |
| 4 - 2:20.386        | 9 - 4:22.430           | 14 - 2:24.531        |
| 5 - <b>2:16.991</b> | 10 - 2:33.469          | 15 - 2:24.557        |
| <b>18</b>           | <b>ANGLE/OLIVER</b>    | Ford Mustang         |
| 1 - 4:53.364        | 6 - 2:14.634           | 11 - 2:14.339        |
| 2 - 2:20.089        | 7 - 2:40.975P          | 12 - 2:19.867        |
| 3 - 2:15.696        | 8 - 3:53.829           |                      |
| 4 - <b>2:13.745</b> | 9 - 2:18.625           |                      |
| 5 - 2:18.274        | 10 - 2:17.306          |                      |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP ANALYSIS

(contd.)

|           |                        |                    |                 |      |                 |
|-----------|------------------------|--------------------|-----------------|------|-----------------|
| <b>20</b> | <b>KING/BLUNDEN</b>    | Ford Galaxie       |                 |      |                 |
| 1 -       | 5:27.697               | 6 -                | 2:49.131P       | 11 - | 3:06.506P       |
| 2 -       | 2:41.747               | 7 -                | 4:21.006        | 12 - | 4:11.088        |
| 3 -       | 2:34.660               | 8 -                | 2:54.269        | 13 - | <b>2:32.694</b> |
| 4 -       | 2:35.254               | 9 -                | 2:50.783        |      |                 |
| 5 -       | 2:35.186               | 10 -               | 2:55.420        |      |                 |
| <b>22</b> | <b>David SMITH</b>     | Ford Mustang       |                 |      |                 |
| 1 -       | 5:20.664               | 6 -                | 2:21.482        | 11 - | 2:37.041P       |
| 2 -       | 2:39.677               | 7 -                | 2:21.289        | 12 - | 5:00.604        |
| 3 -       | 2:28.951               | 8 -                | 2:22.804        | 13 - | 2:21.284        |
| 4 -       | 2:24.201               | 9 -                | <b>2:20.738</b> | 14 - | 2:20.884        |
| 5 -       | 2:22.623               | 10 -               | 2:20.799        |      |                 |
| <b>23</b> | <b>COPE/GARRAD</b>     | Jaguar S-Type      |                 |      |                 |
| 1 -       | 5:14.590               | 6 -                | 2:22.942        | 11 - | <b>2:18.595</b> |
| 2 -       | 2:29.279               | 7 -                | 2:21.725        | 12 - | 2:21.013        |
| 3 -       | 2:20.382               | 8 -                | 2:20.212        | 13 - | 2:18.733        |
| 4 -       | 2:28.212               | 9 -                | 2:18.974        | 14 - | 2:20.342        |
| 5 -       | 2:20.349               | 10 -               | 2:19.023        | 15 - | 2:20.470        |
| <b>24</b> | <b>KENNEDY/KENNEDY</b> | Ford Falcon Sprint |                 |      |                 |
| 1 -       | 5:08.171               | 6 -                | 2:54.239P       | 11 - | 2:30.618        |
| 2 -       | 2:44.092               | 7 -                | 5:41.556        | 12 - | 2:31.481        |
| 3 -       | 2:41.197               | 8 -                | 2:38.201        | 13 - | <b>2:29.975</b> |
| 4 -       | 2:34.382               | 9 -                | 2:35.300        |      |                 |
| 5 -       | 2:39.967               | 10 -               | 2:32.599        |      |                 |
| <b>26</b> | <b>Alan MANN</b>       | Ford Mustang       |                 |      |                 |
| 1 -       | 5:23.258               | 6 -                | 2:23.597        | 11 - | 2:22.201        |
| 2 -       | 2:34.324               | 7 -                | 2:21.890        | 12 - | 2:22.104        |
| 3 -       | 2:24.163               | 8 -                | 2:20.554        | 13 - | 2:23.495        |
| 4 -       | 2:24.337               | 9 -                | 2:19.674        | 14 - | 2:22.744        |
| 5 -       | 2:22.492               | 10 -               | 2:23.848        | 15 - | <b>2:19.235</b> |
| <b>28</b> | <b>Richard SHAW</b>    | BMW1800            |                 |      |                 |
| 1 -       | 5:19.666               | 6 -                | 2:16.654        | 11 - | 2:17.658        |
| 2 -       | 2:24.273               | 7 -                | <b>2:13.756</b> | 12 - | 2:16.827        |
| 3 -       | 2:16.899               | 8 -                | 2:13.959        | 13 - | 2:15.999        |
| 4 -       | 2:14.134               | 9 -                | 2:32.160P       | 14 - | 2:16.920        |
| 5 -       | 2:14.012               | 10 -               | 3:57.844        | 15 - | 2:16.183        |
| <b>31</b> | <b>Les ELY</b>         | BMW 2000           |                 |      |                 |
| 1 -       | 4:51.638               | 6 -                | 2:14.992        | 11 - | 2:16.080        |
| 2 -       | 2:20.784               | 7 -                | 2:15.146        | 12 - | 2:16.974        |
| 3 -       | 2:16.147               | 8 -                | 2:15.368        | 13 - | 2:14.731        |
| 4 -       | 2:14.761               | 9 -                | 2:33.924P       | 14 - | 2:14.324        |
| 5 -       | 2:22.892               | 10 -               | 3:06.717        | 15 - | 2:16.305        |



# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP ANALYSIS

(contd.)

|           |                           |                             |                 |      |                 |
|-----------|---------------------------|-----------------------------|-----------------|------|-----------------|
| <b>34</b> | <b>Louis BRACEY</b>       | Ford Lotus Cortina          |                 |      |                 |
| 1 -       | 5:15.305                  | 6 -                         | 2:17.826        | 11 - | 2:49.709P       |
| 2 -       | 2:45.544                  | 7 -                         | 2:18.192        | 12 - | 5:49.693        |
| 3 -       | 2:26.511                  | 8 -                         | 2:19.547        | 13 - | 2:20.966        |
| 4 -       | 2:23.869                  | 9 -                         | <b>2:16.700</b> | 14 - | 2:19.563        |
| 5 -       | 2:22.290                  | 10 -                        | 2:18.623        |      |                 |
| <b>35</b> | <b>DODD/DODD</b>          | Alfa Romeo Giulia Sprint GT |                 |      |                 |
| 1 -       | 4:48.028                  | 6 -                         | 2:14.559        | 11 - | 2:17.495        |
| 2 -       | 2:20.276                  | 7 -                         | 2:14.684        | 12 - | 2:17.644        |
| 3 -       | 2:16.841                  | 8 -                         | <b>2:13.937</b> | 13 - | 2:17.117        |
| 4 -       | 2:15.790                  | 9 -                         | 2:40.426P       | 14 - | 2:16.247        |
| 5 -       | 2:22.771                  | 10 -                        | 3:12.385        | 15 - | 2:16.262        |
| <b>36</b> | <b>Roland STOATE</b>      | Ford Anglia                 |                 |      |                 |
| 1 -       | 5:11.997                  | 6 -                         | 2:21.904        | 11 - | <b>2:19.425</b> |
| 2 -       | 2:30.826                  | 7 -                         | 2:23.316        | 12 - | 2:21.006        |
| 3 -       | 2:24.438                  | 8 -                         | 2:21.242        | 13 - | 2:20.634        |
| 4 -       | 2:25.077                  | 9 -                         | 2:20.899        | 14 - | 2:21.260        |
| 5 -       | 2:21.352                  | 10 -                        | 2:20.115        | 15 - | 2:25.293        |
| <b>37</b> | <b>Peter WOODHEAD</b>     | Ford Lotus Cortina          |                 |      |                 |
| 1 -       | 5:30.863                  | 6 -                         | 2:20.607        | 11 - | 2:20.738        |
| 2 -       | 2:50.733                  | 7 -                         | 2:20.862        | 12 - | 2:19.800        |
| 3 -       | 2:26.793                  | 8 -                         | 2:21.877        | 13 - | <b>2:19.384</b> |
| 4 -       | 2:22.712                  | 9 -                         | 2:21.974        | 14 - | 2:20.798        |
| 5 -       | 2:22.865                  | 10 -                        | 2:20.736        | 15 - | 2:20.593        |
| <b>41</b> | <b>FIELDING/FIELDING</b>  | Ford Anglia                 |                 |      |                 |
| 1 -       | 5:12.591                  | 6 -                         | 2:22.643        | 11 - | 2:27.091        |
| 2 -       | 2:29.947                  | 7 -                         | 2:23.746        | 12 - | 2:27.021        |
| 3 -       | 2:23.196                  | 8 -                         | 2:21.028        | 13 - | 2:24.699        |
| 4 -       | 2:25.651                  | 9 -                         | 2:35.579P       | 14 - | 2:27.608        |
| 5 -       | <b>2:20.924</b>           | 10 -                        | 4:03.960        | 15 - | 2:24.202        |
| <b>44</b> | <b>T. LAILEY DE VILLE</b> | Ford Anglia                 |                 |      |                 |
| 1 -       | 5:21.727                  | 6 -                         | 2:37.364        |      |                 |
| 2 -       | 2:45.437                  | 7 -                         | 3:00.731P       |      |                 |
| 3 -       | <b>2:35.035</b>           |                             |                 |      |                 |
| 4 -       | 2:38.770                  |                             |                 |      |                 |
| 5 -       | 2:37.789                  |                             |                 |      |                 |
| <b>45</b> | <b>Tony MASCHIO</b>       | Alfa Romeo Giulia Sprint GT |                 |      |                 |
| 1 -       | 5:39.271                  | 6 -                         | 3:04.612P       | 11 - | <b>2:26.457</b> |
| 2 -       | 3:00.423                  | 7 -                         | 3:39.431        | 12 - | 2:27.249        |
| 3 -       | 2:47.225                  | 8 -                         | 2:29.640        | 13 - | 2:27.564        |
| 4 -       | 2:48.555                  | 9 -                         | 2:30.920        | 14 - | 2:51.170P       |
| 5 -       | 2:42.369                  | 10 -                        | 2:30.214        |      |                 |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP ANALYSIS

(contd.)

|                     |                             |                             |
|---------------------|-----------------------------|-----------------------------|
| <b>46</b>           | <b>COX/FITZGERALD</b>       | Ford Anglia 105E            |
| 1 - 5:33.895        | 6 - <b>2:15.668</b>         | 11 - 2:31.408               |
| 2 - 2:31.220        | 7 - 2:39.423P               | 12 - 2:29.622               |
| 3 - 2:22.185        | 8 - 5:30.315                | 13 - 2:26.904               |
| 4 - 2:28.551        | 9 - 2:31.924                | 14 - 2:26.647               |
| 5 - 2:17.001        | 10 - 2:32.071               |                             |
| <b>50</b>           | <b>Steve READ/Liza READ</b> | Ford Anglia                 |
| 1 - 5:19.515        | 6 - 7:06.530                | 11 - 2:25.465               |
| 2 - 2:42.186        | 7 - 2:30.956                | 12 - 2:24.188               |
| 3 - 2:33.418        | 8 - 2:28.251                | 13 - <b>2:23.884</b>        |
| 4 - 2:32.951        | 9 - 2:25.152                |                             |
| 5 - 3:03.584P       | 10 - 2:28.462               |                             |
| <b>52</b>           | <b>Peter ERGIS</b>          | Ford Cortina GT             |
| 1 - 5:17.620        | 6 - 2:26.969                | 11 - 2:26.209               |
| 2 - 2:47.206        | 7 - 2:25.289                | 12 - 2:21.766               |
| 3 - 2:28.504        | 8 - 2:40.286                | 13 - 2:22.001               |
| 4 - 2:25.772        | 9 - <b>2:21.363</b>         | 14 - 2:48.982P              |
| 5 - 2:33.352        | 10 - 2:23.438               |                             |
| <b>53</b>           | <b>Robert HARTLEY</b>       | Ford Lotus Cortina          |
| 1 - 4:57.573        | 6 - 2:40.061P               |                             |
| 2 - 2:24.708        | 7 - X:00.000                |                             |
| 3 - 2:20.119        | 8 - <b>2:18.651</b>         |                             |
| 4 - 2:19.410        |                             |                             |
| 5 - 2:21.086        |                             |                             |
| <b>55</b>           | <b>Fred PHILLIPS</b>        | Ford Lotus Cortina          |
| 1 - 5:14.966        | 6 - 2:47.757                | 11 - 2:37.960               |
| 2 - 3:06.590        | 7 - 2:47.684                | 12 - <b>2:36.692</b>        |
| 3 - 2:52.530        | 8 - 2:49.800                | 13 - 2:38.928               |
| 4 - 2:51.518        | 9 - 3:06.255P               |                             |
| 5 - 2:49.928        | 10 - 4:15.641               |                             |
| <b>62</b>           | <b>SAVAGE/MURPHY</b>        | Alfa Romeo GTA              |
| 1 - 5:04.323        | 6 - 2:54.422P               | 11 - 2:35.824               |
| 2 - 2:44.825        | 7 - 3:38.897                | 12 - 2:34.873               |
| 3 - 2:35.737        | 8 - 2:40.264                | 13 - 2:36.264               |
| 4 - 2:34.750        | 9 - 2:40.063                | 14 - 2:33.449               |
| 5 - <b>2:33.206</b> | 10 - 2:37.555               |                             |
| <b>64</b>           | <b>Christian FLACKETT</b>   | Alfa Romeo Guilia Sprint GT |
| 1 - 5:32.640        | 6 - 2:34.842                | 11 - 2:33.519               |
| 2 - 2:48.044        | 7 - 2:37.034                | 12 - 2:34.608               |
| 3 - 2:36.068        | 8 - 2:40.564                | 13 - <b>2:30.508</b>        |
| 4 - 2:33.595        | 9 - 2:31.121                | 14 - 2:31.152               |
| 5 - 2:32.520        | 10 - 2:31.613               | 15 - 2:31.345               |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP ANALYSIS

(contd.)

|                     |                          |                      |
|---------------------|--------------------------|----------------------|
| <b>68</b>           | <b>Richard CROSS</b>     | Riley 1.5            |
| 1 - 5:16.249        | 6 - 2:46.520             | 11 - 2:45.007        |
| 2 - 2:52.377        | 7 - 2:47.629             | 12 - 2:46.404        |
| 3 - 2:46.396        | 8 - 2:46.597             | 13 - 2:47.812        |
| 4 - 2:46.196        | 9 - 2:46.225             | 14 - <b>2:43.547</b> |
| 5 - 2:46.198        | 10 - 2:44.154            |                      |
| <b>73</b>           | <b>SUGDEN/RUTT</b>       | Alfa Romeo           |
| 1 - 4:59.282        | 6 - 2:26.011             | 11 - 2:29.399        |
| 2 - 2:26.790        | 7 - 2:22.062             | 12 - 2:27.288        |
| 3 - 2:22.566        | 8 - 2:21.445             | 13 - 2:27.542        |
| 4 - 2:21.406        | 9 - 2:38.240P            | 14 - 2:27.604        |
| 5 - <b>2:21.008</b> | 10 - 3:33.852            | 15 - 2:25.902        |
| <b>74</b>           | <b>Michael STEELE</b>    | Ford Lotus Cortina   |
| 1 - X:00.000P       | 6 - 2:18.770             |                      |
| 2 - 2:39.707        | 7 - <b>2:17.799</b>      |                      |
| 3 - 2:19.498        | 8 - 2:19.564             |                      |
| 4 - 2:18.427        | 9 - 2:18.232             |                      |
| 5 - 2:20.490        | 10 - 2:18.342            |                      |
| <b>75</b>           | <b>BATEMAN/BARTON</b>    | Ford Lotus Cortina   |
| 1 - 5:13.073        | 6 - 2:37.807             | 11 - <b>2:28.255</b> |
| 2 - 2:48.001        | 7 - 2:36.917             | 12 - 2:33.734        |
| 3 - 2:42.727        | 8 - 2:32.233             | 13 - 2:30.788        |
| 4 - 2:39.408        | 9 - 2:50.203P            | 14 - 2:29.958        |
| 5 - 2:36.638        | 10 - 3:43.555            |                      |
| <b>77</b>           | <b>EBDON/WATSON</b>      | Morris Mini Cooper S |
| 1 - 5:00.851        | 6 - 2:26.693             | 11 - 2:22.232        |
| 2 - 2:33.136        | 7 - 2:25.633             | 12 - <b>2:21.204</b> |
| 3 - 3:29.222        | 8 - 2:37.384P            | 13 - 2:21.578        |
| 4 - 2:28.802        | 9 - 4:04.920             | 14 - 2:22.062        |
| 5 - 2:27.252        | 10 - 2:25.874            |                      |
| <b>79</b>           | <b>Jim BURROWS</b>       | Austin Mini Cooper S |
| 1 - 5:03.779        | 6 - 2:28.826             | 11 - 2:25.691        |
| 2 - 2:30.680        | 7 - 2:29.254             | 12 - 2:36.776        |
| 3 - 2:28.921        | 8 - 2:28.457             | 13 - 2:25.387        |
| 4 - 2:32.271        | 9 - 2:29.130             | 14 - <b>2:23.580</b> |
| 5 - 2:30.295        | 10 - 2:23.716            | 15 - 2:25.648        |
| <b>81</b>           | <b>GLAISTER/GLAISTER</b> | Ford Anglia 100E     |
| 1 - 5:16.099        | 6 - 2:27.646             | 11 - 2:34.115        |
| 2 - 2:43.832        | 7 - 2:26.698             | 12 - 2:31.364        |
| 3 - 2:30.573        | 8 - 2:40.402P            | 13 - 2:31.880        |
| 4 - 2:27.045        | 9 - 3:42.212             | 14 - 2:30.564        |
| 5 - <b>2:25.448</b> | 10 - 2:31.459            |                      |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP ANALYSIS

(contd.)

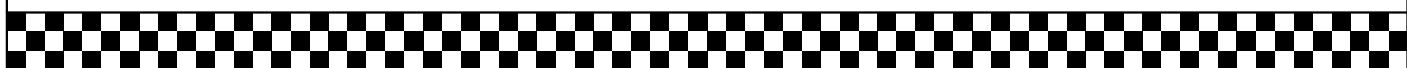
|           |                       |                      |                       |      |                 |
|-----------|-----------------------|----------------------|-----------------------|------|-----------------|
| <b>84</b> | <b>Roger PHILLIPS</b> | Mini Cooper S        |                       |      |                 |
| 1 -       | 5:38.429              | 6 -                  | 2:48.191              | 11 - | <b>2:37.394</b> |
| 2 -       | 2:57.925              | 7 -                  | 2:46.963              | 12 - | 2:38.334        |
| 3 -       | 2:49.969              | 8 -                  | 2:40.596              | 13 - | 2:39.648        |
| 4 -       | 2:48.642              | 9 -                  | 2:42.641              | 14 - | 2:38.033        |
| 5 -       | 2:41.378              | 10 -                 | 2:39.430              |      |                 |
| <b>85</b> | <b>Roger GODFREY</b>  | Austin Mini Cooper S |                       |      |                 |
| 1 -       | 4:56.379              | 6 -                  | 2:18.892              | 11 - | 2:17.899        |
| 2 -       | 2:21.114              | 7 -                  | 2:17.917              | 12 - | 2:18.172        |
| 3 -       | 2:18.711              | 8 -                  | 2:18.678              | 13 - | 2:17.443        |
| 4 -       | 2:17.290              | 9 -                  | 2:17.385              | 14 - | 2:17.251        |
| 5 -       | 2:17.914              | 10 -                 | 2:16.797              | 15 - | <b>2:16.757</b> |
| <b>94</b> | <b>Steve PLATTS</b>   | Hillman Imp          |                       |      |                 |
| 1 -       | 5:05.481              | 6 -                  | <b>2:33.912</b>       | 11 - | 2:43.410        |
| 2 -       | 2:51.805              | 7 -                  | 2:37.553              | 12 - | 2:45.886        |
| 3 -       | 2:36.865              | 8 -                  | 2:55.561 <sup>P</sup> | 13 - | 2:43.641        |
| 4 -       | 2:35.267              | 9 -                  | 4:51.036              |      |                 |
| 5 -       | 2:40.355              | 10 -                 | 2:50.134              |      |                 |
| <b>96</b> | <b>Tony WELSH</b>     | Morris Minor         |                       |      |                 |
| 1 -       | 5:36.189              | 6 -                  | 2:50.437              | 11 - | 2:45.860        |
| 2 -       | 3:03.297              | 7 -                  | 2:47.954              | 12 - | 2:45.946        |
| 3 -       | 2:51.833              | 8 -                  | 2:48.408              | 13 - | <b>2:45.381</b> |
| 4 -       | 2:51.527              | 9 -                  | 2:47.938              |      |                 |
| 5 -       | 2:47.316              | 10 -                 | 2:49.847              |      |                 |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## GRID - Race 17

|        |    |                    |                    |
|--------|----|--------------------|--------------------|
| ROW 20 | 96 | WELSH              |                    |
| ROW 19 | 84 | PHILLIPS           | 68 CROSS           |
| ROW 18 | 44 | T. LAILEY DE VILLE | 55 PHILLIPS        |
| ROW 17 | 62 | SAVAGE/MURPHY      | 94 PLATTS          |
| ROW 16 | 64 | FLACKETT           | 20 KING/BLUNDEN    |
| ROW 15 | 75 | BATEMAN/BARTON     | 24 KENNEDY/KENNEDY |
| ROW 14 | 81 | GLAISTER/GLAISTER  | 45 MASCHIO         |
| ROW 13 | 79 | BURROWS            | 50 READ            |
| ROW 12 | 77 | EBDON/WATSON       | 52 ERGIS           |
| ROW 11 | 41 | FIELDING/FIELDING  | 73 SUGDEN/RUTT     |
| ROW 10 | 12 | CHAPMAN/TIZZARD    | 22 SMITH           |
| ROW 9  | 37 | WOODHEAD           | 36 STOATE          |
| ROW 8  | 53 | HARTLEY            | 26 MANN            |
| ROW 7  | 74 | STEELE             | 23 COPE/GARRAD     |
| ROW 6  | 11 | STYLES/DUNN        | 16 GILL/UTTING     |
| ROW 5  | 34 | BRACEY             | 85 GODFREY         |
| ROW 4  | 5  | YOUNG/BRYANT       | 13 INGRAM          |
| ROW 3  | 31 | ELY                | 46 COX/FITZGERALD  |
| ROW 2  | 28 | SHAW               | 35 DODD/DODD       |
| ROW 1  | 8  | VOYAZIDES          | 18 ANGLE/OLIVER    |

POLE



**Weather/Track - Overcast/Dry**  
**These results are provisional until the conclusion of any judicial and technical matters.**

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 10:00 End: 10:35

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Denny Hulme Trophy for WSM and GD SRC

## RACE RESULT - Race 9 - Amended

| POS | NO  | CL | NAME              | NAT | ENTRY                    | TIME        | LAPS | GAP      | MPH   | BEST     |
|-----|-----|----|-------------------|-----|--------------------------|-------------|------|----------|-------|----------|
| 1   | 111 | RW | Frank SYTNER      |     | Lola T70 MkIIIB          | 1:01:18.496 | 31   |          | 95.43 | 1:52.591 |
| 2   | 118 | BW | Irvine LAIDLAW    |     | Chevron B8               | 1:02:01.492 | 31   | 42.996   | 94.33 | 1:55.382 |
| 3   | 50  | DW | Jackie OLIVER     |     | Ford GT40                | 1:02:28.865 | 31   | 1:10.369 | 93.64 | 1:56.193 |
| 4   | 35  | BW | David METHLEY     |     | Lenham Hurst GT          | 1:01:27.042 | 30   | 1 LAP    | 92.14 | 1:57.816 |
| 5   | 41  | BW | CHILES/INGRAM     |     | Chevron B8               | 1:01:42.252 | 30   | 1 LAP    | 91.76 | 1:58.053 |
| 6   | 134 | BW | Philip NELSON     |     | Chevron B8               | 1:01:42.517 | 30   | 1 LAP    | 91.75 | 1:58.169 |
| 7   | 38  | BW | SCHRYVER/PYE      |     | Chevron B6               | 1:01:51.442 | 30   | 1 LAP    | 91.53 | 1:57.724 |
| 8   | 143 | BW | SCHRYVER/SCHRYVER |     | Chevron B8               | 1:02:27.932 | 30   | 1 LAP    | 90.64 | 1:58.737 |
| 9   | 161 | BW | WARD/BULL         |     | Chevron B8               | 1:02:29.599 | 30   | 1 LAP    | 90.60 | 2:00.834 |
| 10  | 133 | BW | Sandy WATSON      |     | Chevron B8               | 1:02:45.948 | 30   | 1 LAP    | 90.21 | 2:00.333 |
| 11  | 90  | RW | KOGAN/WRIGLEY     |     | Chevron B16              | 1:01:27.519 | 29   | 2 LAPS   | 89.06 | 1:59.064 |
| 12  | 102 | GI | Adrian NEWAY      |     | Ford GT40                | 1:01:30.107 | 29   | 2 LAPS   | 88.99 | 2:02.756 |
| 13  | 125 | BW | SANDERS/BLOWER    |     | Chevron B8               | 1:01:53.094 | 29   | 2 LAPS   | 88.44 | 2:01.824 |
| 14  | 58  | GD | REDHOUSE/WRIGHT   |     | Lotus 30                 | 1:01:53.246 | 29   | 2 LAPS   | 88.44 | 2:00.890 |
| 15  | 8   | GC | CLARK/OLDWORTH    |     | Elva Mk8                 | 1:01:54.918 | 29   | 2 LAPS   | 88.40 | 2:03.290 |
| 16  | 26  | GA | HANCOCK/COOKE     |     | Lotus 23B                | 1:02:12.392 | 29   | 2 LAPS   | 87.98 | 2:03.763 |
| 17  | 10  | GC | Ivan SCOTTI       |     | Elva Mk7S                | 1:02:12.595 | 29   | 2 LAPS   | 87.98 | 2:02.972 |
| 18  | 106 | GI | John HUGENHOLTZ   |     | Ford GT40                | 1:02:17.311 | 29   | 2 LAPS   | 87.87 | 2:02.852 |
| 19  | 42  | GA | BURNETT/DIFFEY    |     | Merlyn Mk4/7A            | 1:02:27.113 | 29   | 2 LAPS   | 87.64 | 2:03.648 |
| 20  | 105 | GI | Shaun LYNN        |     | Ford GT40                | 1:02:36.308 | 29   | 2 LAPS   | 87.42 | 2:03.718 |
| 21  | 39  | BW | John MOULDS       |     | Crossle 9S               | 1:02:40.447 | 29   | 2 LAPS   | 87.33 | 2:02.157 |
| 22  | 37  | BW | Jerry HOOPER      |     | Chevron B8               | 1:02:46.960 | 29   | 2 LAPS   | 87.18 | 2:01.053 |
| 23  | 45  | GF | WALKER/WRIGHT     |     | Cooper Monaco            | 1:03:18.514 | 29   | 2 LAPS   | 86.45 | 2:03.312 |
| 24  | 30  | RW | BALL/DAWS         |     | Chevron B16              | 1:03:24.514 | 29   | 2 LAPS   | 86.32 | 1:59.453 |
| 25  | 3   | EW | Marshall BAILEY   |     | Lotus 23B                | 1:01:45.813 | 28   | 3 LAPS   | 85.56 | 2:07.322 |
| 26  | 31  | EW | JOLLY/FARTHING    |     | Lotus 23B                | 1:02:03.228 | 28   | 3 LAPS   | 85.16 | 2:07.284 |
| 27  | 28  | GA | CLARKSON/WILLIAMS |     | Lotus 23                 | 1:02:09.567 | 28   | 3 LAPS   | 85.02 | 2:05.629 |
| 28  | 47  | GB | PHILLIPS/WILLIAMS |     | Cooper Monaco King Cobra | 1:02:45.705 | 28   | 3 LAPS   | 84.20 | 2:04.597 |
| 29  | 21  | GC | GANS/WRIGHT       |     | Lotus 23                 | 1:02:53.559 | 28   | 3 LAPS   | 84.03 | 2:06.201 |
| 30  | 126 | RW | DUNN/STYLES       |     | Lola T70                 | 54:47.111   | 27   | 4 LAPS   | 93.02 | 1:56.417 |
| 31  | 261 | SW | Keith MARTIN      |     | Dulon Porsche LD11P      | 1:02:10.957 | 27   | 4 LAPS   | 81.95 | 2:06.006 |
| 32  | 55  | GD | WILSON/PILKINGTON |     | McLaren M1B              | 1:02:20.610 | 27   | 4 LAPS   | 81.74 | 2:11.267 |
| 33  | 61  | GD | ROBERTS/NATHAN    |     | Brabham BT8              | 1:02:46.742 | 27   | 4 LAPS   | 81.17 | 2:03.745 |
| 34  | 12  | GA | SHARP/FURNESS     |     | Elva Mk7                 | 1:02:56.955 | 27   | 4 LAPS   | 80.95 | 2:11.146 |
| 35  | 43  | GC | WILLIAMS/SHARPLES |     | Merlyn Mk6               | 1:02:57.324 | 27   | 4 LAPS   | 80.95 | 2:12.705 |
| 36  | 103 | GI | Leo VOYAZIDES     |     | Ford GT40                | 1:02:57.530 | 27   | 4 LAPS   | 80.94 | 2:05.123 |
| 37  | 34  | GA | PEETERS/DECOUX    |     | Lotus 23B                | 1:03:19.597 | 27   | 4 LAPS   | 80.47 | 2:10.900 |
| 38  | 107 | GI | BABA/MURAKAMI     |     | Lotus Elan 26R           | 1:01:57.691 | 26   | 5 LAPS   | 79.20 | 2:15.150 |
| 39  | 32  | RW | David YATES       |     | Chevron B16              | 48:37.657   | 24   | 7 LAPS   | 93.16 | 1:56.162 |
| 40  | 27  | RW | Jose ALBUQUERQUE  |     | Chevron B16              | 55:50.310   | 24   | 7 LAPS   | 81.13 | 2:01.776 |
| 41  | 15  | GE | BRYANT/BRYANT     |     | Lotus 15                 | 9:05.006    | 4    | 27 LAPS  | 83.39 | 2:09.566 |

### NOT CLASSIFIED

|    |    |                 |             |           |    |        |       |          |
|----|----|-----------------|-------------|-----------|----|--------|-------|----------|
| 59 | GA | VEREY/GRIFFITHS | Merlyn Mk4T | 46:43.027 | 20 | D.N.F. | 80.82 | 2:10.184 |
| 6  | GC | BROWN/GRAY      | Elva Mk7S   | 45:00.291 | 19 | D.N.F. | 79.70 | 2:12.860 |
| 63 | EW | DELANE/HALL     | Brabham BT5 | 28:13.314 | 10 | D.N.F. | 66.94 | 2:13.449 |

### FASTEST LAP

|     |    |                 |                 |          |    |           |           |
|-----|----|-----------------|-----------------|----------|----|-----------|-----------|
| 111 | RW | Frank SYTNER    | Lola T70 MkIIIB | 1:52.591 | 26 | 100.52mph | 161.78kph |
| 118 | BW | Irvine LAIDLAW  | Chevron B8      | 1:55.382 | 9  | 98.09mph  | 157.86kph |
| 50  | DW | Jackie OLIVER   | Ford GT40       | 1:56.193 | 6  | 97.41mph  | 156.76kph |
| 58  | GD | REDHOUSE/WRIGHT | Lotus 30        | 2:00.890 | 6  | 93.62mph  | 150.67kph |
| 102 | GI | Adrian NEWAY    | Ford GT40       | 2:02.756 | 25 | 92.20mph  | 148.38kph |

Weather: Clear, Cloudy, Wind: 15/25

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length: 3.1448 Miles  
Start: 11:18 End: 12:18

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Denny Hulme Trophy for WSM and GD SRC

## RACE RESULT - Race 9

(contd.)

| POS | NO | CL        | NAME     | NAT | ENTRY                    | TIME     | LAPS | GAP      | MPH       | BEST |
|-----|----|-----------|----------|-----|--------------------------|----------|------|----------|-----------|------|
| 10  | GC | Ivan      | SCOTTI   |     | Elva Mk7S                | 2:02.972 | 26   | 92.04mph | 148.12kph |      |
| 45  | GF | WALKER/   | WRIGHT   |     | Cooper Monaco            | 2:03.312 | 17   | 91.78mph | 147.71kph |      |
| 42  | GA | BURNETT/  | DIFFEY   |     | Merlyn Mk4/7A            | 2:03.648 | 15   | 91.53mph | 147.31kph |      |
| 47  | GB | PHILLIPS/ | WILLIAMS |     | Cooper Monaco King Cobra | 2:04.597 | 10   | 90.84mph | 146.19kph |      |
| 261 | SW | Keith     | MARTIN   |     | Dulon Porsche LD11P      | 2:06.006 | 16   | 89.82mph | 144.55kph |      |
| 31  | EW | JOLLY/    | FARTHING |     | Lotus 23B                | 2:07.284 | 27   | 88.92mph | 143.10kph |      |
| 15  | GE | BRYANT/   | BRYANT   |     | Lotus 15                 | 2:09.566 | 3    | 87.35mph | 140.58kph |      |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 11:18 End: 12:18

Clerk of Course:

Stewards:

Timekeeper:

# The Denny Hulme Trophy for WSM and GD SRC

## LAP CHART

| Lap 1 |        |           | Lap 2 |        |          | Lap 3 |          |          | Lap 4 |          |           | Lap 5 |          |          |
|-------|--------|-----------|-------|--------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|
| No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  |
| 111   |        | 2:04.038  | 111   |        | 1:59.176 | 111   |          | 1:57.853 | 111   |          | 1:58.506  | 111   |          | 1:56.533 |
| 118   | 0.938  | 2:04.976  | 118   | 1.283  | 1:59.521 | 118   | 1.409    | 1:57.979 | 50    | 1.295    | 1:58.054  | 50    | 1.575    | 1:56.813 |
| 50    | 2.279  | 2:06.317  | 50    | 2.393  | 1:59.290 | 50    | 1.747    | 1:57.207 | 118   | 1.887    | 1:58.984  | 118   | 2.315    | 1:56.961 |
| 32    | 3.174  | 2:07.212  | 32    | 2.943  | 1:58.945 | 32    | 2.977    | 1:57.887 | 32    | 2.613    | 1:58.142  | 32    | 3.065    | 1:56.985 |
| 58    | 4.126  | 2:08.164  | 126   | 5.117  | 1:59.004 | 126   | 6.008    | 1:58.744 | 126   | 6.985    | 1:59.483  | 126   | 9.032    | 1:58.580 |
| 126   | 5.289  | 2:09.327  | 58    | 7.489  | 2:02.539 | 58    | 12.728   | 2:03.092 | 58    | 17.387   | 2:03.165  | 58    | 21.979   | 2:01.125 |
| 133   | 8.279  | 2:12.317  | 133   | 12.077 | 2:02.974 | 133   | 16.335   | 2:02.111 | 133   | 20.574   | 2:02.745  | 133   | 25.994   | 2:01.953 |
| 161   | 8.319  | 2:12.357  | 161   | 12.335 | 2:03.192 | 134   | 16.757   | 2:01.476 | 134   | 20.868   | 2:02.617  | 134   | 26.101   | 2:01.766 |
| 41    | 8.523  | 2:12.561  | 134   | 13.134 | 2:02.760 | 161   | 17.314   | 2:02.832 | 161   | 21.517   | 2:02.709  | 30    | 26.815   | 2:01.305 |
| 134   | 9.550  | 2:13.588  | 41    | 14.129 | 2:04.782 | 30    | 18.048   | 2:01.399 | 30    | 22.043   | 2:02.501  | 161   | 28.014   | 2:03.030 |
| 38    | 10.113 | 2:14.151  | 30    | 14.502 | 2:02.360 | 41    | 18.657   | 2:02.381 | 41    | 22.487   | 2:02.336  | 41    | 29.039   | 2:03.085 |
| 143   | 10.357 | 2:14.395  | 38    | 16.490 | 2:05.553 | 38    | 21.538   | 2:02.901 | 38    | 26.403   | 2:03.371  | 35    | 30.259   | 1:59.850 |
| 102   | 10.806 | 2:14.844  | 143   | 17.663 | 2:06.482 | 143   | 23.083   | 2:03.273 | 35    | 26.942   | 2:00.407  | 38    | 32.900   | 2:03.030 |
| 30    | 11.318 | 2:15.356  | 35    | 21.702 | 4:24.916 | 35    | 25.041   | 2:01.192 | 143   | 28.440   | 2:03.863  | 143   | 34.673   | 2:02.766 |
| 8     | 12.862 | 2:16.900  | 27    | 22.059 | 2:07.660 | 27    | 26.063   | 2:01.857 | 27    | 29.333   | 2:01.776  | 27    | 35.133   | 2:02.333 |
| 26    | 13.194 | 2:17.232  | 26    | 22.079 | 2:08.061 | 26    | 30.654   | 2:06.428 | 26    | 38.046   | 2:05.898  | 26    | 46.496   | 2:04.983 |
| 27    | 13.575 | 2:17.613  | 47    | 24.080 | 4:27.294 | 47    | 31.549   | 2:05.322 | 47    | 38.458   | 2:05.415  | 103   | 2 LAPS   | 6:16.340 |
| 125   | 13.895 | 2:17.933  | 8     | 24.473 | 2:10.787 | 8     | 34.338   | 2:07.718 | 8     | 41.829   | 2:05.997  | 47    | 48.501   | 2:06.576 |
| 3     | 18.656 | 2:22.694  | 103   | 24.619 | 4:27.833 | 10    | 34.528   | 2:07.400 | 10    | 42.812   | 2:06.790  | 8     | 51.281   | 2:05.985 |
| 61    | 18.999 | 2:23.037  | 10    | 24.981 | 4:28.195 | 37    | 35.503   | 3:40.134 | 102   | 43.183   | 2:05.612  | 102   | 51.405   | 2:04.755 |
| 105   | 20.860 | 2:24.898  | 106   | 25.582 | 4:28.796 | 106   | 35.611   | 2:07.882 | 125   | 43.482   | 2:06.179  | 10    | 52.001   | 2:05.722 |
| 28    | 21.490 | 2:25.528  | 125   | 25.899 | 2:11.180 | 125   | 35.809   | 2:07.763 | 61    | 44.571   | 2:06.537  | 125   | 52.207   | 2:05.258 |
| 45    | 22.233 | 2:26.271  | 42    | 26.200 | 4:29.414 | 102   | 36.077   | 4:22.300 | 106   | 44.799   | 2:07.694  | 61    | 52.522   | 2:04.484 |
| 31    | 23.040 | 2:27.078  | 61    | 26.559 | 2:06.736 | 61    | 36.540   | 2:07.834 | 105   | 46.371   | 2:07.487  | 106   | 53.532   | 2:05.266 |
| 21    | 23.415 | 2:27.453  | 15    | 27.978 | 4:31.192 | 42    | 37.064   | 2:08.717 | 42    | 47.249   | 2:08.691  | 105   | 54.625   | 2:04.787 |
| 63    | 23.712 | 2:27.750  | 105   | 28.112 | 2:06.428 | 105   | 37.390   | 2:07.131 | 37    | 47.892   | 2:10.895  | 42    | 55.083   | 2:04.367 |
| 12    | 24.934 | 2:28.972  | 28    | 30.920 | 2:08.606 | 39    | 39.060   | 6:40.127 | 39    | 49.121   | 2:08.567  | 37    | 57.619   | 2:06.260 |
| 34    | 28.655 | 2:32.693  | 3     | 31.322 | 2:11.842 | 15    | 39.691   | 2:09.566 | 28    | 49.776   | 2:07.774  | 39    | 58.616   | 2:06.028 |
| 59    | 29.255 | 2:33.293  | 45    | 31.935 | 2:08.878 | 28    | 40.508   | 2:07.441 | 45    | 52.150   | 2:08.513  | 28    | 59.722   | 2:06.479 |
| 55    | 29.398 | 2:33.436  | 31    | 35.152 | 2:11.288 | 45    | 42.143   | 2:08.061 | 3     | 54.639   | 2:09.363  | 45    | 1:02.414 | 2:06.797 |
| 6     | 30.917 | 2:34.955  | 21    | 36.296 | 2:12.057 | 3     | 43.782   | 2:10.313 | 31    | 58.719   | 2:09.215  | 3     | 1:06.014 | 2:07.908 |
| 43    | 31.079 | 2:35.117  | 63    | 39.318 | 2:14.782 | 31    | 48.010   | 2:10.711 | 21    | 59.021   | 2:09.013  | 31    | 1:10.927 | 2:08.741 |
| 261   | 32.935 | 2:36.973  | 12    | 39.769 | 2:14.011 | 21    | 48.514   | 2:10.071 | 15    | 1:05.433 | 2:24.248P | 21    | 1:10.927 | 2:08.439 |
| 107   | 33.353 | 2:37.391  | 34    | 42.825 | 2:13.346 | 12    | 58.198   | 2:16.282 | 90    | 1:09.463 | 2:08.411  | 90    | 1:17.269 | 2:04.339 |
| 90    | 37.247 | 2:41.285  | 55    | 43.000 | 2:12.778 | 63    | 59.337   | 2:17.872 | 12    | 1:14.307 | 2:14.615  | 261   | 1:31.306 | 2:12.119 |
| 37    | 52.398 | 2:56.436P | 59    | 44.024 | 2:13.945 | 90    | 59.558   | 2:09.933 | 34    | 1:14.796 | 2:13.704  | 12    | 1:31.661 | 2:13.887 |
|       |        |           | 43    | 45.789 | 2:13.886 | 34    | 59.598   | 2:14.626 | 55    | 1:14.985 | 2:13.692  | 55    | 1:32.021 | 2:13.569 |
|       |        |           | 261   | 47.277 | 2:13.518 | 55    | 59.799   | 2:14.652 | 261   | 1:15.720 | 2:11.881  | 34    | 1:32.795 | 2:14.532 |
|       |        |           | 90    | 47.478 | 2:09.407 | 59    | 1:00.543 | 2:14.372 | 63    | 1:19.074 | 2:18.243  | 43    | 1:37.141 | 2:13.860 |
|       |        |           | 6     | 52.664 | 2:20.923 | 261   | 1:02.345 | 2:12.921 | 59    | 1:19.372 | 2:17.335  | 59    | 1:37.472 | 2:14.633 |
|       |        |           | 107   | 53.653 | 2:19.476 | 43    | 1:03.464 | 2:15.528 | 43    | 1:19.814 | 2:14.856  | 63    | 1:38.734 | 2:16.193 |
|       |        |           |       |        |          | 6     | 1:11.875 | 2:17.064 | 6     | 1:29.877 | 2:16.508  | 6     | 1:47.944 | 2:14.600 |
|       |        |           |       |        |          | 107   | 1:12.600 | 2:16.800 | 107   | 1:30.977 | 2:16.883  | 107   | 1:51.305 | 2:16.861 |



# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |          |           | Lap 10 |          |           |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|--------|----------|-----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No     | Behind   | Laptime   |
| 111   |          | 1:54.916 | 111   |          | 1:56.073 | 111   |          | 1:59.551 | 111   |          | 1:55.696  | 111    |          | 1:54.628  |
| 50    | 2.852    | 1:56.193 | 63    | 1 LAP    | 2:13.449 | 118   | 2.247    | 1:57.584 | 118   | 1.933    | 1:55.382  | 118    | 4.394    | 1:57.089  |
| 118   | 3.348    | 1:55.949 | 118   | 4.214    | 1:56.939 | 261   | 1 LAP    | 2:11.417 | 50    | 6.216    | 1:57.230  | 50     | 9.586    | 1:57.998  |
| 32    | 4.888    | 1:56.739 | 50    | 4.976    | 1:58.197 | 55    | 1 LAP    | 2:11.720 | 32    | 6.906    | 1:57.332  | 32     | 9.997    | 1:57.719  |
| 126   | 13.020   | 1:58.904 | 32    | 5.668    | 1:58.853 | 50    | 4.682    | 1:59.257 | 126   | 17.339   | 1:59.328  | 31     | 1 LAP    | 2:12.416  |
| 58    | 27.953   | 2:00.890 | 126   | 15.583   | 1:58.636 | 32    | 5.270    | 1:59.153 | 261   | 1 LAP    | 2:10.666  | 126    | 21.241   | 1:58.530  |
| 134   | 33.082   | 2:01.897 | 6     | 1 LAP    | 2:20.004 | 12    | 1 LAP    | 2:15.178 | 55    | 1 LAP    | 2:11.507  | 261    | 1 LAP    | 2:09.499  |
| 133   | 33.822   | 2:02.744 | 107   | 1 LAP    | 2:18.148 | 34    | 1 LAP    | 2:14.985 | 34    | 1 LAP    | 2:12.176  | 55     | 1 LAP    | 2:13.326  |
| 30    | 34.091   | 2:02.192 | 58    | 33.214   | 2:01.334 | 59    | 1 LAP    | 2:12.306 | 12    | 1 LAP    | 2:13.201  | 34     | 1 LAP    | 2:10.900  |
| 161   | 34.641   | 2:01.543 | 134   | 37.056   | 2:00.047 | 43    | 1 LAP    | 2:13.355 | 59    | 1 LAP    | 2:11.804  | 12     | 1 LAP    | 2:11.146  |
| 35    | 34.641   | 1:59.298 | 35    | 37.394   | 1:58.826 | 126   | 13.707   | 1:57.675 | 43    | 1 LAP    | 2:14.651  | 59     | 1 LAP    | 2:10.786  |
| 41    | 35.527   | 2:01.404 | 30    | 39.150   | 2:01.132 | 63    | 1 LAP    | 2:19.298 | 63    | 1 LAP    | 2:13.704  | 35     | 44.152   | 1:58.877  |
| 38    | 40.066   | 2:02.082 | 133   | 40.047   | 2:02.298 | 6     | 1 LAP    | 2:15.542 | 35    | 39.903   | 1:59.113  | 30     | 50.700   | 2:02.075  |
| 143   | 41.991   | 2:02.234 | 161   | 40.263   | 2:01.695 | 107   | 1 LAP    | 2:15.150 | 58    | 42.471   | 2:03.536  | 134    | 51.230   | 2:01.731  |
| 27    | 42.318   | 2:02.101 | 41    | 40.682   | 2:01.228 | 58    | 34.631   | 2:00.968 | 30    | 43.253   | 1:59.453  | 58     | 53.234   | 2:05.391  |
| 26    | 56.460   | 2:04.880 | 38    | 46.312   | 2:02.319 | 35    | 36.486   | 1:58.643 | 134   | 44.127   | 2:01.262  | 161    | 55.730   | 2:01.429  |
| 47    | 58.964   | 2:05.379 | 143   | 48.444   | 2:02.526 | 134   | 38.561   | 2:01.056 | 161   | 48.929   | 2:02.291  | 133    | 56.202   | 2:01.387  |
| 102   | 1:00.515 | 2:04.026 | 27    | 48.684   | 2:02.439 | 30    | 39.496   | 1:59.897 | 133   | 49.443   | 2:02.302  | 41     | 58.260   | 2:02.881  |
| 125   | 1:01.209 | 2:03.918 | 26    | 1:05.974 | 2:05.587 | 161   | 42.334   | 2:01.622 | 41    | 50.007   | 2:02.200  | 43     | 1 LAP    | 2:24.009P |
| 103   | 2 LAPS   | 2:08.287 | 102   | 1:08.743 | 2:04.301 | 133   | 42.837   | 2:02.341 | 6     | 1 LAP    | 2:19.019  | 143    | 1:06.491 | 2:03.323  |
| 8     | 1:01.898 | 2:05.533 | 125   | 1:09.153 | 2:04.017 | 41    | 43.503   | 2:02.372 | 107   | 1 LAP    | 2:18.517  | 27     | 1:07.135 | 2:03.662  |
| 61    | 1:02.392 | 2:04.786 | 47    | 1:09.847 | 2:06.956 | 38    | 49.845   | 2:03.084 | 143   | 57.796   | 2:02.929  | 63     | 1 LAP    | 2:29.956P |
| 10    | 1:02.667 | 2:05.582 | 61    | 1:10.064 | 2:03.745 | 143   | 50.563   | 2:01.670 | 27    | 58.101   | 2:02.578  | 107    | 1 LAP    | 2:18.246  |
| 106   | 1:03.692 | 2:05.076 | 8     | 1:13.019 | 2:07.194 | 27    | 51.219   | 2:02.086 | 38    | 1:04.866 | 2:10.717P | 125    | 1:27.930 | 2:02.983  |
| 105   | 1:03.942 | 2:04.233 | 103   | 2 LAPS   | 2:08.025 | 26    | 1:11.813 | 2:05.390 | 125   | 1:19.575 | 2:02.726  | 26     | 1:29.692 | 2:03.763  |
| 42    | 1:04.217 | 2:04.050 | 105   | 1:13.901 | 2:06.032 | 102   | 1:12.515 | 2:03.323 | 26    | 1:20.557 | 2:04.440  | 102    | 1:30.112 | 2:03.721  |
| 39    | 1:09.796 | 2:06.096 | 10    | 1:14.410 | 2:07.816 | 125   | 1:12.545 | 2:02.943 | 102   | 1:21.019 | 2:04.200  | 6      | 1 LAP    | 2:31.122P |
| 37    | 1:10.242 | 2:07.539 | 42    | 1:15.329 | 2:07.185 | 61    | 1:14.637 | 2:04.124 | 47    | 1:26.415 | 2:05.179  | 47     | 1:36.384 | 2:04.597  |
| 28    | 1:12.451 | 2:07.645 | 106   | 1:15.625 | 2:08.006 | 47    | 1:16.932 | 2:06.636 | 8     | 1:27.666 | 2:05.142  | 8      | 1:38.716 | 2:05.678  |
| 45    | 1:14.914 | 2:07.416 | 39    | 1:19.622 | 2:05.899 | 8     | 1:18.220 | 2:04.752 | 103   | 2 LAPS   | 2:05.123  | 42     | 1:39.173 | 2:04.472  |
| 3     | 1:19.387 | 2:08.289 | 37    | 1:21.137 | 2:06.968 | 103   | 2 LAPS   | 2:05.279 | 105   | 1:29.072 | 2:04.916  | 103    | 2 LAPS   | 2:05.716  |
| 21    | 1:24.939 | 2:08.928 | 28    | 1:22.978 | 2:06.600 | 105   | 1:19.852 | 2:05.502 | 42    | 1:29.329 | 2:04.599  | 105    | 1:40.264 | 2:05.820  |
| 90    | 1:26.573 | 2:04.220 | 45    | 1:25.487 | 2:06.646 | 10    | 1:19.970 | 2:05.111 | 10    | 1:29.550 | 2:05.276  | 10     | 1:40.418 | 2:05.496  |
| 31    | 1:28.253 | 2:12.242 | 3     | 1:31.056 | 2:07.742 | 42    | 1:20.426 | 2:04.648 | 106   | 1:30.065 | 2:04.604  | 106    | 1:41.224 | 2:05.787  |
| 261   | 1:47.148 | 2:10.758 | 90    | 1:33.285 | 2:02.785 | 106   | 1:21.157 | 2:05.083 | 61    | 1:33.430 | 2:14.489P | 39     | 1:46.601 | 2:04.797  |
| 55    | 1:48.372 | 2:11.267 | 21    | 1:36.428 | 2:07.562 | 39    | 1:26.013 | 2:05.942 | 39    | 1:36.432 | 2:06.115  | 37     | 1:49.903 | 2:05.295  |
| 12    | 1:49.873 | 2:13.128 | 31    | 1:42.398 | 2:10.218 | 37    | 1:28.939 | 2:07.353 | 37    | 1:39.236 | 2:05.993  | 28     | 1:51.825 | 2:06.275  |
| 34    | 1:50.288 | 2:12.409 |       |          |          | 28    | 1:29.878 | 2:06.451 | 28    | 1:40.178 | 2:05.996  |        |          |           |
| 43    | 1:54.930 | 2:12.705 |       |          |          | 45    | 1:32.850 | 2:06.914 | 90    | 1:42.975 | 2:02.313  |        |          |           |
| 59    | 1:55.100 | 2:12.544 |       |          |          | 90    | 1:36.358 | 2:02.624 | 45    | 1:45.943 | 2:08.789  |        |          |           |
|       |          |          |       |          |          | 3     | 1:40.676 | 2:09.171 | 3     | 1:52.302 | 2:07.322  |        |          |           |
|       |          |          |       |          |          | 21    | 1:43.392 | 2:06.515 | 21    | 1:53.897 | 2:06.201  |        |          |           |
|       |          |          |       |          |          | 31    | 1:52.450 | 2:09.603 |       |          |           |        |          |           |

# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |          |           | Lap 14 |          |           | Lap 15 |          |           |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   |
| 111    |          | 1:57.533  | 118    |          | 1:56.761  | 118    |          | 1:56.806  | 118    |          | 2:02.328  | 118    |          | 1:57.230  |
| 118    | 3.888    | 1:57.027  | 28     | 1 LAP    | 2:07.311  | 107    | 2 LAPS   | 2:19.508  | 105    | 1 LAP    | 2:08.369  | 47     | 1 LAP    | 2:05.892  |
| 90     | 1 LAP    | 2:14.539P | 50     | 7.680    | 1:57.829  | 39     | 1 LAP    | 2:07.001  | 10     | 1 LAP    | 2:08.076  | 105    | 1 LAP    | 2:03.859  |
| 32     | 10.168   | 1:57.704  | 38     | 1 LAP    | 1:59.039  | 8      | 1 LAP    | 2:19.580P | 106    | 1 LAP    | 2:08.652  | 10     | 1 LAP    | 2:04.097  |
| 50     | 10.500   | 1:58.447  | 111    | 10.632   | 2:11.281P | 37     | 1 LAP    | 2:07.347  | 39     | 1 LAP    | 2:04.990  | 50     | 10.211   | 1:58.200  |
| 38     | 1 LAP    | 2:58.671  | 32     | 16.086   | 2:06.567P | 50     | 9.714    | 1:58.840  | 50     | 9.241    | 2:01.855  | 39     | 1 LAP    | 2:03.587  |
| 21     | 1 LAP    | 2:13.283  | 21     | 1 LAP    | 2:06.842  | 103    | 3 LAPS   | 2:21.996  | 42     | 1 LAP    | 2:15.722  | 41     | 1 LAP    | 2:50.417  |
| 45     | 1 LAP    | 2:21.819P | 126    | 21.829   | 1:59.116  | 38     | 1 LAP    | 2:00.014  | 38     | 1 LAP    | 2:02.935  | 38     | 1 LAP    | 2:01.853  |
| 3      | 1 LAP    | 2:17.300  | 3      | 1 LAP    | 2:08.398  | 21     | 1 LAP    | 1:48.728  | 37     | 1 LAP    | 2:08.880  | 42     | 1 LAP    | 2:04.987  |
| 126    | 23.362   | 1:59.654  | 61     | 1 LAP    | 2:06.064  | 28     | 1 LAP    | 2:28.149  | 103    | 3 LAPS   | 2:07.652  | 37     | 1 LAP    | 2:05.124  |
| 61     | 1 LAP    | 2:45.416  | 31     | 1 LAP    | 2:12.018  | 126    | 35.061   | 2:10.038P | 28     | 1 LAP    | 1:48.494  | 106    | 1 LAP    | 2:18.441P |
| 31     | 1 LAP    | 2:11.310  | 43     | 2 LAPS   | 3:39.956  | 3      | 1 LAP    | 2:08.589  | 107    | 2 LAPS   | 2:20.239  | 103    | 3 LAPS   | 2:05.854  |
| 35     | 45.472   | 1:58.853  | 35     | 43.826   | 1:59.003  | 61     | 1 LAP    | 2:04.588  | 143    | 1 LAP    | 3:05.765  | 28     | 1 LAP    | 2:05.629  |
| 261    | 1 LAP    | 2:10.483  | 261    | 1 LAP    | 2:10.281  | 35     | 45.576   | 1:58.556  | 58     | 1 LAP    | 3:11.603  | 143    | 1 LAP    | 2:02.413  |
| 55     | 1 LAP    | 2:11.604  | 134    | 56.185   | 2:01.003  | 31     | 1 LAP    | 2:11.226  | 21     | 1 LAP    | 2:26.246  | 35     | 45.718   | 2:01.245  |
| 30     | 55.697   | 2:02.530  | 6      | 2 LAPS   | 3:26.255  | 134    | 59.488   | 2:00.109  | 63     | 4 LAPS   | 7:22.067P | 58     | 1 LAP    | 2:13.647  |
| 134    | 55.831   | 2:02.134  | 133    | 1:00.999 | 2:01.190  | 43     | 2 LAPS   | 2:14.428  | 35     | 41.703   | 1:58.455  | 107    | 2 LAPS   | 2:27.519P |
| 12     | 1 LAP    | 2:12.926  | 161    | 1:01.641 | 2:02.027  | 133    | 1:05.608 | 2:01.415  | 3      | 1 LAP    | 2:11.442  | 111    | 59.246   | 1:54.790  |
| 34     | 1 LAP    | 2:14.388  | 55     | 1 LAP    | 2:13.667  | 161    | 1:05.968 | 2:01.133  | 61     | 1 LAP    | 2:16.897P | 21     | 1 LAP    | 2:22.161P |
| 58     | 59.792   | 2:04.091  | 41     | 1:06.166 | 2:03.217  | 111    | 1:07.563 | 2:53.737  | 134    | 56.474   | 1:59.314  | 133    | 1:10.324 | 2:02.037  |
| 59     | 1 LAP    | 2:13.728  | 30     | 1:08.162 | 2:13.114P | 261    | 1 LAP    | 2:20.175P | 111    | 1:01.686 | 1:56.451  | 3      | 1 LAP    | 2:23.129P |
| 161    | 1:00.263 | 2:02.066  | 59     | 1 LAP    | 2:11.757  | 27     | 1:20.296 | 2:03.461  | 133    | 1:05.517 | 2:02.237  | 134    | 1:13.358 | 2:14.114P |
| 133    | 1:00.458 | 2:01.789  | 34     | 1 LAP    | 2:14.701  | 55     | 1 LAP    | 2:12.015  | 161    | 1:06.595 | 2:02.955  | 8      | 1 LAP    | 2:03.576  |
| 41     | 1:03.598 | 2:02.871  | 27     | 1:13.641 | 2:02.457  | 41     | 1:22.460 | 2:13.100P | 8      | 1 LAP    | 3:03.197  | 61     | 1 LAP    | 2:22.274P |
| 143    | 1:11.153 | 2:02.195  | 12     | 1 LAP    | 2:15.577  | 6      | 2 LAPS   | 2:20.564  | 31     | 1 LAP    | 2:23.893P | 32     | 1:22.728 | 1:58.431  |
| 27     | 1:11.833 | 2:02.231  | 58     | 1:19.997 | 2:20.854P | 32     | 1:25.654 | 3:06.374  | 32     | 1:21.527 | 1:58.201  | 126    | 1:36.988 | 1:58.529  |
| 125    | 1:33.064 | 2:02.667  | 143    | 1:24.213 | 2:13.709P | 59     | 1 LAP    | 2:11.860  | 27     | 1:22.115 | 2:04.147  | 27     | 1:39.290 | 2:14.405P |
| 26     | 1:36.419 | 2:04.260  | 45     | 1 LAP    | 3:20.588  | 12     | 1 LAP    | 2:12.545  | 43     | 2 LAPS   | 2:29.969  | 43     | 2 LAPS   | 2:14.273  |
| 102    | 1:36.626 | 2:04.047  | 125    | 1:36.085 | 2:03.670  | 34     | 1 LAP    | 2:14.010  | 126    | 1:35.689 | 3:02.956  | 90     | 1 LAP    | 2:00.018  |
| 107    | 1 LAP    | 2:18.619  | 102    | 1:39.631 | 2:03.654  | 125    | 1:42.724 | 2:03.445  | 34     | 1 LAP    | 2:12.384  | 125    | 1:49.679 | 2:03.745  |
| 47     | 1:43.799 | 2:04.948  | 26     | 1:40.281 | 2:04.511  | 102    | 1:46.219 | 2:03.394  | 12     | 1 LAP    | 2:14.019  | 30     | 1 LAP    | 2:06.428  |
| 8      | 1:46.066 | 2:04.883  | 90     | 1 LAP    | 3:36.212  | 90     | 1 LAP    | 2:02.559  | 55     | 1 LAP    | 2:23.020P | 102    | 1:54.378 | 2:04.279  |
| 103    | 2 LAPS   | 2:05.848  | 47     | 1:49.227 | 2:06.077  | 45     | 1 LAP    | 2:08.825  | 30     | 1 LAP    | 4:33.922  | 26     | 1:58.863 | 2:04.920  |
| 105    | 1:48.285 | 2:05.554  | 105    | 1:51.619 | 2:03.983  | 26     | 1:47.763 | 2:04.288  | 125    | 1:43.164 | 2:02.768  | 34     | 1 LAP    | 2:15.722  |
| 10     | 1:48.687 | 2:05.802  | 10     | 1:52.091 | 2:04.053  | 47     | 1:57.276 | 2:04.855  | 6      | 2 LAPS   | 2:21.784  | 6      | 2 LAPS   | 2:13.960  |
| 42     | 1:48.804 | 2:07.164  | 42     | 1:55.034 | 2:06.879  |        |          |           | 90     | 1 LAP    | 2:01.545  | 45     | 1 LAP    | 2:07.238  |
| 106    | 1:49.283 | 2:05.592  | 106    | 1:55.341 | 2:06.707  |        |          |           | 102    | 1:47.329 | 2:03.438  | 261    | 2 LAPS   | 4:43.509  |
| 39     | 1:54.382 | 2:05.314  |        |          |           |        |          |           | 59     | 1 LAP    | 2:25.082P | 47     | 2:09.099 | 2:05.489  |
| 37     | 1:59.460 | 2:07.090  |        |          |           |        |          |           | 26     | 1:51.173 | 2:05.738  |        |          |           |
|        |          |           |        |          |           |        |          |           | 45     | 1 LAP    | 2:07.097  |        |          |           |

# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 16 |          |           | Lap 17 |          |           | Lap 18 |          |           | Lap 19 |          |           | Lap 20 |          |          |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime  |
| 50     |          | 2:00.417  | 50     |          | 2:00.437  | 50     |          | 2:00.636  | 50     |          | 2:10.828P | 111    |          | 1:55.513 |
| 10     | 1 LAP    | 2:03.352  | 261    | 3 LAPS   | 2:09.738  | 134    | 1 LAP    | 2:00.544  | 39     | 2 LAPS   | 3:45.866  | 37     | 2 LAPS   | 2:05.503 |
| 118    | 2.264    | 2:12.892P | 3      | 2 LAPS   | 3:00.700  | 43     | 3 LAPS   | 2:13.549  | 261    | 3 LAPS   | 2:06.006  | 35     | 6.481    | 1:58.410 |
| 41     | 1 LAP    | 2:01.279  | 134    | 1 LAP    | 3:00.462  | 41     | 1 LAP    | 2:00.760  | 161    | 2 LAPS   | 2:02.187  | 3      | 2 LAPS   | 2:10.134 |
| 12     | 2 LAPS   | 2:31.448P | 10     | 1 LAP    | 2:03.642  | 45     | 2 LAPS   | 2:07.749  | 43     | 3 LAPS   | 2:14.683  | 43     | 3 LAPS   | 2:15.145 |
| 39     | 1 LAP    | 2:05.063  | 41     | 1 LAP    | 2:00.957  | 261    | 3 LAPS   | 2:07.954  | 26     | 1 LAP    | 2:20.347P | 143    | 1 LAP    | 2:00.708 |
| 38     | 1 LAP    | 2:00.699  | 6      | 3 LAPS   | 2:15.421  | 38     | 1 LAP    | 2:00.680  | 3      | 2 LAPS   | 2:08.533  | 133    | 1 LAP    | 2:02.075 |
| 31     | 2 LAPS   | 3:02.343  | 38     | 1 LAP    | 2:02.392  | 3      | 2 LAPS   | 2:10.824  | 37     | 2 LAPS   | 2:05.782  | 118    | 17.727   | 1:57.343 |
| 42     | 1 LAP    | 2:03.648  | 161    | 2 LAPS   | 5:12.198  | 21     | 2 LAPS   | 2:15.577  | 111    | 16.989   | 1:57.246  | 21     | 2 LAPS   | 2:15.908 |
| 105    | 1 LAP    | 2:17.706P | 107    | 3 LAPS   | 3:34.114  | 161    | 2 LAPS   | 2:03.706  | 21     | 2 LAPS   | 2:15.627  | 6      | 3 LAPS   | 2:12.860 |
| 103    | 3 LAPS   | 2:05.490  | 34     | 2 LAPS   | 2:27.652P | 37     | 2 LAPS   | 3:41.264  | 35     | 20.573   | 1:58.510  | 31     | 2 LAPS   | 2:08.773 |
| 143    | 1 LAP    | 2:01.438  | 47     | 1 LAP    | 2:19.118P | 6      | 3 LAPS   | 2:14.225  | 6      | 3 LAPS   | 2:14.459  | 32     | 40.319   | 1:58.522 |
| 35     | 33.343   | 1:58.253  | 42     | 1 LAP    | 2:05.522  | 10     | 1 LAP    | 2:16.091P | 133    | 1 LAP    | 3:15.492  | 50     | 40.523   | 2:53.025 |
| 37     | 1 LAP    | 2:22.191P | 39     | 1 LAP    | 2:18.200P | 42     | 1 LAP    | 2:03.913  | 143    | 1 LAP    | 2:01.610  | 102    | 1 LAP    | 3:01.669 |
| 28     | 1 LAP    | 2:21.265P | 103    | 3 LAPS   | 2:08.704  | 111    | 30.571   | 1:54.269  | 42     | 1 LAP    | 2:15.099P | 26     | 1 LAP    | 2:52.652 |
| 111    | 44.558   | 1:55.940  | 143    | 1 LAP    | 2:03.577  | 143    | 1 LAP    | 2:03.052  | 118    | 32.886   | 1:56.866  | 27     | 3 LAPS   | 2:02.226 |
| 58     | 1 LAP    | 2:19.270  | 31     | 2 LAPS   | 2:20.506  | 35     | 32.891   | 2:02.655  | 31     | 2 LAPS   | 2:09.734  | 125    | 1 LAP    | 2:04.744 |
| 55     | 2 LAPS   | 3:25.841  | 35     | 30.872   | 1:57.966  | 107    | 3 LAPS   | 2:22.777  | 107    | 3 LAPS   | 2:18.841  | 107    | 3 LAPS   | 2:23.858 |
| 61     | 1 LAP    | 1:52.244  | 111    | 36.938   | 1:52.817  | 31     | 2 LAPS   | 2:09.506  | 32     | 54.299   | 1:59.128  | 126    | 57.069   | 1:58.870 |
| 133    | 1:04.864 | 2:05.168  | 118    | 50.869   | 2:49.042  | 118    | 46.848   | 1:56.615  | 27     | 3 LAPS   | 7:44.758  | 58     | 1 LAP    | 2:05.464 |
| 8      | 1 LAP    | 2:04.040  | 58     | 1 LAP    | 2:06.422  | 103    | 3 LAPS   | 2:20.224P | 125    | 1 LAP    | 3:20.576  | 8      | 1 LAP    | 2:04.279 |
| 32     | 1:10.516 | 1:58.416  | 32     | 1:08.697 | 1:58.618  | 32     | 1:05.999 | 1:57.938  | 58     | 1 LAP    | 2:06.431  | 34     | 3 LAPS   | 2:14.844 |
| 59     | 2 LAPS   | 3:32.098  | 8      | 1 LAP    | 2:05.209  | 58     | 1 LAP    | 2:08.517  | 126    | 1:10.701 | 1:58.473  | 90     | 1 LAP    | 2:00.710 |
| 126    | 1:24.535 | 1:58.175  | 55     | 2 LAPS   | 2:17.100  | 8      | 1 LAP    | 2:05.279  | 34     | 3 LAPS   | 5:06.754  | 10     | 1 LAP    | 2:03.965 |
| 106    | 1 LAP    | 3:13.661  | 133    | 1:18.514 | 2:14.087P | 126    | 1:23.056 | 2:00.242  | 8      | 1 LAP    | 2:04.741  | 106    | 1 LAP    | 2:04.401 |
| 90     | 1 LAP    | 1:59.064  | 126    | 1:23.450 | 1:59.352  | 55     | 2 LAPS   | 2:16.404  | 90     | 1 LAP    | 2:00.115  | 42     | 1 LAP    | 3:14.702 |
| 125    | 1:40.875 | 2:01.824  | 59     | 2 LAPS   | 2:11.401  | 59     | 2 LAPS   | 2:10.184  | 10     | 1 LAP    | 3:18.244  | 59     | 2 LAPS   | 2:11.109 |
| 30     | 1 LAP    | 2:05.175  | 12     | 2 LAPS   | 3:21.741  | 90     | 1 LAP    | 2:01.058  | 106    | 1 LAP    | 2:04.609  | 134    | 1:39.055 | 1:59.671 |
| 102    | 1:47.536 | 2:03.786  | 61     | 1 LAP    | 2:27.118  | 106    | 1 LAP    | 2:07.115  | 59     | 2 LAPS   | 2:11.889  | 105    | 1 LAP    | 2:05.466 |
| 43     | 2 LAPS   | 2:15.748  | 106    | 1 LAP    | 2:05.254  | 12     | 2 LAPS   | 2:21.579  | 55     | 2 LAPS   | 2:17.519  | 41     | 1:40.940 | 2:00.052 |
| 26     | 1:53.451 | 2:05.216  | 90     | 1 LAP    | 1:59.958  | 61     | 1 LAP    | 2:21.004  | 103    | 3 LAPS   | 3:08.505  | 103    | 3 LAPS   | 2:09.187 |
| 21     | 1 LAP    | 3:07.273  | 105    | 1 LAP    | 3:32.582  | 47     | 1 LAP    | 3:34.948  | 105    | 1 LAP    | 2:05.947  | 30     | 1 LAP    | 2:07.488 |
| 45     | 1 LAP    | 2:08.679  | 30     | 1 LAP    | 2:05.824  | 105    | 1 LAP    | 2:05.808  | 30     | 1 LAP    | 2:04.707  | 55     | 2 LAPS   | 2:18.706 |
|        |          |           | 102    | 1:52.237 | 2:05.138  | 30     | 1 LAP    | 2:04.955  | 134    | 1:51.886 | 1:59.641  | 38     | 1:46.160 | 1:59.326 |
|        |          |           | 28     | 1 LAP    | 3:16.780  | 134    | 2:03.073 | 2:00.410  | 41     | 1:53.390 | 1:59.931  | 39     | 1 LAP    | 2:07.370 |
|        |          |           | 125    | 1:54.266 | 2:13.828P | 41     | 2:04.287 | 1:59.673  | 12     | 2 LAPS   | 2:22.770  |        |          |          |
|        |          |           | 26     | 1:58.182 | 2:05.168  | 102    | 2:05.457 | 2:13.856P | 38     | 1:59.336 | 2:02.166  |        |          |          |
|        |          |           |        |          |           | 28     | 1 LAP    | 2:13.866  | 61     | 1 LAP    | 2:22.787  |        |          |          |
|        |          |           |        |          |           | 38     | 2:07.998 | 1:57.724  | 47     | 1 LAP    | 2:20.636  |        |          |          |
|        |          |           |        |          |           | 45     | 1 LAP    | 2:03.312  | 39     | 1 LAP    | 2:02.157  |        |          |          |
|        |          |           |        |          |           |        |          |           | 161    | 1 LAP    | 2:02.370  |        |          |          |
|        |          |           |        |          |           |        |          |           | 45     | 1 LAP    | 2:10.215  |        |          |          |
|        |          |           |        |          |           |        |          |           | 261    | 2 LAPS   | 2:06.666  |        |          |          |
|        |          |           |        |          |           |        |          |           | 28     | 1 LAP    | 2:14.996  |        |          |          |

# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 21 |          |          | Lap 22 |          |          | Lap 23 |          |           | Lap 24 |          |          | Lap 25 |          |           |
|--------|----------|----------|--------|----------|----------|--------|----------|-----------|--------|----------|----------|--------|----------|-----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime   |
| 111    |          | 1:58.273 | 111    |          | 1:54.800 | 111    |          | 1:53.701  | 111    |          | 1:54.344 | 111    |          | 1:56.306  |
| 161    | 2 LAPS   | 2:04.395 | 39     | 2 LAPS   | 2:04.475 | 105    | 2 LAPS   | 2:05.078  | 42     | 2 LAPS   | 2:06.281 | 134    | 1 LAP    | 2:00.229  |
| 45     | 2 LAPS   | 2:07.632 | 55     | 3 LAPS   | 2:16.887 | 103    | 4 LAPS   | 2:05.559  | 38     | 1 LAP    | 2:00.955 | 41     | 1 LAP    | 2:00.928  |
| 12     | 3 LAPS   | 2:19.015 | 161    | 2 LAPS   | 2:03.188 | 30     | 2 LAPS   | 2:11.480  | 34     | 4 LAPS   | 2:12.722 | 10     | 2 LAPS   | 2:05.345  |
| 261    | 3 LAPS   | 2:08.894 | 35     | 12.627   | 1:58.384 | 161    | 2 LAPS   | 2:02.095  | 107    | 4 LAPS   | 2:20.567 | 106    | 2 LAPS   | 2:06.089  |
| 35     | 9.043    | 2:00.835 | 45     | 2 LAPS   | 2:06.306 | 35     | 18.202   | 1:59.276  | 105    | 2 LAPS   | 2:04.538 | 38     | 1 LAP    | 1:59.868  |
| 61     | 2 LAPS   | 2:20.825 | 37     | 2 LAPS   | 2:04.817 | 39     | 2 LAPS   | 2:04.686  | 103    | 4 LAPS   | 2:05.151 | 42     | 2 LAPS   | 2:04.794  |
| 47     | 2 LAPS   | 2:19.997 | 261    | 3 LAPS   | 2:07.203 | 143    | 1 LAP    | 2:00.941  | 35     | 23.215   | 1:59.357 | 105    | 2 LAPS   | 2:03.857  |
| 37     | 2 LAPS   | 2:05.656 | 143    | 1 LAP    | 2:02.526 | 45     | 2 LAPS   | 2:06.476  | 161    | 2 LAPS   | 2:02.448 | 34     | 4 LAPS   | 2:10.967  |
| 143    | 1 LAP    | 2:00.217 | 133    | 1 LAP    | 2:02.433 | 133    | 1 LAP    | 2:02.959  | 39     | 2 LAPS   | 2:02.897 | 103    | 4 LAPS   | 2:08.731  |
| 28     | 2 LAPS   | 2:12.985 | 118    | 26.590   | 2:05.272 | 118    | 31.431   | 1:58.542  | 30     | 2 LAPS   | 2:07.277 | 161    | 2 LAPS   | 2:03.739  |
| 133    | 1 LAP    | 2:00.333 | 12     | 3 LAPS   | 2:18.779 | 37     | 2 LAPS   | 2:04.705  | 118    | 33.720   | 1:56.633 | 39     | 2 LAPS   | 2:02.415  |
| 118    | 16.118   | 1:56.664 | 47     | 2 LAPS   | 2:16.877 | 55     | 3 LAPS   | 2:16.629  | 143    | 1 LAP    | 2:01.326 | 118    | 34.514   | 1:57.100  |
| 3      | 2 LAPS   | 2:10.469 | 28     | 2 LAPS   | 2:14.225 | 261    | 3 LAPS   | 2:06.739  | 133    | 1 LAP    | 2:01.613 | 30     | 2 LAPS   | 2:05.556  |
| 43     | 3 LAPS   | 2:15.120 | 3      | 2 LAPS   | 2:09.161 | 50     | 47.465   | 1:58.571  | 37     | 2 LAPS   | 2:03.264 | 143    | 1 LAP    | 2:00.313  |
| 21     | 2 LAPS   | 2:14.669 | 61     | 2 LAPS   | 2:21.480 | 32     | 48.174   | 1:58.733  | 45     | 2 LAPS   | 2:07.106 | 107    | 4 LAPS   | 2:22.483  |
| 6      | 3 LAPS   | 2:13.927 | 50     | 42.595   | 1:58.000 | 59     | 3 LAPS   | 2:46.987P | 261    | 3 LAPS   | 2:06.016 | 35     | 41.615   | 2:14.706P |
| 50     | 39.395   | 1:57.145 | 32     | 43.142   | 1:57.733 | 3      | 2 LAPS   | 2:11.126  | 50     | 49.532   | 1:56.411 | 133    | 1 LAP    | 2:01.687  |
| 32     | 40.209   | 1:58.163 | 43     | 3 LAPS   | 2:16.681 | 28     | 2 LAPS   | 2:14.072  | 32     | 49.992   | 1:56.162 | 37     | 2 LAPS   | 2:02.417  |
| 31     | 2 LAPS   | 2:09.602 | 31     | 2 LAPS   | 2:07.335 | 47     | 2 LAPS   | 2:15.487  | 55     | 3 LAPS   | 2:17.075 | 50     | 51.106   | 1:57.880  |
| 102    | 1 LAP    | 2:03.593 | 126    | 58.487   | 1:56.687 | 12     | 3 LAPS   | 2:19.885  | 3      | 2 LAPS   | 2:08.277 | 45     | 2 LAPS   | 2:09.231  |
| 126    | 56.600   | 1:57.804 | 102    | 1 LAP    | 2:04.418 | 61     | 2 LAPS   | 2:16.072  | 126    | 1:07.537 | 2:00.264 | 261    | 3 LAPS   | 2:08.959  |
| 26     | 1 LAP    | 2:09.923 | 6      | 3 LAPS   | 2:17.099 | 126    | 1:01.617 | 1:56.831  | 28     | 2 LAPS   | 2:10.430 | 126    | 1:08.618 | 1:57.387  |
| 125    | 1 LAP    | 2:05.706 | 21     | 2 LAPS   | 2:18.201 | 43     | 3 LAPS   | 2:14.583  | 47     | 2 LAPS   | 2:13.524 | 55     | 3 LAPS   | 2:15.454  |
| 58     | 1 LAP    | 2:05.316 | 26     | 1 LAP    | 2:08.275 | 102    | 1 LAP    | 2:03.798  | 102    | 1 LAP    | 2:04.759 | 3      | 2 LAPS   | 2:09.918  |
| 8      | 1 LAP    | 2:04.372 | 125    | 1 LAP    | 2:04.883 | 31     | 2 LAPS   | 2:08.542  | 61     | 2 LAPS   | 2:16.398 | 28     | 2 LAPS   | 2:11.050  |
| 27     | 3 LAPS   | 2:17.262 | 58     | 1 LAP    | 2:04.103 | 21     | 2 LAPS   | 2:13.774  | 12     | 3 LAPS   | 2:18.580 | 102    | 1 LAP    | 2:04.128  |
| 90     | 1 LAP    | 2:00.378 | 8      | 1 LAP    | 2:04.045 | 125    | 1 LAP    | 2:04.566  | 31     | 2 LAPS   | 2:07.803 | 47     | 2 LAPS   | 2:14.126  |
| 107    | 3 LAPS   | 2:21.139 | 90     | 1 LAP    | 1:59.454 | 58     | 1 LAP    | 2:05.403  | 43     | 3 LAPS   | 2:15.539 | 31     | 2 LAPS   | 2:08.962  |
| 10     | 1 LAP    | 2:05.827 | 27     | 3 LAPS   | 2:13.143 | 90     | 1 LAP    | 2:00.678  | 125    | 1 LAP    | 2:05.095 | 90     | 1 LAP    | 2:00.426  |
| 34     | 3 LAPS   | 2:13.086 | 10     | 1 LAP    | 2:06.153 | 26     | 1 LAP    | 2:10.287  | 90     | 1 LAP    | 2:01.275 | 61     | 2 LAPS   | 2:15.611  |
| 106    | 1 LAP    | 2:03.535 | 106    | 1 LAP    | 2:02.852 | 8      | 1 LAP    | 2:04.288  | 58     | 1 LAP    | 2:03.810 | 12     | 3 LAPS   | 2:17.270  |
| 42     | 1 LAP    | 2:06.092 | 107    | 3 LAPS   | 2:17.829 | 27     | 3 LAPS   | 2:03.611  | 8      | 1 LAP    | 2:03.516 | 125    | 1 LAP    | 2:05.222  |
| 41     | 1:41.541 | 1:58.874 | 34     | 3 LAPS   | 2:11.190 | 10     | 1 LAP    | 2:05.886  | 26     | 1 LAP    | 2:07.763 | 58     | 1 LAP    | 2:02.682  |
| 134    | 1:41.657 | 2:00.875 | 42     | 1 LAP    | 2:05.942 | 106    | 1 LAP    | 2:04.068  | 21     | 2 LAPS   | 2:16.965 | 8      | 1 LAP    | 2:03.290  |
| 105    | 1 LAP    | 2:06.511 | 134    | 1:46.360 | 1:59.503 | 134    | 1:52.625 | 1:59.966  | 27     | 3 LAPS   | 2:03.377 | 26     | 1 LAP    | 2:05.251  |
| 38     | 1:48.493 | 2:00.606 | 41     | 1:46.652 | 1:59.911 | 41     | 1:53.259 | 2:00.308  |        |          |          | 43     | 3 LAPS   | 2:18.248  |
| 103    | 3 LAPS   | 2:05.885 | 38     | 1:53.594 | 1:59.901 |        |          |           |        |          |          |        |          |           |
| 59     | 2 LAPS   | 2:15.914 |        |          |          |        |          |           |        |          |          |        |          |           |
| 30     | 1 LAP    | 2:04.894 |        |          |          |        |          |           |        |          |          |        |          |           |

# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 26 |          |          | Lap 27 |          |          | Lap 28 |        |          | Lap 29 |          |          | Lap 30 |          |          |
|--------|----------|----------|--------|----------|----------|--------|--------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 111    |          | 1:52.591 | 111    |          | 1:57.663 | 111    |        | 2:00.685 | 111    |          | 1:54.787 | 111    |          | 1:53.861 |
| 27     | 4 LAPS   | 2:03.115 | 8      | 2 LAPS   | 2:07.204 | 58     | 2 LAPS | 2:04.866 | 35     | 1 LAP    | 2:00.254 | 102    | 2 LAPS   | 2:05.430 |
| 134    | 1 LAP    | 1:58.759 | 27     | 4 LAPS   | 2:02.839 | 125    | 2 LAPS | 2:05.299 | 58     | 2 LAPS   | 2:04.515 | 90     | 2 LAPS   | 2:01.649 |
| 41     | 1 LAP    | 1:58.721 | 61     | 3 LAPS   | 2:17.262 | 31     | 3 LAPS | 2:08.636 | 28     | 3 LAPS   | 2:13.102 | 35     | 1 LAP    | 1:58.179 |
| 21     | 3 LAPS   | 2:15.895 | 26     | 2 LAPS   | 2:08.500 | 8      | 2 LAPS | 2:04.597 | 125    | 2 LAPS   | 2:03.580 | 3      | 3 LAPS   | 2:08.079 |
| 10     | 2 LAPS   | 2:03.725 | 134    | 1 LAP    | 1:59.040 | 41     | 1 LAP  | 2:00.042 | 41     | 1 LAP    | 1:58.418 | 107    | 5 LAPS   | 2:20.920 |
| 106    | 2 LAPS   | 2:03.250 | 41     | 1 LAP    | 1:58.053 | 134    | 1 LAP  | 2:00.838 | 134    | 1 LAP    | 1:59.990 | 41     | 1 LAP    | 2:01.096 |
| 38     | 1 LAP    | 1:58.835 | 12     | 4 LAPS   | 2:18.669 | 47     | 3 LAPS | 2:17.696 | 8      | 2 LAPS   | 2:04.417 | 134    | 1 LAP    | 1:59.546 |
| 42     | 2 LAPS   | 2:04.605 | 38     | 1 LAP    | 2:00.066 | 27     | 4 LAPS | 2:09.173 | 31     | 3 LAPS   | 2:08.174 | 58     | 2 LAPS   | 2:05.570 |
| 105    | 2 LAPS   | 2:03.718 | 43     | 4 LAPS   | 2:17.209 | 38     | 1 LAP  | 1:59.360 | 55     | 4 LAPS   | 2:17.884 | 125    | 2 LAPS   | 2:05.471 |
| 118    | 39.473   | 1:57.550 | 10     | 2 LAPS   | 2:04.926 | 26     | 2 LAPS | 2:08.537 | 38     | 1 LAP    | 1:59.175 | 8      | 2 LAPS   | 2:04.081 |
| 34     | 4 LAPS   | 2:12.067 | 106    | 2 LAPS   | 2:05.077 | 61     | 3 LAPS | 2:16.553 | 26     | 2 LAPS   | 2:07.343 | 38     | 1 LAP    | 2:00.007 |
| 161    | 2 LAPS   | 2:02.731 | 21     | 3 LAPS   | 2:14.306 | 10     | 2 LAPS | 2:02.972 | 47     | 3 LAPS   | 2:16.441 | 31     | 3 LAPS   | 2:07.284 |
| 39     | 2 LAPS   | 2:04.518 | 42     | 2 LAPS   | 2:04.573 | 12     | 4 LAPS | 2:15.648 | 10     | 2 LAPS   | 2:04.531 | 28     | 3 LAPS   | 2:16.268 |
| 103    | 4 LAPS   | 2:08.687 | 118    | 38.960   | 1:57.150 | 106    | 2 LAPS | 2:03.434 | 118    | 38.071   | 1:57.632 | 55     | 4 LAPS   | 2:14.719 |
| 143    | 1 LAP    | 2:01.926 | 105    | 2 LAPS   | 2:05.141 | 43     | 4 LAPS | 2:14.631 | 106    | 2 LAPS   | 2:07.442 | 118    | 41.225   | 1:57.015 |
| 30     | 2 LAPS   | 2:07.671 | 161    | 2 LAPS   | 2:02.054 | 118    | 35.226 | 1:56.951 | 61     | 3 LAPS   | 2:16.097 | 26     | 2 LAPS   | 2:05.926 |
| 133    | 1 LAP    | 2:02.022 | 143    | 1 LAP    | 2:00.294 | 42     | 2 LAPS | 2:06.289 | 42     | 2 LAPS   | 2:05.615 | 10     | 2 LAPS   | 2:05.472 |
| 37     | 2 LAPS   | 2:01.939 | 39     | 2 LAPS   | 2:03.918 | 21     | 3 LAPS | 2:12.622 | 12     | 4 LAPS   | 2:18.335 | 106    | 2 LAPS   | 2:04.877 |
| 50     | 56.797   | 1:58.282 | 103    | 4 LAPS   | 2:06.484 | 105    | 2 LAPS | 2:03.795 | 43     | 4 LAPS   | 2:15.278 | 42     | 2 LAPS   | 2:05.085 |
| 107    | 4 LAPS   | 2:18.645 | 34     | 4 LAPS   | 2:11.212 | 161    | 2 LAPS | 2:02.071 | 105    | 2 LAPS   | 2:04.432 | 47     | 3 LAPS   | 2:20.429 |
| 45     | 2 LAPS   | 2:05.462 | 50     | 57.751   | 1:58.617 | 143    | 1 LAP  | 1:58.737 | 161    | 2 LAPS   | 2:02.171 | 143    | 1 LAP    | 2:01.761 |
| 126    | 1:12.444 | 1:56.417 | 133    | 1 LAP    | 2:03.351 | 39     | 2 LAPS | 2:02.364 | 143    | 1 LAP    | 2:02.264 | 161    | 2 LAPS   | 2:02.531 |
| 261    | 3 LAPS   | 2:11.221 | 30     | 2 LAPS   | 2:06.428 | 50     | 56.940 | 1:59.874 | 21     | 3 LAPS   | 2:13.269 | 50     | 1:05.839 | 1:59.686 |
| 3      | 2 LAPS   | 2:07.628 | 37     | 2 LAPS   | 2:02.531 | 133    | 1 LAP  | 2:02.275 | 50     | 1:00.014 | 1:57.861 | 61     | 3 LAPS   | 2:15.924 |
| 102    | 1 LAP    | 2:02.756 | 126    | 1:12.886 | 1:58.105 | 103    | 4 LAPS | 2:08.346 | 39     | 2 LAPS   | 2:03.615 | 105    | 2 LAPS   | 2:07.040 |
| 55     | 3 LAPS   | 2:16.184 | 45     | 2 LAPS   | 2:06.276 | 37     | 2 LAPS | 2:03.873 | 133    | 1 LAP    | 2:03.139 | 39     | 2 LAPS   | 2:03.900 |
| 28     | 2 LAPS   | 2:10.376 | 107    | 4 LAPS   | 2:16.669 | 30     | 2 LAPS | 2:05.362 | 37     | 2 LAPS   | 2:03.617 | 12     | 4 LAPS   | 2:17.450 |
| 90     | 1 LAP    | 2:00.887 | 261    | 3 LAPS   | 2:07.668 | 34     | 4 LAPS | 2:14.011 | 30     | 2 LAPS   | 2:04.085 | 43     | 4 LAPS   | 2:17.272 |
| 47     | 2 LAPS   | 2:14.498 | 102    | 1 LAP    | 2:03.542 | 45     | 2 LAPS | 2:06.504 | 103    | 4 LAPS   | 2:06.414 | 21     | 3 LAPS   | 2:12.834 |
| 35     | 1:54.125 | 3:05.101 | 3      | 2 LAPS   | 2:08.737 | 261    | 3 LAPS | 2:09.432 | 34     | 4 LAPS   | 2:11.477 | 133    | 1 LAP    | 2:03.530 |
| 31     | 2 LAPS   | 2:08.183 | 90     | 1 LAP    | 2:00.056 | 107    | 4 LAPS | 2:17.505 | 45     | 2 LAPS   | 2:06.328 | 37     | 2 LAPS   | 2:01.053 |
| 58     | 1 LAP    | 2:04.330 | 28     | 2 LAPS   | 2:10.533 | 102    | 1 LAP  | 2:03.497 | 261    | 3 LAPS   | 2:09.033 | 30     | 2 LAPS   | 2:06.089 |
| 125    | 1 LAP    | 2:05.906 | 35     | 1:56.568 | 2:00.106 | 90     | 1 LAP  | 2:01.257 |        |          |          | 103    | 4 LAPS   | 2:05.621 |
|        |          |          | 55     | 3 LAPS   | 2:18.088 | 3      | 2 LAPS | 2:09.485 |        |          |          | 34     | 4 LAPS   | 2:12.126 |
|        |          |          |        |          |          |        |        |          |        |          |          | 45     | 2 LAPS   | 2:06.620 |

# The Denny Hulme Trophy for WSM and GD SRC LAP CHART

(contd.)

| Lap 31 |          |           | Lap 32 |        |         | Lap 33 |        |         | Lap 34 |        |         | Lap 35 |        |         |
|--------|----------|-----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime   | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 111    |          | 1:54.938  |        |        |         |        |        |         |        |        |         |        |        |         |
| 35     | 1 LAP    | 1:57.816  |        |        |         |        |        |         |        |        |         |        |        |         |
| 90     | 2 LAPS   | 2:00.364  |        |        |         |        |        |         |        |        |         |        |        |         |
| 102    | 2 LAPS   | 2:03.843  |        |        |         |        |        |         |        |        |         |        |        |         |
| 41     | 1 LAP    | 1:58.414  |        |        |         |        |        |         |        |        |         |        |        |         |
| 134    | 1 LAP    | 1:58.169  |        |        |         |        |        |         |        |        |         |        |        |         |
| 3      | 3 LAPS   | 2:09.240  |        |        |         |        |        |         |        |        |         |        |        |         |
| 38     | 1 LAP    | 1:59.962  |        |        |         |        |        |         |        |        |         |        |        |         |
| 125    | 2 LAPS   | 2:05.199  |        |        |         |        |        |         |        |        |         |        |        |         |
| 58     | 2 LAPS   | 2:06.148  |        |        |         |        |        |         |        |        |         |        |        |         |
| 8      | 2 LAPS   | 2:04.638  |        |        |         |        |        |         |        |        |         |        |        |         |
| 107    | 5 LAPS   | 2:18.987  |        |        |         |        |        |         |        |        |         |        |        |         |
| 118    | 42.996   | 1:56.709  |        |        |         |        |        |         |        |        |         |        |        |         |
| 31     | 3 LAPS   | 2:07.886  |        |        |         |        |        |         |        |        |         |        |        |         |
| 28     | 3 LAPS   | 2:11.241  |        |        |         |        |        |         |        |        |         |        |        |         |
| 261    | 4 LAPS   | 2:51.228  |        |        |         |        |        |         |        |        |         |        |        |         |
| 26     | 2 LAPS   | 2:06.825  |        |        |         |        |        |         |        |        |         |        |        |         |
| 10     | 2 LAPS   | 2:03.048  |        |        |         |        |        |         |        |        |         |        |        |         |
| 106    | 2 LAPS   | 2:04.061  |        |        |         |        |        |         |        |        |         |        |        |         |
| 55     | 4 LAPS   | 2:15.867  |        |        |         |        |        |         |        |        |         |        |        |         |
| 42     | 2 LAPS   | 2:04.058  |        |        |         |        |        |         |        |        |         |        |        |         |
| 143    | 1 LAP    | 1:59.699  |        |        |         |        |        |         |        |        |         |        |        |         |
| 50     | 1:10.369 | 1:59.468  |        |        |         |        |        |         |        |        |         |        |        |         |
| 161    | 2 LAPS   | 2:00.834  |        |        |         |        |        |         |        |        |         |        |        |         |
| 105    | 2 LAPS   | 2:05.690  |        |        |         |        |        |         |        |        |         |        |        |         |
| 39     | 2 LAPS   | 2:04.540  |        |        |         |        |        |         |        |        |         |        |        |         |
| 47     | 3 LAPS   | 2:21.313  |        |        |         |        |        |         |        |        |         |        |        |         |
| 133    | 1 LAP    | 2:03.944  |        |        |         |        |        |         |        |        |         |        |        |         |
| 61     | 3 LAPS   | 2:16.356  |        |        |         |        |        |         |        |        |         |        |        |         |
| 37     | 2 LAPS   | 2:03.034  |        |        |         |        |        |         |        |        |         |        |        |         |
| 21     | 3 LAPS   | 2:13.140  |        |        |         |        |        |         |        |        |         |        |        |         |
| 12     | 4 LAPS   | 2:20.299  |        |        |         |        |        |         |        |        |         |        |        |         |
| 43     | 4 LAPS   | 2:17.045  |        |        |         |        |        |         |        |        |         |        |        |         |
| 103    | 4 LAPS   | 2:06.589  |        |        |         |        |        |         |        |        |         |        |        |         |
| 45     | 2 LAPS   | 2:06.766  |        |        |         |        |        |         |        |        |         |        |        |         |
| 34     | 4 LAPS   | 2:10.913  |        |        |         |        |        |         |        |        |         |        |        |         |
| 30     | 2 LAPS   | 2:33.859P |        |        |         |        |        |         |        |        |         |        |        |         |

# The James Hunt Trophy for Grand Prix Masters

## RACE RESULT - Race 10

| POS | NO  | CL | NAME              | NAT | ENTRY         | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|-----|----|-------------------|-----|---------------|-----------|------|----------|--------|----------|
| 1   | 16  | L  | Frank SYTNER      |     | Pencske PC3   | 25:59.896 | 15   |          | 108.95 | 1:41.530 |
| 2   | 118 | L  | Chris PERKINS     |     | Surtees TS16  | 26:45.082 | 15   | 45.186   | 105.88 | 1:45.113 |
| 3   | 33  | S  | Duncan DAYTON     |     | Brabham BT33  | 27:20.271 | 15   | 1:20.375 | 103.61 | 1:42.035 |
| 4   | 26  | L  | Frank LYONS       |     | McLaren M26   | 27:23.121 | 15   | 1:23.225 | 103.43 | 1:47.369 |
| 5   | 20  | L  | Peter WUENSCH     |     | Wolf WR1      | 27:32.855 | 15   | 1:32.959 | 102.82 | 1:41.737 |
| 6   | 2   | S  | Alastair MORRISON |     | Lotus 72      | 27:34.394 | 15   | 1:34.498 | 102.72 | 1:47.370 |
| 7   | 24  | L  | Jonathan BAKER    |     | Hesketh 308E  | 26:04.394 | 14   | 1 LAP    | 101.40 | 1:47.364 |
| 8   | 10  | F  | Ryan DELANE       |     | Tyrrell 006   | 26:08.717 | 14   | 1 LAP    | 101.12 | 1:47.080 |
| 9   | 3   | L  | David COPLOWE     |     | Surtees TS19  | 26:15.907 | 14   | 1 LAP    | 100.66 | 1:50.164 |
| 10  | 4   | F  | Jeff LEWIS        |     | Tyrrell 007   | 26:18.959 | 14   | 1 LAP    | 100.46 | 1:50.555 |
| 11  | 110 | S  | John BLADON       |     | Surtees TS9B  | 26:46.762 | 14   | 1 LAP    | 98.72  | 1:52.470 |
| 12  | 38  | L  | Graham WILCOX     |     | Hesketh 308E  | 27:06.222 | 14   | 1 LAP    | 97.54  | 1:50.864 |
| 13  | 21  | L  | Terry SAYLES      |     | Surtees TS20  | 27:09.567 | 14   | 1 LAP    | 97.34  | 1:51.261 |
| 14  | 41  | S  | John DELANE       |     | Tyrrell 002   | 27:24.710 | 14   | 1 LAP    | 96.45  | 1:51.787 |
| 15  | 14  | C  | Ron MAYDON        |     | Cooper T86C   | 25:59.896 | 13   | 2 LAPS   | 94.43  | 1:57.731 |
| 16  | 126 | S  | Brad KRAUSE       |     | BRM P126      | 26:08.395 | 13   | 2 LAPS   | 93.92  | 1:57.225 |
| 17  | 6   | S  | Tony SMITH        |     | McLaren M14   | 26:27.348 | 13   | 2 LAPS   | 92.80  | 1:59.099 |
| 18  | 18  | L  | Nick RINI         |     | Surtees TS19  | 26:29.101 | 13   | 2 LAPS   | 92.70  | 1:57.848 |
| 19  | 40  | S  | Abba KOGAN        |     | Williams FW06 | 27:01.441 | 13   | 2 LAPS   | 90.85  | 1:49.818 |

### NOT CLASSIFIED

|     |   |                |  |              |           |    |        |        |          |
|-----|---|----------------|--|--------------|-----------|----|--------|--------|----------|
| 5   | S | James HANSON   |  | Surtees TS9B | 24:15.981 | 14 | D.N.F. | 108.95 | 1:41.492 |
| 55  | S | Judy LYONS     |  | Surtees TS9  | 27:26.170 | 11 | N.C.F. | 75.73  | 2:25.020 |
| 1   | L | Mike WRIGLEY   |  | Hesketh 308E | 13:16.953 | 7  | D.N.F. | 99.63  | 1:47.813 |
| 101 | L | Peter WILLIAMS |  | March 761    | 7:27.905  | 4  | D.N.F. | 101.47 | 1:43.913 |

### FASTEST LAP

|    |   |              |  |              |          |    |           |           |
|----|---|--------------|--|--------------|----------|----|-----------|-----------|
| 5  | S | James HANSON |  | Surtees TS9B | 1:41.492 | 10 | 111.52mph | 179.47kph |
| 16 | L | Frank SYTNER |  | Pencske PC3  | 1:41.530 | 12 | 111.47mph | 179.40kph |
| 10 | F | Ryan DELANE  |  | Tyrrell 006  | 1:47.080 | 7  | 105.70mph | 170.10kph |
| 14 | C | Ron MAYDON   |  | Cooper T86C  | 1:57.731 | 11 | 96.13mph  | 154.71kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 12:41 End: 13:07

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The James Hunt Trophy for Grand Prix Masters

## LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |           | Lap 5 |          |          |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  |
| 101   |        | 1:47.798 | 101   |          | 1:43.913 | 16    |          | 1:45.108 | 16    |          | 1:44.903  | 16    |          | 1:44.530 |
| 16    | 0.222  | 1:48.020 | 16    | 0.174    | 1:43.865 | 101   | 0.339    | 1:45.621 | 20    | 2.487    | 1:46.287  | 20    | 1.586    | 1:43.629 |
| 20    | 1.542  | 1:49.340 | 20    | 1.793    | 1:44.164 | 20    | 1.103    | 1:44.592 | 5     | 6.738    | 1:43.121  | 5     | 4.298    | 1:42.090 |
| 118   | 4.761  | 1:52.559 | 118   | 7.868    | 1:47.020 | 5     | 8.520    | 1:44.827 | 118   | 13.934   | 1:48.477  | 118   | 15.343   | 1:45.939 |
| 26    | 5.801  | 1:53.599 | 5     | 8.975    | 1:45.516 | 118   | 10.360   | 1:47.774 | 26    | 21.228   | 1:52.124  | 26    | 26.257   | 1:49.559 |
| 5     | 7.372  | 1:55.170 | 26    | 10.497   | 1:48.609 | 26    | 14.007   | 1:48.792 | 55    | 1 LAP    | 2:28.812  | 2     | 26.497   | 1:48.966 |
| 2     | 8.003  | 1:55.801 | 33    | 10.650   | 1:45.148 | 33    | 16.235   | 1:50.867 | 2     | 22.061   | 1:48.322  | 1     | 34.050   | 1:47.813 |
| 33    | 9.415  | 1:57.213 | 2     | 14.699   | 1:50.609 | 2     | 18.642   | 1:49.225 | 101   | 26.009   | 2:10.573P | 4     | 43.033   | 1:51.056 |
| 40    | 11.343 | 1:59.141 | 40    | 20.503   | 1:53.073 | 40    | 27.278   | 1:52.057 | 1     | 30.767   | 1:48.392  | 3     | 43.726   | 1:50.871 |
| 4     | 11.777 | 1:59.575 | 4     | 21.617   | 1:53.753 | 1     | 27.278   | 1:50.007 | 33    | 31.603   | 2:00.271P | 40    | 44.283   | 1:50.869 |
| 3     | 12.205 | 2:00.003 | 1     | 22.553   | 1:52.895 | 4     | 29.512   | 1:53.177 | 4     | 36.507   | 1:51.898  | 110   | 51.357   | 1:53.748 |
| 110   | 13.110 | 2:00.908 | 3     | 22.970   | 1:54.678 | 3     | 29.824   | 1:52.136 | 3     | 37.385   | 1:52.464  | 10    | 52.477   | 1:50.445 |
| 1     | 13.571 | 2:01.369 | 110   | 24.671   | 1:55.474 | 110   | 33.418   | 1:54.029 | 40    | 37.944   | 1:55.569  | 24    | 1:00.941 | 1:48.340 |
| 21    | 15.107 | 2:02.905 | 21    | 26.033   | 1:54.839 | 21    | 34.052   | 1:53.301 | 110   | 42.139   | 1:53.624  | 21    | 1:04.295 | 1:54.388 |
| 14    | 17.432 | 2:05.230 | 14    | 33.849   | 2:00.330 | 10    | 40.939   | 1:49.849 | 10    | 46.562   | 1:50.526  | 55    | 1 LAP    | 2:34.806 |
| 18    | 21.340 | 2:09.138 | 10    | 36.372   | 1:57.919 | 14    | 47.820   | 1:59.253 | 21    | 54.437   | 2:05.288  | 38    | 1:16.717 | 1:57.232 |
| 38    | 21.731 | 2:09.529 | 38    | 39.735   | 2:01.917 | 38    | 51.038   | 1:56.585 | 24    | 57.131   | 1:47.846  | 33    | 1:19.246 | 2:32.173 |
| 10    | 22.366 | 2:10.164 | 18    | 40.336   | 2:02.909 | 24    | 54.188   | 1:48.303 | 14    | 1:03.718 | 2:00.801  | 14    | 1:20.442 | 2:01.254 |
| 6     | 34.075 | 2:21.873 | 6     | 50.995   | 2:00.833 | 18    | 56.080   | 2:01.026 | 38    | 1:04.015 | 1:57.880  | 41    | 1:21.500 | 1:54.828 |
| 126   | 36.261 | 2:24.059 | 24    | 51.167   | 1:51.331 | 41    | 1:01.420 | 1:54.529 | 41    | 1:11.202 | 1:54.685  | 18    | 1:30.782 | 2:02.227 |
| 41    | 37.834 | 2:25.632 | 41    | 52.173   | 1:58.252 | 126   | 1:05.094 | 1:57.682 | 18    | 1:13.085 | 2:01.908  | 126   | 1:31.621 | 1:57.513 |
| 55    | 41.666 | 2:29.464 | 126   | 52.694   | 2:00.346 | 6     | 1:07.022 | 2:01.309 | 126   | 1:18.638 | 1:58.447  | 6     | 1:37.328 | 1:59.099 |
| 24    | 43.749 | 2:31.547 | 55    | 1:23.068 | 2:25.315 |       |          |          | 6     | 1:22.759 | 2:00.640  |       |          |          |



