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# Silverstone Finals Historic Race Meeting



**Saturday 18th October, 2014**

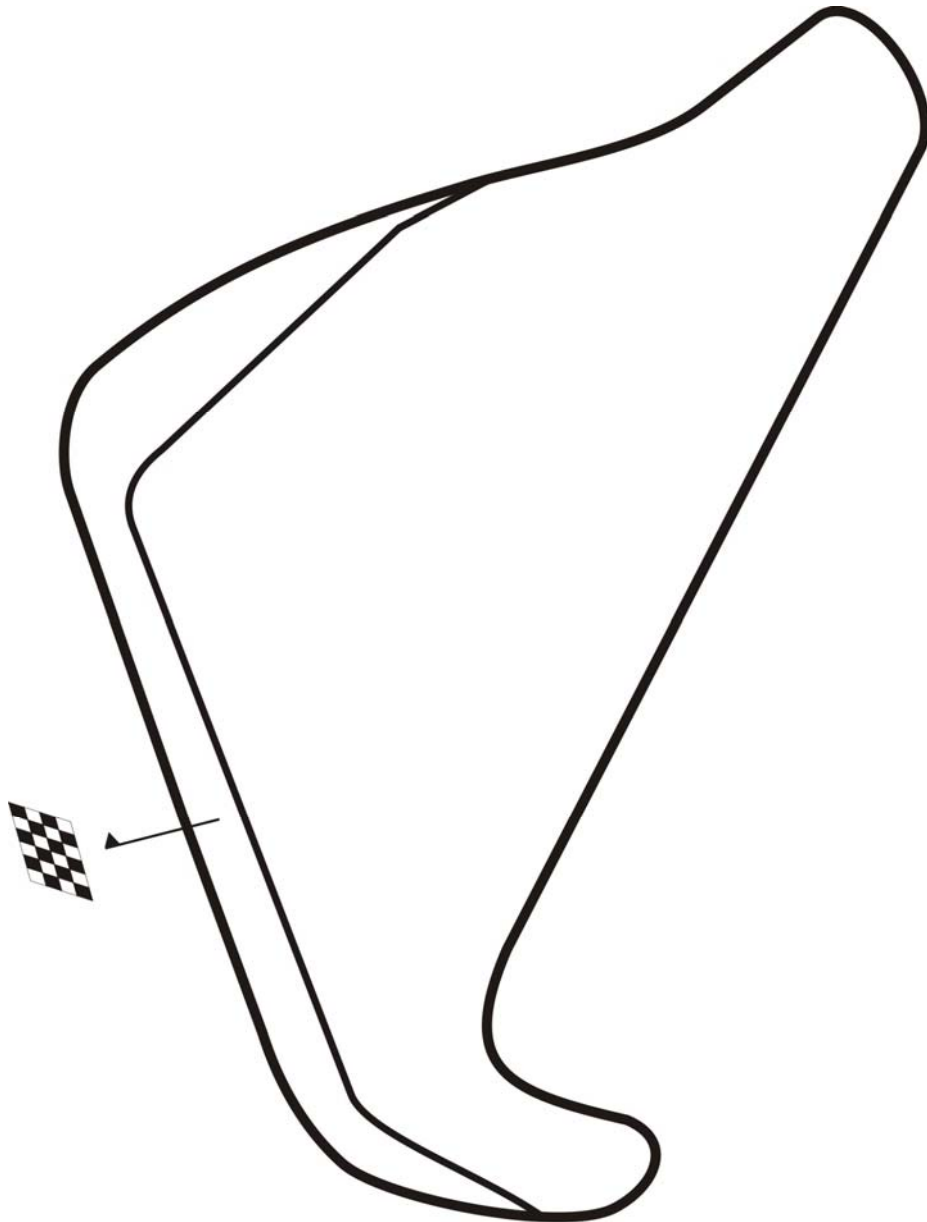


Timing & Results by MST SYSTEMS Ltd.  
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## Silverstone National Circuit



Circuit length 1.639 miles

## HSCC Classic Racing Cars

### RACE 1 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO | CL | DRIVER          | NAT | CAR              | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|-----------------|-----|------------------|----------|------|--------|-------|
| 1   | 1  | G  | Ian JONES       |     | Lotus 59         | 1:20.956 | 10   |        | 72.88 |
| 2   | 12 | G  | Andy JARVIS     |     | Palliser WDB 2   | 1:22.083 | 9    | 1.127  | 71.88 |
| 3   | 88 | D  | Michael SCOTT   |     | Brabham BT28     | 1:22.514 | 9    | 1.558  | 71.50 |
| 4   | 6  | D  | Leif BOSSON     |     | Brabham BT28     | 1:22.901 | 10   | 1.945  | 71.17 |
| 5   | 5  | G  | Antony ROSS     |     | Lotus 59         | 1:23.272 | 9    | 2.316  | 70.85 |
| 6   | 15 | G  | James LOVETT    |     | Winkelmann WDB-2 | 1:25.130 | 9    | 4.174  | 69.31 |
| 7   | 26 | D  | Steve SEAMAN    |     | Brabham BT21     | 1:25.392 | 9    | 4.436  | 69.09 |
| 8   | 96 | D  | Keith MESSER    |     | Vesey Ford       | 1:25.634 | 9    | 4.678  | 68.90 |
| 9   | 16 | D  | Mark LINSTONE   |     | Brabham BT21     | 1:26.634 | 9    | 5.678  | 68.10 |
| 10  | 33 | G  | Nicholas BALL   |     | Chevron B14      | 1:27.465 | 9    | 6.509  | 67.46 |
| 11  | 62 | D  | Geoffrey O'NION |     | Tecno F3         | 1:27.953 | 9    | 6.997  | 67.08 |
| 12  | 23 | F  | Martin HAINES   |     | Merlyn Mk20      | 1:29.856 | 9    | 8.900  | 65.66 |
| 13  | 70 | F  | Jonathan BAINES |     | Merlyn Mk20      | 1:30.728 | 9    | 9.772  | 65.03 |
| 14  | 50 | F  | Matthew WRIGLEY |     | Merlyn Mk20a     | 1:31.635 | 9    | 10.679 | 64.39 |
| 15  | 75 | F  | Dennis PICKETT  |     | Merlyn Mk20s     | 1:31.938 | 9    | 10.982 | 64.17 |
| 16  | 4  | G  | Frank PAINTER   |     | Brabham BT16     | 1:32.054 | 8    | 11.098 | 64.09 |
| 17  | 38 | G  | John BROWN      |     | Merlyn Mk9       | 1:36.314 | 8    | 15.358 | 61.26 |
| 18  | 37 | B  | Lincoln SMALL   |     | Brabham BT10     | 1:38.170 | 8    | 17.214 | 60.10 |

Weather/Track: Drizzle/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:00 End: 09:12

Clerk of the Course:

Timekeeper:

# HSCC Classic Racing Cars

## RACE 1 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                      |                  |
|---------------------|----------------------|------------------|
| <b>1</b>            | <b>Ian JONES</b>     | Lotus 59         |
| 1 - X:00.000        | 6 - 1:22.575         |                  |
| 2 - 1:33.270        | 7 - 1:24.017         |                  |
| 3 - 1:24.407        | 8 - 1:21.733         |                  |
| 4 - 1:23.571        | 9 - 1:24.505         |                  |
| 5 - <b>1:20.956</b> | 10 - 1:21.482        |                  |
| <b>4</b>            | <b>Frank PAINTER</b> | Brabham BT16     |
| 1 - X:00.000        | 6 - 1:35.369         |                  |
| 2 - 1:45.266        | 7 - 1:38.053         |                  |
| 3 - 1:40.927        | 8 - <b>1:32.054</b>  |                  |
| 4 - 1:35.889        |                      |                  |
| 5 - 1:32.801        |                      |                  |
| <b>5</b>            | <b>Antony ROSS</b>   | Lotus 59         |
| 1 - X:00.000        | 6 - 1:35.992         |                  |
| 2 - 1:31.862        | 7 - <b>1:23.272</b>  |                  |
| 3 - 1:29.316        | 8 - 1:42.973         |                  |
| 4 - 1:24.096        | 9 - 1:29.410         |                  |
| 5 - 1:23.432        |                      |                  |
| <b>6</b>            | <b>Leif BOSSON</b>   | Brabham BT28     |
| 1 - X:00.000        | 6 - 1:24.892         |                  |
| 2 - 1:24.881        | 7 - 1:23.561         |                  |
| 3 - 1:23.489        | 8 - 1:26.834         |                  |
| 4 - <b>1:22.901</b> | 9 - 1:23.590         |                  |
| 5 - 1:24.903        | 10 - 1:23.805        |                  |
| <b>12</b>           | <b>Andy JARVIS</b>   | Palliser WDB 2   |
| 1 - X:00.000        | 6 - 1:23.374         |                  |
| 2 - 1:31.052        | 7 - <b>1:22.083</b>  |                  |
| 3 - 1:24.906        | 8 - 1:33.559         |                  |
| 4 - 1:25.092        | 9 - 1:24.413         |                  |
| 5 - 1:24.137        |                      |                  |
| <b>15</b>           | <b>James LOVETT</b>  | Winkelmann WDB-2 |
| 1 - X:00.000        | 6 - 1:31.051         |                  |
| 2 - 1:37.590        | 7 - 1:27.729         |                  |
| 3 - 1:32.047        | 8 - <b>1:25.130</b>  |                  |
| 4 - 1:29.870        | 9 - 1:27.906         |                  |
| 5 - 1:27.772        |                      |                  |

Weather/Track: Drizzle/Wet

# HSCC Classic Racing Cars

## RACE 1 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                      |              |
|---------------------|----------------------|--------------|
| <b>16</b>           | <b>Mark LINSTONE</b> | Brabham BT21 |
| 1 - X:00.000        | 6 - 1:29.792         |              |
| 2 - 1:31.834        | 7 - <b>1:26.634</b>  |              |
| 3 - 1:29.977        | 8 - 1:28.132         |              |
| 4 - 1:29.224        | 9 - 1:27.048         |              |
| 5 - 1:29.394        |                      |              |
| <b>23</b>           | <b>Martin HAINES</b> | Merlyn Mk20  |
| 1 - X:00.000        | 6 - 1:48.479         |              |
| 2 - 1:37.709        | 7 - 1:37.614         |              |
| 3 - 1:34.428        | 8 - 1:35.243         |              |
| 4 - 1:32.886        | 9 - 2:05.327P        |              |
| 5 - <b>1:29.856</b> |                      |              |
| <b>26</b>           | <b>Steve SEAMAN</b>  | Brabham BT21 |
| 1 - X:00.000        | 6 - 1:30.370         |              |
| 2 - 1:38.450        | 7 - 1:27.788         |              |
| 3 - 1:30.263        | 8 - <b>1:25.392</b>  |              |
| 4 - 1:28.505        | 9 - 1:27.028         |              |
| 5 - 1:26.332        |                      |              |
| <b>33</b>           | <b>Nicholas BALL</b> | Chevron B14  |
| 1 - X:00.000        | 6 - 1:37.376         |              |
| 2 - 1:36.025        | 7 - 1:29.887         |              |
| 3 - 1:34.770        | 8 - 1:29.890         |              |
| 4 - 1:29.453        | 9 - 1:40.553         |              |
| 5 - <b>1:27.465</b> |                      |              |
| <b>37</b>           | <b>Lincoln SMALL</b> | Brabham BT10 |
| 1 - X:00.000        | 6 - <b>1:38.170</b>  |              |
| 2 - 1:46.475        | 7 - 1:39.378         |              |
| 3 - 1:41.521        | 8 - 1:40.345         |              |
| 4 - 1:43.068        |                      |              |
| 5 - 1:39.198        |                      |              |
| <b>38</b>           | <b>John BROWN</b>    | Merlyn Mk9   |
| 1 - X:00.000        | 6 - <b>1:36.314</b>  |              |
| 2 - 1:38.551        | 7 - 1:37.194         |              |
| 3 - 1:38.492        | 8 - 1:37.747         |              |
| 4 - 1:38.185        |                      |              |
| 5 - 1:38.839        |                      |              |

Weather/Track: Drizzle/Wet

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 09:00 End: 09:12

Printed - 09:15 Saturday, 18 October 2014

# HSCC Classic Racing Cars

## RACE 1 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |              |
|---------------------|------------------------|--------------|
| <b>50</b>           | <b>Matthew WRIGLEY</b> | Merlyn Mk20a |
| 1 - X:00.000        | 6 - 1:33.344           |              |
| 2 - 1:36.723        | 7 - 1:32.196           |              |
| 3 - 1:33.756        | 8 - 1:31.946           |              |
| 4 - 1:34.776        | 9 - 1:31.813           |              |
| 5 - <b>1:31.635</b> |                        |              |
| <b>62</b>           | <b>Geoffrey O'NION</b> | Tecno F3     |
| 1 - X:00.000        | 6 - 1:29.817           |              |
| 2 - 1:38.135        | 7 - 1:29.809           |              |
| 3 - 1:38.060        | 8 - <b>1:27.953</b>    |              |
| 4 - 1:32.321        | 9 - 1:29.574           |              |
| 5 - 1:29.050        |                        |              |
| <b>70</b>           | <b>Jonathan BAINES</b> | Merlyn Mk20  |
| 1 - X:00.000        | 6 - 1:33.730           |              |
| 2 - 1:38.621        | 7 - 1:32.636           |              |
| 3 - 1:32.859        | 8 - <b>1:30.728</b>    |              |
| 4 - 1:31.286        | 9 - 1:33.250           |              |
| 5 - 1:30.918        |                        |              |
| <b>75</b>           | <b>Dennis PICKETT</b>  | Merlyn Mk20s |
| 1 - X:00.000        | 6 - 1:36.932           |              |
| 2 - 1:41.634        | 7 - 1:32.770           |              |
| 3 - 1:36.553        | 8 - 1:35.107           |              |
| 4 - <b>1:31.938</b> | 9 - 1:34.552           |              |
| 5 - 1:32.976        |                        |              |
| <b>88</b>           | <b>Michael SCOTT</b>   | Brabham BT28 |
| 1 - X:00.000        | 6 - 1:25.970           |              |
| 2 - 1:28.100        | 7 - 1:23.852           |              |
| 3 - 1:26.896        | 8 - 1:27.401           |              |
| 4 - 1:23.617        | 9 - <b>1:22.514</b>    |              |
| 5 - 1:22.782        |                        |              |
| <b>96</b>           | <b>Keith MESSER</b>    | Vesey Ford   |
| 1 - X:00.000        | 6 - 1:28.289           |              |
| 2 - 1:37.903        | 7 - <b>1:25.634</b>    |              |
| 3 - 1:31.687        | 8 - 1:29.946           |              |
| 4 - 1:28.205        | 9 - 1:25.989           |              |
| 5 - 1:27.509        |                        |              |

Weather/Track: Drizzle/Wet

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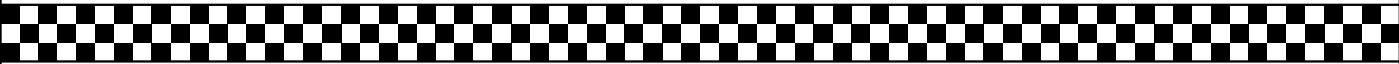
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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 09:00 End: 09:12

Printed - 09:15 Saturday, 18 October 2014

# HSCC Classic Racing Cars

## RACE 1 - GRID - Silverstone - 18 October 2014

|                                                                                     |    |         |    |          |
|-------------------------------------------------------------------------------------|----|---------|----|----------|
| ROW 9                                                                               | 37 | SMALL   | 38 | BROWN    |
| ROW 8                                                                               | 4  | PAINTER | 75 | PICKETT  |
| ROW 7                                                                               | 50 | WRIGLEY | 70 | BAINES   |
| ROW 6                                                                               | 23 | HAINES  | 62 | O'NION   |
| ROW 5                                                                               | 33 | BALL    | 16 | LINSTONE |
| ROW 4                                                                               | 96 | MESSER  | 26 | SEAMAN   |
| ROW 3                                                                               | 15 | LOVETT  | 5  | ROSS     |
| ROW 2                                                                               | 6  | BOSSON  | 88 | SCOTT    |
| ROW 1                                                                               | 12 | JARVIS  | 1  | JONES    |
| POLE                                                                                |    |         |    |          |
|  |    |         |    |          |

Weather/Track: Drizzle/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:00 End: 09:12

Clerk of the Course:

Timekeeper:

# HSCC Classic Racing Cars

## RACE 1 - CLASSIFICATION - Silverstone - 18 October 2014

| POS            | NO | CL | DRIVER          | NAT | CAR              | TIME      | LAPS | GAP      | MPH   | BEST      |
|----------------|----|----|-----------------|-----|------------------|-----------|------|----------|-------|-----------|
| 1              | 1  | G  | Ian JONES       |     | Lotus 59         | 20:06.771 | 16   |          | 77.98 | 1:12.701  |
| 2              | 12 | G  | Andy JARVIS     |     | Palliser WDB 2   | 20:23.255 | 16   | 16.484   | 76.93 | 1:14.358  |
| 3              | 5  | G  | Antony ROSS     |     | Lotus 59         | 20:28.218 | 16   | 21.447   | 76.62 | 1:12.204  |
| 4              | 26 | D  | Steve SEAMAN    |     | Brabham BT21     | 20:44.219 | 16   | 37.448   | 75.63 | 1:13.693  |
| 5              | 6  | D  | Leif BOSSON     |     | Brabham BT28     | 20:46.844 | 16   | 40.073   | 75.47 | 1:14.949  |
| 6              | 88 | D  | Michael SCOTT   |     | Brabham BT28     | 21:02.275 | 16   | 55.504   | 74.55 | 1:13.717  |
| 7              | 15 | G  | James LOVETT    |     | Winkelmann WDB-2 | 21:05.546 | 16   | 58.775   | 74.36 | 1:14.109  |
| 8              | 16 | D  | Mark LINSTONE   |     | Brabham BT21     | 21:06.080 | 16   | 59.309   | 74.33 | 1:14.140  |
| 9              | 4  | G  | Frank PAINTER   |     | Brabham BT16     | 20:07.862 | 15   | 1 LAP    | 73.02 | 1:16.302  |
| 10             | 33 | G  | Nicholas BALL   |     | Chevron B14      | 20:41.015 | 15   | 1 LAP    | 71.07 | 1:16.750  |
| 11             | 38 | G  | John BROWN      |     | Merlyn Mk9       | 20:48.859 | 15   | 1 LAP    | 70.63 | 1:18.925  |
| 12             | 70 | F  | Jonathan BAINES |     | Merlyn Mk20      | 20:54.292 | 15   | 1 LAP    | 70.32 | 1:19.831  |
| 13             | 50 | F  | Matthew WRIGLEY |     | Merlyn Mk20a     | 20:08.600 | 14   | 2 LAPS   | 68.10 | 1:22.874  |
| 14             | 37 | B  | Lincoln SMALL   |     | Brabham BT10     | 20:24.186 | 14   | 2 LAPS   | 67.23 | 1:23.529  |
| 15             | 96 | D  | Keith MESSER    |     | Vesey Ford       | 20:29.809 | 14   | 2 LAPS   | 66.92 | 1:13.351  |
| 16             | 23 | F  | Martin HAINES   |     | Merlyn Mk20      | 20:57.817 | 14   | 2 LAPS   | 65.43 | 1:25.242  |
| NOT CLASSIFIED |    |    |                 |     |                  |           |      |          |       |           |
| 62             | D  |    | Geoffrey O'NION |     | Tecno F3         | 7:11.162  | 5    | D.N.F.   | 67.73 | 1:23.194  |
| FASTEST LAP    |    |    |                 |     |                  |           |      |          |       |           |
| 5              | G  |    | Antony ROSS     |     | Lotus 59         | 1:12.204  | 16   | 81.71mph |       | 131.51kph |
| 96             | D  |    | Keith MESSER    |     | Vesey Ford       | 1:13.351  | 14   | 80.44mph |       | 129.45kph |
| 70             | F  |    | Jonathan BAINES |     | Merlyn Mk20      | 1:19.831  | 15   | 73.91mph |       | 118.94kph |
| 37             | B  |    | Lincoln SMALL   |     | Brabham BT10     | 1:23.529  | 14   | 70.63mph |       | 113.68kph |

Car 75 DNS.

Weather/Track: Cloud/Drying

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 12:52 End: 13:12

Clerk of the Course:

Timekeeper:

# HSCC Classic Racing Cars

## RACE 1 - LAP ANALYSIS - Silverstone - 18 October 2014

|              |               |                  |               |
|--------------|---------------|------------------|---------------|
| 1            | Ian JONES     | Lotus 59         |               |
| 1 - 1:17.977 | 6 - 1:15.577  | 11 - 1:13.211    | 16 - 1:12.701 |
| 2 - 1:16.585 | 7 - 1:20.983  | 12 - 1:13.755    |               |
| 3 - 1:16.870 | 8 - 1:17.432  | 13 - 1:13.358    |               |
| 4 - 1:15.281 | 9 - 1:14.680  | 14 - 1:13.185    |               |
| 5 - 1:15.883 | 10 - 1:15.200 | 15 - 1:14.093    |               |
| 4            | Frank PAINTER | Brabham BT16     |               |
| 1 - 1:32.671 | 6 - 1:19.675  | 11 - 1:18.666    |               |
| 2 - 1:21.896 | 7 - 1:19.073  | 12 - 1:17.910    |               |
| 3 - 1:23.437 | 8 - 1:19.055  | 13 - 1:18.009    |               |
| 4 - 1:23.291 | 9 - 1:20.182  | 14 - 1:17.152    |               |
| 5 - 1:22.362 | 10 - 1:18.181 | 15 - 1:16.302    |               |
| 5            | Antony ROSS   | Lotus 59         |               |
| 1 - 1:21.845 | 6 - 1:15.533  | 11 - 1:14.896    | 16 - 1:12.204 |
| 2 - 1:17.705 | 7 - 1:15.438  | 12 - 1:24.002    |               |
| 3 - 1:17.021 | 8 - 1:16.921  | 13 - 1:14.448    |               |
| 4 - 1:15.071 | 9 - 1:15.656  | 14 - 1:14.757    |               |
| 5 - 1:24.506 | 10 - 1:14.350 | 15 - 1:13.865    |               |
| 6            | Leif BOSSON   | Brabham BT28     |               |
| 1 - 1:26.168 | 6 - 1:18.953  | 11 - 1:16.756    | 16 - 1:16.299 |
| 2 - 1:18.821 | 7 - 1:17.813  | 12 - 1:15.615    |               |
| 3 - 1:18.478 | 8 - 1:17.072  | 13 - 1:14.949    |               |
| 4 - 1:18.761 | 9 - 1:18.613  | 14 - 1:15.418    |               |
| 5 - 1:19.656 | 10 - 1:16.572 | 15 - 1:16.900    |               |
| 12           | Andy JARVIS   | Palliser WDB 2   |               |
| 1 - 1:20.314 | 6 - 1:17.824  | 11 - 1:15.059    | 16 - 1:15.242 |
| 2 - 1:17.299 | 7 - 1:18.174  | 12 - 1:14.358    |               |
| 3 - 1:16.754 | 8 - 1:16.965  | 13 - 1:14.974    |               |
| 4 - 1:16.248 | 9 - 1:16.273  | 14 - 1:15.546    |               |
| 5 - 1:17.489 | 10 - 1:15.718 | 15 - 1:15.018    |               |
| 15           | James LOVETT  | Winkelmann WDB-2 |               |
| 1 - 1:29.018 | 6 - 1:21.018  | 11 - 1:15.640    | 16 - 1:14.109 |
| 2 - 1:22.561 | 7 - 1:19.447  | 12 - 1:16.600    |               |
| 3 - 1:21.779 | 8 - 1:18.503  | 13 - 1:14.900    |               |
| 4 - 1:22.725 | 9 - 1:17.279  | 14 - 1:16.030    |               |
| 5 - 1:24.447 | 10 - 1:16.027 | 15 - 1:15.463    |               |