# The James Hunt Trophy for Grand Prix Masters LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |           | Lap 8 |          |          | Lap 9 |          |          | Lap 10 |          |          |
|-------|----------|----------|-------|----------|-----------|-------|----------|----------|-------|----------|----------|--------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No     | Behind   | Laptime  |
| 16    |          | 1:43.132 | 16    |          | 1:45.110  | 16    |          | 1:42.763 | 16    |          | 1:42.431 | 16     |          | 1:42.021 |
| 20    | 1.370    | 1:42.916 | 20    | 1.786    | 1:45.526  | 20    | 0.990    | 1:41.967 | 5     | 1.327    | 1:42.041 | 5      | 0.798    | 1:41.492 |
| 5     | 2.789    | 1:41.623 | 5     | 1.964    | 1:44.285  | 5     | 1.717    | 1:42.516 | 20    | 1.791    | 1:43.232 | 20     | 1.507    | 1:41.737 |
| 118   | 17.887   | 1:45.676 | 18    | 1 LAP    | 2:02.778  | 41    | 1 LAP    | 1:57.812 | 38    | 1 LAP    | 1:56.977 | 55     | 3 LAPS   | 2:30.356 |
| 26    | 31.316   | 1:48.191 | 126   | 1 LAP    | 2:02.245  | 14    | 1 LAP    | 2:00.896 | 41    | 1 LAP    | 1:58.248 | 21     | 1 LAP    | 2:03.825 |
| 2     | 32.211   | 1:48.846 | 6     | 1 LAP    | 2:01.922  | 126   | 1 LAP    | 1:58.447 | 118   | 25.399   | 1:46.472 | 38     | 1 LAP    | 1:54.059 |
| 1     | 39.350   | 1:48.432 | 55    | 2 LAPS   | 2:33.530  | 118   | 21.358   | 1:45.799 | 14    | 1 LAP    | 2:00.871 | 118    | 29.404   | 1:46.026 |
| 4     | 50.545   | 1:50.644 | 118   | 18.322   | 1:45.545  | 18    | 1 LAP    | 1:59.844 | 126   | 1 LAP    | 1:57.225 | 41     | 1 LAP    | 1:56.293 |
| 3     | 51.035   | 1:50.441 | 26    | 34.265   | 1:48.059  | 6     | 1 LAP    | 1:59.903 | 18    | 1 LAP    | 1:57.848 | 14     | 1 LAP    | 1:59.099 |
| 40    | 51.849   | 1:50.698 | 2     | 36.466   | 1:49.365  | 26    | 38.871   | 1:47.369 | 26    | 44.281   | 1:47.841 | 26     | 51.214   | 1:48.954 |
| 10    | 58.542   | 1:49.197 | 3     | 57.808   | 1:51.883  | 2     | 43.373   | 1:49.670 | 6     | 1 LAP    | 1:59.608 | 126    | 1 LAP    | 1:58.326 |
| 110   | 1:01.994 | 1:53.769 | 40    | 57.951   | 1:51.212  | 55    | 2 LAPS   | 2:25.020 | 2     | 49.540   | 1:48.598 | 18     | 1 LAP    | 2:00.028 |
| 24    | 1:05.518 | 1:47.709 | 4     | 58.225   | 1:52.790  | 3     | 1:06.686 | 1:51.641 | 40    | 1:16.283 | 1:51.648 | 2      | 56.033   | 1:48.514 |
| 21    | 1:12.424 | 1:51.261 | 10    | 1:00.512 | 1:47.080  | 40    | 1:07.066 | 1:51.878 | 3     | 1:17.007 | 1:52.752 | 6      | 1 LAP    | 2:00.528 |
| 33    | 1:18.970 | 1:42.856 | 1     | 1:02.285 | 2:08.045P | 4     | 1:08.184 | 1:52.722 | 33    | 1:17.366 | 1:44.369 | 33     | 1:18.004 | 1:42.659 |
| 38    | 1:30.023 | 1:56.438 | 24    | 1:09.682 | 1:49.274  | 10    | 1:08.372 | 1:50.623 | 10    | 1:17.499 | 1:51.558 | 40     | 1:24.080 | 1:49.818 |
| 41    | 1:34.205 | 1:55.837 | 110   | 1:11.248 | 1:54.364  | 24    | 1:14.574 | 1:47.655 | 4     | 1:18.914 | 1:53.161 | 10     | 1:25.583 | 1:50.105 |
| 14    | 1:37.690 | 2:00.380 | 33    | 1:16.156 | 1:42.296  | 33    | 1:15.428 | 1:42.035 | 24    | 1:19.905 | 1:47.762 | 3      | 1:27.267 | 1:52.281 |
|       |          |          | 21    | 1:20.473 | 1:53.159  | 110   | 1:22.560 | 1:54.075 | 110   | 1:34.980 | 1:54.851 | 24     | 1:27.435 | 1:49.551 |
|       |          |          | 38    | 1:40.089 | 1:55.176  | 21    | 1:30.716 | 1:53.006 |       |          |          | 4      | 1:28.564 | 1:51.671 |

# The James Hunt Trophy for Grand Prix Masters LAP CHART

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |          |           | Lap 14 |          |          | Lap 15 |          |           |
|--------|----------|----------|--------|----------|----------|--------|----------|-----------|--------|----------|----------|--------|----------|-----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime   |
| 16     |          | 1:42.646 | 16     |          | 1:41.530 | 16     |          | 1:44.757  | 16     |          | 1:44.855 | 16     |          | 1:44.225  |
| 5      | 0.714    | 1:42.562 | 5      | 0.885    | 1:41.701 | 5      | 0.292    | 1:44.164  | 5      | 0.310    | 1:44.873 | 14     | 2 LAPS   | 1:57.905  |
| 110    | 1 LAP    | 1:55.466 | 20     | 9.770    | 1:43.437 | 3      | 1 LAP    | 1:53.759  | 24     | 1 LAP    | 1:50.154 | 24     | 1 LAP    | 1:48.343  |
| 20     | 7.863    | 1:49.002 | 110    | 1 LAP    | 1:55.550 | 4      | 1 LAP    | 1:52.566  | 10     | 1 LAP    | 1:52.631 | 126    | 2 LAPS   | 2:01.008  |
| 21     | 1 LAP    | 1:52.765 | 21     | 1 LAP    | 1:52.116 | 20     | 8.978    | 1:43.965  | 3      | 1 LAP    | 1:50.164 | 10     | 1 LAP    | 1:50.863  |
| 118    | 33.392   | 1:46.634 | 118    | 37.143   | 1:45.281 | 40     | 1 LAP    | 2:20.790P | 18     | 2 LAPS   | 2:05.191 | 3      | 1 LAP    | 1:52.669  |
| 38     | 1 LAP    | 1:53.528 | 38     | 1 LAP    | 1:52.185 | 110    | 1 LAP    | 1:54.309  | 20     | 8.821    | 1:44.698 | 4      | 1 LAP    | 1:53.672  |
| 41     | 1 LAP    | 1:53.432 | 41     | 1 LAP    | 1:52.701 | 118    | 37.832   | 1:45.446  | 4      | 1 LAP    | 1:51.719 | 6      | 2 LAPS   | 2:01.348  |
| 55     | 3 LAPS   | 2:26.658 | 26     | 1:09.017 | 1:51.154 | 21     | 1 LAP    | 1:53.820  | 6      | 2 LAPS   | 2:01.025 | 18     | 2 LAPS   | 2:04.609  |
| 26     | 59.393   | 1:50.825 | 2      | 1:11.419 | 1:48.970 | 38     | 1 LAP    | 1:51.203  | 55     | 4 LAPS   | 2:27.651 | 118    | 45.186   | 1:51.321  |
| 14     | 1 LAP    | 1:57.995 | 14     | 1 LAP    | 1:57.731 | 41     | 1 LAP    | 1:51.903  | 110    | 1 LAP    | 1:52.470 | 110    | 1 LAP    | 1:54.125  |
| 2      | 1:03.979 | 1:50.592 | 33     | 1:21.792 | 1:45.261 | 26     | 1:12.908 | 1:48.648  | 118    | 38.090   | 1:45.113 | 40     | 2 LAPS   | 4:02.403P |
| 126    | 1 LAP    | 1:57.681 | 126    | 1 LAP    | 1:57.909 | 2      | 1:14.032 | 1:47.370  | 21     | 1 LAP    | 1:58.380 | 38     | 1 LAP    | 1:52.649  |
| 18     | 1 LAP    | 2:00.999 | 18     | 1 LAP    | 2:00.596 | 33     | 1:19.392 | 1:42.357  | 38     | 1 LAP    | 1:50.864 | 21     | 1 LAP    | 2:00.514  |
| 33     | 1:18.061 | 1:42.703 | 55     | 3 LAPS   | 2:27.006 | 14     | 1 LAP    | 1:58.151  | 41     | 1 LAP    | 1:51.787 | 33     | 1:20.375 | 1:47.716  |
| 6      | 1 LAP    | 1:59.850 | 6      | 1 LAP    | 1:59.410 | 126    | 1 LAP    | 1:57.507  | 26     | 1:16.071 | 1:48.018 | 26     | 1:23.225 | 1:51.379  |
| 10     | 1:32.044 | 1:49.107 | 10     | 1:39.164 | 1:48.650 |        |          |           | 33     | 1:16.884 | 1:42.347 | 41     | 1 LAP    | 1:58.771  |
| 40     | 1:33.719 | 1:52.285 | 24     | 1:39.838 | 1:47.364 |        |          |           | 2      | 1:17.833 | 1:48.656 | 55     | 4 LAPS   | 2:37.552  |
| 24     | 1:34.004 | 1:49.215 |        |          |          |        |          |           |        |          |          | 20     | 1:32.959 | 3:08.363P |
| 3      | 1:34.786 | 1:50.165 |        |          |          |        |          |           |        |          |          | 2      | 1:34.498 | 2:00.890  |
| 4      | 1:36.473 | 1:50.555 |        |          |          |        |          |           |        |          |          |        |          |           |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix

## RACE RESULT - Race 11

| POS | NO | CL | NAME              | NAT | ENTRY           | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|----|----|-------------------|-----|-----------------|-----------|------|----------|--------|----------|
| 1   | 21 | C  | Duncan DAYTON     | USA | Williams FW07   | 22:07.104 | 13   |          | 111.00 | 1:40.446 |
| 2   | 7  | C  | Joaquin FOLCH     | ESP | Williams FW08/5 | 22:10.991 | 13   | 3.887    | 110.68 | 1:40.509 |
| 3   | 29 | C  | Hubertus BAHLESEN | SWZ | Arrows A4       | 22:35.480 | 13   | 28.376   | 108.68 | 1:42.464 |
| 4   | 2  | B  | Martin STRETTON   | GBR | Tyrrell P34     | 22:36.183 | 13   | 29.079   | 108.62 | 1:42.459 |
| 5   | 6  | C  | Richard EYRE      | GBR | Williams FW08/3 | 22:46.511 | 13   | 39.407   | 107.80 | 1:43.034 |
| 6   | 31 | D  | Steve HARTLEY     | GBR | Arrows A6       | 23:04.936 | 13   | 57.832   | 106.37 | 1:45.203 |
| 7   | 12 | B  | John BOSCH        | NED | Ferrari 312T3   | 23:30.961 | 13   | 1:23.857 | 104.40 | 1:45.837 |
| 8   | 30 | B  | Rowland KINCH     | GBR | Arrows A1-3     | 23:41.034 | 13   | 1:33.930 | 103.66 | 1:46.768 |
| 9   | 17 | C  | Nico BINDELLS     | LUX | Lotus 87B/3     | 22:09.131 | 12   | 1 LAP    | 102.32 | 1:47.831 |
| 10  | 14 | C  | David ABBOTT      | GBR | Ensign N180     | 22:12.848 | 12   | 1 LAP    | 102.03 | 1:48.740 |
| 11  | 11 | C  | Dan COLLINS       | GBR | Lotus 91/10     | 22:17.478 | 12   | 1 LAP    | 101.68 | 1:48.521 |
| 12  | 36 | C  | Sid HOOLE         | GBR | Lotus 80        | 22:44.337 | 12   | 1 LAP    | 99.68  | 1:51.386 |
| 13  | 71 | C  | Andrea BAHLESEN   | DEU | Arrows A4-5     | 22:45.650 | 12   | 1 LAP    | 99.58  | 1:49.932 |
| 14  | 27 | B  | Tony SMITH        | GBR | Williams FW06-4 | 22:46.287 | 12   | 1 LAP    | 99.53  | 1:50.923 |
| 15  | 33 | D  | Alistair MORRISON | GBR | Tyrrell 012/1   | 22:56.717 | 12   | 1 LAP    | 98.78  | 1:51.846 |
| 16  | 3  | A  | John DELANE       | USA | Tyrrell 001     | 23:47.336 | 12   | 1 LAP    | 95.28  | 1:54.285 |
| 17  | 32 | D  | Terry SAYLES      | GBR | Osella FA1 C/D  | 22:44.658 | 11   | 2 LAPS   | 91.36  | 2:00.467 |
| 18  | 24 | C  | John WILSON       | GBR | Tyrrell 011/6   | 23:19.804 | 11   | 2 LAPS   | 89.06  | 1:42.362 |
| 19  | 4  | A  | Ryan DELANE       | USA | Tyrrell 002     | 23:45.577 | 11   | 2 LAPS   | 87.45  | 1:58.515 |
| 20  | 61 | B  | Keiichii MURAKAMI | JAP | Lotus 72-5      | 20:02.081 | 10   | 3 LAPS   | 94.30  | 1:57.346 |
| 21  | 1  | D  | Rodrigo GALLEGO   | POR | Minardi F1-185  | 17:14.411 | 9    | 4 LAPS   | 98.64  | 1:47.578 |
| 22  | 37 | C  | Roy WALZER        | USA | Williams FW07   | 17:59.283 | 9    | 4 LAPS   | 94.54  | 1:49.111 |
| 23  | 9  | C  | Janine PAYNE      | GBR | Arrows A4-2     | 11:05.308 | 6    | 7 LAPS   | 102.33 | 1:45.271 |

### NOT CLASSIFIED

|    |   |                 |     |              |          |   |        |       |          |
|----|---|-----------------|-----|--------------|----------|---|--------|-------|----------|
| 18 | B | Alain DE WAGTER | BEL | Surtees TS16 | 9:52.372 | 5 | D.N.F. | 95.83 | 1:49.783 |
| 13 | B | David COPLOWE   | GBR | Surtees TS19 | 8:10.291 | 4 | D.N.F. | 92.70 | 1:57.096 |

### FASTEST LAP

|    |   |                 |  |               |          |    |           |           |
|----|---|-----------------|--|---------------|----------|----|-----------|-----------|
| 21 | C | Duncan DAYTON   |  | Williams FW07 | 1:40.446 | 11 | 112.68mph | 181.34kph |
| 2  | B | Martin STRETTON |  | Tyrrell P34   | 1:42.459 | 4  | 110.46mph | 177.78kph |
| 31 | D | Steve HARTLEY   |  | Arrows A6     | 1:45.203 | 2  | 107.58mph | 173.14kph |
| 3  | A | John DELANE     |  | Tyrrell 001   | 1:54.285 | 3  | 99.03mph  | 159.38kph |

Weather/Track - Overcast/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 13:47 End: 14:10

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix

## LAP CHART

| Lap 1 |          |          | Lap 2 |        |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |          |
|-------|----------|----------|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 7     |          | 1:48.530 | 7     |        | 1:40.509 | 7     |          | 1:41.133 | 7     |          | 1:40.624 | 7     |          | 1:41.050 |
| 21    | 0.638    | 1:49.168 | 21    | 1.132  | 1:41.003 | 21    | 0.783    | 1:40.784 | 21    | 1.252    | 1:41.093 | 21    | 0.976    | 1:40.774 |
| 24    | 1.485    | 1:50.015 | 24    | 3.338  | 1:42.362 | 24    | 4.918    | 1:42.713 | 24    | 7.597    | 1:43.303 | 24    | 10.257   | 1:43.710 |
| 29    | 2.189    | 1:50.719 | 29    | 4.144  | 1:42.464 | 29    | 6.289    | 1:43.278 | 29    | 8.447    | 1:42.782 | 29    | 11.094   | 1:43.697 |
| 2     | 3.561    | 1:52.091 | 2     | 6.156  | 1:43.104 | 2     | 8.685    | 1:43.662 | 2     | 10.520   | 1:42.459 | 2     | 12.202   | 1:42.732 |
| 6     | 3.930    | 1:52.460 | 6     | 6.455  | 1:43.034 | 6     | 9.119    | 1:43.797 | 6     | 11.603   | 1:43.108 | 6     | 13.811   | 1:43.258 |
| 31    | 4.977    | 1:53.507 | 31    | 9.671  | 1:45.203 | 31    | 14.340   | 1:45.802 | 31    | 19.198   | 1:45.482 | 31    | 23.653   | 1:45.505 |
| 12    | 7.143    | 1:55.673 | 9     | 13.499 | 1:46.090 | 4     | 1 LAP    | 2:05.998 | 9     | 22.658   | 1:45.645 | 9     | 29.295   | 1:47.687 |
| 9     | 7.918    | 1:56.448 | 12    | 14.184 | 1:47.550 | 9     | 17.637   | 1:45.271 | 12    | 26.353   | 1:47.068 | 12    | 31.140   | 1:45.837 |
| 30    | 8.268    | 1:56.798 | 30    | 14.559 | 1:46.800 | 12    | 19.909   | 1:46.858 | 30    | 27.727   | 1:46.852 | 30    | 33.473   | 1:46.796 |
| 11    | 11.632   | 2:00.162 | 11    | 21.027 | 1:49.904 | 30    | 21.499   | 1:48.073 | 4     | 1 LAP    | 2:01.328 | 37    | 48.389   | 1:49.951 |
| 37    | 12.096   | 2:00.626 | 37    | 21.729 | 1:50.142 | 11    | 29.791   | 1:49.897 | 37    | 39.488   | 1:49.791 | 1     | 48.842   | 1:49.836 |
| 1     | 12.615   | 2:01.145 | 1     | 22.089 | 1:49.983 | 37    | 30.321   | 1:49.725 | 1     | 40.056   | 1:50.071 | 17    | 49.035   | 1:49.616 |
| 14    | 12.877   | 2:01.407 | 14    | 22.439 | 1:50.071 | 1     | 30.609   | 1:49.653 | 17    | 40.469   | 1:49.657 | 14    | 49.915   | 1:50.154 |
| 17    | 13.377   | 2:01.907 | 17    | 22.913 | 1:50.045 | 14    | 31.170   | 1:49.864 | 14    | 40.811   | 1:50.265 | 11    | 55.679   | 1:50.775 |
| 18    | 14.373   | 2:02.903 | 18    | 23.899 | 1:50.035 | 17    | 31.436   | 1:49.656 | 11    | 45.954   | 1:56.787 | 4     | 1 LAP    | 2:03.734 |
| 36    | 19.270   | 2:07.800 | 36    | 31.078 | 1:52.317 | 18    | 32.549   | 1:49.783 | 36    | 55.031   | 1:54.324 | 36    | 1:05.749 | 1:51.768 |
| 33    | 20.105   | 2:08.635 | 33    | 32.168 | 1:52.572 | 36    | 41.331   | 1:51.386 | 33    | 56.358   | 1:53.801 | 33    | 1:07.617 | 1:52.309 |
| 27    | 20.920   | 2:09.450 | 27    | 32.738 | 1:52.327 | 33    | 43.181   | 1:52.146 | 27    | 56.781   | 1:53.860 | 27    | 1:07.895 | 1:52.164 |
| 71    | 24.110   | 2:12.640 | 71    | 35.362 | 1:51.761 | 27    | 43.545   | 1:51.940 | 71    | 57.231   | 1:53.206 | 71    | 1:08.422 | 1:52.241 |
| 61    | 24.794   | 2:13.324 | 3     | 39.044 | 1:54.437 | 71    | 44.649   | 1:50.420 | 3     | 1:08.328 | 1:56.756 | 18    | 1:20.526 | 1:53.101 |
| 3     | 25.116   | 2:13.646 | 61    | 42.334 | 1:58.049 | 3     | 52.196   | 1:54.285 | 18    | 1:08.475 | 2:16.550 | 3     | 1:23.621 | 1:56.343 |
| 32    | 25.637   | 2:14.167 | 13    | 44.164 | 1:57.096 | 13    | 1:01.420 | 1:58.389 | 13    | 1:19.495 | 1:58.699 | 61    | 1:36.934 | 1:57.530 |
| 13    | 27.577   | 2:16.107 | 32    | 45.595 | 2:00.467 | 61    | 1:02.009 | 2:00.808 | 61    | 1:20.454 | 1:59.069 |       |          |          |
| 4     | 1:31.379 | 3:19.909 |       |        |          | 32    | 1:08.337 | 2:03.875 | 32    | 1:28.921 | 2:01.208 |       |          |          |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP CHART

(contd.)

| Lap 6 |          |           | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |          |          | Lap 10 |          |           |
|-------|----------|-----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|--------|----------|-----------|
| No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No     | Behind   | Laptime   |
| 7     |          | 1:41.503  | 7     |          | 1:41.575 | 21    |          | 1:41.232 | 21    |          | 1:42.230 | 21     |          | 1:41.917  |
| 21    | 0.996    | 1:41.523  | 21    | 0.978    | 1:41.557 | 7     | 0.622    | 1:42.832 | 7     | 0.319    | 1:41.927 | 7      | 2.643    | 1:44.241  |
| 32    | 1 LAP    | 2:03.138  | 29    | 15.290   | 1:43.665 | 3     | 1 LAP    | 1:57.596 | 33    | 1 LAP    | 1:54.217 | 36     | 1 LAP    | 1:52.684  |
| 29    | 13.200   | 1:43.609  | 61    | 1 LAP    | 2:01.597 | 29    | 15.951   | 1:42.871 | 4     | 2 LAPS   | 2:03.373 | 71     | 1 LAP    | 1:51.872  |
| 2     | 15.277   | 1:44.578  | 2     | 17.365   | 1:43.663 | 2     | 18.309   | 1:43.154 | 29    | 17.417   | 1:43.696 | 27     | 1 LAP    | 1:53.229  |
| 6     | 17.170   | 1:44.862  | 6     | 20.748   | 1:45.153 | 6     | 23.418   | 1:44.880 | 2     | 20.247   | 1:44.168 | 1      | 1 LAP    | 2:26.529P |
| 31    | 27.704   | 1:45.554  | 31    | 32.216   | 1:46.087 | 61    | 1 LAP    | 1:59.186 | 6     | 26.121   | 1:44.933 | 33     | 1 LAP    | 1:53.987  |
| 24    | 36.097   | 2:07.343P | 32    | 1 LAP    | 2:04.760 | 31    | 36.050   | 1:46.044 | 3     | 1 LAP    | 1:58.728 | 29     | 19.366   | 1:43.866  |
| 12    | 38.370   | 1:48.733  | 12    | 43.787   | 1:46.992 | 12    | 50.424   | 1:48.847 | 31    | 41.813   | 1:47.993 | 2      | 21.681   | 1:43.351  |
| 30    | 38.738   | 1:46.768  | 30    | 53.462   | 1:56.299 | 32    | 1 LAP    | 2:02.702 | 61    | 1 LAP    | 1:57.634 | 6      | 29.203   | 1:44.999  |
| 9     | 51.959   | 2:04.167P | 1     | 1:05.380 | 1:49.507 | 30    | 1:01.695 | 1:50.443 | 12    | 56.736   | 1:48.542 | 4      | 2 LAPS   | 2:06.559  |
| 37    | 56.977   | 1:50.091  | 37    | 1:05.719 | 1:50.317 | 1     | 1:10.748 | 1:47.578 | 24    | 2 LAPS   | 5:27.871 | 3      | 1 LAP    | 1:57.966  |
| 1     | 57.448   | 1:50.109  | 17    | 1:06.140 | 1:49.683 | 37    | 1:12.620 | 1:49.111 | 30    | 1:07.716 | 1:48.251 | 31     | 45.799   | 1:45.903  |
| 17    | 58.032   | 1:50.500  | 14    | 1:06.405 | 1:49.651 | 17    | 1:13.005 | 1:49.075 | 32    | 1 LAP    | 2:02.621 | 37     | 1 LAP    | 3:09.529P |
| 14    | 58.329   | 1:49.917  | 11    | 1:11.679 | 1:50.192 | 14    | 1:14.775 | 1:50.580 | 17    | 1:20.536 | 1:49.761 | 24     | 2 LAPS   | 1:46.057  |
| 11    | 1:03.062 | 1:48.886  | 36    | 1:26.386 | 1:52.136 | 11    | 1:19.127 | 1:49.658 | 14    | 1:22.679 | 1:50.134 | 12     | 1:03.152 | 1:48.333  |
| 36    | 1:15.825 | 1:51.579  | 71    | 1:30.439 | 1:53.520 | 36    | 1:35.903 | 1:51.727 | 11    | 1:25.418 | 1:48.521 | 61     | 1 LAP    | 1:57.346  |
| 4     | 1 LAP    | 1:58.515  | 27    | 1:31.101 | 1:54.544 | 71    | 1:38.161 | 1:49.932 |       |          |          | 30     | 1:13.829 | 1:48.030  |
| 33    | 1:17.960 | 1:51.846  | 33    | 1:31.852 | 1:55.467 | 27    | 1:41.042 | 1:52.151 |       |          |          | 17     | 1:30.525 | 1:51.906  |
| 27    | 1:18.132 | 1:51.740  | 4     | 1 LAP    | 2:03.161 |       |          |          |       |          |          | 14     | 1:31.318 | 1:50.556  |
| 71    | 1:18.494 | 1:51.575  |       |          |          |       |          |          |       |          |          | 11     | 1:36.021 | 1:52.520  |
| 3     | 1:37.637 | 1:55.519  |       |          |          |       |          |          |       |          |          | 32     | 1 LAP    | 2:05.898  |

# The Silverstone International Trophy For FIA Thoroughbred Grand Prix LAP CHART

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |          |          | Lap 14 |        |         | Lap 15 |        |         |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime |
| 21     |          | 1:40.446 | 21     |          | 1:41.823 | 21     |          | 1:43.554 |        |        |         |        |        |         |
| 7      | 3.034    | 1:40.837 | 11     | 1 LAP    | 1:50.011 | 17     | 1 LAP    | 1:49.494 |        |        |         |        |        |         |
| 36     | 1 LAP    | 1:54.030 | 7      | 3.944    | 1:42.733 | 7      | 3.887    | 1:43.497 |        |        |         |        |        |         |
| 71     | 1 LAP    | 1:52.902 | 32     | 2 LAPS   | 2:02.983 | 14     | 1 LAP    | 1:51.509 |        |        |         |        |        |         |
| 27     | 1 LAP    | 1:51.888 | 29     | 25.524   | 1:44.651 | 11     | 1 LAP    | 1:50.165 |        |        |         |        |        |         |
| 29     | 22.696   | 1:43.776 | 2      | 28.000   | 1:45.134 | 29     | 28.376   | 1:46.406 |        |        |         |        |        |         |
| 2      | 24.689   | 1:43.454 | 36     | 1 LAP    | 1:52.906 | 2      | 29.079   | 1:44.633 |        |        |         |        |        |         |
| 33     | 1 LAP    | 1:53.671 | 71     | 1 LAP    | 1:52.838 | 36     | 1 LAP    | 1:51.680 |        |        |         |        |        |         |
| 6      | 33.529   | 1:44.772 | 27     | 1 LAP    | 1:52.071 | 32     | 2 LAPS   | 2:02.839 |        |        |         |        |        |         |
| 31     | 52.033   | 1:46.680 | 6      | 37.311   | 1:45.605 | 71     | 1 LAP    | 1:52.743 |        |        |         |        |        |         |
| 3      | 1 LAP    | 1:59.154 | 33     | 1 LAP    | 1:53.915 | 27     | 1 LAP    | 1:50.923 |        |        |         |        |        |         |
| 4      | 2 LAPS   | 2:03.203 | 31     | 56.116   | 1:45.906 | 6      | 39.407   | 1:45.650 |        |        |         |        |        |         |
| 24     | 2 LAPS   | 1:44.618 | 24     | 2 LAPS   | 1:46.201 | 33     | 1 LAP    | 1:54.151 |        |        |         |        |        |         |
| 12     | 1:10.167 | 1:47.461 | 12     | 1:17.197 | 1:48.853 | 31     | 57.832   | 1:45.270 |        |        |         |        |        |         |
| 61     | 1 LAP    | 1:57.538 | 3      | 1 LAP    | 2:01.679 | 24     | 2 LAPS   | 1:45.611 |        |        |         |        |        |         |
| 30     | 1:21.216 | 1:47.833 | 4      | 2 LAPS   | 2:00.999 | 12     | 1:23.857 | 1:50.214 |        |        |         |        |        |         |
| 17     | 1:37.910 | 1:47.831 | 30     | 1:27.717 | 1:48.324 | 30     | 1:33.930 | 1:49.767 |        |        |         |        |        |         |
| 14     | 1:39.612 | 1:48.740 |        |          |          | 4      | 2 LAPS   | 1:58.798 |        |        |         |        |        |         |
|        |          |          |        |          |          | 3      | 1 LAP    | 2:01.227 |        |        |         |        |        |         |

# The British Empire Trophy for Group C-GTP

## RACE RESULT - Race 12

| POS | NO  | CL  | NAME             | NAT | ENTRY              | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|-----|-----|------------------|-----|--------------------|-----------|------|----------|--------|----------|
| 1   | 4   | GP1 | Gary PEARSON     |     | Jaguar XJR11       | 31:23.313 | 19   |          | 114.28 | 1:37.576 |
| 2   | 21  | GP1 | David MERCER     |     | Spice SE90C        | 31:37.350 | 19   | 14.037   | 113.43 | 1:37.591 |
| 3   | 101 | GP1 | Simon PULLAN     |     | Porsche 962        | 32:10.741 | 19   | 47.428   | 111.47 | 1:39.701 |
| 4   | 12  | GP1 | Jim MULLEN       |     | Spice GTP          | 32:59.898 | 19   | 1:36.585 | 108.70 | 1:40.672 |
| 5   | 6   | GP1 | Janine PAYNE     |     | Porsche 962        | 33:01.294 | 19   | 1:37.981 | 108.62 | 1:40.865 |
| 6   | 14  | GP1 | Henry PEARMAN    |     | Porsche 962        | 33:04.641 | 19   | 1:41.328 | 108.44 | 1:42.281 |
| 7   | 133 | GP1 | Jim GRAHAM       |     | Porsche 962C       | 32:04.093 | 18   | 1 LAP    | 105.97 | 1:45.111 |
| 8   | 32  | GP1 | Nick RINI        |     | Jaguar XJR12D      | 32:06.987 | 18   | 1 LAP    | 105.81 | 1:44.257 |
| 9   | 111 | GP1 | Harvey COOKE     |     | Spice GTP          | 32:08.800 | 18   | 1 LAP    | 105.71 | 1:43.940 |
| 10  | 8   | GP1 | Peter MCLAUGHLIN |     | Spice SE90         | 33:00.609 | 18   | 1 LAP    | 102.95 | 1:47.754 |
| 11  | 19  | GP1 | John EDWARDS     |     | Argo JMC19         | 33:12.626 | 18   | 1 LAP    | 102.33 | 1:47.926 |
| 12  | 78  | GP4 | Andrew SMITH     |     | Ecosse-Ford 285    | 31:58.466 | 17   | 2 LAPS   | 100.38 | 1:50.362 |
| 13  | 79  | GP4 | Alasdair MCCAIG  |     | Ecosse-Rover       | 31:59.496 | 17   | 2 LAPS   | 100.33 | 1:50.370 |
| 14  | 103 | GP4 | Duncan MCKAY     |     | Bardon Ford DB2    | 31:45.322 | 15   | 4 LAPS   | 89.19  | 2:02.429 |
| 15  | 37  | GP4 | Richard BATEMAN  |     | Tiga Rover GC287   | 31:56.268 | 15   | 4 LAPS   | 88.68  | 2:04.404 |
| 16  | 81  | GP4 | Richard CHESTER  |     | Tiga 287 Buick GTP | 33:28.643 | 14   | 5 LAPS   | 78.97  | 2:11.216 |
| 17  | 22  | GP5 | Ian STINTON      |     | Harrier GT1        | 31:43.325 | 13   | 6 LAPS   | 77.39  | 1:49.040 |

### NOT CLASSIFIED

|    |     |                     |                      |           |    |        |        |          |
|----|-----|---------------------|----------------------|-----------|----|--------|--------|----------|
| 17 | GP1 | Nigel JAMES         | Porsche 962C         | 19:14.762 | 11 | D.N.F. | 107.96 | 1:39.564 |
| 28 | GP1 | Richard ODDIE       | Argo Chevrolet JM20C | 20:34.398 | 11 | D.N.F. | 101.00 | 1:47.803 |
| 60 | GP1 | Justin LAW          | Jaguar XJR10         | 6:59.062  | 4  | D.N.F. | 108.45 | 1:41.120 |
| 31 | GP5 | Michael CHRISTOPHER | Prosport LM3000      | 5:33.631  | 3  | D.N.F. | 102.30 | 1:48.421 |
| 88 | GP1 | Chris RANDELL       | Nissan NTP1GTP       | 13:34.768 | 1  | D.N.F. | 14.10  |          |
| 2  | GP1 | Richard EYRE        | Jaguar XJR16         |           | 0  | D.N.F. | N/A    |          |
| 27 | GP1 | Charlie AGG         | Nissan R90CK         |           | 0  | D.N.F. | N/A    |          |

### FASTEST LAP

|    |     |                     |                 |          |    |           |           |
|----|-----|---------------------|-----------------|----------|----|-----------|-----------|
| 4  | GP1 | Gary PEARSON        | Jaguar XJR11    | 1:37.576 | 17 | 115.99mph | 186.67kph |
| 31 | GP5 | Michael CHRISTOPHER | Prosport LM3000 | 1:48.421 | 2  | 104.39mph | 168.00kph |
| 78 | GP4 | Andrew SMITH        | Ecosse-Ford 285 | 1:50.362 | 8  | 102.55mph | 165.04kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 14:37 End: 15:09