Car 75 DNS.  
Weather/Track: Cloud/Drying

# HSCC Classic Racing Cars

## RACE 1 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                      |               |              |  |  |  |
|----------------------------------------------------------------------|---------------|--------------|--|--|--|
| 16                                                                   | Mark LINSTONE | Brabham BT21 |  |  |  |
| 1 - 1:38.260      6 - 1:19.696      11 - 1:15.356      16 - 1:14.140 |               |              |  |  |  |
| 2 - 1:21.258      7 - 1:19.483      12 - 1:16.749                    |               |              |  |  |  |
| 3 - 1:22.582      8 - 1:17.996      13 - 1:16.093                    |               |              |  |  |  |
| 4 - 1:19.812      9 - 1:16.444      14 - 1:15.704                    |               |              |  |  |  |
| 5 - 1:21.843      10 - 1:16.103      15 - 1:14.561                   |               |              |  |  |  |
| 23                                                                   | Martin HAINES | Merlyn Mk20  |  |  |  |
| 1 - 1:42.896      6 - 1:27.876      11 - 1:26.850                    |               |              |  |  |  |
| 2 - 1:27.921      7 - 1:26.982      12 - 1:31.866                    |               |              |  |  |  |
| 3 - 1:28.450      8 - 1:27.659      13 - 1:26.323                    |               |              |  |  |  |
| 4 - 1:29.343      9 - 1:32.719      14 - 1:25.242                    |               |              |  |  |  |
| 5 - 1:26.655      10 - 1:37.035                                      |               |              |  |  |  |
| 26                                                                   | Steve SEAMAN  | Brabham BT21 |  |  |  |
| 1 - 1:25.101      6 - 1:28.838      11 - 1:15.211      16 - 1:13.961 |               |              |  |  |  |
| 2 - 1:18.207      7 - 1:16.490      12 - 1:15.204                    |               |              |  |  |  |
| 3 - 1:17.329      8 - 1:17.140      13 - 1:14.691                    |               |              |  |  |  |
| 4 - 1:16.528      9 - 1:17.731      14 - 1:13.693                    |               |              |  |  |  |
| 5 - 1:19.797      10 - 1:18.062      15 - 1:16.236                   |               |              |  |  |  |
| 33                                                                   | Nicholas BALL | Chevron B14  |  |  |  |
| 1 - 1:38.577      6 - 1:27.010      11 - 1:18.856                    |               |              |  |  |  |
| 2 - 1:23.503      7 - 1:21.604      12 - 1:16.750                    |               |              |  |  |  |
| 3 - 1:22.819      8 - 1:20.829      13 - 1:27.839                    |               |              |  |  |  |
| 4 - 1:24.095      9 - 1:20.810      14 - 1:18.484                    |               |              |  |  |  |
| 5 - 1:21.793      10 - 1:18.452      15 - 1:19.594                   |               |              |  |  |  |
| 37                                                                   | Lincoln SMALL | Brabham BT10 |  |  |  |
| 1 - 1:40.304      6 - 1:28.431      11 - 1:25.972                    |               |              |  |  |  |
| 2 - 1:28.180      7 - 1:29.236      12 - 1:23.790                    |               |              |  |  |  |
| 3 - 1:27.623      8 - 1:26.208      13 - 1:25.538                    |               |              |  |  |  |
| 4 - 1:27.834      9 - 1:24.749      14 - 1:23.529                    |               |              |  |  |  |
| 5 - 1:28.142      10 - 1:24.650                                      |               |              |  |  |  |
| 38                                                                   | John BROWN    | Merlyn Mk9   |  |  |  |
| 1 - 1:32.673      6 - 1:23.724      11 - 1:21.983                    |               |              |  |  |  |
| 2 - 1:24.535      7 - 1:22.808      12 - 1:19.945                    |               |              |  |  |  |
| 3 - 1:26.206      8 - 1:22.346      13 - 1:20.790                    |               |              |  |  |  |
| 4 - 1:25.203      9 - 1:22.713      14 - 1:18.925                    |               |              |  |  |  |
| 5 - 1:26.259      10 - 1:21.349      15 - 1:19.400                   |               |              |  |  |  |

Car 75 DNS.  
Weather/Track: Cloud/Drying

# HSCC Classic Racing Cars

## RACE 1 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                                                                                                                                                                  |                 |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------|
| 50                                                                                                                                                                                                                                                                                               | Matthew WRIGLEY | Merlyn Mk20a |
| 1 - 1:43.338      6 - 1:25.080      11 - <b>1:22.874</b><br>2 - 1:28.111      7 - 1:25.101      12 - 1:23.679<br>3 - 1:26.231      8 - 1:25.086      13 - 1:23.026<br>4 - 1:25.889      9 - 1:24.471      14 - 1:23.773<br>5 - 1:25.854      10 - 1:26.087                                       |                 |              |
| 62                                                                                                                                                                                                                                                                                               | Geoffrey O'NION | Tecno F3     |
| 1 - 1:36.958<br>2 - 1:23.818<br>3 - 1:23.215<br>4 - 1:23.977<br>5 - <b>1:23.194</b>                                                                                                                                                                                                              |                 |              |
| 70                                                                                                                                                                                                                                                                                               | Jonathan BAINES | Merlyn Mk20  |
| 1 - 1:32.383      6 - 1:23.930      11 - 1:20.917<br>2 - 1:27.013      7 - 1:22.992      12 - 1:20.342<br>3 - 1:24.864      8 - 1:22.026      13 - 1:20.200<br>4 - 1:25.469      9 - 1:23.062      14 - 1:21.674<br>5 - 1:25.648      10 - 1:23.941      15 - <b>1:19.831</b>                    |                 |              |
| 88                                                                                                                                                                                                                                                                                               | Michael SCOTT   | Brabham BT28 |
| 1 - 1:22.203      6 - 1:17.459      11 - 1:16.089      16 - <b>1:13.717</b><br>2 - 1:18.199      7 - 1:18.254      12 - 1:16.665<br>3 - 1:17.924      8 - 1:18.074      13 - 1:14.599<br>4 - 1:16.871      9 - 1:16.400      14 - 1:14.162<br>5 - 1:52.418      10 - 1:15.233      15 - 1:14.008 |                 |              |
| 96                                                                                                                                                                                                                                                                                               | Keith MESSER    | Vesey Ford   |
| 1 - 1:31.020      6 - 1:19.604      11 - 1:14.881<br>2 - 1:34.839P      7 - 1:17.214      12 - 1:17.656<br>3 - 2:39.732P      8 - 1:15.561      13 - 1:14.812<br>4 - 2:01.785      9 - 1:15.537      14 - <b>1:13.351</b><br>5 - 1:17.912      10 - 1:15.905                                     |                 |              |

Car 75 DNS.  
Weather/Track: Cloud/Drying

# HSCC Classic Racing Cars

## RACE 1 - LAP CHART - Silverstone - 18 October 2014

| 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     |        | 1:17.977 | 1     |        | 1:16.585  | 1     |        | 1:16.870 | 1     |          | 1:15.281  | 1     |          | 1:15.883 |
| 12    | 2.337  | 1:20.314 | 12    | 3.051  | 1:17.299  | 12    | 2.935  | 1:16.754 | 12    | 3.902    | 1:16.248  | 12    | 5.508    | 1:17.489 |
| 5     | 3.868  | 1:21.845 | 5     | 4.988  | 1:17.705  | 5     | 5.139  | 1:17.021 | 5     | 4.929    | 1:15.071  | 5     | 13.552   | 1:24.506 |
| 88    | 4.226  | 1:22.203 | 88    | 5.840  | 1:18.199  | 88    | 6.894  | 1:17.924 | 88    | 8.484    | 1:16.871  | 26    | 14.366   | 1:19.797 |
| 26    | 7.124  | 1:25.101 | 26    | 8.746  | 1:18.207  | 26    | 9.205  | 1:17.329 | 26    | 10.452   | 1:16.528  | 6     | 19.288   | 1:19.656 |
| 6     | 8.191  | 1:26.168 | 6     | 10.427 | 1:18.821  | 6     | 12.035 | 1:18.478 | 6     | 15.515   | 1:18.761  | 15    | 37.934   | 1:24.447 |
| 15    | 11.041 | 1:29.018 | 15    | 17.017 | 1:22.561  | 15    | 21.926 | 1:21.779 | 15    | 29.370   | 1:22.725  | 4     | 41.061   | 1:22.362 |
| 96    | 13.043 | 1:31.020 | 4     | 20.005 | 1:21.896  | 4     | 26.572 | 1:23.437 | 4     | 34.582   | 1:23.291  | 16    | 41.159   | 1:21.843 |
| 70    | 14.406 | 1:32.383 | 38    | 22.646 | 1:24.535  | 16    | 30.668 | 1:22.582 | 16    | 35.199   | 1:19.812  | 88    | 45.019   | 1:52.418 |
| 38    | 14.696 | 1:32.673 | 70    | 24.834 | 1:27.013  | 38    | 31.982 | 1:26.206 | 96    | 1 LAP    | 2:39.732P | 33    | 48.191   | 1:21.793 |
| 4     | 14.694 | 1:32.671 | 16    | 24.956 | 1:21.258  | 62    | 32.559 | 1:23.215 | 62    | 41.255   | 1:23.977  | 62    | 48.566   | 1:23.194 |
| 62    | 18.981 | 1:36.958 | 62    | 26.214 | 1:23.818  | 70    | 32.828 | 1:24.864 | 38    | 41.904   | 1:25.203  | 38    | 52.280   | 1:26.259 |
| 16    | 20.283 | 1:38.260 | 33    | 27.518 | 1:23.503  | 33    | 33.467 | 1:22.819 | 33    | 42.281   | 1:24.095  | 70    | 52.781   | 1:25.648 |
| 33    | 20.600 | 1:38.577 | 96    | 31.297 | 1:34.839P | 37    | 44.675 | 1:27.623 | 70    | 43.016   | 1:25.469  | 50    | 1:06.827 | 1:25.854 |
| 37    | 22.327 | 1:40.304 | 37    | 33.922 | 1:28.180  | 50    | 46.248 | 1:26.231 | 50    | 56.856   | 1:25.889  | 37    | 1:09.487 | 1:28.142 |
| 23    | 24.919 | 1:42.896 | 23    | 36.255 | 1:27.921  | 23    | 47.835 | 1:28.450 | 37    | 57.228   | 1:27.834  | 23    | 1:12.669 | 1:26.655 |
| 50    | 25.361 | 1:43.338 | 50    | 36.887 | 1:28.111  |       |        |          | 23    | 1:01.897 | 1:29.343  |       |          |          |

Car 75 DNS.  
Weather/Track: Cloud/Drying

# HSCC Classic Racing Cars

## RACE 1 - LAP CHART - Silverstone - 18 October 2014

(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     |          | 1:15.577 | 1     |          | 1:20.983 | 1     |          | 1:17.432 | 1     |          | 1:14.680 | 1      |          | 1:15.200 |
| 12    | 7.755    | 1:17.824 | 37    | 1 LAP    | 1:28.431 | 50    | 1 LAP    | 1:25.101 | 12    | 6.072    | 1:16.273 | 70     | 1 LAP    | 1:23.062 |
| 96    | 2 LAPS   | 2:01.785 | 23    | 1 LAP    | 1:27.876 | 12    | 4.479    | 1:16.965 | 5     | 8.428    | 1:15.656 | 12     | 6.590    | 1:15.718 |
| 5     | 13.508   | 1:15.533 | 12    | 4.946    | 1:18.174 | 5     | 7.452    | 1:16.921 | 96    | 2 LAPS   | 1:17.214 | 5      | 7.578    | 1:14.350 |
| 6     | 22.664   | 1:18.953 | 96    | 2 LAPS   | 1:17.912 | 96    | 2 LAPS   | 1:19.604 | 50    | 1 LAP    | 1:25.086 | 96     | 2 LAPS   | 1:15.561 |
| 26    | 27.627   | 1:28.838 | 5     | 7.963    | 1:15.438 | 37    | 1 LAP    | 1:29.236 | 6     | 23.067   | 1:18.613 | 50     | 1 LAP    | 1:24.471 |
| 15    | 43.375   | 1:21.018 | 6     | 19.494   | 1:17.813 | 23    | 1 LAP    | 1:26.982 | 37    | 1 LAP    | 1:26.208 | 6      | 24.439   | 1:16.572 |
| 4     | 45.159   | 1:19.675 | 26    | 23.134   | 1:16.490 | 6     | 19.134   | 1:17.072 | 26    | 25.893   | 1:17.731 | 26     | 28.755   | 1:18.062 |
| 16    | 45.278   | 1:19.696 | 15    | 41.839   | 1:19.447 | 26    | 22.842   | 1:17.140 | 23    | 1 LAP    | 1:27.659 | 37     | 1 LAP    | 1:24.749 |
| 88    | 46.901   | 1:17.459 | 4     | 43.249   | 1:19.073 | 15    | 42.910   | 1:18.503 | 15    | 45.509   | 1:17.279 | 23     | 1 LAP    | 1:32.719 |
| 33    | 59.624   | 1:27.010 | 16    | 43.778   | 1:19.483 | 16    | 44.342   | 1:17.996 | 16    | 46.106   | 1:16.444 | 15     | 46.336   | 1:16.027 |
| 38    | 1:00.427 | 1:23.724 | 88    | 44.172   | 1:18.254 | 88    | 44.814   | 1:18.074 | 88    | 46.534   | 1:16.400 | 88     | 46.567   | 1:15.233 |
| 70    | 1:01.134 | 1:23.930 | 33    | 1:00.245 | 1:21.604 | 4     | 44.872   | 1:19.055 | 4     | 50.374   | 1:20.182 | 16     | 47.009   | 1:16.103 |
| 50    | 1:16.330 | 1:25.080 | 38    | 1:02.252 | 1:22.808 | 33    | 1:03.642 | 1:20.829 | 33    | 1:09.772 | 1:20.810 | 4      | 53.355   | 1:18.181 |
|       |          |          | 70    | 1:03.143 | 1:22.992 | 38    | 1:07.166 | 1:22.346 | 38    | 1:15.199 | 1:22.713 | 33     | 1:13.024 | 1:18.452 |
|       |          |          |       |          |          | 70    | 1:07.737 | 1:22.026 |       |          |          |        |          |          |

Car 75 DNS.

Weather/Track: Cloud/Drying

www.mstworld.com

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Silverstone

Circuit Length = 1.6390 miles.

Start: 12:52 End: 13:12

Printed - 13:15 Saturday, 18 October 2014

# HSCC Classic Racing Cars

## RACE 1 - LAP CHART - Silverstone - 18 October 2014

(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      |        | 1:13.211 | 1      |          | 1:13.755 | 1      |          | 1:13.358 | 1      |          | 1:13.185 | 1      |        | 1:14.093 |
| 38     | 1 LAP  | 1:21.349 | 33     | 1 LAP    | 1:18.856 | 23     | 2 LAPS   | 1:26.850 | 12     | 13.018   | 1:15.546 | 37     | 2 LAPS | 1:25.538 |
| 12     | 8.438  | 1:15.059 | 12     | 9.041    | 1:14.358 | 33     | 1 LAP    | 1:16.750 | 96     | 2 LAPS   | 1:17.656 | 12     | 13.943 | 1:15.018 |
| 5      | 9.263  | 1:14.896 | 96     | 2 LAPS   | 1:15.905 | 12     | 10.657   | 1:14.974 | 5      | 22.172   | 1:14.757 | 5      | 21.944 | 1:13.865 |
| 70     | 1 LAP  | 1:23.941 | 38     | 1 LAP    | 1:21.983 | 96     | 2 LAPS   | 1:14.881 | 33     | 1 LAP    | 1:27.839 | 96     | 2 LAPS | 1:14.812 |
| 96     | 2 LAPS | 1:15.537 | 70     | 1 LAP    | 1:20.917 | 5      | 20.600   | 1:14.448 | 23     | 2 LAPS   | 1:31.866 | 33     | 1 LAP  | 1:18.484 |
| 6      | 27.984 | 1:16.756 | 5      | 19.510   | 1:24.002 | 38     | 1 LAP    | 1:19.945 | 38     | 1 LAP    | 1:20.790 | 38     | 1 LAP  | 1:18.925 |
| 26     | 30.755 | 1:15.211 | 6      | 29.844   | 1:15.615 | 70     | 1 LAP    | 1:20.342 | 70     | 1 LAP    | 1:20.200 | 26     | 36.188 | 1:16.236 |
| 50     | 1 LAP  | 1:26.087 | 26     | 32.204   | 1:15.204 | 6      | 31.435   | 1:14.949 | 6      | 33.668   | 1:15.418 | 6      | 36.475 | 1:16.900 |
| 37     | 1 LAP  | 1:24.650 | 50     | 1 LAP    | 1:22.874 | 26     | 33.537   | 1:14.691 | 26     | 34.045   | 1:13.693 | 23     | 2 LAPS | 1:26.323 |
| 15     | 48.765 | 1:15.640 | 15     | 51.610   | 1:16.600 | 15     | 53.152   | 1:14.900 | 88     | 54.573   | 1:14.162 | 70     | 1 LAP  | 1:21.674 |
| 16     | 49.154 | 1:15.356 | 16     | 52.148   | 1:16.749 | 88     | 53.596   | 1:14.599 | 15     | 55.997   | 1:16.030 | 88     | 54.488 | 1:14.008 |
| 88     | 49.445 | 1:16.089 | 88     | 52.355   | 1:16.665 | 16     | 54.883   | 1:16.093 | 16     | 57.402   | 1:15.704 | 15     | 57.367 | 1:15.463 |
| 4      | 58.810 | 1:18.666 | 37     | 1 LAP    | 1:25.972 | 50     | 1 LAP    | 1:23.679 | 50     | 1 LAP    | 1:23.026 | 16     | 57.870 | 1:14.561 |
| 23     | 1 LAP  | 1:37.035 | 4      | 1:02.965 | 1:17.910 | 4      | 1:07.616 | 1:18.009 | 4      | 1:11.583 | 1:17.152 |        |        |          |
|        |        |          |        |          |          | 37     | 1 LAP    | 1:23.790 |        |          |          |        |        |          |

Car 75 DNS.

Weather/Track: Cloud/Drying

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Silverstone

Circuit Length = 1.6390 miles.

Start: 12:52 End: 13:12

Printed - 13:15 Saturday, 18 October 2014

# HSCC Classic Racing Cars

## RACE 1 - LAP CHART - Silverstone - 18 October 2014

(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 |
| 1      |        | 1:12.701 |        |        |         |        |        |         |        |        |         |        |        |         |
| 4      | 1 LAP  | 1:16.302 |        |        |         |        |        |         |        |        |         |        |        |         |
| 50     | 2 LAPS | 1:23.773 |        |        |         |        |        |         |        |        |         |        |        |         |
| 12     | 16.484 | 1:15.242 |        |        |         |        |        |         |        |        |         |        |        |         |
| 37     | 2 LAPS | 1:23.529 |        |        |         |        |        |         |        |        |         |        |        |         |
| 5      | 21.447 | 1:12.204 |        |        |         |        |        |         |        |        |         |        |        |         |
| 96     | 2 LAPS | 1:13.351 |        |        |         |        |        |         |        |        |         |        |        |         |
| 33     | 1 LAP  | 1:19.594 |        |        |         |        |        |         |        |        |         |        |        |         |
| 26     | 37.448 | 1:13.961 |        |        |         |        |        |         |        |        |         |        |        |         |
| 6      | 40.073 | 1:16.299 |        |        |         |        |        |         |        |        |         |        |        |         |
| 38     | 1 LAP  | 1:19.400 |        |        |         |        |        |         |        |        |         |        |        |         |
| 70     | 1 LAP  | 1:19.831 |        |        |         |        |        |         |        |        |         |        |        |         |
| 23     | 2 LAPS | 1:25.242 |        |        |         |        |        |         |        |        |         |        |        |         |
| 88     | 55.504 | 1:13.717 |        |        |         |        |        |         |        |        |         |        |        |         |
| 15     | 58.775 | 1:14.109 |        |        |         |        |        |         |        |        |         |        |        |         |
| 16     | 59.309 | 1:14.140 |        |        |         |        |        |         |        |        |         |        |        |         |

Car 75 DNS.

Weather/Track: Cloud/Drying

[www.mstworld.com](http://www.mstworld.com)

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Silverstone

Circuit Length = 1.6390 miles.

Start: 12:52 End: 13:12

Printed - 13:15 Saturday, 18 October 2014

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER             | NAT | CAR                      | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|--------------------|-----|--------------------------|----------|------|--------|-------|
| 1   | 5   | C  | Peter SHAW         |     | Lotus Elan S1            | 1:20.723 | 10   |        | 73.09 |
| 2   | 4   | A  | Bruce STAPLETON    |     | Morgan Plus 8            | 1:22.238 | 10   | 1.515  | 71.74 |
| 3   | 11  | A  | Matthew TRUELOVE   |     | TVR Griffith             | 1:22.476 | 9    | 1.753  | 71.54 |
| 4   | 36  | C  | Frazer GIBNEY      |     | Lotus Elan S1            | 1:23.636 | 9    | 2.913  | 70.54 |
| 5   | 52  | C  | Justin MURPHY      |     | Ginetta G4               | 1:25.292 | 6    | 4.569  | 69.17 |
| 6   | 99  | G  | Chris KEEN         |     | Kurtis 500S              | 1:25.614 | 9    | 4.891  | 68.91 |
| 7   | 55  | A  | Nick SAVAGE        |     | Chevrolet Camaro         | 1:25.760 | 9    | 5.037  | 68.80 |
| 8   | 66  | C  | Jonathan STRINGER  |     | Lotus Seven S2           | 1:26.353 | 9    | 5.630  | 68.32 |
| 9   | 98  | A  | Kevin KIVLOCHAN    |     | Morgan Plus 8            | 1:26.354 | 9    | 5.631  | 68.32 |
| 10  | 16  | C  | Robert ROWE        |     | Lotus Elan Elan S3       | 1:27.304 | 9    | 6.581  | 67.58 |
| 11  | 1   | D  | John SHAW          |     | Porsche 911              | 1:27.352 | 9    | 6.629  | 67.54 |
| 12  | 9   | C  | Roger WAITE        |     | Lotus Elan S1            | 1:27.481 | 9    | 6.758  | 67.44 |
| 13  | 87  | C  | Bill SMITH         |     | Marcos 1600GT            | 1:27.618 | 9    | 6.895  | 67.34 |
| 14  | 12  | C  | Johan DENEKAMP     |     | Marcos 1800 GT           | 1:27.643 | 9    | 6.920  | 67.32 |
| 15  | 69  | C  | Andrew SHEPHERD    |     | Lotus Seven S2           | 1:27.645 | 9    | 6.922  | 67.32 |
| 16  | 17  | A  | Adam SIMMONDS      |     | Ford Mustang             | 1:28.557 | 9    | 7.834  | 66.62 |
| 17  | 51  | C  | Shad EDDIN         |     | Ginetta G4               | 1:28.940 | 8    | 8.217  | 66.34 |
| 18  | 91  | F  | Richard OWEN       |     | Triumph TR2              | 1:29.142 | 9    | 8.419  | 66.19 |
| 19  | 6   | C  | Larry KENNEDY      |     | Lotus Elan S4            | 1:29.152 | 9    | 8.429  | 66.18 |
| 20  | 32  | C  | Patrick WARD-BOOTH |     | Ginetta G4               | 1:30.629 | 9    | 9.906  | 65.10 |
| 21  | 88  | D  | Paul BROWN         |     | MG B GT                  | 1:31.461 | 8    | 10.738 | 64.51 |
| 22  | 28  | B  | Sam SPINDLOW       |     | Morgan Plus 4            | 1:31.697 | 9    | 10.974 | 64.34 |
| 23  | 54  | D  | Jason WILLIAMS     |     | Porsche 911E             | 1:32.088 | 8    | 11.365 | 64.07 |
| 24  | 50  | G  | Kristy BROOKS      |     | Lotus Elan               | 1:32.710 | 8    | 11.987 | 63.64 |
| 25  | 22  | E  | Tony DAVIS         |     | Austin Healey Sprite     | 1:34.113 | 8    | 13.390 | 62.69 |
| 26  | 77  | A  | Mike FREEMAN       |     | Lotus Elite              | 1:34.412 | 8    | 13.689 | 62.49 |
| 27  | 31  | E  | Ian BURFORD        |     | MG Lenham Le Mans        | 1:36.666 | 4    | 15.943 | 61.03 |
| 28  | 35  | D  | Richard DISBROW    |     | Turner Mk 2              | 1:37.659 | 8    | 16.936 | 60.41 |
| 29  | 41  | G  | Nik SPENCER        |     | MG B                     | 1:39.035 | 4    | 18.312 | 59.57 |
| 30  | 21  | E  | Peter CHAPPELL     |     | Austin Healey Sprite Mk1 | 1:39.151 | 8    | 18.428 | 59.50 |
| 31  | 996 | E  | Jim GATHERCOLE     |     | MG Midget                | 1:40.218 | 6    | 19.495 | 58.87 |

Weather/Track: Drizzle/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:18 End: 09:30

Clerk of the Course:

Timekeeper:

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                         |               |
|---------------------|-------------------------|---------------|
| <b>1</b>            | <b>John SHAW</b>        | Porsche 911   |
| 1 - 7:39.302        | 6 - <b>1:27.352</b>     |               |
| 2 - 1:32.730        | 7 - 1:28.395            |               |
| 3 - 1:28.156        | 8 - 1:27.600            |               |
| 4 - 1:28.261        | 9 - 1:29.419            |               |
| 5 - 1:28.502        |                         |               |
| <b>4</b>            | <b>Bruce STAPLETON</b>  | Morgan Plus 8 |
| 1 - 7:08.640        | 6 - 1:25.447            |               |
| 2 - 1:27.252        | 7 - <b>1:22.238</b>     |               |
| 3 - 1:23.432        | 8 - 1:22.750            |               |
| 4 - 1:25.339        | 9 - 1:25.865            |               |
| 5 - 1:23.563        | 10 - 1:23.401           |               |
| <b>5</b>            | <b>Peter SHAW</b>       | Lotus Elan S1 |
| 1 - 7:16.153        | 6 - <b>1:20.723</b>     |               |
| 2 - 1:23.540        | 7 - 1:21.525            |               |
| 3 - 1:21.307        | 8 - 1:21.950            |               |
| 4 - 1:22.649        | 9 - 1:25.850            |               |
| 5 - 1:21.292        | 10 - 1:22.954           |               |
| <b>6</b>            | <b>Larry KENNEDY</b>    | Lotus Elan S4 |
| 1 - 7:09.039        | 6 - 1:29.601            |               |
| 2 - 1:29.521        | 7 - 1:30.124            |               |
| 3 - 1:48.936        | 8 - 1:32.790            |               |
| 4 - 1:30.482        | 9 - <b>1:29.152</b>     |               |
| 5 - 1:29.587        |                         |               |
| <b>9</b>            | <b>Roger WAITE</b>      | Lotus Elan S1 |
| 1 - 7:00.161        | 6 - 1:27.771            |               |
| 2 - 1:30.655        | 7 - 1:28.574            |               |
| 3 - <b>1:27.481</b> | 8 - 1:30.632            |               |
| 4 - 1:31.326        | 9 - 1:29.125            |               |
| 5 - 1:27.607        |                         |               |
| <b>11</b>           | <b>Matthew TRUELOVE</b> | TVR Griffith  |
| 1 - 7:14.189        | 6 - 1:25.099            |               |
| 2 - 1:29.238        | 7 - <b>1:22.476</b>     |               |
| 3 - 1:25.354        | 8 - 1:24.939            |               |
| 4 - 1:23.961        | 9 - 1:23.846            |               |
| 5 - 1:24.597        |                         |               |

Weather/Track: Drizzle/Wet

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                       |                          |
|---------------------|-----------------------|--------------------------|
| <b>12</b>           | <b>Johan DENEKAMP</b> | Marcos 1800 GT           |
| 1 - 7:24.204        | 6 - 1:32.585          |                          |
| 2 - 1:37.593        | 7 - 1:29.860          |                          |
| 3 - 1:35.469        | 8 - 1:31.744          |                          |
| 4 - 1:29.606        | 9 - 1:28.704          |                          |
| 5 - <b>1:27.643</b> |                       |                          |
| <b>16</b>           | <b>Robert ROWE</b>    | Lotus Elan Elan S3       |
| 1 - 7:06.195        | 6 - <b>1:27.304</b>   |                          |
| 2 - 1:28.750        | 7 - 1:32.631          |                          |
| 3 - 1:28.175        | 8 - 1:28.366          |                          |
| 4 - 1:27.437        | 9 - 1:29.431          |                          |
| 5 - 1:28.698        |                       |                          |
| <b>17</b>           | <b>Adam SIMMONDS</b>  | Ford Mustang             |
| 1 - 7:36.967        | 6 - 1:30.134          |                          |
| 2 - 1:36.368        | 7 - 1:30.565          |                          |
| 3 - 1:32.013        | 8 - 1:37.018          |                          |
| 4 - 1:29.589        | 9 - 1:30.788          |                          |
| 5 - <b>1:28.557</b> |                       |                          |
| <b>21</b>           | <b>Peter CHAPPELL</b> | Austin Healey Sprite Mk1 |
| 1 - 8:02.520        | 6 - 1:42.127          |                          |
| 2 - 1:46.400        | 7 - 1:52.956          |                          |
| 3 - 1:44.973        | 8 - 1:43.657          |                          |
| 4 - 1:40.956        |                       |                          |
| 5 - <b>1:39.151</b> |                       |                          |
| <b>22</b>           | <b>Tony DAVIS</b>     | Austin Healey Sprite     |
| 1 - 7:55.881        | 6 - 1:40.466          |                          |
| 2 - 1:37.569        | 7 - 1:36.776          |                          |
| 3 - 1:37.156        | 8 - 1:35.408          |                          |
| 4 - <b>1:34.113</b> |                       |                          |
| 5 - 1:37.466        |                       |                          |
| <b>28</b>           | <b>Sam SPINDLOW</b>   | Morgan Plus 4            |
| 1 - 7:13.698        | 6 - 1:31.810          |                          |
| 2 - 1:37.685        | 7 - 1:33.567          |                          |
| 3 - 1:33.608        | 8 - 1:33.660          |                          |
| 4 - 1:34.293        | 9 - 1:32.609          |                          |
| 5 - <b>1:31.697</b> |                       |                          |

Weather/Track: Drizzle/Wet

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                                                                                                                                                             |                           |                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------|
| <b>31</b>                                                                                                                                                   | <b>Ian BURFORD</b>        | MG Lenham Le Mans |
| 1 - 7:26.408<br>2 - 1:36.757<br>3 - <b>1:36.666</b><br>4 - 1:41.609P                                                                                        |                           |                   |
| <b>32</b>                                                                                                                                                   | <b>Patrick WARD-BOOTH</b> | Ginetta G4        |
| 1 - 7:23.118      6 - <b>1:30.629</b><br>2 - 1:38.174      7 - 1:30.739<br>3 - 1:34.370      8 - 1:36.563<br>4 - 1:32.566      9 - 1:32.082<br>5 - 1:30.953 |                           |                   |
| <b>35</b>                                                                                                                                                   | <b>Richard DISBROW</b>    | Turner Mk 2       |
| 1 - 7:49.980      6 - 1:38.504<br>2 - 1:45.305      7 - 1:40.759<br>3 - 1:37.685      8 - <b>1:37.659</b><br>4 - 1:40.236<br>5 - 1:38.917                   |                           |                   |
| <b>36</b>                                                                                                                                                   | <b>Frazer GIBNEY</b>      | Lotus Elan S1     |
| 1 - 7:14.499      6 - 1:25.302<br>2 - 1:30.011      7 - 1:25.005<br>3 - 1:25.717      8 - <b>1:23.636</b><br>4 - 1:23.671      9 - 1:25.078<br>5 - 1:24.915 |                           |                   |
| <b>41</b>                                                                                                                                                   | <b>Nik SPENCER</b>        | MG B              |
| 1 - 7:30.695<br>2 - <b>1:39.035</b><br>3 - 1:40.266<br>4 - 2:00.487P                                                                                        |                           |                   |
| <b>50</b>                                                                                                                                                   | <b>Kristy BROOKS</b>      | Lotus Elan        |
| 1 - 8:02.510      6 - 1:36.667<br>2 - 1:38.160      7 - 1:35.931<br>3 - 1:34.519      8 - 1:33.498<br>4 - <b>1:32.710</b><br>5 - 1:35.045                   |                           |                   |

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                          |                  |
|---------------------|--------------------------|------------------|
| <b>51</b>           | <b>Shad EDDIN</b>        | Ginetta G4       |
| 1 - 7:38.847        | 6 - 1:32.869             |                  |
| 2 - 1:54.182        | 7 - 1:31.448             |                  |
| 3 - 1:35.890        | 8 - <b>1:28.940</b>      |                  |
| 4 - 1:31.912        |                          |                  |
| 5 - 1:29.355        |                          |                  |
| <b>52</b>           | <b>Justin MURPHY</b>     | Ginetta G4       |
| 1 - 7:33.078        | 6 - <b>1:25.292</b>      |                  |
| 2 - 1:36.574        |                          |                  |
| 3 - 1:31.287        |                          |                  |
| 4 - 1:27.820        |                          |                  |
| 5 - 1:25.661        |                          |                  |
| <b>54</b>           | <b>Jason WILLIAMS</b>    | Porsche 911E     |
| 1 - 7:40.526        | 6 - 1:32.573             |                  |
| 2 - 1:43.056        | 7 - 1:33.664             |                  |
| 3 - 1:33.765        | 8 - 1:34.773             |                  |
| 4 - 1:33.631        |                          |                  |
| 5 - <b>1:32.088</b> |                          |                  |
| <b>55</b>           | <b>Nick SAVAGE</b>       | Chevrolet Camaro |
| 1 - 7:41.264        | 6 - 1:27.627             |                  |
| 2 - 1:40.489        | 7 - 1:27.233             |                  |
| 3 - 1:32.610        | 8 - 1:34.466             |                  |
| 4 - 1:29.524        | 9 - 1:28.442             |                  |
| 5 - <b>1:25.760</b> |                          |                  |
| <b>66</b>           | <b>Jonathan STRINGER</b> | Lotus Seven S2   |
| 1 - 7:13.716        | 6 - 1:26.475             |                  |
| 2 - 1:30.755        | 7 - 1:26.862             |                  |
| 3 - 1:30.393        | 8 - 1:29.510             |                  |
| 4 - 1:26.987        | 9 - 1:28.704             |                  |
| 5 - <b>1:26.353</b> |                          |                  |
| <b>69</b>           | <b>Andrew SHEPHERD</b>   | Lotus Seven S2   |
| 1 - 7:02.483        | 6 - 1:27.822             |                  |
| 2 - 1:31.061        | 7 - <b>1:27.645</b>      |                  |
| 3 - 1:29.976        | 8 - 1:28.406             |                  |
| 4 - 1:29.068        | 9 - 1:28.133             |                  |
| 5 - 1:29.292        |                          |                  |

Weather/Track: Drizzle/Wet

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                        |               |
|---------------------|------------------------|---------------|
| <b>77</b>           | <b>Mike FREEMAN</b>    | Lotus Elite   |
| 1 - 7:22.575        | 6 - <b>1:34.412</b>    |               |
| 2 - 1:43.397        | 7 - 1:35.133           |               |
| 3 - 1:38.420        | 8 - 1:40.985           |               |
| 4 - 1:35.148        |                        |               |
| 5 - 1:35.311        |                        |               |
| <b>87</b>           | <b>Bill SMITH</b>      | Marcos 1600GT |
| 1 - 7:42.700        | 6 - 1:30.212           |               |
| 2 - 1:33.138        | 7 - 1:30.790           |               |
| 3 - 1:32.027        | 8 - 1:34.059           |               |
| 4 - 1:30.932        | 9 - 1:28.481           |               |
| 5 - <b>1:27.618</b> |                        |               |
| <b>88</b>           | <b>Paul BROWN</b>      | MG B GT       |
| 1 - 7:45.410        | 6 - <b>1:31.461</b>    |               |
| 2 - 1:40.110        | 7 - 1:36.762           |               |
| 3 - 1:45.977        | 8 - 1:34.313           |               |
| 4 - 1:34.603        |                        |               |
| 5 - 1:32.925        |                        |               |
| <b>91</b>           | <b>Richard OWEN</b>    | Triumph TR2   |
| 1 - 7:39.023        | 6 - 1:30.657           |               |
| 2 - 1:36.074        | 7 - 1:30.163           |               |
| 3 - 1:32.273        | 8 - 1:32.843           |               |
| 4 - 1:32.491        | 9 - 1:31.223           |               |
| 5 - <b>1:29.142</b> |                        |               |
| <b>98</b>           | <b>Kevin KIVLOCHAN</b> | Morgan Plus 8 |
| 1 - 6:58.734        | 6 - 1:29.286           |               |
| 2 - 1:30.280        | 7 - 1:28.438           |               |
| 3 - 1:27.789        | 8 - 1:27.748           |               |
| 4 - 1:27.984        | 9 - <b>1:26.354</b>    |               |
| 5 - 1:28.167        |                        |               |
| <b>99</b>           | <b>Chris KEEN</b>      | Kurtis 500S   |
| 1 - 7:12.154        | 6 - <b>1:25.614</b>    |               |
| 2 - 1:32.203        | 7 - 1:27.160           |               |
| 3 - 1:31.098        | 8 - 1:30.075           |               |
| 4 - 1:27.214        | 9 - 1:27.831           |               |
| 5 - 1:28.425        |                        |               |

Weather/Track: Drizzle/Wet

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
(contd.)

|                     |                       |           |
|---------------------|-----------------------|-----------|
| <b>996</b>          | <b>Jim GATHERCOLE</b> | MG Midget |
| 1 - 7:29.248        | 6 - 2:05.834P         |           |
| 2 - 1:44.992        |                       |           |
| 3 - 1:41.328        |                       |           |
| 4 - <b>1:40.218</b> |                       |           |
| 5 - 1:42.500        |                       |           |

**Weather/Track: Drizzle/Wet**

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Page 6 of 6

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 09:18 End: 09:30  
*Printed - 09:32 Saturday, 18 October 2014*

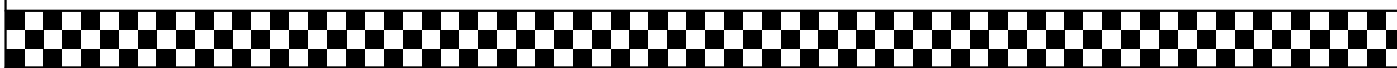
# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - GRID - Silverstone - 18 October 2014

ROW  
16  
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1

|     |            |            |           |
|-----|------------|------------|-----------|
| 996 |            | GATHERCOLE |           |
| 21  | CHAPPELL   | 41         | SPENCER   |
| 35  | DISBROW    | 31         | BURFORD   |
| 77  | FREEMAN    | 22         | DAVIS     |
| 50  | BROOKS     | 54         | WILLIAMS  |
| 28  | SPINDLOW   | 88         | BROWN     |
| 32  | WARD-BOOTH | 6          | KENNEDY   |
| 91  | OWEN       | 51         | EDDIN     |
| 17  | SIMMONDS   | 69         | SHEPHERD  |
| 12  | DENEKAMP   | 87         | SMITH     |
| 9   | WAITE      | 1          | SHAW      |
| 16  | ROWE       | 98         | KIVLOCHAN |
| 66  | STRINGER   | 55         | SAVAGE    |
| 99  | KEEN       | 52         | MURPHY    |
| 36  | GIBNEY     | 11         | TRUELOVE  |
| 4   | STAPLETON  | 5          | SHAW      |

POLE



Weather/Track: Drizzle/Wet

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 09:18 End: 09:30

Clerk of the Course:

Timekeeper:

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - CLASSIFICATION - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER             | NAT | CAR                      | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|-----|----|--------------------|-----|--------------------------|-----------|------|----------|-------|----------|
| 1   | 11  | A  | Matthew TRUELOVE   |     | TVR Griffith             | 20:11.176 | 17   |          | 82.57 | 1:09.800 |
| 2   | 5   | C  | Peter SHAW         |     | Lotus Elan S1            | 20:16.594 | 17   | 5.418    | 82.20 | 1:09.895 |
| 3   | 36  | C  | Frazer GIBNEY      |     | Lotus Elan S1            | 20:24.109 | 17   | 12.933   | 81.69 | 1:10.582 |
| 4   | 98  | A  | Kevin KIVLOCHAN    |     | Morgan Plus 8            | 20:31.586 | 17   | 20.410   | 81.20 | 1:10.054 |
| 5   | 9   | C  | Roger WAITE        |     | Lotus Elan S1            | 20:40.626 | 17   | 29.450   | 80.61 | 1:10.509 |
| 6   | 4   | A  | Bruce STAPLETON    |     | Morgan Plus 8            | 20:46.149 | 17   | 34.973   | 80.25 | 1:10.863 |
| 7   | 99  | G  | Chris KEEN         |     | Kurtis 500S              | 21:04.874 | 17   | 53.698   | 79.06 | 1:12.093 |
| 8   | 6   | C  | Larry KENNEDY      |     | Lotus Elan S4            | 21:05.807 | 17   | 54.631   | 79.00 | 1:12.474 |
| 9   | 66  | C  | Jonathan STRINGER  |     | Lotus Seven S2           | 21:10.237 | 17   | 59.061   | 78.73 | 1:11.983 |
| 10  | 51  | C  | Shad EDDIN         |     | Ginetta G4               | 21:19.531 | 17   | 1:08.355 | 78.16 | 1:11.808 |
| 11  | 16  | C  | Robert ROWE        |     | Lotus Elan Elan S3       | 21:20.983 | 17   | 1:09.807 | 78.07 | 1:12.423 |
| 12  | 55  | A  | Nick SAVAGE        |     | Chevrolet Camaro         | 20:17.351 | 16   | 1 LAP    | 77.30 | 1:14.611 |
| 13  | 12  | C  | Johan DENEKAMP     |     | Marcos 1800 GT           | 20:21.293 | 16   | 1 LAP    | 77.05 | 1:13.911 |
| 14  | 1   | D  | John SHAW          |     | Porsche 911              | 20:22.306 | 16   | 1 LAP    | 76.99 | 1:14.347 |
| 15  | 87  | C  | Bill SMITH         |     | Marcos 1600GT            | 20:34.223 | 16   | 1 LAP    | 76.24 | 1:14.476 |
| 16  | 32  | C  | Patrick WARD-BOOTH |     | Ginetta G4               | 20:40.557 | 16   | 1 LAP    | 75.85 | 1:13.942 |
| 17  | 50  | G  | Kristy BROOKS      |     | Lotus Elan               | 20:54.062 | 16   | 1 LAP    | 75.04 | 1:15.392 |
| 18  | 17  | A  | Adam SIMMONDS      |     | Ford Mustang             | 21:03.101 | 16   | 1 LAP    | 74.50 | 1:15.252 |
| 19  | 54  | D  | Jason WILLIAMS     |     | Porsche 911E             | 21:07.762 | 16   | 1 LAP    | 74.23 | 1:16.300 |
| 20  | 996 | E  | Jim GATHERCOLE     |     | MG Midget                | 21:23.737 | 16   | 1 LAP    | 73.30 | 1:15.965 |
| 21  | 77  | A  | Mike FREEMAN       |     | Lotus Elite              | 21:34.188 | 16   | 1 LAP    | 72.71 | 1:16.417 |
| 22  | 28  | B  | Sam SPINDLOW       |     | Morgan Plus 4            | 20:24.294 | 15   | 2 LAPS   | 72.04 | 1:18.943 |
| 23  | 91  | F  | Richard OWEN       |     | Triumph TR2              | 20:28.363 | 15   | 2 LAPS   | 71.80 | 1:17.406 |
| 24  | 35  | D  | Richard DISBROW    |     | Turner Mk 2              | 20:28.676 | 15   | 2 LAPS   | 71.79 | 1:17.749 |
| 25  | 88  | D  | Paul BROWN         |     | MG B GT                  | 20:39.860 | 15   | 2 LAPS   | 71.14 | 1:19.470 |
| 26  | 22  | E  | Tony DAVIS         |     | Austin Healey Sprite     | 21:02.807 | 15   | 2 LAPS   | 69.85 | 1:21.327 |
| 27  | 21  | E  | Peter CHAPPELL     |     | Austin Healey Sprite Mk1 | 20:32.042 | 13   | 4 LAPS   | 62.01 | 1:31.641 |

### NOT CLASSIFIED

|    |   |                 |                |           |    |        |       |          |
|----|---|-----------------|----------------|-----------|----|--------|-------|----------|
| 69 | C | Andrew SHEPHERD | Lotus Seven S2 | 19:26.875 | 15 | D.N.F. | 75.59 | 1:14.307 |
|----|---|-----------------|----------------|-----------|----|--------|-------|----------|

### FASTEST LAP

|     |   |                  |               |          |    |          |           |
|-----|---|------------------|---------------|----------|----|----------|-----------|
| 11  | A | Matthew TRUELOVE | TVR Griffith  | 1:09.800 | 14 | 84.53mph | 136.04kph |
| 5   | C | Peter SHAW       | Lotus Elan S1 | 1:09.895 | 15 | 84.41mph | 135.85kph |
| 99  | G | Chris KEEN       | Kurtis 500S   | 1:12.093 | 16 | 81.84mph | 131.71kph |
| 1   | D | John SHAW        | Porsche 911   | 1:14.347 | 10 | 79.36mph | 127.72kph |
| 996 | E | Jim GATHERCOLE   | MG Midget     | 1:15.965 | 9  | 77.67mph | 125.00kph |
| 91  | F | Richard OWEN     | Triumph TR2   | 1:17.406 | 14 | 76.22mph | 122.67kph |
| 28  | B | Sam SPINDLOW     | Morgan Plus 4 | 1:18.943 | 11 | 74.74mph | 120.28kph |

Cars 31, 41, 52 DNS.

Weather/Track: Cloud/Drying

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 13:26 End: 13:46

|                      |  |             |  |
|----------------------|--|-------------|--|
| Clerk of the Course: |  | Timekeeper: |  |
|----------------------|--|-------------|--|

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP ANALYSIS - Silverstone - 18 October 2014

|              |                  |               |               |
|--------------|------------------|---------------|---------------|
| 1            | John SHAW        | Porsche 911   |               |
| 1 - 1:24.328 | 6 - 1:15.849     | 11 - 1:17.884 | 16 - 1:15.598 |
| 2 - 1:19.036 | 7 - 1:15.507     | 12 - 1:14.815 |               |
| 3 - 1:17.765 | 8 - 1:15.096     | 13 - 1:15.480 |               |
| 4 - 1:16.202 | 9 - 1:14.915     | 14 - 1:14.963 |               |
| 5 - 1:14.754 | 10 - 1:14.347    | 15 - 1:15.767 |               |
| 4            | Bruce STAPLETON  | Morgan Plus 8 |               |
| 1 - 1:17.747 | 6 - 1:10.911     | 11 - 1:13.397 | 16 - 1:11.384 |
| 2 - 1:13.263 | 7 - 1:12.417     | 12 - 1:11.497 | 17 - 1:12.291 |
| 3 - 1:12.612 | 8 - 1:11.392     | 13 - 1:12.529 |               |
| 4 - 1:13.213 | 9 - 1:24.545     | 14 - 1:12.445 |               |
| 5 - 1:13.141 | 10 - 1:12.502    | 15 - 1:10.863 |               |
| 5            | Peter SHAW       | Lotus Elan S1 |               |
| 1 - 1:15.508 | 6 - 1:10.519     | 11 - 1:10.794 | 16 - 1:10.939 |
| 2 - 1:13.041 | 7 - 1:12.204     | 12 - 1:10.195 | 17 - 1:11.434 |
| 3 - 1:12.313 | 8 - 1:11.831     | 13 - 1:11.242 |               |
| 4 - 1:12.725 | 9 - 1:10.944     | 14 - 1:10.585 |               |
| 5 - 1:11.220 | 10 - 1:11.205    | 15 - 1:09.895 |               |
| 6            | Larry KENNEDY    | Lotus Elan S4 |               |
| 1 - 1:26.231 | 6 - 1:15.169     | 11 - 1:13.621 | 16 - 1:12.703 |
| 2 - 1:17.279 | 7 - 1:12.517     | 12 - 1:13.950 | 17 - 1:12.487 |
| 3 - 1:16.147 | 8 - 1:12.714     | 13 - 1:12.995 |               |
| 4 - 1:14.088 | 9 - 1:13.437     | 14 - 1:13.659 |               |
| 5 - 1:13.400 | 10 - 1:12.936    | 15 - 1:12.474 |               |
| 9            | Roger WAITE      | Lotus Elan S1 |               |
| 1 - 1:22.364 | 6 - 1:11.881     | 11 - 1:11.009 | 16 - 1:12.915 |
| 2 - 1:12.912 | 7 - 1:12.070     | 12 - 1:11.167 | 17 - 1:18.859 |
| 3 - 1:12.995 | 8 - 1:11.666     | 13 - 1:11.509 |               |
| 4 - 1:13.025 | 9 - 1:12.939     | 14 - 1:10.509 |               |
| 5 - 1:12.178 | 10 - 1:11.863    | 15 - 1:10.765 |               |
| 11           | Matthew TRUELOVE | TVR Griffith  |               |
| 1 - 1:16.345 | 6 - 1:10.422     | 11 - 1:10.328 | 16 - 1:09.827 |
| 2 - 1:12.417 | 7 - 1:10.950     | 12 - 1:11.276 | 17 - 1:10.992 |
| 3 - 1:12.527 | 8 - 1:10.311     | 13 - 1:11.751 |               |
| 4 - 1:11.361 | 9 - 1:11.305     | 14 - 1:09.800 |               |
| 5 - 1:11.233 | 10 - 1:10.419    | 15 - 1:09.912 |               |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                |                          |               |
|--------------|----------------|--------------------------|---------------|
| 12           | Johan DENEKAMP | Marcos 1800 GT           |               |
| 1 - 1:26.025 | 6 - 1:16.565   | 11 - 1:15.446            | 16 - 1:16.284 |
| 2 - 1:19.328 | 7 - 1:14.525   | 12 - 1:14.208            |               |
| 3 - 1:16.923 | 8 - 1:14.750   | 13 - 1:15.407            |               |
| 4 - 1:16.119 | 9 - 1:15.575   | 14 - 1:15.016            |               |
| 5 - 1:15.870 | 10 - 1:13.911  | 15 - 1:15.341            |               |
| 16           | Robert ROWE    | Lotus Elan Elan S3       |               |
| 1 - 1:22.978 | 6 - 1:13.235   | 11 - 1:24.653            | 16 - 1:14.116 |
| 2 - 1:15.098 | 7 - 1:12.476   | 12 - 1:13.544            | 17 - 1:13.014 |
| 3 - 1:15.622 | 8 - 1:12.423   | 13 - 1:14.943            |               |
| 4 - 1:16.867 | 9 - 1:13.956   | 14 - 1:14.262            |               |
| 5 - 1:14.059 | 10 - 1:14.798  | 15 - 1:14.939            |               |
| 17           | Adam SIMMONDS  | Ford Mustang             |               |
| 1 - 1:31.491 | 6 - 1:18.697   | 11 - 1:16.778            | 16 - 1:16.451 |
| 2 - 1:21.868 | 7 - 1:19.964   | 12 - 1:15.693            |               |
| 3 - 1:19.907 | 8 - 1:18.118   | 13 - 1:16.215            |               |
| 4 - 1:19.792 | 9 - 1:18.702   | 14 - 1:15.252            |               |
| 5 - 1:19.845 | 10 - 1:17.858  | 15 - 1:16.470            |               |
| 21           | Peter CHAPPELL | Austin Healey Sprite Mk1 |               |
| 1 - 1:42.133 | 6 - 1:34.084   | 11 - 1:31.641            |               |
| 2 - 1:33.163 | 7 - 1:35.593   | 12 - 1:33.158            |               |
| 3 - 1:33.339 | 8 - 1:35.908   | 13 - 1:36.405            |               |
| 4 - 1:35.260 | 9 - 1:33.324   |                          |               |
| 5 - 1:35.530 | 10 - 1:32.504  |                          |               |
| 22           | Tony DAVIS     | Austin Healey Sprite     |               |
| 1 - 1:35.952 | 6 - 1:22.043   | 11 - 1:23.468            |               |
| 2 - 1:28.478 | 7 - 1:21.838   | 12 - 1:22.989            |               |
| 3 - 1:24.878 | 8 - 1:21.889   | 13 - 1:24.435            |               |
| 4 - 1:24.782 | 9 - 1:21.327   | 14 - 1:21.483            |               |
| 5 - 1:24.693 | 10 - 1:22.683  | 15 - 1:21.869            |               |
| 28           | Sam SPINDLOW   | Morgan Plus 4            |               |
| 1 - 1:36.212 | 6 - 1:19.031   | 11 - 1:18.943            |               |
| 2 - 1:24.246 | 7 - 1:19.262   | 12 - 1:19.966            |               |
| 3 - 1:23.612 | 8 - 1:20.447   | 13 - 1:18.992            |               |
| 4 - 1:23.796 | 9 - 1:19.323   | 14 - 1:19.363            |               |
| 5 - 1:19.835 | 10 - 1:21.552  | 15 - 1:19.714            |               |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                    |               |               |
|--------------|--------------------|---------------|---------------|
| 32           | Patrick WARD-BOOTH | Ginetta G4    |               |
| 1 - 1:29.727 | 6 - 1:16.903       | 11 - 1:14.797 | 16 - 1:14.146 |
| 2 - 1:30.436 | 7 - 1:16.386       | 12 - 1:15.013 |               |
| 3 - 1:18.689 | 8 - 1:16.220       | 13 - 1:14.574 |               |
| 4 - 1:17.406 | 9 - 1:16.123       | 14 - 1:14.384 |               |
| 5 - 1:17.172 | 10 - 1:14.639      | 15 - 1:13.942 |               |
| 35           | Richard DISBROW    | Turner Mk 2   |               |
| 1 - 1:37.834 | 6 - 1:22.157       | 11 - 1:18.869 |               |
| 2 - 1:25.591 | 7 - 1:20.813       | 12 - 1:19.479 |               |
| 3 - 1:22.322 | 8 - 1:21.529       | 13 - 1:19.051 |               |
| 4 - 1:23.429 | 9 - 1:21.100       | 14 - 1:17.749 |               |
| 5 - 1:20.868 | 10 - 1:20.136      | 15 - 1:17.749 |               |
| 36           | Frazer GIBNEY      | Lotus Elan S1 |               |
| 1 - 1:19.216 | 6 - 1:10.775       | 11 - 1:10.935 | 16 - 1:11.169 |
| 2 - 1:13.672 | 7 - 1:10.730       | 12 - 1:11.593 | 17 - 1:12.124 |
| 3 - 1:12.054 | 8 - 1:11.973       | 13 - 1:11.740 |               |
| 4 - 1:11.691 | 9 - 1:10.582       | 14 - 1:11.337 |               |
| 5 - 1:11.967 | 10 - 1:11.434      | 15 - 1:11.117 |               |
| 50           | Kristy BROOKS      | Lotus Elan    |               |
| 1 - 1:33.866 | 6 - 1:18.205       | 11 - 1:15.783 | 16 - 1:16.280 |
| 2 - 1:20.321 | 7 - 1:18.607       | 12 - 1:16.278 |               |
| 3 - 1:19.320 | 8 - 1:16.199       | 13 - 1:15.863 |               |
| 4 - 1:19.816 | 9 - 1:15.520       | 14 - 1:16.758 |               |
| 5 - 1:20.245 | 10 - 1:15.392      | 15 - 1:15.609 |               |
| 51           | Shad EDDIN         | Ginetta G4    |               |
| 1 - 1:28.501 | 6 - 1:13.589       | 11 - 1:13.306 | 16 - 1:20.849 |
| 2 - 1:18.077 | 7 - 1:12.057       | 12 - 1:13.104 | 17 - 1:12.571 |
| 3 - 1:17.418 | 8 - 1:14.180       | 13 - 1:11.808 |               |
| 4 - 1:17.270 | 9 - 1:13.360       | 14 - 1:12.512 |               |
| 5 - 1:13.182 | 10 - 1:14.402      | 15 - 1:13.345 |               |
| 54           | Jason WILLIAMS     | Porsche 911E  |               |
| 1 - 1:29.450 | 6 - 1:20.032       | 11 - 1:18.190 | 16 - 1:17.650 |
| 2 - 1:21.153 | 7 - 1:19.152       | 12 - 1:17.391 |               |
| 3 - 1:19.807 | 8 - 1:17.685       | 13 - 1:16.300 |               |
| 4 - 1:19.891 | 9 - 1:18.935       | 14 - 1:16.899 |               |
| 5 - 1:20.587 | 10 - 1:17.606      | 15 - 1:17.034 |               |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                      |                   |                  |  |  |  |
|----------------------------------------------------------------------|-------------------|------------------|--|--|--|
| 55                                                                   | Nick SAVAGE       | Chevrolet Camaro |  |  |  |
| 1 - 1:21.868      6 - 1:15.875      11 - 1:16.177      16 - 1:15.587 |                   |                  |  |  |  |
| 2 - 1:15.551      7 - 1:16.161      12 - 1:15.238                    |                   |                  |  |  |  |
| 3 - 1:15.999      8 - 1:17.232      13 - 1:14.819                    |                   |                  |  |  |  |
| 4 - 1:16.595      9 - 1:15.491      14 - 1:14.753                    |                   |                  |  |  |  |
| 5 - 1:16.183      10 - 1:15.211      15 - 1:14.611                   |                   |                  |  |  |  |
| 66                                                                   | Jonathan STRINGER | Lotus Seven S2   |  |  |  |
| 1 - 1:24.670      6 - 1:14.381      11 - 1:13.363      16 - 1:12.575 |                   |                  |  |  |  |
| 2 - 1:18.406      7 - 1:15.668      12 - 1:12.996      17 - 1:12.349 |                   |                  |  |  |  |
| 3 - 1:16.991      8 - 1:16.194      13 - 1:12.536                    |                   |                  |  |  |  |
| 4 - 1:14.922      9 - 1:13.170      14 - 1:11.983                    |                   |                  |  |  |  |
| 5 - 1:13.439      10 - 1:14.050      15 - 1:12.544                   |                   |                  |  |  |  |
| 69                                                                   | Andrew SHEPHERD   | Lotus Seven S2   |  |  |  |
| 1 - 1:30.084      6 - 1:14.753      11 - 1:15.834                    |                   |                  |  |  |  |
| 2 - 1:18.646      7 - 1:14.843      12 - 1:16.745                    |                   |                  |  |  |  |
| 3 - 1:15.885      8 - 1:15.075      13 - 1:14.307                    |                   |                  |  |  |  |
| 4 - 1:29.757      9 - 1:14.883      14 - 1:19.191                    |                   |                  |  |  |  |
| 5 - 1:15.597      10 - 1:14.472      15 - 1:16.803                   |                   |                  |  |  |  |
| 77                                                                   | Mike FREEMAN      | Lotus Elite      |  |  |  |
| 1 - 1:37.412      6 - 1:18.080      11 - 1:19.127      16 - 1:23.353 |                   |                  |  |  |  |
| 2 - 1:25.484      7 - 1:18.797      12 - 1:17.868                    |                   |                  |  |  |  |
| 3 - 1:21.907      8 - 1:18.721      13 - 1:16.417                    |                   |                  |  |  |  |
| 4 - 1:22.698      9 - 1:17.385      14 - 1:21.430                    |                   |                  |  |  |  |
| 5 - 1:19.238      10 - 1:18.332      15 - 1:17.939                   |                   |                  |  |  |  |
| 87                                                                   | Bill SMITH        | Marcos 1600GT    |  |  |  |
| 1 - 1:27.167      6 - 1:19.592      11 - 1:14.476      16 - 1:14.889 |                   |                  |  |  |  |
| 2 - 1:19.291      7 - 1:17.261      12 - 1:16.677                    |                   |                  |  |  |  |
| 3 - 1:17.318      8 - 1:16.337      13 - 1:15.336                    |                   |                  |  |  |  |
| 4 - 1:18.099      9 - 1:16.018      14 - 1:14.872                    |                   |                  |  |  |  |
| 5 - 1:15.844      10 - 1:16.036      15 - 1:15.010                   |                   |                  |  |  |  |
| 88                                                                   | Paul BROWN        | MG B GT          |  |  |  |
| 1 - 1:36.495      6 - 1:21.602      11 - 1:19.470                    |                   |                  |  |  |  |
| 2 - 1:28.102      7 - 1:21.153      12 - 1:20.405                    |                   |                  |  |  |  |
| 3 - 1:23.310      8 - 1:21.800      13 - 1:21.409                    |                   |                  |  |  |  |
| 4 - 1:23.243      9 - 1:21.371      14 - 1:19.654                    |                   |                  |  |  |  |
| 5 - 1:21.103      10 - 1:20.739      15 - 1:20.004                   |                   |                  |  |  |  |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                             |                        |               |  |  |  |
|-----------------------------------------------------------------------------|------------------------|---------------|--|--|--|
| <b>91</b>                                                                   | <b>Richard OWEN</b>    | Triumph TR2   |  |  |  |
| 1 - 1:38.526      6 - 1:21.579      11 - 1:17.960                           |                        |               |  |  |  |
| 2 - 1:26.969      7 - 1:20.367      12 - 1:18.576                           |                        |               |  |  |  |
| 3 - 1:23.631      8 - 1:19.418      13 - 1:18.906                           |                        |               |  |  |  |
| 4 - 1:23.514      9 - 1:21.538      14 - <b>1:17.406</b>                    |                        |               |  |  |  |
| 5 - 1:21.245      10 - 1:20.524      15 - 1:18.204                          |                        |               |  |  |  |
| <b>98</b>                                                                   | <b>Kevin KIVLOCHAN</b> | Morgan Plus 8 |  |  |  |
| 1 - 1:18.793      6 - 1:11.522      11 - 1:11.333      16 - <b>1:10.054</b> |                        |               |  |  |  |
| 2 - 1:14.518      7 - 1:11.782      12 - 1:11.681      17 - 1:11.625        |                        |               |  |  |  |
| 3 - 1:13.150      8 - 1:11.942      13 - 1:10.692                           |                        |               |  |  |  |
| 4 - 1:11.877      9 - 1:15.666      14 - 1:10.769                           |                        |               |  |  |  |
| 5 - 1:12.419      10 - 1:12.841      15 - 1:10.922                          |                        |               |  |  |  |
| <b>99</b>                                                                   | <b>Chris KEEN</b>      | Kurtis 500S   |  |  |  |
| 1 - 1:20.645      6 - 1:13.770      11 - 1:16.163      16 - <b>1:12.093</b> |                        |               |  |  |  |
| 2 - 1:14.249      7 - 1:13.312      12 - 1:14.508      17 - 1:14.232        |                        |               |  |  |  |
| 3 - 1:14.434      8 - 1:14.357      13 - 1:15.401                           |                        |               |  |  |  |
| 4 - 1:14.116      9 - 1:14.517      14 - 1:13.267                           |                        |               |  |  |  |
| 5 - 1:13.806      10 - 1:13.515      15 - 1:12.489                          |                        |               |  |  |  |
| <b>996</b>                                                                  | <b>Jim GATHERCOLE</b>  | MG Midget     |  |  |  |
| 1 - 1:36.353      6 - 1:18.040      11 - 1:17.732      16 - 1:17.787        |                        |               |  |  |  |
| 2 - 1:24.788      7 - 1:18.718      12 - 1:17.984                           |                        |               |  |  |  |
| 3 - 1:22.457      8 - 1:20.112      13 - 1:17.019                           |                        |               |  |  |  |
| 4 - 1:23.096      9 - <b>1:15.965</b> 14 - 1:16.942                         |                        |               |  |  |  |
| 5 - 1:20.368      10 - 1:18.217      15 - 1:18.159                          |                        |               |  |  |  |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP CHART - Silverstone - 18 October 2014

| 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  |
| 5     |        | 1:15.508 | 5     |        | 1:13.041 | 5     |          | 1:12.313 | 11    |          | 1:11.361 | 11    |          | 1:11.233 |
| 11    | 0.837  | 1:16.345 | 11    | 0.213  | 1:12.417 | 11    | 0.427    | 1:12.527 | 5     | 0.937    | 1:12.725 | 5     | 0.924    | 1:11.220 |
| 4     | 2.239  | 1:17.747 | 4     | 2.461  | 1:13.263 | 4     | 2.760    | 1:12.612 | 36    | 3.983    | 1:11.691 | 36    | 4.717    | 1:11.967 |
| 98    | 3.285  | 1:18.793 | 36    | 4.339  | 1:13.672 | 36    | 4.080    | 1:12.054 | 4     | 4.185    | 1:13.213 | 4     | 6.093    | 1:13.141 |
| 36    | 3.708  | 1:19.216 | 98    | 4.762  | 1:14.518 | 98    | 5.599    | 1:13.150 | 98    | 5.688    | 1:11.877 | 98    | 6.874    | 1:12.419 |
| 99    | 5.137  | 1:20.645 | 99    | 6.345  | 1:14.249 | 9     | 7.409    | 1:12.995 | 9     | 8.646    | 1:13.025 | 9     | 9.591    | 1:12.178 |
| 55    | 6.360  | 1:21.868 | 9     | 6.727  | 1:12.912 | 99    | 8.466    | 1:14.434 | 99    | 10.794   | 1:14.116 | 99    | 13.367   | 1:13.806 |
| 9     | 6.856  | 1:22.364 | 55    | 8.870  | 1:15.551 | 55    | 12.556   | 1:15.999 | 55    | 17.363   | 1:16.595 | 21    | 1 LAP    | 1:35.260 |
| 16    | 7.470  | 1:22.978 | 16    | 9.527  | 1:15.098 | 16    | 12.836   | 1:15.622 | 16    | 17.915   | 1:16.867 | 16    | 20.741   | 1:14.059 |
| 1     | 8.820  | 1:24.328 | 66    | 14.527 | 1:18.406 | 6     | 18.795   | 1:16.147 | 6     | 21.095   | 1:14.088 | 55    | 22.313   | 1:16.183 |
| 66    | 9.162  | 1:24.670 | 1     | 14.815 | 1:19.036 | 66    | 19.205   | 1:16.991 | 66    | 22.339   | 1:14.922 | 6     | 23.262   | 1:13.400 |
| 12    | 10.517 | 1:26.025 | 6     | 14.961 | 1:17.279 | 1     | 20.267   | 1:17.765 | 1     | 24.681   | 1:16.202 | 66    | 24.545   | 1:13.439 |
| 6     | 10.723 | 1:26.231 | 12    | 16.804 | 1:19.328 | 12    | 21.414   | 1:16.923 | 12    | 25.745   | 1:16.119 | 1     | 28.202   | 1:14.754 |
| 87    | 11.659 | 1:27.167 | 87    | 17.909 | 1:19.291 | 87    | 22.914   | 1:17.318 | 51    | 28.616   | 1:17.270 | 12    | 30.382   | 1:15.870 |
| 51    | 12.993 | 1:28.501 | 51    | 18.029 | 1:18.077 | 51    | 23.134   | 1:17.418 | 87    | 29.225   | 1:18.099 | 51    | 30.565   | 1:13.182 |
| 54    | 13.942 | 1:29.450 | 69    | 20.181 | 1:18.646 | 69    | 23.753   | 1:15.885 | 54    | 37.651   | 1:19.891 | 87    | 33.836   | 1:15.844 |
| 32    | 14.219 | 1:29.727 | 54    | 22.054 | 1:21.153 | 54    | 29.548   | 1:19.807 | 17    | 40.408   | 1:19.792 | 69    | 46.086   | 1:15.597 |
| 69    | 14.576 | 1:30.084 | 17    | 24.810 | 1:21.868 | 17    | 32.404   | 1:19.907 | 50    | 40.673   | 1:19.816 | 54    | 47.005   | 1:20.587 |
| 17    | 15.983 | 1:31.491 | 50    | 25.638 | 1:20.321 | 50    | 32.645   | 1:19.320 | 69    | 41.722   | 1:29.757 | 17    | 49.020   | 1:19.845 |
| 50    | 18.358 | 1:33.866 | 32    | 31.614 | 1:30.436 | 32    | 37.990   | 1:18.689 | 32    | 43.608   | 1:17.406 | 32    | 49.547   | 1:17.172 |
| 22    | 20.444 | 1:35.952 | 28    | 31.909 | 1:24.246 | 996   | 42.736   | 1:22.457 | 996   | 54.044   | 1:23.096 | 50    | 49.685   | 1:20.245 |
| 28    | 20.704 | 1:36.212 | 996   | 32.592 | 1:24.788 | 28    | 43.208   | 1:23.612 | 77    | 54.851   | 1:22.698 | 77    | 1:02.856 | 1:19.238 |
| 996   | 20.845 | 1:36.353 | 77    | 34.347 | 1:25.484 | 77    | 43.941   | 1:21.907 | 28    | 55.216   | 1:23.796 | 996   | 1:03.179 | 1:20.368 |
| 88    | 20.987 | 1:36.495 | 35    | 34.876 | 1:25.591 | 35    | 44.885   | 1:22.322 | 35    | 56.526   | 1:23.429 | 28    | 1:03.818 | 1:19.835 |
| 77    | 21.904 | 1:37.412 | 22    | 35.881 | 1:28.478 | 88    | 47.045   | 1:23.310 | 88    | 58.500   | 1:23.243 | 35    | 1:06.161 | 1:20.868 |
| 35    | 22.326 | 1:37.834 | 88    | 36.048 | 1:28.102 | 91    | 48.264   | 1:23.631 | 91    | 59.990   | 1:23.514 | 88    | 1:08.370 | 1:21.103 |
| 91    | 23.018 | 1:38.526 | 91    | 36.946 | 1:26.969 | 22    | 48.446   | 1:24.878 | 22    | 1:01.440 | 1:24.782 | 91    | 1:10.002 | 1:21.245 |
| 21    | 26.625 | 1:42.133 | 21    | 46.747 | 1:33.163 | 21    | 1:07.773 | 1:33.339 |       |          |          |       |          |          |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 11    |          | 1:10.422 | 11    |          | 1:10.950 | 11    |          | 1:10.311 | 11    |          | 1:11.305 | 11     |          | 1:10.419 |
| 5     | 1.021    | 1:10.519 | 28    | 1 LAP    | 1:19.031 | 5     | 3.795    | 1:11.831 | 54    | 1 LAP    | 1:17.685 | 32     | 1 LAP    | 1:16.123 |
| 22    | 1 LAP    | 1:24.693 | 5     | 2.275    | 1:12.204 | 36    | 6.512    | 1:11.973 | 17    | 1 LAP    | 1:18.118 | 5      | 4.220    | 1:11.205 |
| 36    | 5.070    | 1:10.775 | 36    | 4.850    | 1:10.730 | 77    | 1 LAP    | 1:18.797 | 5     | 3.434    | 1:10.944 | 50     | 1 LAP    | 1:15.520 |
| 4     | 6.582    | 1:10.911 | 35    | 1 LAP    | 1:22.157 | 996   | 1 LAP    | 1:18.718 | 36    | 5.789    | 1:10.582 | 36     | 6.804    | 1:11.434 |
| 98    | 7.974    | 1:11.522 | 4     | 8.049    | 1:12.417 | 4     | 9.130    | 1:11.392 | 98    | 14.798   | 1:15.666 | 54     | 1 LAP    | 1:18.935 |
| 9     | 11.050   | 1:11.881 | 88    | 1 LAP    | 1:21.602 | 28    | 1 LAP    | 1:19.262 | 9     | 15.159   | 1:12.939 | 17     | 1 LAP    | 1:18.702 |
| 99    | 16.715   | 1:13.770 | 98    | 8.806    | 1:11.782 | 98    | 10.437   | 1:11.942 | 77    | 1 LAP    | 1:18.721 | 9      | 16.603   | 1:11.863 |
| 16    | 23.554   | 1:13.235 | 91    | 1 LAP    | 1:21.579 | 9     | 13.525   | 1:11.666 | 996   | 1 LAP    | 1:20.112 | 98     | 17.220   | 1:12.841 |
| 55    | 27.766   | 1:15.875 | 9     | 12.170   | 1:12.070 | 35    | 1 LAP    | 1:20.813 | 28    | 1 LAP    | 1:20.447 | 77     | 1 LAP    | 1:17.385 |
| 6     | 28.009   | 1:15.169 | 22    | 1 LAP    | 1:22.043 | 88    | 1 LAP    | 1:21.153 | 21    | 2 LAPS   | 1:35.593 | 996    | 1 LAP    | 1:15.965 |
| 66    | 28.504   | 1:14.381 | 99    | 19.077   | 1:13.312 | 91    | 1 LAP    | 1:20.367 | 4     | 22.370   | 1:24.545 | 4      | 24.453   | 1:12.502 |
| 1     | 33.629   | 1:15.849 | 16    | 25.080   | 1:12.476 | 99    | 23.123   | 1:14.357 | 99    | 26.335   | 1:14.517 | 28     | 1 LAP    | 1:19.323 |
| 51    | 33.732   | 1:13.589 | 6     | 29.576   | 1:12.517 | 22    | 1 LAP    | 1:21.838 | 35    | 1 LAP    | 1:21.529 | 99     | 29.431   | 1:13.515 |
| 12    | 36.525   | 1:16.565 | 55    | 32.977   | 1:16.161 | 16    | 27.192   | 1:12.423 | 91    | 1 LAP    | 1:19.418 | 16     | 34.222   | 1:14.798 |
| 87    | 43.006   | 1:19.592 | 66    | 33.222   | 1:15.668 | 6     | 31.979   | 1:12.714 | 16    | 29.843   | 1:13.956 | 6      | 36.628   | 1:12.936 |
| 21    | 1 LAP    | 1:35.530 | 51    | 34.839   | 1:12.057 | 51    | 38.708   | 1:14.180 | 88    | 1 LAP    | 1:21.800 | 35     | 1 LAP    | 1:21.100 |
| 69    | 50.417   | 1:14.753 | 1     | 38.186   | 1:15.507 | 66    | 39.105   | 1:16.194 | 6     | 34.111   | 1:13.437 | 91     | 1 LAP    | 1:21.538 |
| 32    | 56.028   | 1:16.903 | 12    | 40.100   | 1:14.525 | 55    | 39.898   | 1:17.232 | 22    | 1 LAP    | 1:21.889 | 88     | 1 LAP    | 1:21.371 |
| 54    | 56.615   | 1:20.032 | 87    | 49.317   | 1:17.261 | 1     | 42.971   | 1:15.096 | 51    | 40.763   | 1:13.360 | 66     | 44.601   | 1:14.050 |
| 17    | 57.295   | 1:18.697 | 69    | 54.310   | 1:14.843 | 12    | 44.539   | 1:14.750 | 66    | 40.970   | 1:13.170 | 51     | 44.746   | 1:14.402 |
| 50    | 57.468   | 1:18.205 | 32    | 1:01.464 | 1:16.386 | 87    | 55.343   | 1:16.337 | 55    | 44.084   | 1:15.491 | 21     | 2 LAPS   | 1:35.908 |
| 77    | 1:10.514 | 1:18.080 | 54    | 1:04.817 | 1:19.152 | 69    | 59.074   | 1:15.075 | 1     | 46.581   | 1:14.915 | 22     | 1 LAP    | 1:21.327 |
| 996   | 1:10.797 | 1:18.040 | 50    | 1:05.125 | 1:18.607 | 32    | 1:07.373 | 1:16.220 | 12    | 48.809   | 1:15.575 | 55     | 48.876   | 1:15.211 |
|       |          |          | 17    | 1:06.309 | 1:19.964 | 50    | 1:11.013 | 1:16.199 | 87    | 1:00.056 | 1:16.018 | 1      | 50.509   | 1:14.347 |
|       |          |          | 21    | 1 LAP    | 1:34.084 |       |          |          | 69    | 1:02.652 | 1:14.883 | 12     | 52.301   | 1:13.911 |
|       |          |          |       |          |          |       |          |          |       |          |          | 87     | 1:05.673 | 1:16.036 |
|       |          |          |       |          |          |       |          |          |       |          |          | 69     | 1:06.705 | 1:14.472 |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