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The British Empire Trophy for Group C-GTP LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |           | Lap 5 |          |          |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  |
| 4     |        | 1:40.812 | 4     |          | 1:38.676 | 4     |          | 1:38.239 | 4     |          | 1:38.698  | 4     |          | 1:41.661 |
| 60    | 2.551  | 1:43.363 | 60    | 4.995    | 1:41.120 | 60    | 8.163    | 1:41.407 | 21    | 10.956   | 1:41.262  | 103   | 1 LAP    | 2:06.633 |
| 21    | 2.703  | 1:43.515 | 21    | 5.144    | 1:41.117 | 21    | 8.392    | 1:41.487 | 101   | 12.531   | 1:41.964  | 21    | 9.787    | 1:40.492 |
| 101   | 4.833  | 1:45.645 | 101   | 7.428    | 1:41.271 | 101   | 9.265    | 1:40.076 | 17    | 12.717   | 1:40.119  | 101   | 11.810   | 1:40.940 |
| 12    | 5.401  | 1:46.213 | 12    | 8.131    | 1:41.406 | 12    | 10.564   | 1:40.672 | 12    | 14.577   | 1:42.711  | 17    | 13.498   | 1:42.442 |
| 17    | 6.084  | 1:46.896 | 17    | 8.828    | 1:41.420 | 17    | 11.296   | 1:40.707 | 60    | 22.637   | 1:53.172P | 12    | 16.889   | 1:43.973 |
| 14    | 9.127  | 1:49.939 | 14    | 15.159   | 1:44.708 | 14    | 21.483   | 1:44.563 | 14    | 27.820   | 1:45.035  | 37    | 1 LAP    | 2:10.093 |
| 31    | 12.876 | 1:53.688 | 31    | 22.621   | 1:48.421 | 133   | 31.692   | 1:46.602 | 133   | 40.423   | 1:47.429  | 81    | 2 LAPS   | 2:20.168 |
| 133   | 13.526 | 1:54.338 | 133   | 23.329   | 1:48.479 | 111   | 33.989   | 1:48.256 | 111   | 41.397   | 1:46.106  | 14    | 32.480   | 1:46.321 |
| 111   | 14.491 | 1:55.303 | 111   | 23.972   | 1:48.157 | 31    | 35.904   | 1:51.522 | 6     | 44.552   | 1:46.472  | 133   | 44.803   | 1:46.041 |
| 32    | 15.037 | 1:55.849 | 32    | 24.402   | 1:48.041 | 32    | 36.234   | 1:50.071 | 32    | 45.667   | 1:48.131  | 111   | 46.444   | 1:46.708 |
| 19    | 15.450 | 1:56.262 | 22    | 27.216   | 1:49.702 | 6     | 36.778   | 1:47.033 | 19    | 54.373   | 1:52.825  | 6     | 47.484   | 1:44.593 |
| 22    | 16.190 | 1:57.002 | 6     | 27.984   | 1:48.580 | 22    | 38.017   | 1:49.040 | 8     | 54.521   | 1:49.982  | 32    | 49.984   | 1:45.978 |
| 6     | 18.080 | 1:58.892 | 19    | 28.241   | 1:51.467 | 19    | 40.246   | 1:50.244 | 28    | 1:03.623 | 1:52.065  | 8     | 1:05.270 | 1:52.410 |
| 8     | 18.380 | 1:59.192 | 8     | 31.309   | 1:51.605 | 8     | 43.237   | 1:50.167 | 78    | 1:06.758 | 1:53.390  | 19    | 1:06.513 | 1:53.801 |
| 28    | 21.812 | 2:02.624 | 28    | 37.350   | 1:54.214 | 28    | 50.256   | 1:51.145 | 79    | 1:09.351 | 1:54.398  | 28    | 1:11.837 | 1:49.875 |
| 78    | 22.505 | 2:03.317 | 78    | 38.277   | 1:54.448 | 78    | 52.066   | 1:52.028 | 22    | 1:28.680 | 2:29.361P | 78    | 1:17.631 | 1:52.534 |
| 79    | 23.596 | 2:04.408 | 79    | 38.991   | 1:54.071 | 79    | 53.651   | 1:52.899 |       |          |           | 79    | 1:19.848 | 1:52.158 |
| 103   | 27.136 | 2:07.948 | 81    | 1 LAP    | 4:03.820 | 103   | 1:16.723 | 2:04.073 |       |          |           |       |          |          |
| 37    | 34.052 | 2:14.864 | 103   | 50.889   | 2:02.429 | 81    | 1 LAP    | 2:16.257 |       |          |           |       |          |          |
|       |        |          | 37    | 1:00.869 | 2:05.493 | 37    | 1:29.507 | 2:06.877 |       |          |           |       |          |          |



# The British Empire Trophy for Group C-GTP

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |            | Lap 9 |          |          | Lap 10 |          |          |
|-------|----------|----------|-------|----------|----------|-------|----------|------------|-------|----------|----------|--------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime    | No    | Behind   | Laptime  | No     | Behind   | Laptime  |
| 4     |          | 1:39.296 | 4     |          | 1:38.841 | 4     |          | 1:40.411   | 4     |          | 1:40.345 | 4      |          | 1:38.759 |
| 21    | 10.433   | 1:39.942 | 21    | 9.938    | 1:38.346 | 78    | 1 LAP    | 1:51.694   | 37    | 2 LAPS   | 2:08.199 | 8      | 1 LAP    | 1:48.408 |
| 101   | 12.516   | 1:40.002 | 101   | 13.376   | 1:39.701 | 79    | 1 LAP    | 1:51.289   | 21    | 7.848    | 1:40.686 | 21     | 9.393    | 1:40.304 |
| 17    | 13.766   | 1:39.564 | 17    | 15.242   | 1:40.317 | 81    | 3 LAPS   | 2:20.715   | 28    | 1 LAP    | 1:50.820 | 19     | 1 LAP    | 1:49.929 |
| 12    | 21.369   | 1:43.776 | 12    | 24.962   | 1:42.434 | 21    | 7.507    | 1:37.980   | 78    | 1 LAP    | 1:50.362 | 101    | 17.424   | 1:42.257 |
| 103   | 1 LAP    | 2:09.255 | 14    | 46.417   | 1:45.408 | 101   | 12.825   | 1:39.860   | 79    | 1 LAP    | 1:50.775 | 17     | 17.522   | 1:42.031 |
| 14    | 39.850   | 1:46.666 | 6     | 56.825   | 1:44.177 | 17    | 14.764   | 1:39.933   | 101   | 13.926   | 1:41.446 | 103    | 2 LAPS   | 2:07.756 |
| 37    | 1 LAP    | 2:07.850 | 133   | 58.215   | 1:46.438 | 88    | 7 LAPS   | 13:34.768P | 17    | 14.250   | 1:39.831 | 28     | 1 LAP    | 1:51.480 |
| 133   | 50.618   | 1:45.111 | 103   | 1 LAP    | 2:08.685 | 12    | 28.402   | 1:43.851   | 12    | 32.417   | 1:44.360 | 78     | 1 LAP    | 1:52.297 |
| 6     | 51.489   | 1:43.301 | 111   | 1:03.916 | 1:49.492 | 14    | 49.709   | 1:43.703   | 81    | 3 LAPS   | 2:14.801 | 79     | 1 LAP    | 1:53.857 |
| 111   | 53.265   | 1:46.117 | 32    | 1:06.538 | 1:47.242 | 6     | 1:00.241 | 1:43.827   | 14    | 54.159   | 1:44.795 | 37     | 2 LAPS   | 2:07.577 |
| 32    | 58.137   | 1:47.449 | 22    | 1 LAP    | 1:52.014 | 133   | 1:03.083 | 1:45.279   | 6     | 1:03.043 | 1:43.147 | 12     | 37.362   | 1:43.704 |
| 22    | 1 LAP    | 2:51.146 | 37    | 1 LAP    | 2:08.704 | 111   | 1:10.744 | 1:47.239   | 133   | 1:08.842 | 1:46.104 | 14     | 59.527   | 1:44.127 |
| 81    | 2 LAPS   | 2:20.199 | 8     | 1:27.896 | 1:51.564 | 32    | 1:11.887 | 1:45.760   | 111   | 1:15.086 | 1:44.687 | 6      | 1:07.650 | 1:43.366 |
| 8     | 1:15.173 | 1:49.199 | 19    | 1:30.042 | 1:51.648 | 22    | 1 LAP    | 1:50.058   | 32    | 1:16.725 | 1:45.183 | 81     | 3 LAPS   | 2:14.779 |
| 19    | 1:17.235 | 1:50.018 | 28    | 1:38.622 | 1:54.956 | 103   | 1 LAP    | 2:07.622   | 22    | 1 LAP    | 1:51.802 | 133    | 1:15.718 | 1:45.635 |
| 28    | 1:22.507 | 1:49.966 |       |          |          | 8     | 1:36.992 | 1:49.507   |       |          |          | 111    | 1:21.616 | 1:45.289 |
| 78    | 1:29.664 | 1:51.329 |       |          |          | 19    | 1:40.345 | 1:50.714   |       |          |          | 32     | 1:22.223 | 1:44.257 |
| 79    | 1:30.922 | 1:50.370 |       |          |          |       |          |            |       |          |          |        |          |          |

# The British Empire Trophy for Group C-GTP

## LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |          |          | Lap 14 |          |          | Lap 15 |          |          |
|--------|----------|-----------|--------|----------|-----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 4      |          | 1:37.786  | 4      |          | 1:39.063  | 4      |          | 1:38.769 | 4      |          | 1:41.273 | 4      |          | 1:38.542 |
| 21     | 10.558   | 1:38.951  | 21     | 10.683   | 1:39.188  | 32     | 1 LAP    | 1:47.591 | 103    | 3 LAPS   | 2:05.201 | 133    | 1 LAP    | 1:46.487 |
| 8      | 1 LAP    | 1:48.480  | 81     | 4 LAPS   | 2:15.761  | 21     | 10.148   | 1:38.234 | 32     | 1 LAP    | 1:46.069 | 21     | 7.660    | 1:38.302 |
| 101    | 22.191   | 1:42.553  | 101    | 25.209   | 1:42.081  | 101    | 27.977   | 1:41.537 | 111    | 1 LAP    | 1:49.962 | 32     | 1 LAP    | 1:46.927 |
| 19     | 1 LAP    | 1:51.053  | 8      | 1 LAP    | 1:49.902  | 8      | 1 LAP    | 1:49.533 | 21     | 7.900    | 1:39.025 | 111    | 1 LAP    | 1:47.768 |
| 28     | 1 LAP    | 1:49.450  | 19     | 1 LAP    | 1:48.950  | 19     | 1 LAP    | 1:49.716 | 37     | 3 LAPS   | 2:06.185 | 101    | 31.450   | 1:41.882 |
| 78     | 1 LAP    | 1:51.312  | 28     | 1 LAP    | 1:47.803  | 81     | 4 LAPS   | 2:14.917 | 101    | 28.110   | 1:41.406 | 103    | 3 LAPS   | 2:07.384 |
| 79     | 1 LAP    | 1:52.004  | 78     | 1 LAP    | 1:50.771  | 12     | 1:00.575 | 1:44.216 | 8      | 1 LAP    | 1:49.050 | 37     | 3 LAPS   | 2:07.566 |
| 12     | 46.183   | 1:46.607  | 12     | 55.128   | 1:48.008  | 78     | 1 LAP    | 1:51.038 | 19     | 1 LAP    | 1:49.565 | 8      | 1 LAP    | 1:48.621 |
| 103    | 2 LAPS   | 2:08.740  | 79     | 1 LAP    | 1:52.286  | 79     | 1 LAP    | 1:50.467 | 12     | 1:03.275 | 1:43.973 | 19     | 1 LAP    | 1:48.544 |
| 17     | 1:01.238 | 2:21.502P | 22     | 3 LAPS   | 4:23.567P | 14     | 1:16.155 | 1:43.479 | 78     | 1 LAP    | 1:50.753 | 22     | 5 LAPS   | 5:03.312 |
| 37     | 2 LAPS   | 2:08.005  | 14     | 1:11.445 | 1:44.701  | 6      | 1:19.874 | 1:41.734 | 79     | 1 LAP    | 1:51.605 | 12     | 1:08.856 | 1:44.123 |
| 14     | 1:05.807 | 1:44.066  | 6      | 1:16.909 | 1:43.656  | 133    | 1:38.618 | 1:45.765 | 14     | 1:17.978 | 1:43.096 | 14     | 1:22.180 | 1:42.744 |
| 6      | 1:12.316 | 1:42.452  | 103    | 2 LAPS   | 2:07.972  |        |          |          | 6      | 1:19.466 | 1:40.865 | 6      | 1:22.580 | 1:41.656 |
| 133    | 1:24.806 | 1:46.874  | 37     | 2 LAPS   | 2:05.930  |        |          |          | 81     | 4 LAPS   | 2:16.722 | 78     | 1 LAP    | 1:51.806 |
| 111    | 1:30.643 | 1:46.813  | 133    | 1:31.622 | 1:45.879  |        |          |          | 79     | 1 LAP    | 1:52.305 |        |          |          |
| 32     | 1:31.083 | 1:46.646  | 111    | 1:37.850 | 1:46.270  |        |          |          |        |          |          |        |          |          |

# The British Empire Trophy for Group C-GTP

## LAP CHART

(contd.)

| Lap 16 |          |          | Lap 17 |          |          | Lap 18 |          |          | Lap 19 |          |          | Lap 20 |        |         |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime |
| 4      |          | 1:37.594 | 4      |          | 1:37.576 | 4      |          | 1:38.279 | 4      |          | 1:38.693 |        |        |         |
| 21     | 9.690    | 1:39.624 | 78     | 2 LAPS   | 1:51.456 | 37     | 4 LAPS   | 2:05.620 | 21     | 14.037   | 1:41.768 |        |        |         |
| 133    | 1 LAP    | 1:48.296 | 79     | 2 LAPS   | 1:52.300 | 22     | 6 LAPS   | 1:58.328 | 22     | 6 LAPS   | 1:55.590 |        |        |         |
| 32     | 1 LAP    | 1:45.792 | 21     | 9.705    | 1:37.591 | 21     | 10.962   | 1:39.536 | 103    | 4 LAPS   | 2:10.682 |        |        |         |
| 81     | 5 LAPS   | 2:14.161 | 133    | 1 LAP    | 1:46.044 | 78     | 2 LAPS   | 1:50.786 | 37     | 4 LAPS   | 2:08.901 |        |        |         |
| 111    | 1 LAP    | 1:44.389 | 32     | 1 LAP    | 1:45.950 | 79     | 2 LAPS   | 1:52.595 | 78     | 2 LAPS   | 1:59.145 |        |        |         |
| 101    | 35.713   | 1:41.857 | 111    | 1 LAP    | 1:47.529 | 133    | 1 LAP    | 1:46.471 | 79     | 2 LAPS   | 1:51.709 |        |        |         |
| 103    | 3 LAPS   | 2:04.186 | 101    | 40.201   | 1:42.064 | 32     | 1 LAP    | 1:45.556 | 133    | 1 LAP    | 1:46.821 |        |        |         |
| 8      | 1 LAP    | 1:47.815 | 81     | 5 LAPS   | 2:12.914 | 111    | 1 LAP    | 1:44.775 | 32     | 1 LAP    | 1:44.495 |        |        |         |
| 37     | 3 LAPS   | 2:04.404 | 8      | 1 LAP    | 1:48.543 | 101    | 44.318   | 1:42.396 | 111    | 1 LAP    | 1:43.940 |        |        |         |
| 19     | 1 LAP    | 1:47.926 | 12     | 1:24.261 | 1:46.761 | 8      | 1 LAP    | 1:48.877 | 101    | 47.428   | 1:41.803 |        |        |         |
| 12     | 1:15.076 | 1:43.814 | 19     | 1 LAP    | 1:50.312 | 12     | 1:29.719 | 1:43.737 | 12     | 1:36.585 | 1:45.559 |        |        |         |
| 22     | 5 LAPS   | 1:52.403 | 103    | 3 LAPS   | 2:06.756 | 81     | 5 LAPS   | 2:11.216 | 8      | 1 LAP    | 1:47.754 |        |        |         |
| 14     | 1:26.867 | 1:42.281 | 6      | 1:31.489 | 1:42.048 | 6      | 1:34.695 | 1:41.485 | 6      | 1:37.981 | 1:41.979 |        |        |         |
| 6      | 1:27.017 | 1:42.031 | 14     | 1:32.448 | 1:43.157 | 14     | 1:37.248 | 1:43.079 | 14     | 1:41.328 | 1:42.773 |        |        |         |
|        |          |          |        |          |          | 19     | 1 LAP    | 1:50.124 | 19     | 1 LAP    | 1:49.528 |        |        |         |
|        |          |          |        |          |          |        |          |          | 81     | 5 LAPS   | 2:12.213 |        |        |         |

# The John Cooper Trophy for HGPCA pre 1966 F1 cars

## RACE RESULT - Race 13

| POS | NO | CL | NAME               | NAT | ENTRY                 | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|--------------------|-----|-----------------------|-----------|------|----------|-------|----------|
| 1   | 5  | 7  | Michael SCHRYVER   |     | Lotus 18              | 20:54.622 | 10   |          | 90.35 | 2:02.114 |
| 2   | 34 | 7  | Barry CANNELL      |     | Cooper T53            | 20:58.428 | 10   | 3.806    | 90.08 | 2:02.415 |
| 3   | 16 | 7  | Duncan DAYTON      |     | Lotus 16              | 21:04.162 | 10   | 9.540    | 89.67 | 2:04.070 |
| 4   | 39 | 7  | John CLARK         |     | Cooper T51            | 21:10.122 | 10   | 15.500   | 89.25 | 2:03.978 |
| 5   | 3  | 9  | Andrew SMITH       |     | Cooper T43            | 21:59.176 | 10   | 1:04.554 | 85.93 | 2:05.737 |
| 6   | 29 | 7  | Alan BAILLIE       |     | Lotus 18              | 22:09.612 | 10   | 1:14.990 | 85.25 | 2:08.914 |
| 7   | 17 | 4  | Mark GILLIES       |     | ERA A-Type            | 22:11.445 | 10   | 1:16.823 | 85.14 | 2:10.324 |
| 8   | 7  | 6  | Nick WIGLEY        |     | Connaught B4          | 22:22.120 | 10   | 1:27.498 | 84.46 | 2:11.265 |
| 9   | 2  | 8  | Rod JOLLEY         |     | Monza Lister Jaguar   | 22:43.363 | 10   | 1:48.741 | 83.14 | 2:13.375 |
| 10  | 36 | 7  | Christopher MANN   |     | Lotus 18              | 22:55.498 | 10   | 2:00.876 | 82.41 | 2:12.485 |
| 11  | 12 | 9  | Sebastian WELCH    |     | Cooper T45            | 23:01.821 | 10   | 2:07.199 | 82.03 | 2:13.053 |
| 12  | 45 | 9  | Bill KIRKPATRICK   |     | Cooper T45            | 23:09.074 | 10   | 2:14.452 | 81.60 | 2:07.382 |
| 13  | 77 | 10 | Mark GRIFFITHS     |     | Lotus 18              | 23:17.253 | 10   | 2:22.631 | 81.13 | 2:13.050 |
| 14  | 27 | 6  | Jose ALBUQUERQUE   |     | Maserati 250F         | 20:58.758 | 9    | 1 LAP    | 81.06 | 2:16.421 |
| 15  | 46 | 9  | Tania PILKINGTON   |     | Cooper T43            | 21:06.429 | 9    | 1 LAP    | 80.57 | 2:17.778 |
| 16  | 4  | 5  | Bob GILBERT        |     | Connaught Al10        | 21:11.965 | 9    | 1 LAP    | 80.22 | 2:17.699 |
| 17  | 19 | 5  | Paul GRANT         |     | Cooper Bristol MkII   | 21:12.105 | 9    | 1 LAP    | 80.21 | 2:18.499 |
| 18  | 8  | 5  | Brian HORWOOD      |     | Cooper Bristol        | 21:25.580 | 9    | 1 LAP    | 79.37 | 2:17.220 |
| 19  | 9  | 3  | Richard LAST       |     | MG K3                 | 21:28.196 | 9    | 1 LAP    | 79.21 | 2:19.331 |
| 20  | 28 | 7  | Richard PARNELL    |     | Walker Climax Tec Mec | 21:37.199 | 9    | 1 LAP    | 78.66 | 2:21.237 |
| 21  | 58 | 7  | Chris DRAKE        |     | Lotus 16              | 21:52.629 | 9    | 1 LAP    | 77.73 | 2:21.268 |
| 22  | 33 | 1  | Dick SMITH         |     | Frazer Nash Nurburg   | 22:17.916 | 9    | 1 LAP    | 76.26 | 2:21.898 |
| 23  | 51 | 1  | Charles DEAN       |     | Bugatti T51           | 22:20.436 | 9    | 1 LAP    | 76.12 | 2:17.502 |
| 24  | 43 | 7  | Geoff WILLIAMS     |     | Cooper T43            | 21:37.000 | 8    | 2 LAPS   | 69.94 | 2:34.667 |
| 25  | 14 | 5  | Mary GRANT-JONKERS |     | Cooper Bristol MkII   | 22:21.638 | 8    | 2 LAPS   | 67.62 | 2:41.185 |
| 26  | 37 | 1  | Marcel SONTROP     |     | Bugatti T37           | 22:58.943 | 7    | 3 LAPS   | 57.58 | 2:50.575 |

### NOT CLASSIFIED

|    |    |                      |                |           |   |        |       |          |
|----|----|----------------------|----------------|-----------|---|--------|-------|----------|
| 35 | 9  | Jean Louis DURET     | Cooper T51     | 18:42.646 | 8 | D.N.F. | 80.81 | 2:16.316 |
| 26 | 7  | Marshall BAILEY      | JBW F1         | 18:43.489 | 8 | D.N.F. | 80.75 | 2:16.815 |
| 20 | 5  | Barry WOOD           | Cooper Bristol | 18:13.489 | 7 | D.N.F. | 72.61 | 2:21.293 |
| 10 | 7  | Adrian VAN DER KROFT | Cooper T51     | 6:38.282  | 3 | D.N.F. | 85.69 | 2:06.550 |
| 31 | 10 | Michael WINDSOR-PRIC | Emeryson F1    | 7:02.282  | 3 | D.N.F. | 80.82 | 2:16.823 |
| 21 | 6  | Burckhard VON SCHENK | Maserati 250F  |           | 0 | D.N.F. | N/A   |          |

### FASTEST LAP

|    |    |                  |                     |          |   |          |           |
|----|----|------------------|---------------------|----------|---|----------|-----------|
| 5  | 7  | Michael SCHRYVER | Lotus 18            | 2:02.114 | 3 | 92.68mph | 149.16kph |
| 3  | 9  | Andrew SMITH     | Cooper T43          | 2:05.737 | 2 | 90.01mph | 144.86kph |
| 17 | 4  | Mark GILLIES     | ERA A-Type          | 2:10.324 | 2 | 86.84mph | 139.76kph |
| 7  | 6  | Nick WIGLEY      | Connaught B4        | 2:11.265 | 2 | 86.22mph | 138.76kph |
| 77 | 10 | Mark GRIFFITHS   | Lotus 18            | 2:13.050 | 2 | 85.06mph | 136.90kph |
| 2  | 8  | Rod JOLLEY       | Monza Lister Jaguar | 2:13.375 | 3 | 84.86mph | 136.57kph |
| 8  | 5  | Brian HORWOOD    | Cooper Bristol      | 2:17.220 | 2 | 82.48mph | 132.74kph |
| 51 | 1  | Charles DEAN     | Bugatti T51         | 2:17.502 | 2 | 82.31mph | 132.47kph |
| 9  | 3  | Richard LAST     | MG K3               | 2:19.331 | 2 | 81.23mph | 130.73kph |

Weather/Track - Cloudy/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 15:26 End: 15:46

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The John Cooper Trophy for HGPCA pre 1966 F1 cars LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |           | Lap 5 |          |          |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  |
| 39    |        | 2:11.904 | 5     |          | 2:03.346 | 5     |          | 2:02.114 | 5     |          | 2:04.848  | 5     |          | 2:06.117 |
| 5     | 1.206  | 2:13.110 | 34    | 0.358    | 2:03.388 | 34    | 0.659    | 2:02.415 | 34    | 1.005    | 2:05.194  | 34    | 0.779    | 2:05.891 |
| 34    | 1.522  | 2:13.426 | 39    | 0.890    | 2:05.442 | 39    | 2.754    | 2:03.978 | 16    | 2.746    | 2:04.123  | 16    | 2.212    | 2:05.583 |
| 16    | 1.671  | 2:13.575 | 16    | 1.515    | 2:04.396 | 16    | 3.471    | 2:04.070 | 39    | 3.617    | 2:05.711  | 39    | 4.150    | 2:06.650 |
| 3     | 2.183  | 2:14.087 | 3     | 3.368    | 2:05.737 | 3     | 7.872    | 2:06.618 | 37    | 2 LAPS   | 2:54.283  | 43    | 1 LAP    | 2:43.810 |
| 29    | 6.067  | 2:17.971 | 45    | 10.145   | 2:08.436 | 45    | 15.413   | 2:07.382 | 3     | 14.129   | 2:11.105  | 3     | 21.934   | 2:13.922 |
| 45    | 6.261  | 2:18.165 | 29    | 10.429   | 2:08.914 | 29    | 18.127   | 2:09.812 | 45    | 21.579   | 2:11.014  | 45    | 27.190   | 2:11.728 |
| 17    | 7.271  | 2:19.175 | 17    | 13.043   | 2:10.324 | 10    | 19.712   | 2:06.550 | 29    | 26.695   | 2:13.416  | 29    | 35.414   | 2:14.836 |
| 2     | 7.753  | 2:19.657 | 10    | 15.276   | 2:07.006 | 17    | 21.882   | 2:10.953 | 17    | 30.600   | 2:13.566  | 17    | 36.473   | 2:11.990 |
| 7     | 9.103  | 2:21.007 | 7     | 15.816   | 2:11.265 | 7     | 28.060   | 2:14.358 | 7     | 36.288   | 2:13.076  | 14    | 1 LAP    | 2:47.606 |
| 12    | 10.516 | 2:22.420 | 12    | 19.017   | 2:13.053 | 12    | 33.237   | 2:16.334 | 2     | 44.291   | 2:13.540  | 7     | 44.697   | 2:14.526 |
| 77    | 12.113 | 2:24.017 | 77    | 20.611   | 2:13.050 | 2     | 35.599   | 2:13.375 | 36    | 45.441   | 2:14.514  | 2     | 52.749   | 2:14.575 |
| 10    | 12.822 | 2:24.726 | 2     | 24.338   | 2:21.137 | 36    | 35.775   | 2:13.194 | 12    | 48.999   | 2:20.610  | 36    | 54.754   | 2:15.430 |
| 26    | 15.645 | 2:27.549 | 36    | 24.695   | 2:12.485 | 77    | 36.726   | 2:18.229 | 77    | 53.894   | 2:22.016  | 37    | 2 LAPS   | 2:56.150 |
| 51    | 16.218 | 2:28.122 | 31    | 28.754   | 2:16.823 | 31    | 43.712   | 2:17.072 | 27    | 1:06.121 | 2:19.382  | 12    | 1:01.291 | 2:18.409 |
| 31    | 16.483 | 2:28.387 | 51    | 29.168   | 2:17.502 | 51    | 47.012   | 2:19.958 | 26    | 1:07.630 | 2:22.257  | 77    | 1:07.197 | 2:19.420 |
| 36    | 16.762 | 2:28.666 | 26    | 31.325   | 2:20.232 | 26    | 50.221   | 2:21.010 | 35    | 1:07.997 | 2:22.410  | 27    | 1:18.419 | 2:18.415 |
| 46    | 17.046 | 2:28.950 | 46    | 31.537   | 2:19.043 | 35    | 50.435   | 2:19.900 | 46    | 1:09.046 | 2:22.567  | 26    | 1:21.382 | 2:19.869 |
| 27    | 17.897 | 2:29.801 | 35    | 32.649   | 2:16.858 | 46    | 51.327   | 2:21.904 | 19    | 1:09.384 | 2:22.428  | 35    | 1:21.967 | 2:20.087 |
| 19    | 19.149 | 2:31.053 | 27    | 32.850   | 2:19.505 | 27    | 51.587   | 2:20.851 | 4     | 1:09.617 | 2:22.117  | 46    | 1:22.658 | 2:19.729 |
| 35    | 20.343 | 2:32.247 | 19    | 33.601   | 2:19.004 | 19    | 51.804   | 2:20.317 | 8     | 1:09.969 | 2:22.004  | 4     | 1:23.561 | 2:20.061 |
| 4     | 21.030 | 2:32.934 | 4     | 34.177   | 2:17.699 | 4     | 52.348   | 2:20.285 | 9     | 1:14.493 | 2:23.545  | 19    | 1:23.944 | 2:20.677 |
| 9     | 22.039 | 2:33.943 | 8     | 34.852   | 2:17.220 | 8     | 52.813   | 2:20.075 | 51    | 1:16.940 | 2:34.776P | 9     | 1:31.816 | 2:23.440 |
| 8     | 22.184 | 2:34.088 | 9     | 36.818   | 2:19.331 | 9     | 55.796   | 2:21.092 | 58    | 1:22.378 | 2:24.399  | 8     | 1:34.154 | 2:30.302 |
| 33    | 24.062 | 2:35.966 | 33    | 41.408   | 2:21.898 | 58    | 1:02.827 | 2:22.901 | 28    | 1:23.220 | 2:23.766  | 28    | 1:40.128 | 2:23.025 |
| 58    | 25.324 | 2:37.228 | 58    | 42.040   | 2:21.268 | 33    | 1:03.445 | 2:24.151 | 33    | 1:27.580 | 2:28.983  | 58    | 1:40.659 | 2:24.398 |
| 28    | 25.971 | 2:37.875 | 28    | 42.656   | 2:21.237 | 28    | 1:04.302 | 2:23.760 | 20    | 1:27.996 | 2:28.151  | 20    | 1:49.567 | 2:27.688 |
| 20    | 26.472 | 2:38.376 | 20    | 43.213   | 2:21.293 | 20    | 1:04.693 | 2:23.594 |       |          |           | 33    | 1:50.106 | 2:28.643 |
| 43    | 35.943 | 2:47.847 | 43    | 1:06.058 | 2:34.667 | 43    | 1:46.060 | 2:42.116 |       |          |           |       |          |          |
| 14    | 42.506 | 2:54.410 | 14    | 1:19.139 | 2:41.185 | 14    | 2:01.875 | 2:44.850 |       |          |           |       |          |          |
|       |        |          | 37    | 1 LAP    | 5:38.708 |       |          |          |       |          |           |       |          |          |

# The John Cooper Trophy for HGPCA pre 1966 F1 cars

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |           | Lap 9 |          |          | Lap 10 |          |          |
|-------|----------|----------|-------|----------|----------|-------|----------|-----------|-------|----------|----------|--------|----------|----------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No     | Behind   | Laptime  |
| 5     |          | 2:05.078 | 5     |          | 2:05.009 | 5     |          | 2:04.656  | 5     |          | 2:04.492 | 5      |          | 2:05.852 |
| 34    | 1.077    | 2:05.376 | 16    | 1.701    | 2:05.031 | 34    | 1.882    | 2:04.521  | 34    | 2.456    | 2:05.066 | 34     | 3.806    | 2:07.202 |
| 16    | 1.679    | 2:04.545 | 34    | 2.017    | 2:05.949 | 16    | 3.152    | 2:06.107  | 4     | 1 LAP    | 2:20.566 | 27     | 1 LAP    | 2:16.730 |
| 39    | 4.692    | 2:05.620 | 39    | 6.407    | 2:06.724 | 39    | 8.163    | 2:06.412  | 19    | 1 LAP    | 2:18.499 | 16     | 9.540    | 2:11.368 |
| 51    | 1 LAP    | 3:08.232 | 20    | 1 LAP    | 2:26.927 | 28    | 1 LAP    | 2:22.623  | 16    | 4.024    | 2:05.364 | 46     | 1 LAP    | 2:19.392 |
| 3     | 28.349   | 2:11.493 | 33    | 1 LAP    | 2:31.861 | 58    | 1 LAP    | 2:25.658  | 43    | 2 LAPS   | 2:42.528 | 39     | 15.500   | 2:09.346 |
| 45    | 40.402   | 2:18.290 | 51    | 1 LAP    | 2:22.842 | 37    | 3 LAPS   | 2:52.542  | 39    | 12.006   | 2:08.335 | 4      | 1 LAP    | 2:20.049 |
| 29    | 45.157   | 2:14.821 | 3     | 33.398   | 2:10.058 | 33    | 1 LAP    | 2:30.709  | 9     | 1 LAP    | 2:21.272 | 19     | 1 LAP    | 2:19.553 |
| 17    | 45.325   | 2:13.930 | 29    | 53.164   | 2:13.016 | 3     | 40.122   | 2:11.380  | 8     | 1 LAP    | 2:20.638 | 8      | 1 LAP    | 2:20.768 |
| 7     | 53.693   | 2:14.074 | 17    | 53.686   | 2:13.370 | 51    | 1 LAP    | 2:23.914  | 28    | 1 LAP    | 2:21.397 | 9      | 1 LAP    | 2:24.080 |
| 43    | 1 LAP    | 2:43.913 | 45    | 55.757   | 2:20.364 | 17    | 1:00.742 | 2:11.712  | 58    | 1 LAP    | 2:24.036 | 43     | 2 LAPS   | 2:40.137 |
| 2     | 1:03.437 | 2:15.766 | 7     | 1:01.107 | 2:12.423 | 29    | 1:01.258 | 2:12.750  | 14    | 2 LAPS   | 2:48.684 | 28     | 1 LAP    | 2:21.787 |
| 36    | 1:05.682 | 2:16.006 | 2     | 1:14.663 | 2:16.235 | 7     | 1:09.679 | 2:13.228  | 3     | 48.101   | 2:12.471 | 58     | 1 LAP    | 2:29.371 |
| 12    | 1:15.459 | 2:19.246 | 36    | 1:18.882 | 2:18.209 | 45    | 1:20.880 | 2:29.779  | 33    | 1 LAP    | 2:26.849 | 3      | 1:04.554 | 2:22.305 |
| 14    | 1 LAP    | 2:46.824 | 12    | 1:28.028 | 2:17.578 | 2     | 1:24.116 | 2:14.109  | 29    | 1:08.343 | 2:11.577 | 29     | 1:14.990 | 2:12.499 |
| 77    | 1:24.008 | 2:21.889 | 43    | 1 LAP    | 2:41.982 | 20    | 1 LAP    | 3:27.460P | 17    | 1:08.955 | 2:12.705 | 17     | 1:16.823 | 2:13.720 |
| 27    | 1:32.360 | 2:19.019 | 77    | 1:37.628 | 2:18.629 | 36    | 1:33.483 | 2:19.257  | 51    | 1 LAP    | 2:23.471 | 33     | 1 LAP    | 2:28.856 |
| 35    | 1:34.181 | 2:17.292 | 27    | 1:45.985 | 2:18.634 | 12    | 1:38.204 | 2:14.832  | 37    | 3 LAPS   | 2:50.575 | 51     | 1 LAP    | 2:21.619 |
| 26    | 1:34.983 | 2:18.679 | 35    | 1:46.708 | 2:17.536 | 77    | 1:52.519 | 2:19.547  | 7     | 1:17.859 | 2:12.672 | 14     | 2 LAPS   | 2:50.969 |
| 46    | 1:36.736 | 2:19.156 | 26    | 1:47.052 | 2:17.078 | 27    | 1:57.750 | 2:16.421  | 2     | 1:35.810 | 2:16.186 | 7      | 1:27.498 | 2:15.491 |
| 4     | 1:37.692 | 2:19.209 | 46    | 1:49.637 | 2:17.910 | 35    | 1:58.368 | 2:16.316  | 45    | 1:43.245 | 2:26.857 | 2      | 1:48.741 | 2:18.783 |
| 19    | 1:39.589 | 2:20.723 | 4     | 1:51.728 | 2:19.045 | 26    | 1:59.211 | 2:16.815  | 36    | 1:46.926 | 2:17.935 | 36     | 2:00.876 | 2:19.802 |
| 37    | 2 LAPS   | 2:52.332 | 19    | 1:54.431 | 2:19.851 | 46    | 2:02.759 | 2:17.778  | 12    | 1:48.392 | 2:14.680 | 37     | 3 LAPS   | 2:54.353 |
| 9     | 1:47.210 | 2:20.472 | 14    | 1 LAP    | 2:47.110 |       |          |           | 77    | 2:05.444 | 2:17.417 | 12     | 2:07.199 | 2:24.659 |
| 8     | 1:49.548 | 2:20.472 | 9     | 2:03.222 | 2:21.021 |       |          |           |       |          |          | 45     | 2:14.452 | 2:37.059 |
| 28    | 1:56.779 | 2:21.729 | 8     | 2:04.552 | 2:20.013 |       |          |           |       |          |          | 77     | 2:22.631 | 2:23.039 |
| 58    | 1:58.951 | 2:23.370 |       |          |          |       |          |           |       |          |          |        |          |          |

# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars

## RACE RESULT - Race 14

| POS | NO | CL | NAME                 | NAT | ENTRY                    | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|--------------------------|-----------|------|----------|-------|----------|
| 1   | 1  | A  | Philip WALKER        |     | Lotus 15                 | 16:48.865 | 8    |          | 89.92 | 2:03.802 |
| 2   | 21 | A  | Graeme DODD          |     | Cooper Monaco            | 16:49.416 | 8    | 0.551    | 89.87 | 2:03.205 |
| 3   | 47 | A  | Tony DRON            |     | Ferrari 246S             | 17:05.966 | 8    | 17.101   | 88.42 | 2:06.478 |
| 4   | 45 | A  | Oliver BRYANT        |     | Lotus 15                 | 17:08.006 | 8    | 19.141   | 88.25 | 2:05.499 |
| 5   | 27 | A  | John HARPER          |     | Cooper Monaco            | 17:10.489 | 8    | 21.624   | 88.03 | 2:06.717 |
| 6   | 80 | A  | Tony WOOD            |     | Lister Jaguar            | 17:11.276 | 8    | 22.411   | 87.97 | 2:06.372 |
| 7   | 7  | A  | Barry CANNELL        |     | Willment Climax          | 17:16.981 | 8    | 28.116   | 87.48 | 2:07.310 |
| 8   | 54 | B  | Peter HORSMAN        |     | Lotus 17 prototype       | 17:17.763 | 8    | 28.898   | 87.42 | 2:06.927 |
| 9   | 77 | A  | Adrian VAN DER KROFT |     | Cooper T49               | 17:17.793 | 8    | 28.928   | 87.42 | 2:06.710 |
| 10  | 55 | B  | Rupert WHYTE         |     | Lotus 11                 | 17:27.656 | 8    | 38.791   | 86.59 | 2:08.375 |
| 11  | 38 | D  | Jamie MCINTYRE       |     | Rejo MkIV                | 17:34.578 | 8    | 45.713   | 86.02 | 2:08.527 |
| 12  | 96 | T  | Murray SMITH         |     | Lotus 15                 | 17:35.250 | 8    | 46.385   | 85.97 | 2:08.926 |
| 13  | 66 | A  | Flavieri MARCCUS     |     | Jaguar E-Type            | 17:38.924 | 8    | 50.059   | 85.67 | 2:09.560 |
| 14  | 18 | B  | John CLARK           |     | Lola Mk1                 | 17:39.441 | 8    | 50.576   | 85.63 | 2:09.239 |
| 15  | 20 | A  | Anthony DITHERIDGE   |     | Cooper Monaco            | 17:45.376 | 8    | 56.511   | 85.15 | 2:10.308 |
| 16  | 28 | A  | Shaun LYNN           |     | Lister Knobbly           | 17:46.969 | 8    | 58.104   | 85.02 | 2:10.775 |
| 17  | 14 | A  | Stephen GIBSON       |     | Lister Knobbly           | 17:57.454 | 8    | 1:08.589 | 84.20 | 2:09.125 |
| 18  | 91 | A  | Simon LLEWELLYN      |     | Lotus 15                 | 18:00.328 | 8    | 1:11.463 | 83.97 | 2:11.938 |
| 19  | 10 | C  | Michael STEELE       |     | HWM Jaguar               | 18:12.431 | 8    | 1:23.566 | 83.04 | 2:13.744 |
| 20  | 17 | A  | John PEARSON         |     | Jaguar D-Type            | 18:31.006 | 8    | 1:42.141 | 81.65 | 2:15.610 |
| 21  | 93 | T  | George ROZWADOSKI    |     | Lotus 11 Le Mans         | 18:31.809 | 8    | 1:42.944 | 81.60 | 2:16.701 |
| 22  | 12 | B  | James PATERSON       |     | Lotus 11                 | 18:32.620 | 8    | 1:43.755 | 81.54 | 2:15.734 |
| 23  | 36 | B  | Rupert WOOD          |     | Widi MkII                | 18:33.333 | 8    | 1:44.468 | 81.48 | 2:16.163 |
| 24  | 98 | T  | Malcolm RICKETTS     |     | Lotus 11                 | 18:33.403 | 8    | 1:44.538 | 81.48 | 2:16.709 |
| 25  | 70 | T  | Ben CUSSONS          |     | Jaguar C-Type            | 18:41.755 | 8    | 1:52.890 | 80.87 | 2:17.575 |
| 26  | 9  | D  | Jim WOODLEY          |     | Lotus 17                 | 18:42.420 | 8    | 1:53.555 | 80.82 | 2:16.261 |
| 27  | 52 | C  | Nigel WEBB           |     | Jaguar C-Type            | 18:43.458 | 8    | 1:54.593 | 80.75 | 2:17.258 |
| 28  | 44 | C  | Marshall BAILEY      |     | Cooper Bobtail           | 18:43.587 | 8    | 1:54.722 | 80.74 | 2:16.632 |
| 29  | 82 | T  | John CHISHOLM        |     | Jaguar XK120             | 18:44.959 | 8    | 1:56.094 | 80.64 | 2:17.312 |
| 30  | 23 | C  | Barry WOOD           |     | RGS Atlanta              | 18:45.484 | 8    | 1:56.619 | 80.60 | 2:16.320 |
| 31  | 25 | D  | Gareth WILLIAMS      |     | Lotus 11                 | 17:02.779 | 7    | 1 LAP    | 77.63 | 2:20.946 |
| 32  | 62 | B  | Malcolm PAUL         |     | Elva Mk5                 | 17:15.823 | 7    | 1 LAP    | 76.65 | 2:22.526 |
| 33  | 40 | A  | Phil BENNETT         |     | Lister Jaguar Knobbly    | 17:58.593 | 7    | 1 LAP    | 73.61 | 2:27.996 |
| 34  | 30 | T  | Proby CAUTLEY        |     | BMW 'The Willis Special' | 18:56.984 | 7    | 1 LAP    | 69.83 | 2:34.888 |

### NOT CLASSIFIED

|   |   |                  |                 |          |   |        |       |          |
|---|---|------------------|-----------------|----------|---|--------|-------|----------|
| 6 | C | Benjamin EASTICK | Jaguar D-Type   | 7:28.298 | 3 | D.N.F. | 76.13 | 2:17.501 |
| 2 | A | Julian BRONSON   | Lister Corvette | 4:59.338 | 2 | D.N.F. | 76.21 | 2:23.997 |

### FASTEST LAP

|    |   |                |                    |          |   |          |           |
|----|---|----------------|--------------------|----------|---|----------|-----------|
| 21 | A | Graeme DODD    | Cooper Monaco      | 2:03.205 | 8 | 91.86mph | 147.84kph |
| 54 | B | Peter HORSMAN  | Lotus 17 prototype | 2:06.927 | 6 | 89.17mph | 143.50kph |
| 38 | D | Jamie MCINTYRE | Rejo MkIV          | 2:08.527 | 7 | 88.06mph | 141.72kph |
| 96 | T | Murray SMITH   | Lotus 15           | 2:08.926 | 8 | 87.79mph | 141.28kph |
| 10 | C | Michael STEELE | HWM Jaguar         | 2:13.744 | 6 | 84.62mph | 136.19kph |

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone

Circuit Length = 3.1440 miles.

Start: 16:32 End: 16:48

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP CHART

| Lap 1 |        |          | Lap 2 |          |           | Lap 3 |          |           | Lap 4 |          |          | Lap 5 |          |          |
|-------|--------|----------|-------|----------|-----------|-------|----------|-----------|-------|----------|----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 21    |        | 2:15.313 | 1     |          | 2:04.574  | 1     |          | 2:04.939  | 21    |          | 2:06.015 | 1     |          | 2:05.126 |
| 1     | 0.643  | 2:15.956 | 21    | 0.976    | 2:06.193  | 21    | 0.258    | 2:04.221  | 1     | 0.070    | 2:06.343 | 21    | 0.317    | 2:05.513 |
| 27    | 1.037  | 2:16.350 | 27    | 2.537    | 2:06.717  | 27    | 5.299    | 2:07.701  | 47    | 6.095    | 2:06.972 | 30    | 1 LAP    | 2:38.222 |
| 47    | 2.103  | 2:17.416 | 47    | 3.364    | 2:06.478  | 47    | 5.396    | 2:06.971  | 27    | 7.680    | 2:08.654 | 47    | 8.067    | 2:07.168 |
| 80    | 2.992  | 2:18.305 | 45    | 6.389    | 2:08.468  | 80    | 10.123   | 2:08.480  | 80    | 11.930   | 2:08.080 | 27    | 10.342   | 2:07.858 |
| 45    | 3.138  | 2:18.451 | 80    | 6.582    | 2:08.807  | 45    | 10.264   | 2:08.814  | 45    | 12.120   | 2:08.129 | 45    | 12.938   | 2:06.014 |
| 77    | 3.426  | 2:18.739 | 77    | 7.003    | 2:08.794  | 7     | 10.560   | 2:08.064  | 7     | 12.711   | 2:08.424 | 80    | 14.198   | 2:07.464 |
| 7     | 4.232  | 2:19.545 | 7     | 7.435    | 2:08.420  | 77    | 10.838   | 2:08.774  | 77    | 12.872   | 2:08.307 | 77    | 14.459   | 2:06.783 |
| 54    | 5.085  | 2:20.398 | 54    | 8.854    | 2:08.986  | 54    | 12.161   | 2:08.246  | 54    | 14.478   | 2:08.590 | 7     | 15.546   | 2:08.031 |
| 55    | 7.336  | 2:22.649 | 55    | 11.983   | 2:09.864  | 55    | 15.666   | 2:08.622  | 55    | 18.111   | 2:08.718 | 54    | 16.815   | 2:07.533 |
| 2     | 8.684  | 2:23.997 | 14    | 12.852   | 2:09.125  | 66    | 19.698   | 2:10.294  | 66    | 24.239   | 2:10.814 | 55    | 21.290   | 2:08.375 |
| 14    | 8.944  | 2:24.257 | 66    | 14.343   | 2:10.345  | 38    | 20.721   | 2:09.804  | 96    | 25.027   | 2:09.679 | 96    | 28.947   | 2:09.116 |
| 66    | 9.215  | 2:24.528 | 28    | 15.526   | 2:10.775  | 96    | 21.621   | 2:10.552  | 38    | 25.543   | 2:11.095 | 38    | 29.482   | 2:09.135 |
| 28    | 9.968  | 2:25.281 | 38    | 15.856   | 2:10.364  | 18    | 23.394   | 2:11.445  | 18    | 27.389   | 2:10.268 | 66    | 30.191   | 2:11.148 |
| 96    | 10.249 | 2:25.562 | 96    | 16.008   | 2:10.976  | 28    | 23.506   | 2:12.919  | 20    | 28.427   | 2:10.666 | 18    | 31.432   | 2:09.239 |
| 38    | 10.709 | 2:26.022 | 18    | 16.888   | 2:11.386  | 20    | 24.034   | 2:11.288  | 28    | 28.638   | 2:11.405 | 20    | 33.539   | 2:10.308 |
| 18    | 10.719 | 2:26.032 | 20    | 17.685   | 2:11.772  | 14    | 24.858   | 2:16.945  | 14    | 29.322   | 2:10.737 | 14    | 34.759   | 2:10.633 |
| 20    | 11.130 | 2:26.443 | 91    | 20.548   | 2:13.600  | 91    | 27.547   | 2:11.938  | 91    | 35.242   | 2:13.968 | 28    | 35.470   | 2:12.028 |
| 91    | 12.165 | 2:27.478 | 10    | 25.893   | 2:16.583  | 10    | 35.060   | 2:14.106  | 10    | 42.571   | 2:13.784 | 91    | 42.886   | 2:12.840 |
| 17    | 13.853 | 2:29.166 | 17    | 27.118   | 2:18.482  | 17    | 37.789   | 2:15.610  | 36    | 50.391   | 2:16.212 | 10    | 51.388   | 2:14.013 |
| 10    | 14.527 | 2:29.840 | 6     | 28.102   | 2:17.501  | 36    | 40.452   | 2:16.941  | 17    | 50.696   | 2:19.180 | 17    | 1:03.223 | 2:17.723 |
| 36    | 15.427 | 2:30.740 | 36    | 28.450   | 2:18.240  | 93    | 40.974   | 2:17.134  | 93    | 51.402   | 2:16.701 | 93    | 1:03.997 | 2:17.791 |
| 6     | 15.818 | 2:31.131 | 93    | 28.779   | 2:17.423  | 98    | 41.873   | 2:16.848  | 12    | 51.961   | 2:15.734 | 36    | 1:04.279 | 2:19.084 |
| 93    | 16.573 | 2:31.886 | 98    | 29.964   | 2:16.897  | 12    | 42.500   | 2:15.753  | 98    | 52.396   | 2:16.796 | 98    | 1:04.630 | 2:17.430 |
| 98    | 18.284 | 2:33.597 | 12    | 31.686   | 2:17.895  | 70    | 46.521   | 2:18.791  | 70    | 57.840   | 2:17.592 | 12    | 1:04.774 | 2:18.009 |
| 70    | 18.634 | 2:33.947 | 70    | 32.669   | 2:19.252  | 52    | 46.802   | 2:18.612  | 52    | 58.581   | 2:18.052 | 70    | 1:11.191 | 2:18.547 |
| 12    | 19.008 | 2:34.321 | 52    | 33.129   | 2:18.581  | 82    | 48.716   | 2:19.150  | 82    | 1:00.233 | 2:17.790 | 52    | 1:11.791 | 2:18.406 |
| 52    | 19.765 | 2:35.078 | 82    | 34.505   | 2:19.248  | 44    | 48.944   | 2:18.248  | 9     | 1:00.459 | 2:16.261 | 9     | 1:12.624 | 2:17.361 |
| 82    | 20.474 | 2:35.787 | 44    | 35.635   | 2:19.358  | 9     | 50.471   | 2:17.448  | 44    | 1:01.099 | 2:18.428 | 82    | 1:13.441 | 2:18.404 |
| 44    | 21.494 | 2:36.807 | 23    | 37.364   | 2:20.633  | 23    | 52.348   | 2:19.923  | 23    | 1:04.614 | 2:18.539 | 44    | 1:15.205 | 2:19.302 |
| 23    | 21.948 | 2:37.261 | 9     | 37.962   | 2:20.884  | 25    | 57.869   | 2:23.123  | 25    | 1:13.720 | 2:22.124 | 23    | 1:17.033 | 2:17.615 |
| 9     | 22.295 | 2:37.608 | 2     | 38.808   | 2:35.341P | 6     | 1:02.829 | 2:39.666P | 62    | 1:31.886 | 2:24.841 | 25    | 1:31.058 | 2:22.534 |
| 25    | 23.956 | 2:39.269 | 25    | 39.685   | 2:20.946  | 62    | 1:13.318 | 2:25.967  | 40    | 1:42.109 | 2:30.393 | 62    | 1:49.216 | 2:22.526 |
| 62    | 30.948 | 2:46.261 | 62    | 52.290   | 2:26.559  | 40    | 1:17.989 | 2:27.996  |       |          |          |       |          |          |
| 40    | 31.432 | 2:46.745 | 40    | 54.932   | 2:28.717  | 30    | 1:41.119 | 2:40.306  |       |          |          |       |          |          |
| 30    | 36.081 | 2:51.394 | 30    | 1:05.752 | 2:34.888  |       |          |           |       |          |          |       |          |          |



# The Reg Parnell Trophy Sponsored by Bonhams for BRDC Sportscars LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |        |         | Lap 10 |        |         |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|--------|---------|--------|--------|---------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind | Laptime | No     | Behind | Laptime |
| 1     |          | 2:04.056 | 1     |          | 2:04.069 | 1     |          | 2:03.802 |       |        |         |        |        |         |
| 21    | 0.505    | 2:04.244 | 21    | 1.148    | 2:04.712 | 21    | 0.551    | 2:03.205 |       |        |         |        |        |         |
| 40    | 1 LAP    | 2:31.507 | 62    | 1 LAP    | 2:24.827 | 25    | 1 LAP    | 2:31.558 |       |        |         |        |        |         |
| 47    | 10.955   | 2:06.944 | 47    | 14.040   | 2:07.154 | 47    | 17.101   | 2:06.863 |       |        |         |        |        |         |
| 27    | 13.918   | 2:07.632 | 45    | 16.411   | 2:06.099 | 45    | 19.141   | 2:06.532 |       |        |         |        |        |         |
| 45    | 14.381   | 2:05.499 | 27    | 17.568   | 2:07.719 | 27    | 21.624   | 2:07.858 |       |        |         |        |        |         |
| 80    | 16.514   | 2:06.372 | 80    | 19.431   | 2:06.986 | 80    | 22.411   | 2:06.782 |       |        |         |        |        |         |
| 77    | 17.113   | 2:06.710 | 77    | 20.017   | 2:06.973 | 62    | 1 LAP    | 2:24.842 |       |        |         |        |        |         |
| 7     | 18.800   | 2:07.310 | 7     | 23.053   | 2:08.322 | 7     | 28.116   | 2:08.865 |       |        |         |        |        |         |
| 54    | 19.686   | 2:06.927 | 54    | 23.453   | 2:07.836 | 54    | 28.898   | 2:09.247 |       |        |         |        |        |         |
| 55    | 25.664   | 2:08.430 | 55    | 31.834   | 2:10.239 | 77    | 28.928   | 2:12.713 |       |        |         |        |        |         |
| 38    | 35.412   | 2:09.986 | 38    | 39.870   | 2:08.527 | 55    | 38.791   | 2:10.759 |       |        |         |        |        |         |
| 96    | 35.552   | 2:10.661 | 40    | 1 LAP    | 2:40.835 | 38    | 45.713   | 2:09.645 |       |        |         |        |        |         |
| 66    | 37.025   | 2:10.890 | 96    | 41.261   | 2:09.778 | 96    | 46.385   | 2:08.926 |       |        |         |        |        |         |
| 18    | 38.525   | 2:11.149 | 66    | 42.516   | 2:09.560 | 66    | 50.059   | 2:11.345 |       |        |         |        |        |         |
| 20    | 40.660   | 2:11.177 | 18    | 43.820   | 2:09.364 | 18    | 50.576   | 2:10.558 |       |        |         |        |        |         |
| 28    | 43.316   | 2:11.902 | 20    | 47.959   | 2:11.368 | 20    | 56.511   | 2:12.354 |       |        |         |        |        |         |
| 14    | 44.211   | 2:13.508 | 28    | 50.438   | 2:11.191 | 28    | 58.104   | 2:11.468 |       |        |         |        |        |         |
| 30    | 1 LAP    | 2:45.015 | 14    | 50.751   | 2:10.609 | 14    | 1:08.589 | 2:21.640 |       |        |         |        |        |         |
| 91    | 51.714   | 2:12.884 | 91    | 1:01.200 | 2:13.555 | 40    | 1 LAP    | 2:32.400 |       |        |         |        |        |         |
| 10    | 1:01.076 | 2:13.744 | 10    | 1:12.202 | 2:15.195 | 91    | 1:11.463 | 2:14.065 |       |        |         |        |        |         |
| 17    | 1:16.563 | 2:17.396 | 30    | 1 LAP    | 2:40.352 | 10    | 1:23.566 | 2:15.166 |       |        |         |        |        |         |
| 93    | 1:17.122 | 2:17.181 | 17    | 1:28.972 | 2:16.478 | 17    | 1:42.141 | 2:16.971 |       |        |         |        |        |         |
| 12    | 1:17.571 | 2:16.853 | 93    | 1:29.959 | 2:16.906 | 93    | 1:42.944 | 2:16.787 |       |        |         |        |        |         |
| 36    | 1:17.875 | 2:17.652 | 36    | 1:29.969 | 2:16.163 | 12    | 1:43.755 | 2:16.481 |       |        |         |        |        |         |
| 98    | 1:18.376 | 2:17.802 | 98    | 1:31.016 | 2:16.709 | 36    | 1:44.468 | 2:18.301 |       |        |         |        |        |         |
| 70    | 1:25.289 | 2:18.154 | 12    | 1:31.076 | 2:17.574 | 98    | 1:44.538 | 2:17.324 |       |        |         |        |        |         |
| 52    | 1:26.160 | 2:18.425 | 70    | 1:38.795 | 2:17.575 | 70    | 1:52.890 | 2:17.897 |       |        |         |        |        |         |
| 9     | 1:26.409 | 2:17.841 | 52    | 1:39.349 | 2:17.258 | 9     | 1:53.555 | 2:17.695 |       |        |         |        |        |         |
| 82    | 1:27.679 | 2:18.294 | 9     | 1:39.662 | 2:17.322 | 52    | 1:54.593 | 2:19.046 |       |        |         |        |        |         |
| 44    | 1:28.545 | 2:17.396 | 82    | 1:40.922 | 2:17.312 | 44    | 1:54.722 | 2:17.416 |       |        |         |        |        |         |
| 23    | 1:30.301 | 2:17.324 | 44    | 1:41.108 | 2:16.632 | 82    | 1:56.094 | 2:18.974 |       |        |         |        |        |         |
| 25    | 1:50.227 | 2:23.225 | 23    | 1:42.552 | 2:16.320 | 23    | 1:56.619 | 2:17.869 |       |        |         |        |        |         |
|       |          |          |       |          |          | 30    | 1 LAP    | 2:46.807 |       |        |         |        |        |         |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5

## RACE RESULT - Race 15

| POS | NO | CL | NAME                | NAT | ENTRY                  | TIME      | LAPS | GAP      | MPH    | BEST     |
|-----|----|----|---------------------|-----|------------------------|-----------|------|----------|--------|----------|
| 1   | 40 | A  | Simon HADFIELD      |     | Chevron B37            | 20:42.174 | 12   |          | 109.48 | 1:41.588 |
| 2   | 16 | A  | Mike WRIGLEY        |     | Lola T330/332          | 21:24.481 | 12   | 42.307   | 105.87 | 1:45.449 |
| 3   | 84 | B  | Martin STRETTON     |     | March 712              | 21:27.566 | 12   | 45.392   | 105.62 | 1:45.151 |
| 4   | 65 | A  | Frank LYONS         |     | Lola T332              | 21:35.093 | 12   | 52.919   | 105.01 | 1:46.165 |
| 5   | 74 | A  | Ian GILES           |     | Gurney Eagle FA 74     | 21:39.492 | 12   | 57.318   | 104.65 | 1:45.654 |
| 6   | 45 | A  | John CRAWFORD       |     | McRae GM1              | 21:53.593 | 12   | 1:11.419 | 103.53 | 1:47.990 |
| 7   | 70 | A  | James DENTY         |     | Lotus 70               | 21:57.042 | 12   | 1:14.868 | 103.26 | 1:47.507 |
| 8   | 99 | A  | Peter DUNN          |     | March 734              | 21:57.220 | 12   | 1:15.046 | 103.24 | 1:47.682 |
| 9   | 22 | A  | Stuart LUSH         |     | McRae GM1              | 22:19.083 | 12   | 1:36.909 | 101.56 | 1:48.578 |
| 10  | 27 | B  | James MURRAY        |     | Brabham BT36           | 22:28.518 | 12   | 1:46.344 | 100.84 | 1:49.605 |
| 11  | 1  | C  | Stuart TILLEY       |     | Modus M1               | 22:33.721 | 12   | 1:51.547 | 100.46 | 1:50.413 |
| 12  | 19 | A  | Noel ATLEY          |     | Begg 018               | 20:47.753 | 11   | 1 LAP    | 99.92  | 1:50.051 |
| 13  | 14 | A  | Murray SINCLAIR     |     | Lola T332              | 20:54.208 | 11   | 1 LAP    | 99.40  | 1:48.153 |
| 14  | 3  | B  | Ian JACOBS          |     | March 742              | 20:56.279 | 11   | 1 LAP    | 99.24  | 1:52.246 |
| 15  | 61 | B  | Steve WORRAD        |     | Brabham BT30           | 20:56.511 | 11   | 1 LAP    | 99.22  | 1:51.430 |
| 16  | 28 | A  | Keith NORRIS        |     | Chevron B28            | 21:25.003 | 11   | 1 LAP    | 97.02  | 1:53.650 |
| 17  | 6  | A  | Matthew WURR        |     | McLaren M10 B          | 21:31.422 | 11   | 1 LAP    | 96.54  | 1:55.154 |
| 18  | 15 | A  | Stan REDMOND        |     | Lola T332              | 21:33.208 | 11   | 1 LAP    | 96.41  | 1:54.665 |
| 19  | 62 | A  | Nick SHRIGLEY-FIEGL |     | Lola T300              | 21:34.478 | 11   | 1 LAP    | 96.31  | 1:54.816 |
| 20  | 7  | C  | Chris SHARPLES      |     | Chevron B29            | 21:35.823 | 11   | 1 LAP    | 96.21  | 1:55.603 |
| 21  | 26 | C  | Sandy WATSON        |     | Lotus 59/69            | 21:36.639 | 11   | 1 LAP    | 96.15  | 1:54.996 |
| 22  | 97 | C  | Peter SHAW          |     | Brabham BT35           | 22:02.541 | 11   | 1 LAP    | 94.27  | 1:58.017 |
| 23  | 37 | C  | Lincoln SMALL       |     | Brabham BT30           | 22:18.078 | 11   | 1 LAP    | 93.17  | 1:58.864 |
| 24  | 49 | C  | Derek GRAHAM        |     | GRD 27 2               | 22:18.905 | 11   | 1 LAP    | 93.12  | 1:58.454 |
| 25  | 47 | A  | Paul CHRISTIE       |     | Lola T190              | 20:54.869 | 10   | 2 LAPS   | 90.33  | 2:01.009 |
| 26  | 76 | A  | Mike GATT           |     | Techcraft Brabham BT21 | 21:07.981 | 10   | 2 LAPS   | 89.40  | 2:03.849 |
| 27  | 18 | A  | Kerry ABDERSON      |     | Lola T142              | 21:08.128 | 10   | 2 LAPS   | 89.39  | 2:02.116 |
| 28  | 93 | A  | David WOOD          |     | Lola T142              | 21:39.392 | 10   | 2 LAPS   | 87.24  | 2:06.671 |
| 29  | 11 | A  | Adrian STOOP        |     | Trojan T101            | 20:59.373 | 9    | 3 LAPS   | 81.02  | 1:59.922 |
| 30  | 55 | A  | Judy LYONS          |     | McLaren M18            | 22:46.716 | 9    | 3 LAPS   | 74.66  | 2:21.292 |

### NOT CLASSIFIED

|    |   |                      |              |           |    |        |        |          |
|----|---|----------------------|--------------|-----------|----|--------|--------|----------|
| 5  | A | Marcus PYE           | Lola T330    | 18:18.126 | 10 | D.N.F. | 103.23 | 1:46.558 |
| 44 | C | Chris BALL           | Brabham BT29 | 20:39.678 | 10 | D.N.F. | 91.44  | 1:59.174 |
| 41 | B | Abba KOGAN           | Tecno F2     | 21:35.925 | 6  | N.C.F. | 52.53  | 1:55.405 |
| 8  | B | Irvine LAIDLAW       | Lotus 69     | 9:29.493  | 5  | D.N.F. | 99.68  | 1:51.534 |
| 50 | C | Philip HART          | Modus M4     | 11:13.211 | 5  | D.N.F. | 84.32  | 2:01.010 |
| 85 | B | C LILLINGSTONE-PRICE | Tecno T70    | 5:46.986  | 3  | D.N.F. | 98.36  | 1:52.422 |
| 63 | A | Josephine SEBASTIAN  | Lola T300    | 7:30.103  | 3  | D.N.F. | 75.83  | 2:19.641 |
| 9  | A | Edwin JOWSEY         | Lola T400    | 4:00.635  | 2  | D.N.F. | 94.80  | 1:51.848 |
| 4  | A | Michael SCHRYVER     | Trojan T101  | 5:29.735  | 2  | D.N.F. | 69.18  |          |

### FASTEST LAP

|    |   |                 |             |          |    |           |           |
|----|---|-----------------|-------------|----------|----|-----------|-----------|
| 40 | A | Simon HADFIELD  | Chevron B37 | 1:41.588 | 10 | 111.41mph | 179.30kph |
| 84 | B | Martin STRETTON | March 712   | 1:45.151 | 10 | 107.63mph | 173.22kph |
| 1  | C | Stuart TILLEY   | Modus M1    | 1:50.413 | 7  | 102.51mph | 164.97kph |

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 16:56 End: 17:16

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

## The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP CHART

| Lap 1 |        |           | Lap 2 |          |           | Lap 3 |          |           | Lap 4 |          |           | Lap 5 |          |                 |
|-------|--------|-----------|-------|----------|-----------|-------|----------|-----------|-------|----------|-----------|-------|----------|-----------------|
| No    | Behind | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime         |
| 40    |        | 1:45.109  | 40    |          | 1:42.225  | 40    |          | 1:42.322  | 40    |          | 1:43.323  | 40    |          | 1:43.427        |
| 16    | 4.678  | 1:49.787  | 16    | 8.859    | 1:46.406  | 16    | 12.386   | 1:45.849  | 16    | 15.515   | 1:46.452  | 93    | 1 LAP    | 2:08.943        |
| 65    | 5.277  | 1:50.386  | 65    | 11.046   | 1:47.994  | 65    | 14.903   | 1:46.179  | 65    | 18.403   | 1:46.823  | 18    | 1 LAP    | 2:09.260        |
| 84    | 6.520  | 1:51.629  | 84    | 11.787   | 1:47.492  | 84    | 15.509   | 1:46.044  | 84    | 19.025   | 1:46.839  | 16    |          | 17.537 1:45.449 |
| 5     | 9.253  | 1:54.362  | 74    | 13.902   | 1:45.654  | 74    | 17.341   | 1:45.761  | 74    | 21.241   | 1:47.223  | 65    |          | 21.192 1:46.216 |
| 74    | 10.473 | 1:55.582  | 5     | 15.342   | 1:48.314  | 5     | 19.578   | 1:46.558  | 5     | 24.490   | 1:48.235  | 84    |          | 21.725 1:46.127 |
| 45    | 11.935 | 1:57.044  | 45    | 18.082   | 1:48.372  | 4     | 1 LAP    | 3:16.143P | 45    | 28.981   | 1:48.554  | 74    |          | 24.437 1:46.623 |
| 99    | 13.288 | 1:58.397  | 70    | 21.937   | 1:50.481  | 45    | 23.750   | 1:47.990  | 70    | 35.167   | 1:49.385  | 5     |          | 29.268 1:48.205 |
| 70    | 13.681 | 1:58.790  | 99    | 22.341   | 1:51.278  | 70    | 29.105   | 1:49.490  | 55    | 1 LAP    | 2:29.923  | 45    |          | 34.225 1:48.671 |
| 14    | 13.906 | 1:59.015  | 14    | 23.538   | 1:51.857  | 99    | 30.033   | 1:50.014  | 63    | 1 LAP    | 2:45.312P | 70    |          | 40.821 1:49.081 |
| 22    | 14.564 | 1:59.673  | 22    | 25.334   | 1:52.995  | 14    | 30.739   | 1:49.523  | 99    | 37.461   | 1:50.751  | 99    |          | 43.501 1:49.467 |
| 3     | 15.090 | 2:00.199  | 8     | 26.304   | 1:52.025  | 22    | 34.097   | 1:51.085  | 14    | 38.605   | 1:51.189  | 14    |          | 45.117 1:49.939 |
| 85    | 15.953 | 2:01.062  | 85    | 27.230   | 1:53.502  | 8     | 36.252   | 1:52.270  | 22    | 41.996   | 1:51.222  | 22    |          | 50.097 1:51.528 |
| 8     | 16.504 | 2:01.613  | 3     | 27.381   | 1:54.516  | 85    | 37.330   | 1:52.422  | 8     | 44.463   | 1:51.534  | 8     |          | 53.087 1:52.051 |
| 61    | 17.569 | 2:02.678  | 61    | 28.418   | 1:53.074  | 61    | 38.278   | 1:52.182  | 61    | 46.385   | 1:51.430  | 61    |          | 55.172 1:52.214 |
| 1     | 17.985 | 2:03.094  | 1     | 29.018   | 1:53.258  | 3     | 38.956   | 1:53.897  | 3     | 47.879   | 1:52.246  | 19    |          | 56.187 1:50.571 |
| 41    | 19.332 | 2:04.441  | 19    | 29.901   | 1:52.522  | 1     | 39.615   | 1:52.919  | 1     | 48.403   | 1:52.111  | 1     |          | 57.646 1:52.670 |
| 19    | 19.604 | 2:04.713  | 9     | 33.301   | 1:51.848  | 19    | 40.718   | 1:53.139  | 19    | 49.043   | 1:51.648  | 3     |          | 58.533 1:54.081 |
| 26    | 21.070 | 2:06.179  | 27    | 36.516   | 1:56.026  | 27    | 44.344   | 1:50.150  | 27    | 50.982   | 1:49.961  | 27    |          | 58.593 1:51.038 |
| 15    | 21.991 | 2:07.100  | 15    | 36.632   | 1:56.866  | 15    | 49.080   | 1:54.770  | 26    | 1:05.798 | 1:59.129  | 6     | 1:19.777 | 1:57.290        |
| 6     | 22.136 | 2:07.245  | 26    | 37.318   | 1:58.473  | 26    | 49.992   | 1:54.996  | 6     | 1:05.914 | 1:57.024  | 28    | 1:20.008 | 1:57.018        |
| 27    | 22.715 | 2:07.824  | 6     | 37.538   | 1:57.627  | 6     | 52.213   | 1:56.997  | 28    | 1:06.417 | 1:57.157  | 26    | 1:21.025 | 1:58.654        |
| 7     | 22.765 | 2:07.874  | 7     | 37.983   | 1:57.443  | 28    | 52.583   | 1:56.296  | 7     | 1:06.773 | 1:56.356  | 15    | 1:22.019 | 1:58.210        |
| 28    | 23.519 | 2:08.628  | 28    | 38.609   | 1:57.315  | 7     | 53.740   | 1:58.079  | 15    | 1:07.236 | 2:01.479  | 7     | 1:22.548 | 1:59.202        |
| 9     | 23.678 | 2:08.787  | 62    | 41.219   | 1:58.754  | 62    | 58.017   | 1:59.120  | 62    | 1:11.528 | 1:56.834  | 62    | 1:24.282 | 1:56.181        |
| 62    | 24.690 | 2:09.799  | 97    | 42.116   | 1:58.971  | 97    | 58.562   | 1:58.768  | 97    | 1:13.256 | 1:58.017  | 97    | 1:28.466 | 1:58.637        |
| 97    | 25.370 | 2:10.479  | 44    | 45.325   | 2:01.001  | 44    | 1:04.415 | 2:01.412  | 44    | 1:21.041 | 1:59.949  | 55    | 1 LAP    | 2:37.422        |
| 44    | 26.549 | 2:11.658  | 50    | 45.772   | 2:01.010  | 50    | 1:04.930 | 2:01.480  | 37    | 1:23.427 | 2:00.708  | 44    | 1:36.788 | 1:59.174        |
| 50    | 26.987 | 2:12.096  | 37    | 46.152   | 2:00.855  | 37    | 1:06.042 | 2:02.212  | 49    | 1:23.924 | 1:59.825  | 37    | 1:39.703 | 1:59.703        |
| 37    | 27.522 | 2:12.631  | 49    | 48.191   | 2:01.315  | 49    | 1:07.422 | 2:01.553  | 50    | 1:25.053 | 2:03.446  | 49    | 1:40.660 | 2:00.163        |
| 4     | 28.483 | 2:13.592P | 47    | 51.221   | 2:03.212  | 47    | 1:12.181 | 2:03.282  | 47    | 1:29.867 | 2:01.009  |       |          |                 |
| 49    | 29.101 | 2:14.210  | 76    | 54.327   | 2:04.063  | 11    | 1:14.383 | 2:02.202  | 11    | 1:31.999 | 2:00.939  |       |          |                 |
| 47    | 30.234 | 2:15.343  | 11    | 54.503   | 2:02.071  | 76    | 1:16.542 | 2:04.537  | 76    | 1:37.068 | 2:03.849  |       |          |                 |
| 76    | 32.489 | 2:17.598  | 93    | 1:00.045 | 2:08.022  | 93    | 1:24.788 | 2:07.065  |       |          |           |       |          |                 |
| 93    | 34.248 | 2:19.357  | 18    | 1:00.865 | 2:07.684  | 18    | 1:25.202 | 2:06.659  |       |          |           |       |          |                 |
| 11    | 34.657 | 2:19.766  | 41    | 1:04.633 | 2:27.526P |       |          |           |       |          |           |       |          |                 |
| 18    | 35.406 | 2:20.515  | 63    | 1:17.457 | 2:19.641  |       |          |           |       |          |           |       |          |                 |
| 63    | 40.041 | 2:25.150  | 55    | 1:32.456 | 2:21.292  |       |          |           |       |          |           |       |          |                 |
| 55    | 53.389 | 2:38.498  |       |          |           |       |          |           |       |          |           |       |          |                 |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F51 LAP CHART