# HSCC Historic Road Sports Supported by Witchampton Garage

## RACE 2 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 11     |          | 1:10.328 | 11     |          | 1:11.276 | 11     |          | 1:11.751 | 11     |          | 1:09.800 | 11     |          | 1:09.912 |
| 5      | 4.686    | 1:10.794 | 69     | 1 LAP    | 1:15.834 | 22     | 2 LAPS   | 1:23.468 | 5      | 3.881    | 1:10.585 | 1      | 1 LAP    | 1:14.963 |
| 32     | 1 LAP    | 1:14.639 | 5      | 3.605    | 1:10.195 | 5      | 3.096    | 1:11.242 | 87     | 1 LAP    | 1:15.336 | 91     | 2 LAPS   | 1:18.906 |
| 36     | 7.411    | 1:10.935 | 36     | 7.728    | 1:11.593 | 87     | 1 LAP    | 1:16.677 | 36     | 9.254    | 1:11.337 | 35     | 2 LAPS   | 1:19.051 |
| 50     | 1 LAP    | 1:15.392 | 32     | 1 LAP    | 1:14.797 | 69     | 1 LAP    | 1:16.745 | 69     | 1 LAP    | 1:14.307 | 5      | 3.864    | 1:09.895 |
| 54     | 1 LAP    | 1:17.606 | 50     | 1 LAP    | 1:15.783 | 36     | 7.717    | 1:11.740 | 22     | 2 LAPS   | 1:22.989 | 88     | 2 LAPS   | 1:21.409 |
| 9      | 17.284   | 1:11.009 | 9      | 17.175   | 1:11.167 | 32     | 1 LAP    | 1:15.013 | 32     | 1 LAP    | 1:14.574 | 36     | 10.459   | 1:11.117 |
| 98     | 18.225   | 1:11.333 | 98     | 18.630   | 1:11.681 | 9      | 16.933   | 1:11.509 | 9      | 17.642   | 1:10.509 | 87     | 1 LAP    | 1:14.872 |
| 17     | 1 LAP    | 1:17.858 | 54     | 1 LAP    | 1:18.190 | 98     | 17.571   | 1:10.692 | 98     | 18.540   | 1:10.769 | 9      | 18.495   | 1:10.765 |
| 4      | 27.522   | 1:13.397 | 17     | 1 LAP    | 1:16.778 | 50     | 1 LAP    | 1:16.278 | 50     | 1 LAP    | 1:15.863 | 98     | 19.550   | 1:10.922 |
| 77     | 1 LAP    | 1:18.332 | 4      | 27.743   | 1:11.497 | 21     | 3 LAPS   | 1:32.504 | 4      | 31.166   | 1:12.445 | 69     | 1 LAP    | 1:19.191 |
| 996    | 1 LAP    | 1:18.217 | 996    | 1 LAP    | 1:17.732 | 17     | 1 LAP    | 1:15.693 | 17     | 1 LAP    | 1:16.215 | 32     | 1 LAP    | 1:14.384 |
| 99     | 35.266   | 1:16.163 | 77     | 1 LAP    | 1:19.127 | 4      | 28.521   | 1:12.529 | 54     | 1 LAP    | 1:16.300 | 22     | 2 LAPS   | 1:24.435 |
| 28     | 1 LAP    | 1:21.552 | 99     | 38.498   | 1:14.508 | 54     | 1 LAP    | 1:17.391 | 21     | 3 LAPS   | 1:31.641 | 50     | 1 LAP    | 1:16.758 |
| 6      | 39.921   | 1:13.621 | 6      | 42.595   | 1:13.950 | 99     | 42.148   | 1:15.401 | 99     | 45.615   | 1:13.267 | 4      | 32.117   | 1:10.863 |
| 66     | 47.636   | 1:13.363 | 28     | 1 LAP    | 1:18.943 | 996    | 1 LAP    | 1:17.984 | 6      | 47.698   | 1:13.659 | 17     | 1 LAP    | 1:15.252 |
| 51     | 47.724   | 1:13.306 | 66     | 49.356   | 1:12.996 | 6      | 43.839   | 1:12.995 | 996    | 1 LAP    | 1:17.019 | 54     | 1 LAP    | 1:16.899 |
| 35     | 1 LAP    | 1:20.136 | 51     | 49.552   | 1:13.104 | 77     | 1 LAP    | 1:17.868 | 77     | 1 LAP    | 1:16.417 | 99     | 48.192   | 1:12.489 |
| 16     | 48.547   | 1:24.653 | 16     | 50.815   | 1:13.544 | 51     | 49.609   | 1:11.808 | 51     | 52.321   | 1:12.512 | 6      | 50.260   | 1:12.474 |
| 91     | 1 LAP    | 1:20.524 | 35     | 1 LAP    | 1:18.869 | 66     | 50.141   | 1:12.536 | 66     | 52.324   | 1:11.983 | 66     | 54.956   | 1:12.544 |
| 88     | 1 LAP    | 1:20.739 | 91     | 1 LAP    | 1:17.960 | 16     | 54.007   | 1:14.943 | 16     | 58.469   | 1:14.262 | 51     | 55.754   | 1:13.345 |
| 55     | 54.725   | 1:16.177 | 55     | 58.687   | 1:15.238 | 28     | 1 LAP    | 1:19.966 | 28     | 1 LAP    | 1:18.992 | 996    | 1 LAP    | 1:16.942 |
| 12     | 57.419   | 1:15.446 | 88     | 1 LAP    | 1:19.470 | 55     | 1:01.755 | 1:14.819 | 55     | 1:06.708 | 1:14.753 | 77     | 1 LAP    | 1:21.430 |
| 1      | 58.065   | 1:17.884 | 12     | 1:00.351 | 1:14.208 | 91     | 1 LAP    | 1:18.576 | 12     | 1:09.223 | 1:15.016 | 16     | 1:03.496 | 1:14.939 |
| 22     | 1 LAP    | 1:22.683 | 1      | 1:01.604 | 1:14.815 | 35     | 1 LAP    | 1:19.479 |        |          |          | 21     | 3 LAPS   | 1:33.158 |
| 87     | 1:09.821 | 1:14.476 |        |          |          | 12     | 1:04.007 | 1:15.407 |        |          |          |        |          |          |
| 21     | 2 LAPS   | 1:33.324 |        |          |          | 1      | 1:05.333 | 1:15.480 |        |          |          |        |          |          |
|        |          |          |        |          |          | 88     | 1 LAP    | 1:20.405 |        |          |          |        |          |          |

Cars 31, 41, 52 DNS.  
Weather/Track: Cloud/Drying

**HSCC Historic Road Sports Supported by Witchampton Garage**  
**RACE 2 - LAP CHART - Silverstone - 18 October 2014**  
 (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 |
| 11     |          | 1:09.827 | 11     |          | 1:10.992 |        |        |         |        |        |         |        |        |         |
| 55     | 1 LAP    | 1:14.611 | 5      | 5.418    | 1:11.434 |        |        |         |        |        |         |        |        |         |
| 28     | 2 LAPS   | 1:19.363 | 55     | 1 LAP    | 1:15.587 |        |        |         |        |        |         |        |        |         |
| 12     | 1 LAP    | 1:15.341 | 12     | 1 LAP    | 1:16.284 |        |        |         |        |        |         |        |        |         |
| 5      | 4.976    | 1:10.939 | 1      | 1 LAP    | 1:15.598 |        |        |         |        |        |         |        |        |         |
| 1      | 1 LAP    | 1:15.767 | 36     | 12.933   | 1:12.124 |        |        |         |        |        |         |        |        |         |
| 91     | 2 LAPS   | 1:17.406 | 28     | 2 LAPS   | 1:19.714 |        |        |         |        |        |         |        |        |         |
| 35     | 2 LAPS   | 1:17.749 | 91     | 2 LAPS   | 1:18.204 |        |        |         |        |        |         |        |        |         |
| 36     | 11.801   | 1:11.169 | 35     | 2 LAPS   | 1:17.749 |        |        |         |        |        |         |        |        |         |
| 87     | 1 LAP    | 1:15.010 | 98     | 20.410   | 1:11.625 |        |        |         |        |        |         |        |        |         |
| 88     | 2 LAPS   | 1:19.654 | 21     | 4 LAPS   | 1:36.405 |        |        |         |        |        |         |        |        |         |
| 98     | 19.777   | 1:10.054 | 87     | 1 LAP    | 1:14.889 |        |        |         |        |        |         |        |        |         |
| 9      | 21.583   | 1:12.915 | 88     | 2 LAPS   | 1:20.004 |        |        |         |        |        |         |        |        |         |
| 32     | 1 LAP    | 1:13.942 | 32     | 1 LAP    | 1:14.146 |        |        |         |        |        |         |        |        |         |
| 69     | 1 LAP    | 1:16.803 | 9      | 29.450   | 1:18.859 |        |        |         |        |        |         |        |        |         |
| 4      | 33.674   | 1:11.384 | 4      | 34.973   | 1:12.291 |        |        |         |        |        |         |        |        |         |
| 50     | 1 LAP    | 1:15.609 | 50     | 1 LAP    | 1:16.280 |        |        |         |        |        |         |        |        |         |
| 22     | 2 LAPS   | 1:21.483 | 22     | 2 LAPS   | 1:21.869 |        |        |         |        |        |         |        |        |         |
| 17     | 1 LAP    | 1:16.470 | 17     | 1 LAP    | 1:16.451 |        |        |         |        |        |         |        |        |         |
| 54     | 1 LAP    | 1:17.034 | 99     | 53.698   | 1:14.232 |        |        |         |        |        |         |        |        |         |
| 99     | 50.458   | 1:12.093 | 6      | 54.631   | 1:12.487 |        |        |         |        |        |         |        |        |         |
| 6      | 53.136   | 1:12.703 | 54     | 1 LAP    | 1:17.650 |        |        |         |        |        |         |        |        |         |
| 66     | 57.704   | 1:12.575 | 66     | 59.061   | 1:12.349 |        |        |         |        |        |         |        |        |         |
| 996    | 1 LAP    | 1:18.159 | 51     | 1:08.355 | 1:12.571 |        |        |         |        |        |         |        |        |         |
| 51     | 1:06.776 | 1:20.849 | 16     | 1:09.807 | 1:13.014 |        |        |         |        |        |         |        |        |         |
| 16     | 1:07.785 | 1:14.116 | 996    | 1 LAP    | 1:17.787 |        |        |         |        |        |         |        |        |         |
| 77     | 1 LAP    | 1:17.939 | 77     | 1 LAP    | 1:23.353 |        |        |         |        |        |         |        |        |         |

Cars 31, 41, 52 DNS.  
 Weather/Track: Cloud/Drying

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER               | NAT | CAR                  | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|----------------------|-----|----------------------|----------|------|--------|-------|
| 1   | 53  | E1 | Sam WILSON           |     | Cooper T59           | 1:20.436 | 10   |        | 73.35 |
| 2   | 51  | E1 | Michael HIBBERD      |     | Lotus 27             | 1:22.306 | 10   | 1.870  | 71.68 |
| 3   | 11  | B2 | William MITCHAM      |     | U2 Mk2               | 1:24.290 | 9    | 3.854  | 70.00 |
| 4   | 163 | E1 | Jonathan MILICEVIC   |     | Cooper T59           | 1:24.566 | 10   | 4.130  | 69.77 |
| 5   | 79  | E1 | Andrew HIBBERD       |     | Lotus 22             | 1:25.018 | 10   | 4.582  | 69.40 |
| 6   | 82  | E1 | Andrew GARSIDE       |     | Lotus 20             | 1:25.412 | 9    | 4.976  | 69.08 |
| 7   | 31  | C2 | Robert BARRIE        |     | Lotus 18             | 1:27.299 | 9    | 6.863  | 67.58 |
| 8   | 44  | C2 | Andrew ROBERTSON     |     | Crossle 4F           | 1:27.361 | 9    | 6.925  | 67.54 |
| 9   | 57  | E1 | John SYKES           |     | Merlyn Mk5/7         | 1:27.487 | 9    | 7.051  | 67.44 |
| 10  | 14  | C2 | Crispian BESLEY      |     | Cooper T56           | 1:28.505 | 9    | 8.069  | 66.66 |
| 11  | 7   | B2 | James DENTY          |     | Nike Mk1             | 1:28.849 | 9    | 8.413  | 66.40 |
| 12  | 37  | C2 | Andrew TAYLOR        |     | Cooper T56           | 1:29.274 | 9    | 8.838  | 66.09 |
| 13  | 1   | B2 | Mark WOODHOUSE **    |     | Elva 100             | 1:29.392 | 9    | 8.956  | 66.00 |
| 14  | 63  | D2 | Laine MARTIN         |     | Lotus 20             | 1:29.429 | 8    | 8.993  | 65.97 |
| 15  | 93  | E1 | Rudolf ERNST         |     | Brabham BT2          | 1:29.728 | 9    | 9.292  | 65.75 |
| 16  | 3   | B2 | Justin FLEMING       |     | Lola Mk2             | 1:29.933 | 9    | 9.497  | 65.60 |
| 17  | 4   | B2 | Derek WALKER         |     | Terrier Mk IV        | 1:30.126 | 9    | 9.690  | 65.46 |
| 18  | 61  | E1 | George DIFFEY        |     | Lotus 20             | 1:31.581 | 4    | 11.145 | 64.42 |
| 19  | 94  | D1 | Gregan THRUSTON      |     | Lotus 20             | 1:32.411 | 8    | 11.975 | 63.85 |
| 20  | 90  | D2 | Andrew HAYDEN        |     | Envoy                | 1:33.313 | 8    | 12.877 | 63.23 |
| 21  | 29  | B2 | William GRIMSHAW     |     | Moorland Mk1         | 1:33.764 | 9    | 13.328 | 62.92 |
| 22  | 28  | A  | Michael ASHLEY-BROWN |     | Volpini-Fiat         | 1:37.509 | 8    | 17.073 | 60.51 |
| 23  | 40  | C2 | Chris WILKS          |     | Deep Sanderson DS104 | 1:37.895 | 8    | 17.459 | 60.27 |
| 24  | 16  | A  | Gordon WRIGHT        |     | Stanguellini         | 1:38.384 | 8    | 17.948 | 59.97 |
| 25  | 26  | B2 | Roger DEXTER         |     | Elva 100             | 1:38.975 | 8    | 18.539 | 59.61 |
| 26  | 23  | B2 | John ARNOLD          |     | Elva 100             | 1:39.017 | 8    | 18.581 | 59.59 |
| 27  | 77  | E1 | Anthony BEST         |     | Lotus 20/22          | 1:41.412 | 8    | 20.976 | 58.18 |
| 28  | 36  | B2 | David BISHOP         |     | Elva 100             | 1:46.324 | 7    | 25.888 | 55.49 |
| 29  | 18  | B2 | Stephen BULLING      |     | Sadler FJ            | 1:50.746 | 7    | 30.310 | 53.27 |

**\*\* Car 1, transponder low battery - please recharge.**

**Weather/Track: Drizzle/Wet**

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:42 End: 09:54

Clerk of the Course:

Timekeeper:

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                          |               |
|---------------------|--------------------------|---------------|
| <b>1</b>            | <b>Mark WOODHOUSE **</b> | Elva 100      |
| 1 - X:00.000        | 6 - 1:32.860             |               |
| 2 - 1:33.862        | 7 - 1:30.858             |               |
| 3 - 1:30.238        | 8 - 1:31.477             |               |
| 4 - 1:31.410        | 9 - <b>1:29.392</b>      |               |
| 5 - 1:31.339        |                          |               |
| <b>3</b>            | <b>Justin FLEMING</b>    | Lola Mk2      |
| 1 - X:00.000        | 6 - 1:32.029             |               |
| 2 - 1:37.003        | 7 - 1:31.250             |               |
| 3 - 1:31.837        | 8 - 1:30.943             |               |
| 4 - 1:32.188        | 9 - 1:31.026             |               |
| 5 - <b>1:29.933</b> |                          |               |
| <b>4</b>            | <b>Derek WALKER</b>      | Terrier Mk IV |
| 1 - X:00.000        | 6 - 1:35.113             |               |
| 2 - 1:35.595        | 7 - 1:31.339             |               |
| 3 - <b>1:30.126</b> | 8 - 1:30.441             |               |
| 4 - 1:30.872        | 9 - 1:30.150             |               |
| 5 - 1:30.292        |                          |               |
| <b>7</b>            | <b>James DENTY</b>       | Nike Mk1      |
| 1 - X:00.000        | 6 - 1:29.267             |               |
| 2 - 1:35.591        | 7 - 1:29.329             |               |
| 3 - 1:34.215        | 8 - 1:29.473             |               |
| 4 - 1:31.292        | 9 - <b>1:28.849</b>      |               |
| 5 - 1:30.017        |                          |               |
| <b>11</b>           | <b>William MITCHAM</b>   | U2 Mk2        |
| 1 - X:00.000        | 6 - 1:32.418             |               |
| 2 - 1:31.088        | 7 - 1:25.364             |               |
| 3 - 1:27.448        | 8 - <b>1:24.290</b>      |               |
| 4 - 1:25.089        | 9 - 1:25.485             |               |
| 5 - 1:26.185        |                          |               |
| <b>14</b>           | <b>Crispian BESLEY</b>   | Cooper T56    |
| 1 - X:00.000        | 6 - 1:31.317             |               |
| 2 - 1:36.246        | 7 - 1:29.303             |               |
| 3 - 1:29.570        | 8 - 1:28.773             |               |
| 4 - 1:30.530        | 9 - 1:29.902             |               |
| 5 - <b>1:28.505</b> |                          |               |

**\*\* Car 1, transponder low battery - please recharge.**  
**Weather/Track: Drizzle/Wet**

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                             |              |
|---------------------|-----------------------------|--------------|
| <b>16</b>           | <b>Gordon WRIGHT</b>        | Stanguellini |
| 1 - X:00.000        | 6 - 1:42.037                |              |
| 2 - 1:49.591        | 7 - 1:39.235                |              |
| 3 - 1:39.030        | 8 - 1:40.780                |              |
| 4 - 1:39.692        |                             |              |
| 5 - <b>1:38.384</b> |                             |              |
| <b>18</b>           | <b>Stephen BULLING</b>      | Sadler FJ    |
| 1 - X:00.000        | 6 - 1:59.440                |              |
| 2 - 1:51.822        | 7 - 2:02.757                |              |
| 3 - <b>1:50.746</b> |                             |              |
| 4 - 1:57.599        |                             |              |
| 5 - 1:59.686        |                             |              |
| <b>23</b>           | <b>John ARNOLD</b>          | Elva 100     |
| 1 - X:00.000        | 6 - 1:39.031                |              |
| 2 - 1:45.169        | 7 - 1:39.188                |              |
| 3 - 1:42.268        | 8 - 1:43.355                |              |
| 4 - 1:41.530        |                             |              |
| 5 - <b>1:39.017</b> |                             |              |
| <b>26</b>           | <b>Roger DEXTER</b>         | Elva 100     |
| 1 - X:00.000        | 6 - 1:41.508                |              |
| 2 - 1:48.834        | 7 - 1:40.486                |              |
| 3 - 1:44.836        | 8 - <b>1:38.975</b>         |              |
| 4 - 1:48.793        |                             |              |
| 5 - 1:41.107        |                             |              |
| <b>28</b>           | <b>Michael ASHLEY-BROWN</b> | Volpini-Fiat |
| 1 - X:00.000        | 6 - <b>1:37.509</b>         |              |
| 2 - 1:47.814        | 7 - 1:39.884                |              |
| 3 - 1:42.394        | 8 - 1:42.227                |              |
| 4 - 1:42.419        |                             |              |
| 5 - 1:37.911        |                             |              |
| <b>29</b>           | <b>William GRIMSHAW</b>     | Moorland Mk1 |
| 1 - X:00.000        | 6 - 1:36.522                |              |
| 2 - 1:39.737        | 7 - 1:37.242                |              |
| 3 - 1:34.166        | 8 - 1:35.413                |              |
| 4 - 1:33.988        | 9 - <b>1:33.764</b>         |              |
| 5 - 1:34.248        |                             |              |

**\*\* Car 1, transponder low battery - please recharge.**  
**Weather/Track: Drizzle/Wet**

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                         |                      |
|---------------------|-------------------------|----------------------|
| <b>31</b>           | <b>Robert BARRIE</b>    | Lotus 18             |
| 1 - X:00.000        | 6 - 1:31.062            |                      |
| 2 - 1:32.884        | 7 - 1:29.192            |                      |
| 3 - 1:30.024        | 8 - <b>1:27.299</b>     |                      |
| 4 - 1:29.179        | 9 - 1:29.006            |                      |
| 5 - 1:28.592        |                         |                      |
| <b>36</b>           | <b>David BISHOP</b>     | Elva 100             |
| 1 - X:00.000        | 6 - 1:51.474            |                      |
| 2 - <b>1:46.324</b> | 7 - 1:52.493            |                      |
| 3 - 1:47.418        |                         |                      |
| 4 - 1:57.460        |                         |                      |
| 5 - 1:53.567        |                         |                      |
| <b>37</b>           | <b>Andrew TAYLOR</b>    | Cooper T56           |
| 1 - X:00.000        | 6 - 1:35.284            |                      |
| 2 - 1:32.707        | 7 - 1:31.128            |                      |
| 3 - 1:31.623        | 8 - 1:32.028            |                      |
| 4 - 1:31.635        | 9 - <b>1:29.274</b>     |                      |
| 5 - 1:30.111        |                         |                      |
| <b>40</b>           | <b>Chris WILKS</b>      | Deep Sanderson DS104 |
| 1 - X:00.000        | 6 - 1:40.179            |                      |
| 2 - 1:39.750        | 7 - 1:40.668            |                      |
| 3 - <b>1:37.895</b> | 8 - 1:41.067            |                      |
| 4 - 1:53.958        |                         |                      |
| 5 - 1:41.581        |                         |                      |
| <b>44</b>           | <b>Andrew ROBERTSON</b> | Crossle 4F           |
| 1 - X:00.000        | 6 - 1:33.683            |                      |
| 2 - 1:38.218        | 7 - 1:28.123            |                      |
| 3 - 1:30.020        | 8 - 1:33.696            |                      |
| 4 - 1:34.154        | 9 - <b>1:27.361</b>     |                      |
| 5 - 1:33.428        |                         |                      |
| <b>51</b>           | <b>Michael HIBBERD</b>  | Lotus 27             |
| 1 - X:00.000        | 6 - 1:26.309            |                      |
| 2 - 1:23.434        | 7 - 1:24.333            |                      |
| 3 - 1:25.487        | 8 - 1:23.326            |                      |
| 4 - 1:24.584        | 9 - 1:23.941            |                      |
| 5 - 1:27.923        | 10 - <b>1:22.306</b>    |                      |

**\*\* Car 1, transponder low battery - please recharge.**  
**Weather/Track: Drizzle/Wet**

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                       |              |
|---------------------|-----------------------|--------------|
| <b>53</b>           | <b>Sam WILSON</b>     | Cooper T59   |
| 1 - X:00.000        | 6 - 1:22.395          |              |
| 2 - 1:23.905        | 7 - 1:21.898          |              |
| 3 - 1:20.649        | 8 - 1:21.747          |              |
| 4 - <b>1:20.436</b> | 9 - 1:21.664          |              |
| 5 - 1:20.629        | 10 - 1:21.082         |              |
| <b>57</b>           | <b>John SYKES</b>     | Merlyn Mk5/7 |
| 1 - X:00.000        | 6 - 1:29.033          |              |
| 2 - <b>1:27.487</b> | 7 - 1:28.123          |              |
| 3 - 1:28.877        | 8 - 1:31.891          |              |
| 4 - 1:29.297        | 9 - 1:30.247          |              |
| 5 - 1:31.119        |                       |              |
| <b>61</b>           | <b>George DIFFEY</b>  | Lotus 20     |
| 1 - X:00.000        |                       |              |
| 2 - 1:39.231        |                       |              |
| 3 - 1:37.104        |                       |              |
| 4 - <b>1:31.581</b> |                       |              |
| <b>63</b>           | <b>Laine MARTIN</b>   | Lotus 20     |
| 1 - X:00.000        | 6 - 1:32.170          |              |
| 2 - 1:43.616        | 7 - <b>1:29.429</b>   |              |
| 3 - 1:33.652        | 8 - 1:31.243          |              |
| 4 - 1:39.644        |                       |              |
| 5 - 1:32.951        |                       |              |
| <b>77</b>           | <b>Anthony BEST</b>   | Lotus 20/22  |
| 1 - X:00.000        | 6 - 1:43.789          |              |
| 2 - 1:45.775        | 7 - <b>1:41.412</b>   |              |
| 3 - 1:41.516        | 8 - 1:41.992          |              |
| 4 - 2:08.131        |                       |              |
| 5 - 1:46.603        |                       |              |
| <b>79</b>           | <b>Andrew HIBBERD</b> | Lotus 22     |
| 1 - X:00.000        | 6 - 1:26.977          |              |
| 2 - 1:26.393        | 7 - 1:25.501          |              |
| 3 - 1:25.970        | 8 - 1:25.561          |              |
| 4 - <b>1:25.018</b> | 9 - 1:26.439          |              |
| 5 - 1:29.805        | 10 - 1:27.140         |              |

**\*\* Car 1, transponder low battery - please recharge.**  
**Weather/Track: Drizzle/Wet**

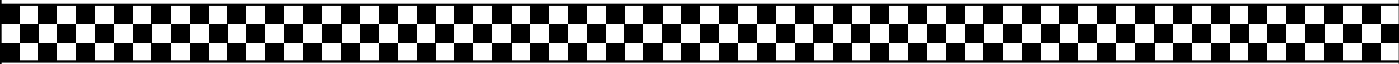
**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                           |             |
|---------------------|---------------------------|-------------|
| <b>82</b>           | <b>Andrew GARSIDE</b>     | Lotus 20    |
| 1 - X:00.000        | 6 - 1:30.070              |             |
| 2 - 1:28.429        | 7 - 1:27.841              |             |
| 3 - 1:26.515        | 8 - 1:27.648              |             |
| 4 - <b>1:25.412</b> | 9 - 1:28.051              |             |
| 5 - 1:30.451        |                           |             |
| <b>90</b>           | <b>Andrew HAYDEN</b>      | Envoy       |
| 1 - X:00.000        | 6 - 1:35.345              |             |
| 2 - 1:38.502        | 7 - 1:59.277              |             |
| 3 - 1:35.308        | 8 - <b>1:33.313</b>       |             |
| 4 - 1:40.005        |                           |             |
| 5 - 1:34.867        |                           |             |
| <b>93</b>           | <b>Rudolf ERNST</b>       | Brabham BT2 |
| 1 - X:00.000        | 6 - 1:36.621              |             |
| 2 - 1:33.380        | 7 - 1:30.423              |             |
| 3 - 1:30.117        | 8 - 1:31.291              |             |
| 4 - <b>1:29.728</b> | 9 - 1:30.564              |             |
| 5 - 1:32.406        |                           |             |
| <b>94</b>           | <b>Gregan THRUSTON</b>    | Lotus 20    |
| 1 - X:00.000        | 6 - 1:33.695              |             |
| 2 - 1:38.221        | 7 - 1:32.460              |             |
| 3 - <b>1:32.411</b> | 8 - 1:54.324              |             |
| 4 - 1:45.054        |                           |             |
| 5 - 1:35.235        |                           |             |
| <b>163</b>          | <b>Jonathan MILICEVIC</b> | Cooper T59  |
| 1 - X:00.000        | 6 - 1:27.627              |             |
| 2 - 1:25.667        | 7 - 1:25.789              |             |
| 3 - 1:25.193        | 8 - <b>1:24.566</b>       |             |
| 4 - 1:24.738        | 9 - 1:24.745              |             |
| 5 - 1:27.983        | 10 - 1:25.700             |             |

**\*\* Car 1, transponder low battery - please recharge.**  
**Weather/Track: Drizzle/Wet**

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - AMENDED GRID - Silverstone - 18 October 2014

|                                                                                     |     |              |    |           |
|-------------------------------------------------------------------------------------|-----|--------------|----|-----------|
| ROW 15                                                                              | 20  | BARFORD      | 18 | BULLING   |
| ROW 14                                                                              | 36  | BISHOP       | 77 | BEST      |
| ROW 13                                                                              | 23  | ARNOLD       | 26 | DEXTER    |
| ROW 12                                                                              | 16  | WRIGHT       | 40 | WILKS     |
| ROW 11                                                                              | 28  | ASHLEY-BROWN | 29 | GRIMSHAW  |
| ROW 10                                                                              | 90  | HAYDEN       | 94 | THRUSTON  |
| ROW 9                                                                               | 61  | DIFFEY       | 4  | WALKER    |
| ROW 8                                                                               | 3   | FLEMING      | 93 | ERNST     |
| ROW 7                                                                               | 63  | MARTIN       | 1  | WOODHOUSE |
| ROW 6                                                                               | 37  | TAYLOR       | 7  | DENTY     |
| ROW 5                                                                               | 14  | BESLEY       | 57 | SYKES     |
| ROW 4                                                                               | 44  | ROBERTSON    | 31 | BARRIE    |
| ROW 3                                                                               | 82  | GARSDIE      | 79 | HIBBERD   |
| ROW 2                                                                               | 163 | MILICEVIC    | 11 | MITCHAM   |
| ROW 1                                                                               | 51  | HIBBERD      | 53 | WILSON    |
|                                                                                     |     |              |    | POLE      |
|  |     |              |    |           |

Car 20 allowed to start.

Weather/Track: Drizzle/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:42 End: 09:54

Clerk of the Course:

Timekeeper:

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - CLASSIFICATION - Silverstone - 18 October 2014

| POS            | NO  | CL                   | DRIVER               | NAT           | CAR                  | TIME      | LAPS     | GAP       | MPH      | BEST     |
|----------------|-----|----------------------|----------------------|---------------|----------------------|-----------|----------|-----------|----------|----------|
| 1              | 53  | E1                   | Sam WILSON           |               | Cooper T59           | 21:02.502 | 19       |           | 88.56    | 1:05.224 |
| 2              | 163 | E1                   | Jonathan MILICEVIC   |               | Cooper T59           | 21:14.015 | 19       | 11.513    | 87.76    | 1:05.111 |
| 3              | 79  | E1                   | Andrew HIBBERD       |               | Lotus 22             | 21:32.747 | 19       | 30.245    | 86.48    | 1:05.010 |
| 4              | 51  | E1                   | Michael HIBBERD      |               | Lotus 27             | 21:46.673 | 19       | 44.171    | 85.56    | 1:07.263 |
| 5              | 11  | B2                   | William MITCHAM      |               | U2 Mk2               | 22:02.278 | 19       | 59.776    | 84.55    | 1:08.224 |
| 6              | 57  | E1                   | John SYKES           |               | Merlyn Mk5/7         | 22:02.772 | 19       | 1:00.270  | 84.52    | 1:08.182 |
| 7              | 31  | C2                   | Robert BARRIE        |               | Lotus 18             | 21:22.259 | 18       | 1 LAP     | 82.59    | 1:09.604 |
| 8              | 93  | E1                   | Rudolf ERNST         |               | Brabham BT2          | 21:24.496 | 18       | 1 LAP     | 82.45    | 1:08.684 |
| 9              | 82  | E1                   | Andrew GARSIDE       |               | Lotus 20             | 21:34.350 | 18       | 1 LAP     | 81.82    | 1:06.996 |
| 10             | 1   | B2                   | Mark WOODHOUSE       |               | Elva 100             | 21:40.522 | 18       | 1 LAP     | 81.43    | 1:10.675 |
| 11             | 44  | C2                   | Andrew ROBERTSON     |               | Crossle 4F           | 21:48.174 | 18       | 1 LAP     | 80.95    | 1:10.424 |
| 12             | 14  | C2                   | Crispian BESLEY      |               | Cooper T56           | 21:48.949 | 18       | 1 LAP     | 80.91    | 1:10.705 |
| 13             | 63  | D2                   | Laine MARTIN         |               | Lotus 20             | 22:00.806 | 18       | 1 LAP     | 80.18    | 1:09.402 |
| 14             | 3   | B2                   | Justin FLEMING       |               | Lola Mk2             | 22:08.786 | 18       | 1 LAP     | 79.70    | 1:11.184 |
| 15             | 23  | B2                   | John ARNOLD          |               | Elva 100             | 22:10.440 | 18       | 1 LAP     | 79.60    | 1:11.457 |
| 16             | 94  | D1                   | Gregan THRUSTON      |               | Lotus 20             | 21:18.067 | 17       | 2 LAPS    | 78.24    | 1:12.841 |
| 17             | 37  | C2                   | Andrew TAYLOR        |               | Cooper T56           | 21:19.384 | 17       | 2 LAPS    | 78.16    | 1:13.236 |
| 18             | 7   | B2                   | James DENTY          |               | Nike Mk1             | 21:27.566 | 17       | 2 LAPS    | 77.67    | 1:13.926 |
| 19             | 40  | C2                   | Chris WILKS          |               | Deep Sanderson DS104 | 21:51.365 | 17       | 2 LAPS    | 76.26    | 1:14.980 |
| 20             | 29  | B2                   | William GRIMSHAW     |               | Moorland Mk1         | 21:51.867 | 17       | 2 LAPS    | 76.23    | 1:15.131 |
| 21             | 26  | B2                   | Roger DEXTER         |               | Elva 100             | 22:13.073 | 17       | 2 LAPS    | 75.02    | 1:15.641 |
| 22             | 77  | E1                   | Anthony BEST         |               | Lotus 20/22          | 21:05.837 | 16       | 3 LAPS    | 74.34    | 1:13.854 |
| 23             | 16  | A                    | Gordon WRIGHT        |               | Stanguellini         | 21:26.208 | 16       | 3 LAPS    | 73.16    | 1:18.444 |
| 24             | 28  | A                    | Michael ASHLEY-BROWN |               | Volpini-Fiat         | 21:32.375 | 16       | 3 LAPS    | 72.81    | 1:18.135 |
| 25             | 36  | B2                   | David BISHOP         |               | Elva 100             | 21:35.307 | 16       | 3 LAPS    | 72.65    | 1:18.135 |
| 26             | 20  | A                    | Pat BARFORD          |               | EFAC Stanguellini    | 21:36.475 | 16       | 3 LAPS    | 72.58    | 1:18.187 |
| NOT CLASSIFIED |     |                      |                      |               |                      |           |          |           |          |          |
| 18             | B2  | Stephen BULLING      |                      | Sadler FJ     | 21:04.787            | 14        | N.C.F.   | 65.07     | 1:26.049 |          |
| 4              | B2  | Derek WALKER         |                      | Terrier Mk IV | 8:53.973             | 7         | D.N.F.   | 76.79     | 1:12.897 |          |
| 61             | E1  | George DIFFEY        |                      | Lotus 20      | 7:30.904             | 6         | D.N.F.   | 77.85     | 1:10.521 |          |
| FASTEST LAP    |     |                      |                      |               |                      |           |          |           |          |          |
| 79             | E1  | Andrew HIBBERD       |                      | Lotus 22      | 1:05.010             | 4         | 90.76mph | 146.06kph |          |          |
| 11             | B2  | William MITCHAM      |                      | U2 Mk2        | 1:08.224             | 12        | 86.48mph | 139.18kph |          |          |
| 63             | D2  | Laine MARTIN         |                      | Lotus 20      | 1:09.402             | 5         | 85.01mph | 136.82kph |          |          |
| 31             | C2  | Robert BARRIE        |                      | Lotus 18      | 1:09.604             | 4         | 84.77mph | 136.42kph |          |          |
| 94             | D1  | Gregan THRUSTON      |                      | Lotus 20      | 1:12.841             | 17        | 81.00mph | 130.36kph |          |          |
| 28             | A   | Michael ASHLEY-BROWN |                      | Volpini-Fiat  | 1:18.135             | 16        | 75.51mph | 121.53kph |          |          |

Car 90 DNS.

Weather/Track: Cloud/Drying

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 13:58 End: 14:19

Clerk of the Course:

Timekeeper:

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                                                                                                                                                                                                                                                                                                    |                 |  |  |               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--|--|---------------|
| 1                                                                                                                                                                                                                                                                                                                                                  | Mark WOODHOUSE  |  |  | Elva 100      |
| 1 - 1:19.020      6 - 1:11.900      11 - 1:12.344      16 - 1:12.273<br>2 - 1:12.247      7 - 1:11.144      12 - 1:11.980      17 - 1:11.685<br>3 - 1:11.578      8 - 1:13.679      13 - 1:11.171      18 - 1:11.419<br>4 - 1:11.105      9 - 1:13.304      14 - 1:10.675<br>5 - 1:10.892      10 - 1:11.303      15 - 1:12.803                    |                 |  |  |               |
| 3                                                                                                                                                                                                                                                                                                                                                  | Justin FLEMING  |  |  | Lola Mk2      |
| 1 - 1:26.602      6 - 1:12.243      11 - 1:11.582      16 - 1:12.558<br>2 - 1:15.526      7 - 1:12.769      12 - 1:14.131      17 - 1:11.184<br>3 - 1:16.192      8 - 1:11.711      13 - 1:13.183      18 - 1:13.106<br>4 - 1:13.632      9 - 1:11.933      14 - 1:14.809<br>5 - 1:13.816      10 - 1:11.548      15 - 1:12.261                    |                 |  |  |               |
| 4                                                                                                                                                                                                                                                                                                                                                  | Derek WALKER    |  |  | Terrier Mk IV |
| 1 - 1:19.660      6 - 1:13.172<br>2 - 1:12.977      7 - 1:26.065P<br>3 - 1:13.869<br>4 - 1:15.333<br>5 - 1:12.897                                                                                                                                                                                                                                  |                 |  |  |               |
| 7                                                                                                                                                                                                                                                                                                                                                  | James DENTY     |  |  | Nike Mk1      |
| 1 - 1:24.077      6 - 1:14.629      11 - 1:14.293      16 - 1:15.587<br>2 - 1:16.953      7 - 1:14.989      12 - 1:14.414      17 - 1:15.898<br>3 - 1:16.542      8 - 1:15.211      13 - 1:13.986<br>4 - 1:15.180      9 - 1:13.926      14 - 1:15.772<br>5 - 1:15.808      10 - 1:15.264      15 - 1:15.037                                       |                 |  |  |               |
| 11                                                                                                                                                                                                                                                                                                                                                 | William MITCHAM |  |  | U2 Mk2        |
| 1 - 1:14.050      6 - 1:08.442      11 - 1:08.591      16 - 1:09.197<br>2 - 1:09.019      7 - 1:10.192      12 - 1:08.224      17 - 1:11.073<br>3 - 1:08.756      8 - 1:08.409      13 - 1:09.700      18 - 1:09.966<br>4 - 1:08.362      9 - 1:11.750      14 - 1:08.836      19 - 1:08.568<br>5 - 1:09.015      10 - 1:08.866      15 - 1:11.262 |                 |  |  |               |
| 14                                                                                                                                                                                                                                                                                                                                                 | Crispian BESLEY |  |  | Cooper T56    |
| 1 - 1:27.895      6 - 1:10.866      11 - 1:13.241      16 - 1:10.705<br>2 - 1:13.765      7 - 1:11.486      12 - 1:11.297      17 - 1:11.037<br>3 - 1:13.021      8 - 1:12.095      13 - 1:12.082      18 - 1:10.831<br>4 - 1:11.953      9 - 1:11.713      14 - 1:13.245<br>5 - 1:10.897      10 - 1:11.563      15 - 1:11.257                    |                 |  |  |               |

Car 90 DNS.  
Weather/Track: Cloud/Drying

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                      |                      |  |  |                   |
|----------------------------------------------------------------------|----------------------|--|--|-------------------|
| 16                                                                   | Gordon WRIGHT        |  |  | Stanguellini      |
| 1 - 1:32.994      6 - 1:20.642      11 - 1:18.745      16 - 1:20.102 |                      |  |  |                   |
| 2 - 1:20.895      7 - 1:18.444      12 - 1:19.260                    |                      |  |  |                   |
| 3 - 1:20.444      8 - 1:18.753      13 - 1:18.979                    |                      |  |  |                   |
| 4 - 1:18.513      9 - 1:19.504      14 - 1:19.821                    |                      |  |  |                   |
| 5 - 1:20.284      10 - 1:19.618      15 - 1:19.210                   |                      |  |  |                   |
| 18                                                                   | Stephen BULLING      |  |  | Sadler FJ         |
| 1 - 1:40.202      6 - 1:31.249      11 - 1:26.049                    |                      |  |  |                   |
| 2 - 1:26.689      7 - 1:30.814      12 - 1:31.824                    |                      |  |  |                   |
| 3 - 1:26.056      8 - 1:30.402      13 - 1:29.653                    |                      |  |  |                   |
| 4 - 1:30.550      9 - 1:29.419      14 - 1:29.311                    |                      |  |  |                   |
| 5 - 1:31.254      10 - 1:31.315                                      |                      |  |  |                   |
| 20                                                                   | Pat BARFORD          |  |  | EFAC Stanguellini |
| 1 - 1:35.507      6 - 1:20.011      11 - 1:20.147      16 - 1:18.278 |                      |  |  |                   |
| 2 - 1:21.968      7 - 1:21.123      12 - 1:19.307                    |                      |  |  |                   |
| 3 - 1:19.691      8 - 1:20.683      13 - 1:21.299                    |                      |  |  |                   |
| 4 - 1:20.442      9 - 1:20.654      14 - 1:18.590                    |                      |  |  |                   |
| 5 - 1:21.354      10 - 1:19.234      15 - 1:18.187                   |                      |  |  |                   |
| 23                                                                   | John ARNOLD          |  |  | Elva 100          |
| 1 - 1:26.956      6 - 1:12.575      11 - 1:12.589      16 - 1:11.686 |                      |  |  |                   |
| 2 - 1:15.918      7 - 1:12.612      12 - 1:12.504      17 - 1:12.495 |                      |  |  |                   |
| 3 - 1:17.171      8 - 1:12.506      13 - 1:13.795      18 - 1:12.874 |                      |  |  |                   |
| 4 - 1:13.808      9 - 1:11.457      14 - 1:14.035                    |                      |  |  |                   |
| 5 - 1:12.868      10 - 1:11.507      15 - 1:13.084                   |                      |  |  |                   |
| 26                                                                   | Roger DEXTER         |  |  | Elva 100          |
| 1 - 1:32.703      6 - 1:19.353      11 - 1:17.133      16 - 1:16.700 |                      |  |  |                   |
| 2 - 1:18.992      7 - 1:19.074      12 - 1:16.992      17 - 1:15.641 |                      |  |  |                   |
| 3 - 1:18.370      8 - 1:17.408      13 - 1:16.971                    |                      |  |  |                   |
| 4 - 1:17.674      9 - 1:16.833      14 - 1:17.158                    |                      |  |  |                   |
| 5 - 1:17.873      10 - 1:17.871      15 - 1:16.327                   |                      |  |  |                   |
| 28                                                                   | Michael ASHLEY-BROWN |  |  | Volpini-Fiat      |
| 1 - 1:33.761      6 - 1:20.248      11 - 1:18.319      16 - 1:18.135 |                      |  |  |                   |
| 2 - 1:21.809      7 - 1:19.579      12 - 1:18.319                    |                      |  |  |                   |
| 3 - 1:20.052      8 - 1:20.709      13 - 1:27.262                    |                      |  |  |                   |
| 4 - 1:19.254      9 - 1:18.238      14 - 1:19.277                    |                      |  |  |                   |
| 5 - 1:19.681      10 - 1:19.031      15 - 1:18.701                   |                      |  |  |                   |

Car 90 DNS.  
Weather/Track: Cloud/Drying

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                      |                  |  |  |                      |
|----------------------------------------------------------------------|------------------|--|--|----------------------|
| 29                                                                   | William GRIMSHAW |  |  | Moorland Mk1         |
| 1 - 1:28.686      6 - 1:20.670      11 - 1:15.264      16 - 1:15.619 |                  |  |  |                      |
| 2 - 1:16.293      7 - 1:15.900      12 - 1:15.131      17 - 1:15.158 |                  |  |  |                      |
| 3 - 1:16.421      8 - 1:19.873      13 - 1:16.957                    |                  |  |  |                      |
| 4 - 1:15.446      9 - 1:16.288      14 - 1:17.257                    |                  |  |  |                      |
| 5 - 1:15.602      10 - 1:15.234      15 - 1:16.068                   |                  |  |  |                      |
| 31                                                                   | Robert BARRIE    |  |  | Lotus 18             |
| 1 - 1:16.458      6 - 1:10.024      11 - 1:11.186      16 - 1:10.134 |                  |  |  |                      |
| 2 - 1:11.349      7 - 1:10.012      12 - 1:10.214      17 - 1:12.206 |                  |  |  |                      |
| 3 - 1:10.529      8 - 1:12.389      13 - 1:10.285      18 - 1:13.450 |                  |  |  |                      |
| 4 - 1:09.604      9 - 1:10.515      14 - 1:11.244                    |                  |  |  |                      |
| 5 - 1:10.732      10 - 1:09.909      15 - 1:12.019                   |                  |  |  |                      |
| 36                                                                   | David BISHOP     |  |  | Elva 100             |
| 1 - 1:34.529      6 - 1:19.037      11 - 1:20.713      16 - 1:19.354 |                  |  |  |                      |
| 2 - 1:22.330      7 - 1:19.301      12 - 1:19.725                    |                  |  |  |                      |
| 3 - 1:20.020      8 - 1:20.486      13 - 1:22.892                    |                  |  |  |                      |
| 4 - 1:19.827      9 - 1:18.135      14 - 1:20.437                    |                  |  |  |                      |
| 5 - 1:20.264      10 - 1:18.790      15 - 1:19.467                   |                  |  |  |                      |
| 37                                                                   | Andrew TAYLOR    |  |  | Cooper T56           |
| 1 - 1:26.466      6 - 1:14.961      11 - 1:15.041      16 - 1:13.739 |                  |  |  |                      |
| 2 - 1:15.128      7 - 1:16.054      12 - 1:14.269      17 - 1:13.617 |                  |  |  |                      |
| 3 - 1:15.114      8 - 1:14.402      13 - 1:13.786                    |                  |  |  |                      |
| 4 - 1:15.078      9 - 1:13.420      14 - 1:15.002                    |                  |  |  |                      |
| 5 - 1:15.130      10 - 1:13.236      15 - 1:14.941                   |                  |  |  |                      |
| 40                                                                   | Chris WILKS      |  |  | Deep Sanderson DS104 |
| 1 - 1:29.548      6 - 1:17.994      11 - 1:15.899      16 - 1:14.980 |                  |  |  |                      |
| 2 - 1:16.892      7 - 1:17.292      12 - 1:15.744      17 - 1:16.693 |                  |  |  |                      |
| 3 - 1:15.349      8 - 1:17.161      13 - 1:17.534                    |                  |  |  |                      |
| 4 - 1:15.407      9 - 1:15.978      14 - 1:17.300                    |                  |  |  |                      |
| 5 - 1:15.763      10 - 1:16.274      15 - 1:15.557                   |                  |  |  |                      |
| 44                                                                   | Andrew ROBERTSON |  |  | Crossle 4F           |
| 1 - 1:20.277      6 - 1:11.041      11 - 1:11.007      16 - 1:11.375 |                  |  |  |                      |
| 2 - 1:12.590      7 - 1:10.424      12 - 1:11.712      17 - 1:10.507 |                  |  |  |                      |
| 3 - 1:13.853      8 - 1:11.716      13 - 1:10.662      18 - 1:10.844 |                  |  |  |                      |
| 4 - 1:24.435      9 - 1:11.821      14 - 1:11.681                    |                  |  |  |                      |
| 5 - 1:11.545      10 - 1:11.487      15 - 1:11.197                   |                  |  |  |                      |