(contd.)

| Lap 6 |          |           | Lap 7 |          |          | Lap 8 |          |          | Lap 9 |          |           | Lap 10 |          |          |
|-------|----------|-----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|--------|----------|----------|
| No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   | No     | Behind   | Laptime  |
| 40    |          | 1:43.307  | 40    |          | 1:43.131 | 40    |          | 1:44.288 | 40    |          | 1:42.809  | 40     |          | 1:41.588 |
| 47    | 1 LAP    | 2:02.503  | 97    | 1 LAP    | 1:58.951 | 6     | 1 LAP    | 1:57.143 | 28    | 1 LAP    | 1:55.889  | 93     | 2 LAPS   | 2:08.949 |
| 76    | 1 LAP    | 2:05.654  | 44    | 1 LAP    | 1:59.839 | 7     | 1 LAP    | 1:56.254 | 6     | 1 LAP    | 1:55.154  | 28     | 1 LAP    | 1:53.945 |
| 16    | 22.306   | 1:48.076  | 37    | 1 LAP    | 2:01.584 | 15    | 1 LAP    | 1:56.954 | 41    | 6 LAPS   | 11:14.240 | 6      | 1 LAP    | 1:55.758 |
| 84    | 25.938   | 1:47.520  | 49    | 1 LAP    | 2:01.051 | 26    | 1 LAP    | 1:58.090 | 7     | 1 LAP    | 1:55.809  | 15     | 1 LAP    | 1:54.665 |
| 65    | 27.124   | 1:49.239  | 16    | 24.668   | 1:45.493 | 62    | 1 LAP    | 1:55.888 | 15    | 1 LAP    | 1:56.102  | 7      | 1 LAP    | 1:56.122 |
| 11    | 1 LAP    | 2:25.323P | 47    | 1 LAP    | 2:04.573 | 97    | 1 LAP    | 1:58.527 | 62    | 1 LAP    | 1:54.877  | 62     | 1 LAP    | 1:55.436 |
| 18    | 1 LAP    | 2:07.616  | 84    | 29.036   | 1:46.229 | 44    | 1 LAP    | 1:59.509 | 26    | 1 LAP    | 1:57.064  | 26     | 1 LAP    | 1:55.111 |
| 74    | 32.192   | 1:51.062  | 65    | 30.158   | 1:46.165 | 16    | 27.096   | 1:46.716 | 16    | 30.190   | 1:45.903  | 41     | 6 LAPS   | 1:57.844 |
| 93    | 1 LAP    | 2:08.695  | 55    | 2 LAPS   | 2:32.916 | 84    | 31.090   | 1:46.342 | 97    | 1 LAP    | 2:00.875  | 55     | 3 LAPS   | 2:29.994 |
| 5     | 34.557   | 1:48.596  | 74    | 37.718   | 1:48.657 | 37    | 1 LAP    | 2:01.116 | 84    | 34.518   | 1:46.237  | 16     | 34.686   | 1:46.084 |
| 45    | 39.225   | 1:48.307  | 76    | 1 LAP    | 2:07.204 | 49    | 1 LAP    | 2:01.766 | 65    | 36.820   | 1:46.779  | 84     | 38.081   | 1:45.151 |
| 70    | 46.438   | 1:48.924  | 5     | 42.055   | 1:50.629 | 65    | 32.850   | 1:46.980 | 44    | 1 LAP    | 2:03.324  | 65     | 41.415   | 1:46.183 |
| 99    | 48.174   | 1:47.980  | 45    | 45.077   | 1:48.983 | 11    | 2 LAPS   | 3:31.154 | 74    | 46.694   | 1:47.981  | 74     | 50.831   | 1:45.725 |
| 14    | 49.963   | 1:48.153  | 70    | 52.040   | 1:48.733 | 74    | 41.522   | 1:48.092 | 37    | 1 LAP    | 1:58.864  | 97     | 1 LAP    | 2:00.001 |
| 50    | 1 LAP    | 2:55.179P | 99    | 52.725   | 1:47.682 | 47    | 1 LAP    | 2:06.219 | 49    | 1 LAP    | 1:59.566  | 44     | 1 LAP    | 1:59.707 |
| 22    | 57.417   | 1:50.627  | 18    | 1 LAP    | 2:04.036 | 5     | 50.041   | 1:52.274 | 11    | 2 LAPS   | 1:59.922  | 37     | 1 LAP    | 1:59.209 |
| 19    | 1:02.931 | 1:50.051  | 14    | 55.098   | 1:48.266 | 45    | 50.223   | 1:49.434 | 45    | 56.551   | 1:49.137  | 45     | 1:05.455 | 1:50.492 |
| 1     | 1:04.993 | 1:50.654  | 93    | 1 LAP    | 2:07.716 | 70    | 56.056   | 1:48.304 | 5     | 57.084   | 1:49.852  | 49     | 1 LAP    | 1:58.454 |
| 61    | 1:05.372 | 1:53.507  | 22    | 1:04.407 | 1:50.121 | 99    | 56.431   | 1:47.994 | 99    | 1:01.487 | 1:47.865  | 5      | 1:06.597 | 1:51.101 |
| 27    | 1:05.588 | 1:50.302  | 19    | 1:10.434 | 1:50.634 | 14    | 1:00.739 | 1:49.929 | 70    | 1:02.458 | 1:49.211  | 99     | 1:08.024 | 1:48.125 |
| 3     | 1:09.837 | 1:54.611  | 27    | 1:12.157 | 1:49.700 | 76    | 1 LAP    | 2:07.466 | 14    | 1:08.101 | 1:50.171  | 70     | 1:08.982 | 1:48.112 |
| 28    | 1:31.103 | 1:54.402  | 1     | 1:12.275 | 1:50.413 | 18    | 1 LAP    | 2:02.116 | 47    | 1 LAP    | 2:06.529  | 11     | 2 LAPS   | 2:04.490 |
| 6     | 1:33.063 | 1:56.593  | 61    | 1:14.612 | 1:52.371 | 22    | 1:10.903 | 1:50.784 | 22    | 1:18.374 | 1:50.280  | 14     | 1:22.739 | 1:56.226 |
| 26    | 1:33.839 | 1:56.121  | 3     | 1:20.385 | 1:53.679 | 19    | 1:16.653 | 1:50.507 | 27    | 1:25.301 | 1:50.430  | 22     | 1:25.364 | 1:48.578 |
| 15    | 1:34.541 | 1:55.829  | 28    | 1:42.330 | 1:54.358 | 27    | 1:17.680 | 1:49.811 | 19    | 1:25.802 | 1:51.958  | 27     | 1:33.318 | 1:49.605 |
| 7     | 1:34.844 | 1:55.603  |       |          |          | 1     | 1:18.793 | 1:50.806 | 1     | 1:28.641 | 1:52.657  | 47     | 1 LAP    | 2:04.732 |
| 62    | 1:37.173 | 1:56.198  |       |          |          | 61    | 1:23.659 | 1:53.335 | 76    | 1 LAP    | 2:08.345  | 1      | 1:37.939 | 1:50.886 |
|       |          |           |       |          |          | 93    | 1 LAP    | 2:12.572 | 18    | 1 LAP    | 2:03.089  | 19     | 1:40.198 | 1:55.984 |
|       |          |           |       |          |          | 55    | 2 LAPS   | 2:36.100 | 61    | 1:36.253 | 1:55.403  |        |          |          |
|       |          |           |       |          |          | 3     | 1:29.360 | 1:53.263 | 3     | 1:40.782 | 1:54.231  |        |          |          |

# The Derek Bell Trophy sponsored by MotorSport for Pre 80 F1,F2,F.Atlantic,F3 & F5 LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |        |         | Lap 14 |        |         | Lap 15 |        |         |
|--------|----------|-----------|--------|----------|-----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 40     |          | 1:45.016  | 40     |          | 1:45.629  |        |        |         |        |        |         |        |        |         |
| 61     | 1 LAP    | 1:56.512  | 19     | 1 LAP    | 1:56.026  |        |        |         |        |        |         |        |        |         |
| 3      | 1 LAP    | 1:52.431  | 14     | 1 LAP    | 2:19.940P |        |        |         |        |        |         |        |        |         |
| 76     | 2 LAPS   | 2:04.706  | 47     | 2 LAPS   | 2:07.467  |        |        |         |        |        |         |        |        |         |
| 18     | 2 LAPS   | 2:03.986  | 3      | 1 LAP    | 1:53.125  |        |        |         |        |        |         |        |        |         |
| 93     | 2 LAPS   | 2:06.671  | 61     | 1 LAP    | 1:53.805  |        |        |         |        |        |         |        |        |         |
| 28     | 1 LAP    | 1:53.650  | 11     | 3 LAPS   | 2:33.506P |        |        |         |        |        |         |        |        |         |
| 16     | 39.232   | 1:49.562  | 76     | 2 LAPS   | 2:04.559  |        |        |         |        |        |         |        |        |         |
| 6      | 1 LAP    | 1:55.264  | 18     | 2 LAPS   | 2:03.167  |        |        |         |        |        |         |        |        |         |
| 15     | 1 LAP    | 1:55.091  | 16     | 42.307   | 1:48.704  |        |        |         |        |        |         |        |        |         |
| 84     | 40.779   | 1:47.714  | 28     | 1 LAP    | 1:56.345  |        |        |         |        |        |         |        |        |         |
| 7      | 1 LAP    | 1:56.506  | 84     | 45.392   | 1:50.242  |        |        |         |        |        |         |        |        |         |
| 62     | 1 LAP    | 1:56.575  | 6      | 1 LAP    | 1:55.327  |        |        |         |        |        |         |        |        |         |
| 41     | 6 LAPS   | 1:56.469  | 15     | 1 LAP    | 1:56.142  |        |        |         |        |        |         |        |        |         |
| 26     | 1 LAP    | 1:57.050  | 62     | 1 LAP    | 1:54.816  |        |        |         |        |        |         |        |        |         |
| 65     | 44.535   | 1:48.136  | 65     | 52.919   | 1:54.013  |        |        |         |        |        |         |        |        |         |
| 74     | 52.699   | 1:46.884  | 7      | 1 LAP    | 1:56.575  |        |        |         |        |        |         |        |        |         |
| 97     | 1 LAP    | 1:59.743  | 41     | 6 LAPS   | 1:55.405  |        |        |         |        |        |         |        |        |         |
| 45     | 1:08.549 | 1:48.110  | 26     | 1 LAP    | 1:55.772  |        |        |         |        |        |         |        |        |         |
| 99     | 1:12.246 | 1:49.238  | 93     | 2 LAPS   | 2:11.402  |        |        |         |        |        |         |        |        |         |
| 70     | 1:12.990 | 1:49.024  | 74     | 57.318   | 1:50.248  |        |        |         |        |        |         |        |        |         |
| 55     | 3 LAPS   | 2:32.010  | 45     | 1:11.419 | 1:48.499  |        |        |         |        |        |         |        |        |         |
| 37     | 1 LAP    | 2:01.783  | 70     | 1:14.868 | 1:47.507  |        |        |         |        |        |         |        |        |         |
| 49     | 1 LAP    | 2:01.627  | 99     | 1:15.046 | 1:48.429  |        |        |         |        |        |         |        |        |         |
| 22     | 1:31.868 | 1:51.520  | 97     | 1 LAP    | 1:59.572  |        |        |         |        |        |         |        |        |         |
| 27     | 1:39.328 | 1:51.026  | 37     | 1 LAP    | 1:59.413  |        |        |         |        |        |         |        |        |         |
| 44     | 1 LAP    | 2:24.105P | 49     | 1 LAP    | 1:59.375  |        |        |         |        |        |         |        |        |         |
| 1      | 1:44.679 | 1:51.756  | 22     | 1:36.909 | 1:50.670  |        |        |         |        |        |         |        |        |         |
|        |          |           | 27     | 1:46.344 | 1:52.645  |        |        |         |        |        |         |        |        |         |
|        |          |           | 1      | 1:51.547 | 1:52.497  |        |        |         |        |        |         |        |        |         |
|        |          |           | 55     | 3 LAPS   | 2:28.561  |        |        |         |        |        |         |        |        |         |

# The Legends Racing Trophy for Historic Formula Ford

## RACE RESULT - Race 16

| POS | NO | CL | NAME                 | NAT | ENTRY         | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|---------------|-----------|------|----------|-------|----------|
| 1   | 87 |    | Nelson ROWE          |     | Crossle 20 F  | 18:20.275 | 9    |          | 92.74 | 2:00.409 |
| 2   | 1  |    | Neil FOWLER          |     | Lola T200     | 18:20.842 | 9    | 0.567    | 92.69 | 2:00.581 |
| 3   | 83 |    | John PEARSON         |     | Merlyn MK11A  | 18:37.735 | 9    | 17.460   | 91.29 | 2:02.428 |
| 4   | 85 |    | C. LILLINGSTON-PRICE |     | Merlyn Mk 11  | 18:50.211 | 9    | 29.936   | 90.28 | 2:02.733 |
| 5   | 58 |    | Nigel BANCROFT       |     | Nike MK4      | 18:50.966 | 9    | 30.691   | 90.22 | 2:03.336 |
| 6   | 44 |    | John BLADON          |     | Merlyn Mk11A  | 18:55.833 | 9    | 35.558   | 89.83 | 2:02.542 |
| 7   | 66 |    | Gregory THORNTON     |     | Titan MK4     | 18:58.876 | 9    | 38.601   | 89.59 | 2:03.824 |
| 8   | 77 |    | Chris SHARPLES       |     | Palliser WDF1 | 19:03.737 | 9    | 43.462   | 89.21 | 2:02.990 |
| 9   | 11 |    | Westie MITCHELL      |     | Merlyn MK20   | 19:08.542 | 9    | 48.267   | 88.84 | 2:04.239 |
| 10  | 45 |    | Colin WRIGHT         |     | Merlyn Mk17   | 19:11.760 | 9    | 51.485   | 88.59 | 2:04.760 |
| 11  | 48 |    | Crispin SCHLAEFLI    |     | Macon MR8     | 19:17.944 | 9    | 57.669   | 88.12 | 2:06.280 |
| 12  | 20 |    | Henry SCOTT          |     | Lola T200     | 19:18.340 | 9    | 58.065   | 88.09 | 2:04.751 |
| 13  | 6  |    | Neil DAVIES          |     | Lotus 61MX    | 19:18.540 | 9    | 58.265   | 88.07 | 2:06.293 |
| 14  | 95 |    | C GRANT PETERKIN     |     | Brabham BT21  | 19:22.478 | 9    | 1:02.203 | 87.78 | 2:04.488 |
| 15  | 24 |    | Mark CLUBB           |     | Merlyn Mk20   | 19:25.738 | 9    | 1:05.463 | 87.53 | 2:06.212 |
| 16  | 69 |    | Dave LOWE            |     | Lotus 61      | 19:27.810 | 9    | 1:07.535 | 87.37 | 2:04.275 |
| 17  | 78 |    | Neil FENDER          |     | Jamun T2      | 19:48.245 | 9    | 1:27.970 | 85.87 | 2:08.733 |
| 18  | 75 |    | Anthony GODDARD      |     | Merlyn Mk20   | 19:48.397 | 9    | 1:28.122 | 85.86 | 2:08.803 |
| 19  | 92 |    | William I'ANSON      |     | Nike Mk6      | 20:09.125 | 9    | 1:48.850 | 84.39 | 2:10.104 |
| 20  | 68 |    | Jason WILLIAMS       |     | Merlyn MK9    | 20:09.707 | 9    | 1:49.432 | 84.35 | 2:11.691 |
| 21  | 61 |    | John FORD            |     | Lotus 61      | 20:11.013 | 9    | 1:50.738 | 84.26 | 2:10.084 |
| 22  | 46 |    | Mike BROMLEY         |     | Merlyn 11a    | 20:12.717 | 9    | 1:52.442 | 84.14 | 2:11.962 |
| 23  | 91 |    | Christopher ATKINSON |     | Merlyn Mk20A  | 20:25.123 | 9    | 2:04.848 | 83.29 | 2:10.028 |
| 24  | 71 |    | Alan HICKS           |     | Lotus 61      | 18:30.038 | 8    | 1 LAP    | 81.73 | 2:14.760 |
| 25  | 17 |    | Bernard COX          |     | Lola T200     | 18:42.592 | 7    | 2 LAPS   | 70.73 | 2:34.369 |

### NOT CLASSIFIED

|    |                  |               |           |   |        |       |          |
|----|------------------|---------------|-----------|---|--------|-------|----------|
| 57 | David WILD       | Lola T200     | 16:57.919 | 8 | D.N.F. | 89.12 | 2:03.666 |
| 4  | John SYKES       | Merlyn MK11A  | 17:10.334 | 8 | D.N.F. | 88.05 | 2:05.143 |
| 62 | Keith NORMAN     | Palliser WDF3 | 15:02.813 | 7 | D.N.F. | 87.95 | 2:02.582 |
| 54 | Alex MEEK        | Merlyn MK20A  | 15:20.458 | 7 | D.N.F. | 86.26 | 2:04.903 |
| 25 | James WINSLOW    | Macon MR8     | 12:19.298 | 6 | D.N.F. | 92.09 | 2:01.340 |
| 27 | Dick DIXON       | Lotus 61      | 12:55.958 | 6 | D.N.F. | 87.74 | 2:05.690 |
| 7  | John GOLDSMITH   | Macon MR8B    | 8:20.343  | 4 | D.N.F. | 90.83 | 2:02.235 |
| 22 | Judd COUPLAND    | Lola T200     | 8:20.870  | 4 | D.N.F. | 90.74 | 2:02.016 |
| 19 | David GATHERCOLE | Jamun T2      | 8:22.451  | 4 | D.N.F. | 90.45 | 2:02.350 |
| 2  | Paul SLEEMAN     | Jamun T2      | 8:24.958  | 4 | D.N.F. | 90.00 | 2:02.323 |

### FASTEST LAP

|    |             |              |          |   |          |           |
|----|-------------|--------------|----------|---|----------|-----------|
| 87 | Nelson ROWE | Crossle 20 F | 2:00.409 | 9 | 94.00mph | 151.27kph |
|----|-------------|--------------|----------|---|----------|-----------|

Weather/Track - Overcast/Dry  
 These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
 Circuit Length = 3.1440 miles.  
 Start: 17:30 End: 17:48

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Legends Racing Trophy for Historic Formula Ford

## LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |          |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  |
| 1     |        | 2:10.307 | 25    |          | 2:01.449 | 87    |          | 2:01.969 | 25    |          | 2:01.340 | 87    |          | 2:01.096 |
| 25    | 0.166  | 2:10.473 | 87    | 0.166    | 2:01.614 | 1     | 0.318    | 2:01.914 | 87    | 0.075    | 2:01.828 | 1     | 0.325    | 2:01.067 |
| 87    | 0.167  | 2:10.474 | 1     | 0.539    | 2:02.154 | 25    | 0.413    | 2:02.548 | 1     | 0.429    | 2:01.864 | 25    | 0.835    | 2:02.006 |
| 83    | 1.480  | 2:11.787 | 83    | 2.293    | 2:02.428 | 83    | 3.033    | 2:02.875 | 83    | 4.267    | 2:02.987 | 83    | 6.999    | 2:03.903 |
| 7     | 1.940  | 2:12.247 | 7     | 3.044    | 2:02.719 | 7     | 3.144    | 2:02.235 | 7     | 4.533    | 2:03.142 | 85    | 13.426   | 2:06.512 |
| 22    | 2.739  | 2:13.046 | 22    | 4.235    | 2:03.111 | 22    | 4.116    | 2:02.016 | 22    | 5.060    | 2:02.697 | 62    | 13.527   | 2:06.288 |
| 44    | 3.386  | 2:13.693 | 19    | 5.320    | 2:03.123 | 19    | 5.535    | 2:02.350 | 19    | 6.641    | 2:02.859 | 66    | 16.515   | 2:05.704 |
| 85    | 3.619  | 2:13.926 | 44    | 5.552    | 2:03.781 | 44    | 6.407    | 2:02.990 | 44    | 7.196    | 2:02.542 | 58    | 16.680   | 2:05.556 |
| 19    | 3.812  | 2:14.119 | 85    | 5.786    | 2:03.782 | 85    | 7.105    | 2:03.454 | 85    | 8.085    | 2:02.733 | 77    | 17.099   | 2:04.905 |
| 62    | 4.283  | 2:14.590 | 62    | 6.431    | 2:03.763 | 62    | 7.581    | 2:03.285 | 62    | 8.410    | 2:02.582 | 57    | 17.527   | 2:05.920 |
| 66    | 4.829  | 2:15.136 | 66    | 8.159    | 2:04.945 | 2     | 8.578    | 2:02.323 | 2     | 9.148    | 2:02.323 | 44    | 18.255   | 2:12.230 |
| 57    | 5.091  | 2:15.398 | 2     | 8.390    | 2:04.675 | 66    | 9.848    | 2:03.824 | 66    | 11.982   | 2:03.887 | 11    | 29.378   | 2:13.125 |
| 2     | 5.330  | 2:15.637 | 58    | 9.016    | 2:04.524 | 58    | 10.259   | 2:03.378 | 58    | 12.295   | 2:03.789 | 45    | 30.029   | 2:12.134 |
| 58    | 6.107  | 2:16.414 | 57    | 9.171    | 2:05.695 | 57    | 10.702   | 2:03.666 | 57    | 12.778   | 2:03.829 | 27    | 30.243   | 2:10.139 |
| 77    | 6.519  | 2:16.826 | 77    | 10.634   | 2:05.730 | 77    | 12.128   | 2:03.629 | 77    | 13.365   | 2:02.990 | 4     | 30.777   | 2:09.805 |
| 45    | 6.648  | 2:16.955 | 11    | 12.537   | 2:05.390 | 11    | 14.641   | 2:04.239 | 11    | 17.424   | 2:04.536 | 54    | 31.005   | 2:10.784 |
| 54    | 7.667  | 2:17.974 | 45    | 12.556   | 2:07.523 | 45    | 16.059   | 2:05.638 | 45    | 19.066   | 2:04.760 | 95    | 33.822   | 2:10.567 |
| 48    | 8.322  | 2:18.629 | 27    | 13.468   | 2:06.219 | 27    | 17.338   | 2:06.005 | 27    | 21.275   | 2:05.690 | 48    | 33.928   | 2:11.442 |
| 11    | 8.762  | 2:19.069 | 54    | 13.640   | 2:07.588 | 54    | 18.242   | 2:06.737 | 54    | 21.392   | 2:04.903 | 20    | 34.182   | 2:12.762 |
| 27    | 8.864  | 2:19.171 | 4     | 13.964   | 2:05.862 | 4     | 18.753   | 2:06.924 | 4     | 22.143   | 2:05.143 | 6     | 35.321   | 2:08.473 |
| 4     | 9.717  | 2:20.024 | 48    | 14.824   | 2:08.117 | 48    | 19.130   | 2:06.441 | 20    | 22.591   | 2:04.751 | 17    | 1 LAP    | 2:45.457 |
| 6     | 10.877 | 2:21.184 | 20    | 15.828   | 2:06.330 | 20    | 19.593   | 2:05.900 | 48    | 23.657   | 2:06.280 | 24    | 40.400   | 2:07.763 |
| 20    | 11.113 | 2:21.420 | 6     | 17.645   | 2:08.383 | 95    | 21.376   | 2:05.720 | 95    | 24.426   | 2:04.803 | 78    | 43.932   | 2:10.672 |
| 78    | 12.353 | 2:22.660 | 95    | 17.791   | 2:06.147 | 6     | 22.849   | 2:07.339 | 6     | 28.019   | 2:06.923 | 69    | 45.727   | 2:05.781 |
| 95    | 13.259 | 2:23.566 | 78    | 19.471   | 2:08.733 | 78    | 26.956   | 2:09.620 | 24    | 33.808   | 2:08.093 | 75    | 50.694   | 2:11.275 |
| 91    | 14.180 | 2:24.487 | 24    | 21.676   | 2:08.925 | 24    | 27.468   | 2:07.927 | 78    | 34.431   | 2:09.228 | 68    | 1:00.846 | 2:13.177 |
| 24    | 14.366 | 2:24.673 | 69    | 22.618   | 2:06.860 | 75    | 31.683   | 2:10.122 | 75    | 40.590   | 2:10.660 | 46    | 1:04.171 | 2:13.294 |
| 75    | 14.785 | 2:25.092 | 75    | 23.696   | 2:10.526 | 69    | 36.785   | 2:16.302 | 69    | 41.117   | 2:06.085 | 92    | 1:06.753 | 2:11.626 |
| 68    | 17.184 | 2:27.491 | 68    | 28.150   | 2:12.581 | 68    | 38.902   | 2:12.887 | 68    | 48.840   | 2:11.691 | 61    | 1:08.214 | 2:12.321 |
| 69    | 17.373 | 2:27.680 | 46    | 28.821   | 2:12.303 | 46    | 41.282   | 2:14.596 | 46    | 52.048   | 2:12.519 | 71    | 1:18.418 | 2:18.096 |
| 46    | 18.133 | 2:28.440 | 71    | 33.066   | 2:15.863 | 92    | 46.761   | 2:13.893 | 92    | 56.298   | 2:11.290 | 91    | 1:21.694 | 2:13.485 |
| 71    | 18.818 | 2:29.125 | 92    | 35.003   | 2:17.426 | 61    | 47.862   | 2:14.187 | 61    | 57.064   | 2:10.955 |       |          |          |
| 92    | 19.192 | 2:29.499 | 61    | 35.810   | 2:16.556 | 71    | 48.486   | 2:17.555 | 71    | 1:01.493 | 2:14.760 |       |          |          |
| 61    | 20.869 | 2:31.176 | 91    | 45.592   | 2:33.027 | 91    | 58.353   | 2:14.896 | 91    | 1:09.380 | 2:12.780 |       |          |          |
| 17    | 43.680 | 2:53.987 | 17    | 1:20.506 | 2:38.441 | 17    | 1:52.954 | 2:34.583 |       |          |          |       |          |          |

# The Legends Racing Trophy for Historic Formula Ford

## LAP CHART

(contd.)

| Lap 6 |          |          | Lap 7 |          |           | Lap 8 |          |          | Lap 9 |          |          | Lap 10 |        |         |
|-------|----------|----------|-------|----------|-----------|-------|----------|----------|-------|----------|----------|--------|--------|---------|
| No    | Behind   | Laptime  | No    | Behind   | Laptime   | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No     | Behind | Laptime |
| 87    |          | 2:01.016 | 87    |          | 2:01.041  | 87    |          | 2:00.828 | 87    |          | 2:00.409 |        |        |         |
| 1     | 0.248    | 2:00.939 | 1     | 0.028    | 2:00.821  | 1     | 0.395    | 2:01.195 | 1     | 0.567    | 2:00.581 |        |        |         |
| 25    | 1.301    | 2:01.482 | 83    | 11.997   | 2:03.587  | 83    | 14.317   | 2:03.148 | 71    | 1 LAP    | 2:21.057 |        |        |         |
| 83    | 9.451    | 2:03.468 | 85    | 22.777   | 2:05.489  | 85    | 26.253   | 2:04.304 | 83    | 17.460   | 2:03.552 |        |        |         |
| 85    | 18.329   | 2:05.919 | 58    | 24.418   | 2:03.801  | 58    | 26.926   | 2:03.336 | 17    | 2 LAPS   | 2:34.369 |        |        |         |
| 62    | 18.405   | 2:05.894 | 66    | 28.283   | 2:07.345  | 44    | 32.210   | 2:04.504 | 85    | 29.936   | 2:04.092 |        |        |         |
| 58    | 21.658   | 2:05.994 | 44    | 28.534   | 2:06.417  | 66    | 34.762   | 2:07.307 | 58    | 30.691   | 2:04.174 |        |        |         |
| 66    | 21.979   | 2:06.480 | 77    | 29.042   | 2:07.450  | 77    | 36.647   | 2:08.433 | 44    | 35.558   | 2:03.757 |        |        |         |
| 77    | 22.633   | 2:06.550 | 57    | 29.398   | 2:07.612  | 57    | 38.053   | 2:09.483 | 66    | 38.601   | 2:04.248 |        |        |         |
| 57    | 22.827   | 2:06.316 | 11    | 40.146   | 2:05.818  | 11    | 44.071   | 2:04.753 | 77    | 43.462   | 2:07.224 |        |        |         |
| 44    | 23.158   | 2:05.919 | 45    | 40.759   | 2:05.956  | 45    | 45.822   | 2:05.891 | 11    | 48.267   | 2:04.605 |        |        |         |
| 11    | 35.369   | 2:07.007 | 62    | 43.775   | 2:26.411P | 95    | 47.349   | 2:04.488 | 45    | 51.485   | 2:06.072 |        |        |         |
| 45    | 35.844   | 2:06.831 | 4     | 43.078   | 2:07.321  | 4     | 50.468   | 2:08.218 | 48    | 57.669   | 2:06.602 |        |        |         |
| 4     | 36.798   | 2:07.037 | 95    | 43.689   | 2:06.191  | 48    | 51.476   | 2:06.413 | 20    | 58.065   | 2:06.500 |        |        |         |
| 27    | 37.961   | 2:08.734 | 48    | 45.891   | 2:07.211  | 20    | 51.974   | 2:06.698 | 6     | 58.265   | 2:06.401 |        |        |         |
| 54    | 38.033   | 2:08.044 | 20    | 46.104   | 2:06.910  | 6     | 52.273   | 2:06.544 | 95    | 1:02.203 | 2:15.263 |        |        |         |
| 95    | 38.539   | 2:05.733 | 6     | 46.557   | 2:06.293  | 24    | 57.984   | 2:06.212 | 24    | 1:05.463 | 2:07.888 |        |        |         |
| 48    | 39.721   | 2:06.809 | 24    | 52.600   | 2:07.428  | 69    | 1:00.009 | 2:04.275 | 69    | 1:07.535 | 2:07.935 |        |        |         |
| 20    | 40.235   | 2:07.069 | 69    | 56.562   | 2:05.760  | 78    | 1:16.733 | 2:10.844 | 78    | 1:27.970 | 2:11.646 |        |        |         |
| 6     | 41.305   | 2:07.000 | 54    | 1:01.420 | 2:24.428P | 75    | 1:17.991 | 2:08.803 | 75    | 1:28.122 | 2:10.540 |        |        |         |
| 24    | 46.213   | 2:06.829 | 78    | 1:06.717 | 2:12.617  | 92    | 1:36.726 | 2:11.858 | 92    | 1:48.850 | 2:12.533 |        |        |         |
| 69    | 51.843   | 2:07.132 | 75    | 1:10.016 | 2:09.707  | 68    | 1:37.880 | 2:12.260 | 68    | 1:49.432 | 2:11.961 |        |        |         |
| 78    | 55.141   | 2:12.225 | 92    | 1:25.696 | 2:10.896  | 61    | 1:38.433 | 2:11.604 | 61    | 1:50.738 | 2:12.714 |        |        |         |
| 75    | 1:01.350 | 2:11.672 | 68    | 1:26.448 | 2:13.260  | 46    | 1:40.352 | 2:11.962 | 46    | 1:52.442 | 2:12.499 |        |        |         |
| 68    | 1:14.229 | 2:14.399 | 61    | 1:27.657 | 2:11.416  | 91    | 1:55.229 | 2:11.024 | 91    | 2:04.848 | 2:10.028 |        |        |         |
| 17    | 1 LAP    | 2:40.786 | 46    | 1:29.218 | 2:14.072  |       |          |          |       |          |          |        |        |         |
| 92    | 1:15.841 | 2:10.104 | 91    | 1:45.033 | 2:12.313  |       |          |          |       |          |          |        |        |         |
| 46    | 1:16.187 | 2:13.032 | 17    | 1 LAP    | 2:34.969  |       |          |          |       |          |          |        |        |         |
| 61    | 1:17.282 | 2:10.084 | 71    | 1:49.943 | 2:16.145  |       |          |          |       |          |          |        |        |         |
| 91    | 1:33.761 | 2:13.083 |       |          |           |       |          |          |       |          |          |        |        |         |
| 71    | 1:34.839 | 2:17.437 |       |          |           |       |          |          |       |          |          |        |        |         |