Car 90 DNS.  
Weather/Track: Cloud/Drying

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                 |               |               |
|--------------|-----------------|---------------|---------------|
| 51           | Michael HIBBERD | Lotus 27      |               |
| 1 - 1:12.327 | 6 - 1:09.007    | 11 - 1:07.863 | 16 - 1:08.166 |
| 2 - 1:08.164 | 7 - 1:10.450    | 12 - 1:07.768 | 17 - 1:08.647 |
| 3 - 1:07.881 | 8 - 1:08.185    | 13 - 1:08.158 | 18 - 1:07.416 |
| 4 - 1:07.978 | 9 - 1:11.547    | 14 - 1:09.303 | 19 - 1:08.946 |
| 5 - 1:09.053 | 10 - 1:07.263   | 15 - 1:08.551 |               |
| 53           | Sam WILSON      | Cooper T59    |               |
| 1 - 1:09.832 | 6 - 1:05.817    | 11 - 1:07.773 | 16 - 1:06.724 |
| 2 - 1:06.334 | 7 - 1:05.224    | 12 - 1:06.512 | 17 - 1:07.629 |
| 3 - 1:05.444 | 8 - 1:06.764    | 13 - 1:05.468 | 18 - 1:06.275 |
| 4 - 1:05.837 | 9 - 1:05.429    | 14 - 1:06.823 | 19 - 1:07.082 |
| 5 - 1:05.963 | 10 - 1:06.211   | 15 - 1:05.361 |               |
| 57           | John SYKES      | Merlyn Mk5/7  |               |
| 1 - 1:13.581 | 6 - 1:09.635    | 11 - 1:08.276 | 16 - 1:11.036 |
| 2 - 1:08.338 | 7 - 1:08.970    | 12 - 1:09.243 | 17 - 1:11.033 |
| 3 - 1:08.313 | 8 - 1:08.512    | 13 - 1:09.588 | 18 - 1:09.708 |
| 4 - 1:08.830 | 9 - 1:10.464    | 14 - 1:08.728 | 19 - 1:09.322 |
| 5 - 1:08.182 | 10 - 1:08.254   | 15 - 1:12.759 |               |
| 61           | George DIFFEY   | Lotus 20      |               |
| 1 - 1:29.204 | 6 - 1:11.056    |               |               |
| 2 - 1:14.664 |                 |               |               |
| 3 - 1:13.837 |                 |               |               |
| 4 - 1:11.622 |                 |               |               |
| 5 - 1:10.521 |                 |               |               |
| 63           | Laine MARTIN    | Lotus 20      |               |
| 1 - 1:21.530 | 6 - 1:09.989    | 11 - 1:11.025 | 16 - 1:10.875 |
| 2 - 1:11.593 | 7 - 1:12.643    | 12 - 1:36.156 | 17 - 1:11.107 |
| 3 - 1:13.026 | 8 - 1:13.980    | 13 - 1:11.604 | 18 - 1:11.043 |
| 4 - 1:09.994 | 9 - 1:13.082    | 14 - 1:11.355 |               |
| 5 - 1:09.402 | 10 - 1:11.184   | 15 - 1:11.218 |               |
| 77           | Anthony BEST    | Lotus 20/22   |               |
| 1 - 1:32.216 | 6 - 1:21.608    | 11 - 1:17.083 | 16 - 1:15.794 |
| 2 - 1:20.165 | 7 - 1:19.658    | 12 - 1:16.015 |               |
| 3 - 1:20.014 | 8 - 1:20.216    | 13 - 1:17.314 |               |
| 4 - 1:19.172 | 9 - 1:17.573    | 14 - 1:14.974 |               |
| 5 - 1:20.901 | 10 - 1:19.280   | 15 - 1:13.854 |               |

Car 90 DNS.  
Weather/Track: Cloud/Drying

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|              |                    |               |               |
|--------------|--------------------|---------------|---------------|
| 79           | Andrew HIBBERD     | Lotus 22      |               |
| 1 - 1:11.701 | 6 - 1:06.162       | 11 - 1:06.318 | 16 - 1:07.131 |
| 2 - 1:06.235 | 7 - 1:29.118       | 12 - 1:06.333 | 17 - 1:06.731 |
| 3 - 1:05.616 | 8 - 1:06.337       | 13 - 1:07.961 | 18 - 1:06.080 |
| 4 - 1:05.010 | 9 - 1:09.769       | 14 - 1:07.238 | 19 - 1:06.776 |
| 5 - 1:05.800 | 10 - 1:06.182      | 15 - 1:06.249 |               |
| 82           | Andrew GARSIDE     | Lotus 20      |               |
| 1 - 1:17.506 | 6 - 1:06.996       | 11 - 1:10.007 | 16 - 1:12.322 |
| 2 - 1:09.402 | 7 - 1:08.941       | 12 - 1:10.112 | 17 - 1:11.048 |
| 3 - 1:08.266 | 8 - 1:08.103       | 13 - 1:08.960 | 18 - 1:12.530 |
| 4 - 1:07.344 | 9 - 1:10.452       | 14 - 1:09.149 |               |
| 5 - 1:08.310 | 10 - 1:07.442      | 15 - 1:47.460 |               |
| 93           | Rudolf ERNST       | Brabham BT2   |               |
| 1 - 1:21.954 | 6 - 1:08.757       | 11 - 1:09.734 | 16 - 1:10.473 |
| 2 - 1:12.024 | 7 - 1:10.999       | 12 - 1:08.684 | 17 - 1:11.370 |
| 3 - 1:12.934 | 8 - 1:11.770       | 13 - 1:09.353 | 18 - 1:09.901 |
| 4 - 1:12.305 | 9 - 1:12.791       | 14 - 1:10.572 |               |
| 5 - 1:09.439 | 10 - 1:10.559      | 15 - 1:10.877 |               |
| 94           | Gregan THRUSTON    | Lotus 20      |               |
| 1 - 1:25.415 | 6 - 1:15.017       | 11 - 1:13.440 | 16 - 1:13.541 |
| 2 - 1:17.144 | 7 - 1:14.831       | 12 - 1:13.517 | 17 - 1:12.841 |
| 3 - 1:17.250 | 8 - 1:14.057       | 13 - 1:13.499 |               |
| 4 - 1:14.996 | 9 - 1:13.272       | 14 - 1:16.520 |               |
| 5 - 1:13.963 | 10 - 1:13.437      | 15 - 1:15.327 |               |
| 163          | Jonathan MILICEVIC | Cooper T59    |               |
| 1 - 1:12.405 | 6 - 1:06.100       | 11 - 1:07.799 | 16 - 1:07.763 |
| 2 - 1:06.411 | 7 - 1:06.226       | 12 - 1:08.487 | 17 - 1:07.082 |
| 3 - 1:05.510 | 8 - 1:06.303       | 13 - 1:08.869 | 18 - 1:07.129 |
| 4 - 1:05.111 | 9 - 1:05.983       | 14 - 1:06.313 | 19 - 1:06.764 |
| 5 - 1:05.606 | 10 - 1:06.645      | 15 - 1:07.509 |               |

Car 90 DNS.  
 Weather/Track: Cloud/Drying

# HSCC/FJHRA Millers Oils Historic Formula Junior

## RACE 3 - LAP CHART - Silverstone - 18 October 2014

| 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  |
| 53    |        | 1:09.832 | 53    |        | 1:06.334 | 53    |        | 1:05.444 | 53    |          | 1:05.837 | 53    |        | 1:05.963 |
| 79    | 1.869  | 1:11.701 | 79    | 1.770  | 1:06.235 | 79    | 1.942  | 1:05.616 | 79    | 1.115    | 1:05.010 | 79    | 0.952  | 1:05.800 |
| 51    | 2.495  | 1:12.327 | 163   | 2.650  | 1:06.411 | 163   | 2.716  | 1:05.510 | 163   | 1.990    | 1:05.111 | 28    | 1 LAP  | 1:19.254 |
| 163   | 2.573  | 1:12.405 | 51    | 4.325  | 1:08.164 | 51    | 6.762  | 1:07.881 | 18    | 1 LAP    | 1:26.056 | 163   | 1.633  | 1:05.606 |
| 57    | 3.749  | 1:13.581 | 57    | 5.753  | 1:08.338 | 57    | 8.622  | 1:08.313 | 51    | 8.903    | 1:07.978 | 36    | 1 LAP  | 1:19.827 |
| 11    | 4.218  | 1:14.050 | 11    | 6.903  | 1:09.019 | 11    | 10.215 | 1:08.756 | 57    | 11.615   | 1:08.830 | 20    | 1 LAP  | 1:20.442 |
| 31    | 6.626  | 1:16.458 | 82    | 10.742 | 1:09.402 | 82    | 13.564 | 1:08.266 | 11    | 12.740   | 1:08.362 | 51    | 11.993 | 1:09.053 |
| 82    | 7.674  | 1:17.506 | 31    | 11.641 | 1:11.349 | 31    | 16.726 | 1:10.529 | 82    | 15.071   | 1:07.344 | 57    | 13.834 | 1:08.182 |
| 1     | 9.188  | 1:19.020 | 1     | 15.101 | 1:12.247 | 1     | 21.235 | 1:11.578 | 31    | 20.493   | 1:09.604 | 11    | 15.792 | 1:09.015 |
| 4     | 9.828  | 1:19.660 | 4     | 16.471 | 1:12.977 | 63    | 24.539 | 1:13.026 | 1     | 26.503   | 1:11.105 | 82    | 17.418 | 1:08.310 |
| 44    | 10.445 | 1:20.277 | 44    | 16.701 | 1:12.590 | 4     | 24.896 | 1:13.869 | 63    | 28.696   | 1:09.994 | 31    | 25.262 | 1:10.732 |
| 63    | 11.698 | 1:21.530 | 63    | 16.957 | 1:11.593 | 44    | 25.110 | 1:13.853 | 93    | 31.770   | 1:12.305 | 18    | 1 LAP  | 1:30.550 |
| 93    | 12.122 | 1:21.954 | 93    | 17.812 | 1:12.024 | 93    | 25.302 | 1:12.934 | 4     | 34.392   | 1:15.333 | 1     | 31.432 | 1:10.892 |
| 7     | 14.245 | 1:24.077 | 7     | 24.864 | 1:16.953 | 14    | 33.071 | 1:13.021 | 14    | 39.187   | 1:11.953 | 63    | 32.135 | 1:09.402 |
| 94    | 15.583 | 1:25.415 | 37    | 25.428 | 1:15.128 | 37    | 35.098 | 1:15.114 | 61    | 41.880   | 1:11.622 | 93    | 35.246 | 1:09.439 |
| 37    | 16.634 | 1:26.466 | 14    | 25.494 | 1:13.765 | 7     | 35.962 | 1:16.542 | 44    | 43.708   | 1:24.435 | 4     | 41.326 | 1:12.897 |
| 3     | 16.770 | 1:26.602 | 3     | 25.962 | 1:15.526 | 61    | 36.095 | 1:13.837 | 37    | 44.339   | 1:15.078 | 14    | 44.121 | 1:10.897 |
| 23    | 17.124 | 1:26.956 | 94    | 26.393 | 1:17.144 | 3     | 36.710 | 1:16.192 | 3     | 44.505   | 1:13.632 | 61    | 46.438 | 1:10.521 |
| 14    | 18.063 | 1:27.895 | 23    | 26.708 | 1:15.918 | 94    | 38.199 | 1:17.250 | 7     | 45.305   | 1:15.180 | 44    | 49.290 | 1:11.545 |
| 29    | 18.854 | 1:28.686 | 61    | 27.702 | 1:14.664 | 23    | 38.435 | 1:17.171 | 23    | 46.406   | 1:13.808 | 3     | 52.358 | 1:13.816 |
| 61    | 19.372 | 1:29.204 | 29    | 28.813 | 1:16.293 | 29    | 39.790 | 1:16.421 | 94    | 47.358   | 1:14.996 | 23    | 53.311 | 1:12.868 |
| 40    | 19.716 | 1:29.548 | 40    | 30.274 | 1:16.892 | 40    | 40.179 | 1:15.349 | 29    | 49.399   | 1:15.446 | 37    | 53.506 | 1:15.130 |
| 77    | 22.384 | 1:32.216 | 26    | 35.529 | 1:18.992 | 26    | 48.455 | 1:18.370 | 40    | 49.749   | 1:15.407 | 7     | 55.150 | 1:15.808 |
| 26    | 22.871 | 1:32.703 | 77    | 36.215 | 1:20.165 | 77    | 50.785 | 1:20.014 | 26    | 1:00.292 | 1:17.674 | 94    | 55.358 | 1:13.963 |
| 16    | 23.162 | 1:32.994 | 16    | 37.723 | 1:20.895 | 16    | 52.723 | 1:20.444 | 77    | 1:04.120 | 1:19.172 | 29    | 59.038 | 1:15.602 |
| 28    | 23.929 | 1:33.761 | 28    | 39.404 | 1:21.809 | 28    | 54.012 | 1:20.052 | 16    | 1:05.399 | 1:18.513 | 40    | 59.549 | 1:15.763 |
| 36    | 24.697 | 1:34.529 | 36    | 40.693 | 1:22.330 | 36    | 55.269 | 1:20.020 |       |          |          |       |        |          |
| 20    | 25.675 | 1:35.507 | 20    | 41.309 | 1:21.968 | 20    | 55.556 | 1:19.691 |       |          |          |       |        |          |
| 18    | 30.370 | 1:40.202 | 18    | 50.725 | 1:26.689 |       |        |          |       |          |          |       |        |          |

Car 90 DNS.  
Weather/Track: Cloud/Drying

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - LAP CHART - Silverstone - 18 October 2014**  
 (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  |
| 53    |          | 1:05.817 | 53    |          | 1:05.224 | 53    |          | 1:06.764  | 53    |        | 1:05.429 | 53     |          | 1:06.211 |
| 79    | 1.297    | 1:06.162 | 163   | 2.918    | 1:06.226 | 23    | 1 LAP    | 1:12.612  | 163   | 3.011  | 1:05.983 | 14     | 1 LAP    | 1:11.713 |
| 163   | 1.916    | 1:06.100 | 40    | 1 LAP    | 1:17.994 | 4     | 1 LAP    | 1:26.065P | 3     | 1 LAP  | 1:11.711 | 163    | 3.445    | 1:06.645 |
| 26    | 1 LAP    | 1:17.873 | 29    | 1 LAP    | 1:20.670 | 163   | 2.457    | 1:06.303  | 23    | 1 LAP  | 1:12.506 | 44     | 1 LAP    | 1:11.821 |
| 77    | 1 LAP    | 1:20.901 | 51    | 20.409   | 1:10.450 | 37    | 1 LAP    | 1:16.054  | 37    | 1 LAP  | 1:14.402 | 3      | 1 LAP    | 1:11.933 |
| 16    | 1 LAP    | 1:20.284 | 26    | 1 LAP    | 1:19.353 | 7     | 1 LAP    | 1:14.989  | 94    | 1 LAP  | 1:14.057 | 23     | 1 LAP    | 1:11.457 |
| 51    | 15.183   | 1:09.007 | 57    | 21.398   | 1:08.970 | 94    | 1 LAP    | 1:14.831  | 7     | 1 LAP  | 1:15.211 | 37     | 1 LAP    | 1:13.420 |
| 28    | 1 LAP    | 1:19.681 | 82    | 22.314   | 1:08.941 | 18    | 2 LAPS   | 1:31.249  | 51    | 27.948 | 1:11.547 | 94     | 1 LAP    | 1:13.272 |
| 57    | 17.652   | 1:09.635 | 11    | 23.385   | 1:10.192 | 40    | 1 LAP    | 1:17.292  | 57    | 28.181 | 1:10.464 | 7      | 1 LAP    | 1:13.926 |
| 36    | 1 LAP    | 1:20.264 | 79    | 25.191   | 1:29.118 | 29    | 1 LAP    | 1:15.900  | 82    | 28.676 | 1:10.452 | 51     | 29.000   | 1:07.263 |
| 11    | 18.417   | 1:08.442 | 16    | 1 LAP    | 1:20.642 | 51    | 21.830   | 1:08.185  | 40    | 1 LAP  | 1:17.161 | 79     | 29.075   | 1:06.182 |
| 82    | 18.597   | 1:06.996 | 77    | 1 LAP    | 1:21.608 | 57    | 23.146   | 1:08.512  | 79    | 29.104 | 1:09.769 | 82     | 29.907   | 1:07.442 |
| 20    | 1 LAP    | 1:21.354 | 28    | 1 LAP    | 1:20.248 | 82    | 23.653   | 1:08.103  | 11    | 31.351 | 1:11.750 | 57     | 30.224   | 1:08.254 |
| 31    | 29.469   | 1:10.024 | 36    | 1 LAP    | 1:19.037 | 79    | 24.764   | 1:06.337  | 29    | 1 LAP  | 1:19.873 | 11     | 34.006   | 1:08.866 |
| 63    | 36.307   | 1:09.989 | 31    | 34.257   | 1:10.012 | 11    | 25.030   | 1:08.409  | 18    | 2 LAPS | 1:30.814 | 40     | 1 LAP    | 1:15.978 |
| 1     | 37.515   | 1:11.900 | 20    | 1 LAP    | 1:20.011 | 26    | 1 LAP    | 1:19.074  | 26    | 1 LAP  | 1:17.408 | 29     | 1 LAP    | 1:16.288 |
| 93    | 38.186   | 1:08.757 | 1     | 43.435   | 1:11.144 | 31    | 39.882   | 1:12.389  | 31    | 44.968 | 1:10.515 | 31     | 48.666   | 1:09.909 |
| 4     | 48.681   | 1:13.172 | 63    | 43.726   | 1:12.643 | 16    | 1 LAP    | 1:18.444  | 16    | 1 LAP  | 1:18.753 | 26     | 1 LAP    | 1:16.833 |
| 14    | 49.170   | 1:10.866 | 93    | 43.961   | 1:10.999 | 77    | 1 LAP    | 1:19.658  | 93    | 56.329 | 1:12.791 | 93     | 1:00.677 | 1:10.559 |
| 61    | 51.677   | 1:11.056 | 14    | 55.432   | 1:11.486 | 28    | 1 LAP    | 1:19.579  | 77    | 1 LAP  | 1:20.216 | 1      | 1:03.317 | 1:11.303 |
| 44    | 54.514   | 1:11.041 | 44    | 59.714   | 1:10.424 | 36    | 1 LAP    | 1:19.301  | 1     | 58.225 | 1:13.304 | 63     | 1:03.568 | 1:11.184 |
| 18    | 1 LAP    | 1:31.254 | 3     | 1:06.329 | 1:12.769 | 20    | 1 LAP    | 1:21.123  | 28    | 1 LAP  | 1:20.709 | 18     | 2 LAPS   | 1:30.402 |
| 3     | 58.784   | 1:12.243 |       |          |          | 93    | 48.967   | 1:11.770  | 63    | 58.595 | 1:13.082 | 16     | 1 LAP    | 1:19.504 |
| 23    | 1:00.069 | 1:12.575 |       |          |          | 1     | 50.350   | 1:13.679  | 36    | 1 LAP  | 1:20.486 |        |          |          |
| 37    | 1:02.650 | 1:14.961 |       |          |          | 63    | 50.942   | 1:13.980  | 20    | 1 LAP  | 1:20.683 |        |          |          |
| 7     | 1:03.962 | 1:14.629 |       |          |          | 14    | 1:00.763 | 1:12.095  |       |        |          |        |          |          |
| 94    | 1:04.558 | 1:15.017 |       |          |          | 44    | 1:04.666 | 1:11.716  |       |        |          |        |          |          |

Car 90 DNS.  
 Weather/Track: Cloud/Drying

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - LAP CHART - Silverstone - 18 October 2014**  
 (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  |
| 53     |          | 1:07.773 | 53     |          | 1:06.512 | 53     |          | 1:05.468 | 53     |          | 1:06.823 | 53     |        | 1:05.361 |
| 77     | 2 LAPS   | 1:17.573 | 63     | 1 LAP    | 1:11.025 | 1      | 1 LAP    | 1:11.980 | 29     | 2 LAPS   | 1:15.131 | 93     | 1 LAP  | 1:10.572 |
| 28     | 2 LAPS   | 1:18.238 | 1      | 1 LAP    | 1:12.344 | 163    | 8.847    | 1:08.869 | 93     | 1 LAP    | 1:09.353 | 163    | 10.485 | 1:07.509 |
| 36     | 2 LAPS   | 1:18.135 | 163    | 5.446    | 1:08.487 | 26     | 2 LAPS   | 1:17.133 | 163    | 8.337    | 1:06.313 | 40     | 2 LAPS | 1:17.534 |
| 163    | 3.471    | 1:07.799 | 14     | 1 LAP    | 1:13.241 | 14     | 1 LAP    | 1:11.297 | 1      | 1 LAP    | 1:11.171 | 29     | 2 LAPS | 1:16.957 |
| 14     | 1 LAP    | 1:11.563 | 16     | 2 LAPS   | 1:19.618 | 44     | 1 LAP    | 1:11.712 | 26     | 2 LAPS   | 1:16.992 | 1      | 1 LAP  | 1:10.675 |
| 44     | 1 LAP    | 1:11.487 | 44     | 1 LAP    | 1:11.007 | 77     | 2 LAPS   | 1:17.083 | 14     | 1 LAP    | 1:12.082 | 44     | 1 LAP  | 1:11.681 |
| 20     | 2 LAPS   | 1:20.654 | 77     | 2 LAPS   | 1:19.280 | 16     | 2 LAPS   | 1:18.745 | 44     | 1 LAP    | 1:10.662 | 14     | 1 LAP  | 1:13.245 |
| 3      | 1 LAP    | 1:11.548 | 28     | 2 LAPS   | 1:19.031 | 28     | 2 LAPS   | 1:18.319 | 79     | 30.349   | 1:07.238 | 79     | 31.237 | 1:06.249 |
| 23     | 1 LAP    | 1:11.507 | 36     | 2 LAPS   | 1:18.790 | 3      | 1 LAP    | 1:14.131 | 77     | 2 LAPS   | 1:16.015 | 26     | 2 LAPS | 1:16.971 |
| 79     | 27.620   | 1:06.318 | 18     | 3 LAPS   | 1:29.419 | 23     | 1 LAP    | 1:12.504 | 3      | 1 LAP    | 1:13.183 | 51     | 38.706 | 1:08.551 |
| 37     | 1 LAP    | 1:13.236 | 3      | 1 LAP    | 1:11.582 | 79     | 29.934   | 1:07.961 | 51     | 35.516   | 1:09.303 | 63     | 1 LAP  | 1:11.355 |
| 94     | 1 LAP    | 1:13.437 | 23     | 1 LAP    | 1:12.589 | 36     | 2 LAPS   | 1:20.713 | 63     | 1 LAP    | 1:11.604 | 3      | 1 LAP  | 1:14.809 |
| 51     | 29.090   | 1:07.863 | 20     | 2 LAPS   | 1:19.234 | 63     | 1 LAP    | 1:36.156 | 23     | 1 LAP    | 1:13.795 | 23     | 1 LAP  | 1:14.035 |
| 57     | 30.727   | 1:08.276 | 79     | 27.441   | 1:06.333 | 51     | 33.036   | 1:08.158 | 16     | 2 LAPS   | 1:19.260 | 77     | 2 LAPS | 1:17.314 |
| 7      | 1 LAP    | 1:15.264 | 51     | 30.346   | 1:07.768 | 57     | 37.578   | 1:09.588 | 57     | 39.483   | 1:08.728 | 57     | 46.881 | 1:12.759 |
| 82     | 32.141   | 1:10.007 | 57     | 33.458   | 1:09.243 | 20     | 2 LAPS   | 1:20.147 | 28     | 2 LAPS   | 1:18.319 | 11     | 48.682 | 1:11.262 |
| 11     | 34.824   | 1:08.591 | 94     | 1 LAP    | 1:13.440 | 82     | 39.233   | 1:08.960 | 82     | 41.559   | 1:09.149 | 16     | 2 LAPS | 1:18.979 |
| 40     | 1 LAP    | 1:16.274 | 82     | 35.741   | 1:10.112 | 11     | 40.768   | 1:09.700 | 11     | 42.781   | 1:08.836 | 36     | 2 LAPS | 1:22.892 |
| 29     | 1 LAP    | 1:15.234 | 11     | 36.536   | 1:08.224 | 94     | 1 LAP    | 1:13.517 | 36     | 2 LAPS   | 1:19.725 | 28     | 2 LAPS | 1:27.262 |
| 31     | 52.079   | 1:11.186 | 37     | 1 LAP    | 1:15.041 | 18     | 3 LAPS   | 1:31.315 | 94     | 1 LAP    | 1:13.499 | 94     | 1 LAP  | 1:16.520 |
| 93     | 1:02.638 | 1:09.734 | 7      | 1 LAP    | 1:14.293 | 37     | 1 LAP    | 1:14.269 | 20     | 2 LAPS   | 1:19.307 | 37     | 1 LAP  | 1:15.002 |
| 26     | 1 LAP    | 1:17.871 | 31     | 55.781   | 1:10.214 | 7      | 1 LAP    | 1:14.414 | 37     | 1 LAP    | 1:13.786 | 7      | 1 LAP  | 1:15.772 |
|        |          |          | 40     | 1 LAP    | 1:15.899 | 31     | 1:00.598 | 1:10.285 | 7      | 1 LAP    | 1:13.986 | 20     | 2 LAPS | 1:21.299 |
|        |          |          | 29     | 1 LAP    | 1:15.264 | 40     | 1 LAP    | 1:15.744 | 18     | 3 LAPS   | 1:26.049 |        |        |          |
|        |          |          | 93     | 1:04.810 | 1:08.684 |        |          |          | 31     | 1:05.019 | 1:11.244 |        |        |          |