# The Jack Sears Trophy for HSCC Historic Racing Saloons

## RACE RESULT - Race 17

| POS | NO | CL | NAME                 | NAT | ENTRY                       | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|----------------------|-----|-----------------------------|-----------|------|----------|-------|----------|
| 1   | 31 | B  | Les ELY              |     | BMW 2000                    | 41:30.438 | 18   |          | 81.87 | 2:13.421 |
| 2   | 8  | K1 | Leo VOYAZIDES        |     | Ford Falcon                 | 41:33.086 | 18   | 2.648    | 81.78 | 2:14.580 |
| 3   | 35 | B  | DODD/DODD            |     | Alfa Romeo Guilia Sprint GT | 41:33.731 | 18   | 3.293    | 81.76 | 2:13.201 |
| 4   | 13 | K1 | Paul INGRAM          |     | Ford Mustang                | 41:54.818 | 18   | 24.380   | 81.08 | 2:15.269 |
| 5   | 53 | K3 | Robert HARTLEY       |     | Ford Lotus Cortina          | 42:00.159 | 18   | 29.721   | 80.91 | 2:15.306 |
| 6   | 28 | B  | Richard SHAW         |     | BMW1800                     | 42:01.532 | 18   | 31.094   | 80.86 | 2:13.150 |
| 7   | 18 | K1 | ANGLE/ANGLE          |     | Ford Mustang                | 42:15.874 | 18   | 45.436   | 80.40 | 2:14.099 |
| 8   | 85 | D  | Roger GODFREY        |     | Austin Mini Cooper S        | 42:26.206 | 18   | 55.768   | 80.08 | 2:16.450 |
| 9   | 34 | B  | Louis BRACEY         |     | Ford Lotus Cortina          | 42:41.851 | 18   | 1:11.413 | 79.59 | 2:16.311 |
| 10  | 11 | K1 | STYLES/DUNN          |     | Ford Mustang                | 42:47.759 | 18   | 1:17.321 | 79.41 | 2:15.120 |
| 11  | 37 | C  | Peter WOODHEAD       |     | Ford Lotus Cortina          | 42:55.301 | 18   | 1:24.863 | 79.17 | 2:18.441 |
| 12  | 12 | K1 | CHAPMAN/TIZZARD      |     | Ford Mustang                | 43:00.694 | 18   | 1:30.256 | 79.01 | 2:17.029 |
| 13  | 16 | k1 | GILL/UTTING          |     | Ford Mustang                | 43:26.932 | 18   | 1:56.494 | 78.21 | 2:16.303 |
| 14  | 36 | C  | Roland STOATE        |     | Ford Anglia                 | 43:50.446 | 18   | 2:20.008 | 77.51 | 2:18.842 |
| 15  | 46 | C  | COX/FITZGERALD       |     | Ford Anglia 105E            | 41:30.758 | 17   | 1 LAP    | 77.32 | 2:13.935 |
| 16  | 22 | K1 | David SMITH          |     | Ford Mustang                | 41:37.463 | 17   | 1 LAP    | 77.11 | 2:19.772 |
| 17  | 52 | C  | Peter ERGIS          |     | Ford Cortina GT             | 41:37.580 | 17   | 1 LAP    | 77.11 | 2:20.308 |
| 18  | 73 | K3 | SUGDEN/RUTT          |     | Alfa Romeo                  | 41:40.873 | 17   | 1 LAP    | 77.00 | 2:19.691 |
| 19  | 77 | D  | EBDON/WATSON         |     | Morris Mini Cooper S        | 41:43.244 | 17   | 1 LAP    | 76.93 | 2:17.374 |
| 20  | 41 | C  | FIELDING/FIELDING    |     | Ford Anglia                 | 42:12.628 | 17   | 1 LAP    | 76.04 | 2:20.141 |
| 21  | 79 | D  | Jim BURROWS          |     | Austin Mini Cooper S        | 42:35.065 | 17   | 1 LAP    | 75.37 | 2:22.059 |
| 22  | 50 | C  | Steve READ/Liza READ |     | Ford Anglia                 | 42:50.725 | 17   | 1 LAP    | 74.91 | 2:19.521 |
| 23  | 81 | D  | GLAISTER/GLAISTER    |     | Ford Anglia 100E            | 43:47.060 | 17   | 1 LAP    | 73.31 | 2:26.572 |
| 24  | 26 | K1 | Alan MANN            |     | Ford Mustang                | 39:37.081 | 16   | 2 LAPS   | 76.25 | 2:18.448 |
| 25  | 24 | K1 | KENNEDY/KENNEDY      |     | Ford Falcon Sprint          | 42:12.893 | 16   | 2 LAPS   | 71.56 | 2:28.087 |
| 26  | 20 | A  | KING/BLUNDEN         |     | Ford Galaxie                | 42:40.565 | 16   | 2 LAPS   | 70.79 | 2:27.330 |
| 27  | 84 | D  | Roger PHILLIPS       |     | Mini Cooper S               | 42:50.645 | 16   | 2 LAPS   | 70.51 | 2:30.709 |
| 28  | 62 | C  | SAVAGE/MURPHY        |     | Alfa Romeo GTA              | 42:57.751 | 16   | 2 LAPS   | 70.32 | 2:32.382 |
| 29  | 44 | C  | T. LAILEY DE VILLE   |     | Ford Anglia                 | 43:10.480 | 16   | 2 LAPS   | 69.97 | 2:28.498 |
| 30  | 55 | K3 | Fred PHILLIPS        |     | Ford Lotus Cortina          | 42:22.090 | 15   | 3 LAPS   | 66.85 | 2:37.017 |
| 31  | 68 | C  | Richard CROSS        |     | Riley 1.5                   | 43:19.209 | 15   | 3 LAPS   | 65.38 | 2:41.846 |
| 32  | 96 | E  | Tony WELSH           |     | Morris Minor                | 43:20.066 | 15   | 3 LAPS   | 65.36 | 2:41.954 |

### NOT CLASSIFIED

|    |    |                |                    |           |    |        |       |          |
|----|----|----------------|--------------------|-----------|----|--------|-------|----------|
| 94 | E  | Steve PLATTS   | Hillman Imp        | 43:04.324 | 10 | N.C.F. | 43.86 | 2:26.344 |
| 75 | K3 | BATEMAN/BARTON | Ford Lotus Cortina | 10:40.552 | 4  | D.N.F. | 70.95 | 2:34.704 |
| 23 | A  | COPE/GARRAD    | Jaguar S-Type      | 2:56.945  | 1  | D.N.F. | 64.96 | 2:56.945 |
| 74 | K3 | Michael STEELE | Ford Lotus Cortina |           | 0  | D.N.F. | N/A   |          |

### FASTEST LAP

|    |    |                |                      |          |    |          |           |
|----|----|----------------|----------------------|----------|----|----------|-----------|
| 28 | B  | Richard SHAW   | BMW1800              | 2:13.150 | 3  | 85.00mph | 136.80kph |
| 46 | C  | COX/FITZGERALD | Ford Anglia 105E     | 2:13.935 | 5  | 84.50mph | 136.00kph |
| 18 | K1 | ANGLE/ANGLE    | Ford Mustang         | 2:14.099 | 3  | 84.40mph | 135.83kph |
| 53 | K3 | Robert HARTLEY | Ford Lotus Cortina   | 2:15.306 | 11 | 83.65mph | 134.62kph |
| 16 | k1 | GILL/UTTING    | Ford Mustang         | 2:16.303 | 7  | 83.03mph | 133.63kph |
| 85 | D  | Roger GODFREY  | Austin Mini Cooper S | 2:16.450 | 7  | 82.94mph | 133.49kph |
| 94 | E  | Steve PLATTS   | Hillman Imp          | 2:26.344 | 9  | 77.34mph | 124.46kph |
| 20 | A  | KING/BLUNDEN   | Ford Galaxie         | 2:27.330 | 7  | 76.82mph | 123.63kph |

Weather/Track - Overcast/Dry

These results are provisional until the conclusion of any judicial and technical matters.

Silverstone  
Circuit Length = 3.1440 miles.  
Start: 18:04 End: 18:45

|                  |           |             |
|------------------|-----------|-------------|
| Clerk of Course: | Stewards: | Timekeeper: |
|------------------|-----------|-------------|

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP CHART

| Lap 1 |        |          | Lap 2 |          |          | Lap 3 |          |          | Lap 4 |          |          | Lap 5 |          |           |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|-----------|
| No    | Behind | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime  | No    | Behind   | Laptime   |
| 8     |        | 2:23.464 | 8     |          | 2:15.149 | 31    |          | 2:14.515 | 31    |          | 2:13.421 | 31    |          | 2:14.074  |
| 31    | 0.830  | 2:24.294 | 31    | 0.431    | 2:14.750 | 46    | 0.663    | 2:14.040 | 46    | 3.300    | 2:16.058 | 55    | 1 LAP    | 2:46.530  |
| 46    | 2.735  | 2:26.199 | 46    | 1.569    | 2:13.983 | 8     | 0.819    | 2:15.765 | 35    | 3.705    | 2:15.632 | 46    | 3.161    | 2:13.935  |
| 35    | 3.294  | 2:26.758 | 35    | 2.235    | 2:14.090 | 35    | 1.494    | 2:14.205 | 8     | 3.938    | 2:16.540 | 96    | 1 LAP    | 2:46.506  |
| 28    | 3.813  | 2:27.277 | 28    | 3.613    | 2:14.949 | 28    | 1.817    | 2:13.150 | 28    | 4.345    | 2:15.949 | 35    | 3.720    | 2:14.089  |
| 18    | 4.179  | 2:27.643 | 18    | 3.888    | 2:14.858 | 18    | 3.041    | 2:14.099 | 18    | 4.735    | 2:15.115 | 8     | 4.595    | 2:14.731  |
| 53    | 5.579  | 2:29.043 | 53    | 7.938    | 2:17.508 | 53    | 10.082   | 2:17.090 | 13    | 12.843   | 2:15.995 | 18    | 5.531    | 2:14.870  |
| 16    | 5.869  | 2:29.333 | 13    | 9.460    | 2:18.056 | 13    | 10.269   | 2:15.755 | 53    | 13.736   | 2:17.075 | 28    | 6.476    | 2:16.205  |
| 13    | 6.553  | 2:30.017 | 16    | 9.986    | 2:19.266 | 11    | 13.250   | 2:17.363 | 11    | 17.191   | 2:17.362 | 13    | 14.475   | 2:15.706  |
| 11    | 7.081  | 2:30.545 | 11    | 10.833   | 2:18.901 | 16    | 13.893   | 2:18.853 | 16    | 17.398   | 2:16.926 | 11    | 18.237   | 2:15.120  |
| 34    | 7.653  | 2:31.117 | 34    | 11.115   | 2:18.611 | 34    | 14.377   | 2:18.208 | 34    | 17.905   | 2:16.949 | 16    | 19.769   | 2:16.445  |
| 37    | 9.592  | 2:33.056 | 37    | 14.130   | 2:19.687 | 37    | 18.310   | 2:19.126 | 37    | 23.490   | 2:18.601 | 34    | 20.142   | 2:16.311  |
| 12    | 11.297 | 2:34.761 | 12    | 16.607   | 2:20.459 | 12    | 20.664   | 2:19.003 | 12    | 24.692   | 2:17.449 | 53    | 23.577   | 2:23.915P |
| 36    | 12.496 | 2:35.960 | 77    | 18.508   | 2:20.321 | 77    | 22.089   | 2:18.527 | 77    | 26.042   | 2:17.374 | 37    | 28.072   | 2:18.656  |
| 77    | 13.336 | 2:36.800 | 36    | 19.194   | 2:21.847 | 36    | 23.924   | 2:19.676 | 36    | 29.345   | 2:18.842 | 12    | 28.478   | 2:17.860  |
| 41    | 14.943 | 2:38.407 | 41    | 20.802   | 2:21.008 | 41    | 25.997   | 2:20.141 | 85    | 32.296   | 2:17.359 | 77    | 29.688   | 2:17.720  |
| 22    | 15.400 | 2:38.864 | 22    | 22.879   | 2:22.628 | 85    | 28.358   | 2:18.832 | 41    | 33.136   | 2:20.560 | 85    | 34.860   | 2:16.638  |
| 52    | 15.950 | 2:39.414 | 52    | 23.537   | 2:22.736 | 22    | 28.814   | 2:20.881 | 22    | 35.914   | 2:20.521 | 36    | 35.042   | 2:19.771  |
| 26    | 16.263 | 2:39.727 | 26    | 24.092   | 2:22.978 | 52    | 29.281   | 2:20.690 | 52    | 37.324   | 2:21.464 | 41    | 40.345   | 2:21.283  |
| 50    | 16.908 | 2:40.372 | 85    | 24.472   | 2:20.021 | 26    | 31.858   | 2:22.712 | 26    | 39.337   | 2:20.900 | 22    | 41.612   | 2:19.772  |
| 85    | 19.600 | 2:43.064 | 50    | 24.817   | 2:23.058 | 50    | 32.431   | 2:22.560 | 50    | 40.367   | 2:21.357 | 52    | 43.558   | 2:20.308  |
| 73    | 21.150 | 2:44.614 | 73    | 26.928   | 2:20.927 | 73    | 34.533   | 2:22.551 | 73    | 41.292   | 2:20.180 | 26    | 45.023   | 2:19.760  |
| 24    | 21.489 | 2:44.953 | 79    | 29.623   | 2:23.018 | 79    | 36.736   | 2:22.059 | 79    | 45.978   | 2:22.663 | 50    | 46.180   | 2:19.887  |
| 79    | 21.754 | 2:45.218 | 81    | 35.349   | 2:27.601 | 81    | 47.077   | 2:26.674 | 81    | 1:00.644 | 2:26.988 | 73    | 46.909   | 2:19.691  |
| 81    | 22.897 | 2:46.361 | 24    | 36.184   | 2:29.844 | 24    | 50.659   | 2:29.421 | 24    | 1:06.549 | 2:29.311 | 79    | 55.543   | 2:23.639  |
| 20    | 25.481 | 2:48.945 | 20    | 41.075   | 2:30.743 | 20    | 54.749   | 2:28.620 | 20    | 1:10.687 | 2:29.359 | 81    | 1:13.420 | 2:26.850  |
| 44    | 26.325 | 2:49.789 | 44    | 42.040   | 2:30.864 | 44    | 55.708   | 2:28.614 | 44    | 1:11.082 | 2:28.795 | 24    | 1:20.562 | 2:28.087  |
| 75    | 30.117 | 2:53.581 | 75    | 51.566   | 2:36.598 | 75    | 1:12.289 | 2:35.669 | 75    | 1:33.572 | 2:34.704 | 20    | 1:24.933 | 2:28.320  |
| 62    | 30.966 | 2:54.430 | 62    | 52.670   | 2:36.853 | 62    | 1:13.979 | 2:36.255 | 62    | 1:35.758 | 2:35.200 | 44    | 1:25.506 | 2:28.498  |
| 23    | 33.481 | 2:56.945 | 84    | 1:03.800 | 2:40.480 | 84    | 1:28.095 | 2:39.241 | 84    | 1:51.862 | 2:37.188 | 62    | 1:58.262 | 2:36.578  |
| 68    | 35.662 | 2:59.126 | 68    | 1:07.399 | 2:46.886 | 68    | 1:37.443 | 2:44.990 | 68    | 2:10.471 | 2:46.449 | 84    | 2:13.491 | 2:35.703  |
| 84    | 38.469 | 3:01.933 | 55    | 1:12.427 | 2:47.701 | 55    | 1:43.378 | 2:45.897 |       |          |          |       |          |           |
| 55    | 39.875 | 3:03.339 | 96    | 1:13.730 | 2:47.833 | 96    | 1:44.455 | 2:45.671 |       |          |          |       |          |           |
| 96    | 41.046 | 3:04.510 |       |          |          |       |          |          |       |          |          |       |          |           |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP CHART

(contd.)

| Lap 6 |          |           | Lap 7 |          |           | Lap 8 |          |           | Lap 9 |          |           | Lap 10 |          |           |
|-------|----------|-----------|-------|----------|-----------|-------|----------|-----------|-------|----------|-----------|--------|----------|-----------|
| No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No    | Behind   | Laptime   | No     | Behind   | Laptime   |
| 31    |          | 2:13.867  | 31    |          | 2:14.217  | 31    |          | 2:14.857  | 31    |          | 2:13.481  | 31     |          | 2:14.909  |
| 46    | 4.284    | 2:14.990  | 46    | 5.770    | 2:15.703  | 26    | 1 LAP    | 3:23.544  | 52    | 1 LAP    | 2:20.949  | 36     | 1 LAP    | 2:21.094  |
| 35    | 6.342    | 2:16.489  | 35    | 5.940    | 2:13.815  | 35    | 6.370    | 2:15.287  | 35    | 6.938    | 2:14.049  | 52     | 1 LAP    | 2:21.461  |
| 28    | 9.111    | 2:16.502  | 28    | 8.419    | 2:13.525  | 46    | 6.654    | 2:15.741  | 46    | 7.476    | 2:14.303  | 46     | 7.095    | 2:14.528  |
| 18    | 9.418    | 2:17.754  | 62    | 1 LAP    | 2:38.989  | 28    | 7.560    | 2:13.998  | 24    | 1 LAP    | 2:44.267P | 28     | 7.522    | 2:14.480  |
| 8     | 10.162   | 2:19.434  | 8     | 11.289   | 2:15.344  | 13    | 19.239   | 2:15.886  | 28    | 7.951    | 2:13.872  | 22     | 1 LAP    | 3:26.493  |
| 13    | 16.807   | 2:16.199  | 18    | 12.075   | 2:16.874  | 68    | 2 LAPS   | 4:01.939  | 26    | 1 LAP    | 2:19.217  | 20     | 1 LAP    | 2:32.830  |
| 11    | 20.236   | 2:15.866  | 13    | 18.210   | 2:15.620  | 8     | 20.187   | 2:23.755P | 13    | 31.501   | 2:25.743P | 26     | 1 LAP    | 2:18.448  |
| 16    | 22.542   | 2:16.640  | 84    | 1 LAP    | 2:33.772  | 18    | 21.847   | 2:24.629P | 11    | 37.977   | 2:26.069P | 35     | 17.049   | 2:25.020P |
| 12    | 32.995   | 2:18.384  | 11    | 22.480   | 2:16.461  | 11    | 25.389   | 2:17.766  | 77    | 46.795   | 2:18.067  | 8      | 57.550   | 2:15.892  |
| 34    | 34.133   | 2:27.858P | 16    | 24.628   | 2:16.303  | 62    | 1 LAP    | 2:36.716  | 12    | 51.129   | 2:25.245P | 77     | 1:01.604 | 2:29.718P |
| 77    | 35.184   | 2:19.363  | 12    | 36.354   | 2:17.576  | 84    | 1 LAP    | 2:32.449  | 62    | 1 LAP    | 2:35.012  | 13     | 1:12.660 | 2:56.068  |
| 55    | 1 LAP    | 2:49.226  | 77    | 38.463   | 2:17.496  | 16    | 37.404   | 2:27.633P | 85    | 54.161   | 2:25.606P | 18     | 1:15.681 | 2:19.977  |
| 85    | 37.940   | 2:16.947  | 85    | 40.173   | 2:16.450  | 12    | 39.365   | 2:17.868  | 68    | 2 LAPS   | 2:49.357  | 53     | 1:20.780 | 2:17.787  |
| 96    | 1 LAP    | 2:48.863  | 22    | 57.335   | 2:21.875  | 85    | 42.036   | 2:16.720  | 8     | 56.567   | 2:49.861  | 41     | 1:25.670 | 2:24.225  |
| 36    | 42.156   | 2:20.981  | 41    | 58.712   | 2:23.774  | 77    | 42.209   | 2:18.603  | 18    | 1:10.613 | 3:02.247  | 62     | 1 LAP    | 2:48.551P |
| 68    | 1 LAP    | 3:04.289P | 73    | 59.606   | 2:20.193  | 73    | 1:04.870 | 2:20.121  | 84    | 1 LAP    | 2:48.772P | 68     | 2 LAPS   | 2:48.810  |
| 37    | 48.457   | 2:34.252P | 50    | 1:00.699 | 2:20.828  | 50    | 1:05.363 | 2:19.521  | 41    | 1:16.354 | 2:22.217  | 24     | 1 LAP    | 3:42.081  |
| 41    | 49.155   | 2:22.677  | 36    | 1:06.900 | 2:38.961P | 41    | 1:07.618 | 2:23.763  | 53    | 1:17.902 | 2:15.364  | 85     | 1:35.490 | 2:56.238  |
| 22    | 49.677   | 2:21.932  | 55    | 1 LAP    | 2:46.529  | 22    | 1:11.779 | 2:29.301P | 73    | 1:20.371 | 2:28.982P | 11     | 1:35.964 | 3:12.896  |
| 73    | 53.630   | 2:20.588  | 96    | 1 LAP    | 2:46.969  | 53    | 1:16.019 | 2:16.074  | 50    | 1:22.060 | 2:30.178P | 96     | 2 LAPS   | 4:16.041  |
| 50    | 54.088   | 2:21.775  | 53    | 1:14.802 | 2:16.018  | 79    | 1:30.191 | 2:27.262  | 16    | 1:37.575 | 3:13.652  | 37     | 1:47.055 | 2:18.773  |
| 52    | 1:02.309 | 2:32.618P | 79    | 1:17.786 | 2:25.222  | 37    | 1:38.063 | 2:19.635  | 79    | 1:42.335 | 2:25.625  | 34     | 1:47.235 | 2:17.148  |
| 79    | 1:06.781 | 2:25.105  | 37    | 1:33.285 | 2:59.045  | 34    | 1:39.207 | 2:17.383  | 37    | 1:43.191 | 2:18.609  | 16     | 1:49.483 | 2:26.817  |
| 26    | 1:11.840 | 2:40.684P | 34    | 1:36.681 | 3:16.765  | 55    | 1 LAP    | 2:45.614  | 34    | 1:44.996 | 2:19.270  | 12     | 1:59.993 | 3:23.773  |
| 53    | 1:13.001 | 3:03.291  | 81    | 1:39.168 | 2:26.572  | 94    | 7 LAPS   | 19:50.790 | 44    | 1 LAP    | 4:17.150  | 79     | 2:11.081 | 2:43.655P |
| 81    | 1:26.813 | 2:27.260  | 24    | 1:52.034 | 2:30.021  | 81    | 1:51.272 | 2:26.961  | 94    | 7 LAPS   | 2:31.851  |        |          |           |
| 24    | 1:36.230 | 2:29.535  | 20    | 1:54.967 | 2:27.330  | 96    | 1 LAP    | 2:58.110P | 55    | 1 LAP    | 2:45.252  |        |          |           |
| 44    | 1:41.635 | 2:29.996  | 52    | 2:07.419 | 3:19.327  | 20    | 2:08.088 | 2:27.978  | 81    | 2:12.824 | 2:35.033P |        |          |           |
| 20    | 1:41.854 | 2:30.788  | 44    | 2:09.028 | 2:41.610P | 36    | 2:11.387 | 3:19.344  |       |          |           |        |          |           |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP CHART

(contd.)

| Lap 11 |          |           | Lap 12 |          |           | Lap 13 |          |           | Lap 14 |          |          | Lap 15 |          |          |
|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 31     |          | 2:16.460  | 31     |          | 2:15.546  | 31     |          | 2:22.656P | 31     |          | 2:43.129 | 31     |          | 2:17.105 |
| 73     | 1 LAP    | 3:11.156  | 73     | 1 LAP    | 2:23.952  | 73     | 1 LAP    | 2:23.032  | 26     | 1 LAP    | 2:21.660 | 55     | 3 LAPS   | 2:37.220 |
| 44     | 2 LAPS   | 2:36.777  | 36     | 1 LAP    | 2:21.612  | 68     | 3 LAPS   | 2:46.025  | 22     | 1 LAP    | 2:24.545 | 26     | 1 LAP    | 2:20.392 |
| 36     | 1 LAP    | 2:24.043  | 52     | 1 LAP    | 2:21.957  | 36     | 1 LAP    | 2:20.839  | 77     | 1 LAP    | 2:23.113 | 22     | 1 LAP    | 2:20.174 |
| 52     | 1 LAP    | 2:22.592  | 77     | 1 LAP    | 3:52.557  | 96     | 3 LAPS   | 2:44.173  | 68     | 3 LAPS   | 2:45.658 | 24     | 2 LAPS   | 2:37.095 |
| 84     | 2 LAPS   | 3:33.886  | 22     | 1 LAP    | 2:23.240  | 52     | 1 LAP    | 2:23.017  | 96     | 3 LAPS   | 2:42.655 | 52     | 1 LAP    | 2:25.141 |
| 22     | 1 LAP    | 2:21.253  | 44     | 2 LAPS   | 2:36.163  | 22     | 1 LAP    | 2:21.334  | 8      | 20.004   | 2:15.477 | 77     | 1 LAP    | 2:22.193 |
| 94     | 8 LAPS   | 2:42.675P | 26     | 1 LAP    | 2:19.705  | 26     | 1 LAP    | 2:19.868  | 41     | 1 LAP    | 3:39.999 | 8      | 19.530   | 2:16.631 |
| 28     | 17.532   | 2:26.470P | 62     | 2 LAPS   | 3:31.564  | 77     | 1 LAP    | 2:24.133  | 35     | 26.469   | 2:14.343 | 35     | 22.565   | 2:13.201 |
| 26     | 1 LAP    | 2:21.162  | 84     | 2 LAPS   | 2:32.680  | 44     | 2 LAPS   | 2:33.092  | 44     | 2 LAPS   | 2:37.463 | 41     | 1 LAP    | 2:24.747 |
| 46     | 22.247   | 2:31.612P | 50     | 1 LAP    | 2:34.985  | 62     | 2 LAPS   | 2:35.579  | 62     | 2 LAPS   | 2:35.795 | 28     | 38.921   | 2:19.689 |
| 20     | 1 LAP    | 2:30.211  | 20     | 1 LAP    | 2:41.947P | 84     | 2 LAPS   | 2:32.124  | 84     | 2 LAPS   | 2:33.582 | 13     | 40.558   | 2:16.226 |
| 50     | 1 LAP    | 3:36.193  | 8      | 54.896   | 2:14.772  | 8      | 47.656   | 2:15.416  | 28     | 36.337   | 2:18.793 | 68     | 3 LAPS   | 2:45.962 |
| 55     | 2 LAPS   | 2:48.306  | 79     | 1 LAP    | 3:23.226  | 35     | 55.255   | 2:14.344  | 13     | 41.437   | 2:15.987 | 96     | 3 LAPS   | 2:44.167 |
| 8      | 55.670   | 2:14.580  | 35     | 1:03.567 | 2:14.212  | 50     | 1 LAP    | 2:34.844  | 53     | 46.223   | 2:15.839 | 53     | 45.603   | 2:16.485 |
| 35     | 1:04.901 | 3:04.312  | 28     | 1:03.846 | 3:01.860  | 28     | 1:00.673 | 2:19.483  | 79     | 1 LAP    | 2:25.529 | 84     | 2 LAPS   | 2:31.735 |
| 81     | 1 LAP    | 3:30.245  | 94     | 8 LAPS   | 3:11.006  | 79     | 1 LAP    | 2:24.291  | 50     | 1 LAP    | 2:31.700 | 62     | 2 LAPS   | 2:35.233 |
| 13     | 1:13.984 | 2:17.784  | 55     | 2 LAPS   | 3:00.154P | 13     | 1:08.579 | 2:16.241  | 18     | 52.267   | 2:17.032 | 44     | 2 LAPS   | 2:39.610 |
| 18     | 1:18.227 | 2:19.006  | 13     | 1:14.994 | 2:16.556  | 53     | 1:13.513 | 2:15.494  | 94     | 8 LAPS   | 2:28.360 | 79     | 1 LAP    | 2:22.684 |
| 53     | 1:19.626 | 2:15.306  | 53     | 1:20.675 | 2:16.595  | 94     | 8 LAPS   | 2:28.675  | 85     | 1:05.674 | 2:16.603 | 18     | 52.634   | 2:17.472 |
| 41     | 1:33.996 | 2:24.786  | 18     | 1:21.967 | 2:19.286  | 18     | 1:18.364 | 2:19.053  | 11     | 1:18.252 | 2:19.756 | 50     | 1 LAP    | 2:28.287 |
| 85     | 1:36.878 | 2:17.848  | 81     | 1 LAP    | 2:31.730  | 85     | 1:32.200 | 2:16.529  | 34     | 1:20.160 | 2:16.739 | 85     | 1:05.887 | 2:17.318 |
| 11     | 1:40.499 | 2:20.995  | 85     | 1:38.327 | 2:16.995  | 81     | 1 LAP    | 2:32.707  | 37     | 1:26.178 | 2:19.287 | 94     | 8 LAPS   | 2:29.064 |
| 34     | 1:48.652 | 2:17.877  | 11     | 1:44.008 | 2:19.055  | 11     | 1:41.625 | 2:20.273  | 81     | 1 LAP    | 2:32.777 | 11     | 1:20.896 | 2:19.749 |
| 37     | 1:50.584 | 2:19.989  | 34     | 1:49.961 | 2:16.855  | 34     | 1:46.550 | 2:19.245  | 12     | 1:38.516 | 2:18.181 | 34     | 1:21.065 | 2:18.010 |
| 24     | 1 LAP    | 2:36.387  | 41     | 1:52.225 | 2:33.775P | 37     | 1:50.020 | 2:18.441  | 16     | 1:46.487 | 2:22.602 | 37     | 1:27.922 | 2:18.849 |
| 16     | 1:58.272 | 2:25.249  | 37     | 1:54.235 | 2:19.197  | 12     | 2:03.464 | 2:18.828  | 46     | 2:01.134 | 2:27.761 | 12     | 1:39.730 | 2:18.319 |
| 68     | 2 LAPS   | 2:49.891  | 16     | 2:06.410 | 2:23.684  | 16     | 2:07.014 | 2:23.260  | 73     | 2:14.626 | 2:25.933 | 81     | 1 LAP    | 2:32.385 |
| 12     | 2:04.065 | 2:20.532  | 12     | 2:07.292 | 2:18.773  | 20     | 1 LAP    | 3:43.240  | 36     | 2:15.263 | 2:22.105 | 16     | 1:51.706 | 2:22.324 |
| 96     | 2 LAPS   | 2:45.040  | 46     | 2:12.882 | 4:06.181  | 46     | 2:16.502 | 2:26.276  | 20     | 1 LAP    | 2:45.998 | 46     | 2:10.115 | 2:26.086 |
|        |          |           | 24     | 1 LAP    | 2:36.381  | 55     | 2 LAPS   | 3:33.356  |        |          |          |        |          |          |
|        |          |           |        |          |           | 24     | 1 LAP    | 2:36.114  |        |          |          |        |          |          |
|        |          |           |        |          |           | 73     | 2:31.822 | 2:22.882  |        |          |          |        |          |          |
|        |          |           |        |          |           | 36     | 2:36.287 | 2:20.364  |        |          |          |        |          |          |
|        |          |           |        |          |           | 52     | 2:41.440 | 2:21.954  |        |          |          |        |          |          |

# The Jack Sears Trophy for HSCC Historic Racing Saloons

## LAP CHART

(contd.)

| Lap 16 |          |          | Lap 17 |          |           | Lap 18 |          |           | Lap 19 |        |         | Lap 20 |        |         |
|--------|----------|----------|--------|----------|-----------|--------|----------|-----------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind   | Laptime   | No     | Behind | Laptime | No     | Behind | Laptime |
| 31     |          | 2:17.974 | 31     |          | 2:22.204  | 31     |          | 2:22.979  |        |        |         |        |        |         |
| 36     | 1 LAP    | 2:22.364 | 36     | 1 LAP    | 2:20.286  | 46     | 1 LAP    | 2:27.469  |        |        |         |        |        |         |
| 26     | 1 LAP    | 2:20.222 | 22     | 1 LAP    | 2:20.037  | 8      | 2.648    | 2:14.971  |        |        |         |        |        |         |
| 73     | 1 LAP    | 2:27.330 | 52     | 1 LAP    | 2:21.131  | 35     | 3.293    | 2:14.689  |        |        |         |        |        |         |
| 22     | 1 LAP    | 2:21.468 | 73     | 1 LAP    | 2:24.741  | 22     | 1 LAP    | 2:23.145  |        |        |         |        |        |         |
| 52     | 1 LAP    | 2:21.409 | 8      | 10.656   | 2:16.152  | 52     | 1 LAP    | 2:21.412  |        |        |         |        |        |         |
| 77     | 1 LAP    | 2:23.889 | 35     | 11.583   | 2:14.871  | 73     | 1 LAP    | 2:24.000  |        |        |         |        |        |         |
| 8      | 16.708   | 2:15.152 | 77     | 1 LAP    | 2:22.103  | 77     | 1 LAP    | 2:21.267  |        |        |         |        |        |         |
| 35     | 18.916   | 2:14.325 | 26     | 1 LAP    | 2:46.102P | 13     | 24.380   | 2:15.269  |        |        |         |        |        |         |
| 24     | 2 LAPS   | 2:33.775 | 13     | 32.090   | 2:15.889  | 53     | 29.721   | 2:15.836  |        |        |         |        |        |         |
| 55     | 3 LAPS   | 2:38.912 | 24     | 2 LAPS   | 2:32.791  | 28     | 31.094   | 2:18.562  |        |        |         |        |        |         |
| 20     | 2 LAPS   | 2:47.126 | 28     | 35.511   | 2:18.000  | 41     | 1 LAP    | 2:23.399  |        |        |         |        |        |         |
| 13     | 38.405   | 2:15.821 | 53     | 36.864   | 2:15.709  | 24     | 2 LAPS   | 2:32.830  |        |        |         |        |        |         |
| 28     | 39.715   | 2:18.768 | 55     | 3 LAPS   | 2:37.017  | 18     | 45.436   | 2:17.624  |        |        |         |        |        |         |
| 41     | 1 LAP    | 2:24.912 | 41     | 1 LAP    | 2:22.955  | 55     | 3 LAPS   | 2:37.037  |        |        |         |        |        |         |
| 53     | 43.359   | 2:15.730 | 18     | 50.791   | 2:18.393  | 85     | 55.768   | 2:17.427  |        |        |         |        |        |         |
| 18     | 54.602   | 2:19.942 | 20     | 2 LAPS   | 2:45.127  | 79     | 1 LAP    | 2:24.454  |        |        |         |        |        |         |
| 79     | 1 LAP    | 2:26.859 | 85     | 1:01.320 | 2:18.172  | 20     | 2 LAPS   | 2:42.003  |        |        |         |        |        |         |
| 84     | 2 LAPS   | 2:33.072 | 79     | 1 LAP    | 2:24.556  | 34     | 1:11.413 | 2:18.109  |        |        |         |        |        |         |
| 62     | 2 LAPS   | 2:32.382 | 84     | 2 LAPS   | 2:30.709  | 11     | 1:17.321 | 2:19.375  |        |        |         |        |        |         |
| 44     | 2 LAPS   | 2:31.352 | 44     | 2 LAPS   | 2:32.763  | 84     | 2 LAPS   | 2:33.319  |        |        |         |        |        |         |
| 85     | 1:05.352 | 2:17.439 | 50     | 1 LAP    | 2:28.089  | 50     | 1 LAP    | 2:28.079  |        |        |         |        |        |         |
| 68     | 3 LAPS   | 2:44.698 | 62     | 2 LAPS   | 2:34.336  | 37     | 1:24.863 | 2:20.863  |        |        |         |        |        |         |
| 50     | 1 LAP    | 2:29.012 | 34     | 1:16.283 | 2:16.711  | 62     | 2 LAPS   | 2:34.278  |        |        |         |        |        |         |
| 96     | 3 LAPS   | 2:44.246 | 11     | 1:20.925 | 2:19.557  | 12     | 1:30.256 | 2:18.941  |        |        |         |        |        |         |
| 34     | 1:21.776 | 2:18.685 | 37     | 1:26.979 | 2:19.658  | 94     | 8 LAPS   | 2:27.210  |        |        |         |        |        |         |
| 11     | 1:23.572 | 2:20.650 | 94     | 8 LAPS   | 2:26.344  | 44     | 2 LAPS   | 2:47.944P |        |        |         |        |        |         |
| 94     | 8 LAPS   | 2:28.349 | 68     | 3 LAPS   | 2:43.283  | 68     | 3 LAPS   | 2:41.846  |        |        |         |        |        |         |
| 37     | 1:29.525 | 2:19.577 | 96     | 3 LAPS   | 2:43.328  | 96     | 3 LAPS   | 2:41.954  |        |        |         |        |        |         |
| 12     | 1:38.785 | 2:17.029 | 12     | 1:34.294 | 2:17.713  | 16     | 1:56.494 | 2:21.297  |        |        |         |        |        |         |
| 16     | 1:57.843 | 2:24.111 | 16     | 1:58.176 | 2:22.537  | 81     | 1 LAP    | 2:32.292  |        |        |         |        |        |         |
| 81     | 1 LAP    | 2:33.825 | 81     | 1 LAP    | 2:30.799  | 36     | 2:20.008 | 2:21.794  |        |        |         |        |        |         |
| 46     | 2:18.034 | 2:25.893 | 36     | 2:21.193 | 2:20.563  |        |          |           |        |        |         |        |        |         |