Car 90 DNS.  
 Weather/Track: Cloud/Drying

**HSCC/FJHRA Millers Oils Historic Formula Junior**  
**RACE 3 - LAP CHART - Silverstone - 18 October 2014**  
 (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 |
| 53     |        | 1:06.724 | 53     |        | 1:07.629 | 53     |        | 1:06.275 | 53     |          | 1:07.082 |        |        |         |
| 31     | 1 LAP  | 1:12.019 | 94     | 2 LAPS | 1:15.327 | 94     | 2 LAPS | 1:13.541 | 18     | 5 LAPS   | 1:29.311 |        |        |         |
| 93     | 1 LAP  | 1:10.877 | 37     | 2 LAPS | 1:14.941 | 37     | 2 LAPS | 1:13.739 | 77     | 3 LAPS   | 1:15.794 |        |        |         |
| 163    | 11.524 | 1:07.763 | 28     | 3 LAPS | 1:19.277 | 16     | 3 LAPS | 1:19.210 | 163    | 11.513   | 1:06.764 |        |        |         |
| 82     | 1 LAP  | 1:47.460 | 7      | 2 LAPS | 1:15.037 | 163    | 11.831 | 1:07.129 | 94     | 2 LAPS   | 1:12.841 |        |        |         |
| 40     | 2 LAPS | 1:17.300 | 36     | 3 LAPS | 1:20.437 | 31     | 1 LAP  | 1:12.206 | 37     | 2 LAPS   | 1:13.617 |        |        |         |
| 29     | 2 LAPS | 1:17.257 | 31     | 1 LAP  | 1:10.134 | 7      | 2 LAPS | 1:15.587 | 31     | 1 LAP    | 1:13.450 |        |        |         |
| 1      | 1 LAP  | 1:12.803 | 20     | 3 LAPS | 1:18.590 | 28     | 3 LAPS | 1:18.701 | 93     | 1 LAP    | 1:09.901 |        |        |         |
| 18     | 4 LAPS | 1:31.824 | 163    | 10.977 | 1:07.082 | 93     | 1 LAP  | 1:11.370 | 16     | 3 LAPS   | 1:20.102 |        |        |         |
| 79     | 31.644 | 1:07.131 | 93     | 1 LAP  | 1:10.473 | 36     | 3 LAPS | 1:19.467 | 7      | 2 LAPS   | 1:15.898 |        |        |         |
| 44     | 1 LAP  | 1:11.197 | 82     | 1 LAP  | 1:12.322 | 20     | 3 LAPS | 1:18.187 | 28     | 3 LAPS   | 1:18.135 |        |        |         |
| 14     | 1 LAP  | 1:11.257 | 1      | 1 LAP  | 1:12.273 | 82     | 1 LAP  | 1:11.048 | 79     | 30.245   | 1:06.776 |        |        |         |
| 51     | 40.148 | 1:08.166 | 40     | 2 LAPS | 1:15.557 | 79     | 30.551 | 1:06.080 | 82     | 1 LAP    | 1:12.530 |        |        |         |
| 26     | 2 LAPS | 1:17.158 | 79     | 30.746 | 1:06.731 | 1      | 1 LAP  | 1:11.685 | 36     | 3 LAPS   | 1:19.354 |        |        |         |
| 63     | 1 LAP  | 1:11.218 | 29     | 2 LAPS | 1:16.068 | 40     | 2 LAPS | 1:14.980 | 20     | 3 LAPS   | 1:18.278 |        |        |         |
| 3      | 1 LAP  | 1:12.261 | 44     | 1 LAP  | 1:11.375 | 29     | 2 LAPS | 1:15.619 | 1      | 1 LAP    | 1:11.419 |        |        |         |
| 11     | 51.155 | 1:09.197 | 14     | 1 LAP  | 1:10.705 | 44     | 1 LAP  | 1:10.507 | 51     | 44.171   | 1:08.946 |        |        |         |
| 57     | 51.193 | 1:11.036 | 51     | 41.166 | 1:08.647 | 51     | 42.307 | 1:07.416 | 44     | 1 LAP    | 1:10.844 |        |        |         |
| 23     | 1 LAP  | 1:13.084 | 18     | 4 LAPS | 1:29.653 | 14     | 1 LAP  | 1:11.037 | 14     | 1 LAP    | 1:10.831 |        |        |         |
| 77     | 2 LAPS | 1:14.974 | 63     | 1 LAP  | 1:10.875 | 63     | 1 LAP  | 1:11.107 | 40     | 2 LAPS   | 1:16.693 |        |        |         |
| 16     | 2 LAPS | 1:19.821 | 26     | 2 LAPS | 1:16.327 | 57     | 58.030 | 1:09.708 | 29     | 2 LAPS   | 1:15.158 |        |        |         |
|        |        |          | 57     | 54.597 | 1:11.033 | 11     | 58.290 | 1:09.966 | 63     | 1 LAP    | 1:11.043 |        |        |         |
|        |        |          | 11     | 54.599 | 1:11.073 | 3      | 1 LAP  | 1:11.184 | 11     | 59.776   | 1:08.568 |        |        |         |
|        |        |          | 3      | 1 LAP  | 1:12.558 | 26     | 2 LAPS | 1:16.700 | 57     | 1:00.270 | 1:09.322 |        |        |         |
|        |        |          | 23     | 1 LAP  | 1:11.686 | 23     | 1 LAP  | 1:12.495 | 3      | 1 LAP    | 1:13.106 |        |        |         |
|        |        |          | 77     | 2 LAPS | 1:13.854 |        |        |          | 23     | 1 LAP    | 1:12.874 |        |        |         |
|        |        |          |        |        |          |        |        |          | 26     | 2 LAPS   | 1:15.641 |        |        |         |

Car 90 DNS.  
 Weather/Track: Cloud/Drying

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER              | NAT | CAR           | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|---------------------|-----|---------------|----------|------|--------|-------|
| 1   | 89  |    | Neil FOWLER         |     | Lola T200     | 1:14.895 | 10   |        | 78.78 |
| 2   | 43  |    | Callum GRANT        |     | Merlyn Mk20a  | 1:15.859 | 10   | 0.964  | 77.78 |
| 3   | 60  |    | James BUCKTON       |     | Elden Mk8     | 1:16.774 | 10   | 1.879  | 76.85 |
| 4   | 16  |    | Simon TOYNE         |     | Lola T200     | 1:16.906 | 10   | 2.011  | 76.72 |
| 5   | 94  |    | Mark DRAGHICESCU    |     | Merlyn Mk20   | 1:16.962 | 10   | 2.067  | 76.66 |
| 6   | 79  |    | Josh WEST           |     | Merlyn Mk20A  | 1:17.772 | 10   | 2.877  | 75.86 |
| 7   | 4   |    | Maxim BARTELL       |     | Merlyn Mk20A  | 1:18.066 | 10   | 3.171  | 75.58 |
| 8   | 6   |    | Stuart BAIRD        |     | Merlyn Mk11A  | 1:18.185 | 10   | 3.290  | 75.46 |
| 9   | 17  |    | Brian MORRIS        |     | Lola T202     | 1:18.232 | 10   | 3.337  | 75.42 |
| 10  | 57  |    | David WILD          |     | Lola T200     | 1:18.435 | 10   | 3.540  | 75.22 |
| 11  | 56  |    | Roland SVENSSON     |     | Merlyn Mk17   | 1:18.466 | 10   | 3.571  | 75.19 |
| 12  | 20  |    | Kevin STANZL        |     | Merlyn Mk20   | 1:18.736 | 10   | 3.841  | 74.93 |
| 13  | 44  |    | Sam BINFIELD        |     | Titan Mk6     | 1:18.810 | 10   | 3.915  | 74.86 |
| 14  | 50  |    | Matthew WRIGLEY     |     | Merlyn Mk20a  | 1:19.432 | 10   | 4.537  | 74.28 |
| 15  | 54  |    | Alex MEEK           |     | Merlyn Mk20A  | 1:19.846 | 10   | 4.951  | 73.89 |
| 16  | 14  |    | Michael WRIGLEY     |     | Merlyn Mk 20a | 1:19.930 | 9    | 5.035  | 73.82 |
| 17  | 75  |    | Daniel PICKETT      |     | Merlyn Mk20   | 1:20.795 | 5    | 5.900  | 73.02 |
| 18  | 81  |    | James LOVETT        |     | Lola T200     | 1:20.898 | 10   | 6.003  | 72.93 |
| 19  | 27  |    | Dick DIXON          |     | Lotus 61      | 1:20.939 | 10   | 6.044  | 72.89 |
| 20  | 90  | N  | Daniel STANZL       |     | Elden Mk8     | 1:21.313 | 10   | 6.418  | 72.56 |
| 21  | 66  |    | Andrew WIGGINS      |     | Titan Mk6     | 1:21.578 | 10   | 6.683  | 72.32 |
| 22  | 7   |    | Nick PANCISI        |     | Titan Mk5     | 1:22.120 | 10   | 7.225  | 71.85 |
| 23  | 76  |    | Gary MCVEIGH        |     | Merlyn Mk11A  | 1:22.380 | 9    | 7.485  | 71.62 |
| 24  | 26  |    | John SLACK          |     | Lola T200     | 1:22.978 | 9    | 8.083  | 71.10 |
| 25  | 62  |    | Gareth CORDEY       |     | Alexis 18b    | 1:23.083 | 9    | 8.188  | 71.01 |
| 26  | 72  |    | Alistair LITTLEWOOD |     | Merlyn Mk20A  | 1:23.261 | 3    | 8.366  | 70.86 |
| 27  | 8   |    | Andrew MANSELL      |     | Merlyn Mk11A  | 1:23.478 | 3    | 8.583  | 70.68 |
| 28  | 11  |    | Roy SIERGIEJEV      |     | Macon Mk8     | 1:23.636 | 9    | 8.741  | 70.54 |
| 29  | 22  |    | Chris WILLIAMS      |     | Caldwell D9   | 1:24.522 | 9    | 9.627  | 69.80 |
| 30  | 177 |    | Peter HANNAM        |     | Nike Mk6      | 1:24.772 | 9    | 9.877  | 69.60 |
| 31  | 9   |    | Simon BROWN         |     | Merlyn Mk11A  | 1:25.601 | 9    | 10.706 | 68.92 |
| 32  | 25  |    | Philip WALKER       |     | Crossle 16F   | 1:26.336 | 9    | 11.441 | 68.34 |
| 33  | 33  |    | Julian PIERCE       |     | Lola T200     | 1:26.927 | 9    | 12.032 | 67.87 |
| 34  | 32  |    | Nigel ADAMS         |     | Lotus 61      | 1:27.410 | 9    | 12.515 | 67.50 |

Weather/Track: Drizzle/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 10:03 End: 10:15

Clerk of the Course:

Timekeeper:

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                       |              |
|---------------------|-----------------------|--------------|
| <b>4</b>            | <b>Maxim BARTELL</b>  | Merlyn Mk20A |
| 1 - X:00.000        | 6 - 1:31.036          |              |
| 2 - 1:19.374        | 7 - 1:25.001          |              |
| 3 - 1:18.579        | 8 - 1:18.682          |              |
| 4 - <b>1:18.066</b> | 9 - 1:18.288          |              |
| 5 - 1:19.289        | 10 - 1:18.852         |              |
| <b>6</b>            | <b>Stuart BAIRD</b>   | Merlyn Mk11A |
| 1 - X:00.000        | 6 - 1:27.898          |              |
| 2 - 1:22.484        | 7 - 1:22.066          |              |
| 3 - 1:19.825        | 8 - 1:20.679          |              |
| 4 - 1:24.706        | 9 - 1:37.660          |              |
| 5 - <b>1:18.185</b> | 10 - 1:25.336         |              |
| <b>7</b>            | <b>Nick PANCISI</b>   | Titan Mk5    |
| 1 - X:00.000        | 6 - 1:22.923          |              |
| 2 - 1:27.297        | 7 - 1:23.860          |              |
| 3 - 1:24.902        | 8 - 1:23.214          |              |
| 4 - 1:22.198        | 9 - <b>1:22.120</b>   |              |
| 5 - 1:22.836        | 10 - 1:24.209         |              |
| <b>8</b>            | <b>Andrew MANSELL</b> | Merlyn Mk11A |
| 1 - X:00.000        |                       |              |
| 2 - 1:33.395        |                       |              |
| 3 - <b>1:23.478</b> |                       |              |
| <b>9</b>            | <b>Simon BROWN</b>    | Merlyn Mk11A |
| 1 - X:00.000        | 6 - 1:31.358          |              |
| 2 - 1:29.562        | 7 - 1:27.133          |              |
| 3 - 1:26.446        | 8 - <b>1:25.601</b>   |              |
| 4 - 1:36.182P       | 9 - 1:30.505          |              |
| 5 - 2:05.723        |                       |              |
| <b>11</b>           | <b>Roy SIERGIEJEW</b> | Macon Mk8    |
| 1 - X:00.000        | 6 - 1:24.180          |              |
| 2 - 1:29.497        | 7 - 1:25.085          |              |
| 3 - 1:26.216        | 8 - 1:24.951          |              |
| 4 - <b>1:23.636</b> | 9 - 1:24.574          |              |
| 5 - 1:23.829        |                       |              |

Weather/Track: Drizzle/Wet

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Page 1 of 6

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 10:03 End: 10:15

Printed - 10:18 Saturday, 18 October 2014

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |               |
|---------------------|------------------------|---------------|
| <b>14</b>           | <b>Michael WRIGLEY</b> | Merlyn Mk 20a |
| 1 - X:00.000        | 6 - 1:22.379           |               |
| 2 - 1:39.482        | 7 - 1:21.127           |               |
| 3 - 1:27.000        | 8 - <b>1:19.930</b>    |               |
| 4 - 1:23.002        | 9 - 1:34.455           |               |
| 5 - 1:22.192        |                        |               |
| <b>16</b>           | <b>Simon TOYNE</b>     | Lola T200     |
| 1 - X:00.000        | 6 - 1:21.279           |               |
| 2 - 1:20.922        | 7 - 1:24.120           |               |
| 3 - 1:18.081        | 8 - 1:20.034           |               |
| 4 - 1:17.693        | 9 - 1:17.744           |               |
| 5 - <b>1:16.906</b> | 10 - 1:19.670          |               |
| <b>17</b>           | <b>Brian MORRIS</b>    | Lola T202     |
| 1 - X:00.000        | 6 - <b>1:18.232</b>    |               |
| 2 - 1:23.980        | 7 - 1:42.999           |               |
| 3 - 1:21.146        | 8 - 1:20.684           |               |
| 4 - 1:20.272        | 9 - 1:20.703           |               |
| 5 - 1:20.280        | 10 - 1:22.275          |               |
| <b>20</b>           | <b>Kevin STANZL</b>    | Merlyn Mk20   |
| 1 - X:00.000        | 6 - 1:20.289           |               |
| 2 - 1:20.408        | 7 - 1:27.112           |               |
| 3 - <b>1:18.736</b> | 8 - 1:22.014           |               |
| 4 - 1:19.096        | 9 - 1:31.297           |               |
| 5 - 1:19.772        | 10 - 1:21.065          |               |
| <b>22</b>           | <b>Chris WILLIAMS</b>  | Caldwell D9   |
| 1 - X:00.000        | 6 - 1:26.507           |               |
| 2 - 1:31.047        | 7 - 1:25.342           |               |
| 3 - <b>1:24.522</b> | 8 - 1:24.676           |               |
| 4 - 1:25.877        | 9 - 1:24.852           |               |
| 5 - 1:25.401        |                        |               |
| <b>25</b>           | <b>Philip WALKER</b>   | Crossle 16F   |
| 1 - X:00.000        | 6 - 1:29.607           |               |
| 2 - 1:32.704        | 7 - 1:28.522           |               |
| 3 - 1:45.888        | 8 - <b>1:26.336</b>    |               |
| 4 - 1:27.062        | 9 - 1:27.669           |               |
| 5 - 1:28.227        |                        |               |

Weather/Track: Drizzle/Wet

**HSCC Historic Formula Ford in Association with Avon Tyres**  
**RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                      |              |
|---------------------|----------------------|--------------|
| <b>26</b>           | <b>John SLACK</b>    | Lola T200    |
| 1 - X:00.000        | 6 - 1:23.515         |              |
| 2 - 1:24.342        | 7 - 1:23.926         |              |
| 3 - 1:24.201        | 8 - 1:24.093         |              |
| 4 - 1:23.855        | 9 - 1:38.997         |              |
| 5 - <b>1:22.978</b> |                      |              |
| <b>27</b>           | <b>Dick DIXON</b>    | Lotus 61     |
| 1 - X:00.000        | 6 - 1:22.375         |              |
| 2 - 1:24.832        | 7 - 1:22.475         |              |
| 3 - 1:24.065        | 8 - <b>1:20.939</b>  |              |
| 4 - 1:29.169        | 9 - 1:21.314         |              |
| 5 - 1:24.850        | 10 - 1:22.576        |              |
| <b>32</b>           | <b>Nigel ADAMS</b>   | Lotus 61     |
| 1 - X:00.000        | 6 - 1:30.835         |              |
| 2 - 1:33.435        | 7 - 1:27.926         |              |
| 3 - <b>1:27.410</b> | 8 - 1:27.578         |              |
| 4 - 1:29.275        | 9 - 1:27.476         |              |
| 5 - 1:31.288        |                      |              |
| <b>33</b>           | <b>Julian PIERCE</b> | Lola T200    |
| 1 - X:00.000        | 6 - 1:30.581         |              |
| 2 - 1:37.546        | 7 - 1:30.554         |              |
| 3 - 1:30.386        | 8 - 1:28.511         |              |
| 4 - 1:29.657        | 9 - <b>1:26.927</b>  |              |
| 5 - 1:29.850        |                      |              |
| <b>43</b>           | <b>Callum GRANT</b>  | Merlyn Mk20a |
| 1 - X:00.000        | 6 - 1:24.650         |              |
| 2 - 1:17.562        | 7 - 1:16.692         |              |
| 3 - 1:16.337        | 8 - 1:18.402         |              |
| 4 - <b>1:15.859</b> | 9 - 1:17.260         |              |
| 5 - 1:17.997        | 10 - 1:17.492        |              |
| <b>44</b>           | <b>Sam BINFIELD</b>  | Titan Mk6    |
| 1 - X:00.000        | 6 - 1:20.278         |              |
| 2 - 1:24.067        | 7 - 1:21.539         |              |
| 3 - 1:19.165        | 8 - <b>1:18.810</b>  |              |
| 4 - 1:21.107        | 9 - 1:19.522         |              |
| 5 - 1:19.465        | 10 - 1:19.868        |              |

Weather/Track: Drizzle/Wet

**HSCC Historic Formula Ford in Association with Avon Tyres**  
**RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                     |                        |              |
|---------------------|------------------------|--------------|
| <b>50</b>           | <b>Matthew WRIGLEY</b> | Merlyn Mk20a |
| 1 - X:00.000        | 6 - 1:24.430           |              |
| 2 - 1:27.275        | 7 - 1:22.147           |              |
| 3 - 1:24.068        | 8 - <b>1:19.432</b>    |              |
| 4 - 1:21.372        | 9 - 1:19.768           |              |
| 5 - 1:20.670        | 10 - 1:20.061          |              |
| <b>54</b>           | <b>Alex MEEK</b>       | Merlyn Mk20A |
| 1 - X:00.000        | 6 - 1:20.246           |              |
| 2 - 1:26.736        | 7 - 1:27.691           |              |
| 3 - 1:20.991        | 8 - 1:20.104           |              |
| 4 - 1:20.039        | 9 - 1:28.399           |              |
| 5 - <b>1:19.846</b> | 10 - 1:43.815          |              |
| <b>56</b>           | <b>Roland SVENSSON</b> | Merlyn Mk17  |
| 1 - X:00.000        | 6 - 1:20.241           |              |
| 2 - 1:21.370        | 7 - 1:25.991           |              |
| 3 - 1:18.750        | 8 - 1:19.880           |              |
| 4 - 1:20.036        | 9 - 1:19.770           |              |
| 5 - 1:19.697        | 10 - <b>1:18.466</b>   |              |
| <b>57</b>           | <b>David WILD</b>      | Lola T200    |
| 1 - X:00.000        | 6 - 1:19.675           |              |
| 2 - 1:22.789        | 7 - 1:19.976           |              |
| 3 - 1:19.089        | 8 - 1:20.753           |              |
| 4 - 1:25.378        | 9 - <b>1:18.435</b>    |              |
| 5 - 1:20.292        | 10 - 1:19.074          |              |
| <b>60</b>           | <b>James BUCKTON</b>   | Elden Mk8    |
| 1 - X:00.000        | 6 - 1:18.240           |              |
| 2 - 1:18.781        | 7 - 1:20.467           |              |
| 3 - 1:16.909        | 8 - 1:19.786           |              |
| 4 - <b>1:16.774</b> | 9 - 1:17.522           |              |
| 5 - 1:18.564        | 10 - 1:18.166          |              |
| <b>62</b>           | <b>Gareth CORDEY</b>   | Alexis 18b   |
| 1 - X:00.000        | 6 - <b>1:23.083</b>    |              |
| 2 - 1:30.837        | 7 - 1:23.912           |              |
| 3 - 1:28.073        | 8 - 1:23.642           |              |
| 4 - 1:29.002        | 9 - 1:23.706           |              |
| 5 - 1:24.147        |                        |              |

Weather/Track: Drizzle/Wet

**HSCC Historic Formula Ford in Association with Avon Tyres**  
**RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|                                                                                                                                                                       |                            |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------|
| <b>66</b>                                                                                                                                                             | <b>Andrew WIGGINS</b>      | Titan Mk6    |
| 1 - X:00.000    6 - 1:22.138<br>2 - 1:27.433    7 - 1:22.592<br>3 - 1:23.659    8 - 1:22.133<br>4 - 1:21.839    9 - 1:22.125<br>5 - <b>1:21.578</b> 10 - 1:21.817     |                            |              |
| <b>72</b>                                                                                                                                                             | <b>Alistair LITTLEWOOD</b> | Merlyn Mk20A |
| 1 - X:00.000<br>2 - <b>1:23.261</b><br>3 - 1:23.672                                                                                                                   |                            |              |
| <b>75</b>                                                                                                                                                             | <b>Daniel PICKETT</b>      | Merlyn Mk20  |
| 1 - X:00.000<br>2 - 1:27.893<br>3 - 1:22.319<br>4 - <b>1:20.795</b><br>5 - 1:21.888                                                                                   |                            |              |
| <b>76</b>                                                                                                                                                             | <b>Gary MCVEIGH</b>        | Merlyn Mk11A |
| 1 - X:00.000    6 - 1:26.882<br>2 - 1:29.552    7 - 1:25.412<br>3 - 1:24.596    8 - 1:24.284<br>4 - 1:24.477    9 - 1:26.006<br>5 - <b>1:22.380</b>                   |                            |              |
| <b>79</b>                                                                                                                                                             | <b>Josh WEST</b>           | Merlyn Mk20A |
| 1 - X:00.000    6 - 1:19.235<br>2 - 1:21.327    7 - 1:17.863<br>3 - <b>1:17.772</b> 8 - 1:31.242<br>4 - 1:18.013    9 - 1:18.977<br>5 - 1:26.728    10 - 1:19.161     |                            |              |
| <b>81</b>                                                                                                                                                             | <b>James LOVETT</b>        | Lola T200    |
| 1 - X:00.000    6 - <b>1:20.898</b><br>2 - 1:27.434    7 - 1:21.925<br>3 - 1:21.581    8 - 1:25.107<br>4 - 1:28.980    9 - 1:23.278<br>5 - 1:22.274    10 - 1:37.557P |                            |              |

Weather/Track: Drizzle/Wet

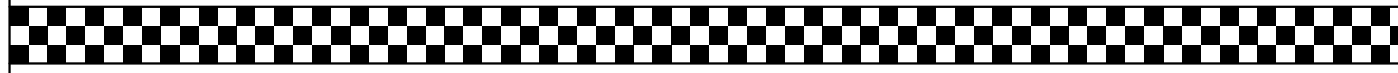
**HSCC Historic Formula Ford in Association with Avon Tyres**  
**RACE 4 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|              |                         |             |
|--------------|-------------------------|-------------|
| <b>89</b>    | <b>Neil FOWLER</b>      | Lola T200   |
| 1 - X:00.000 | 6 - 1:16.167            |             |
| 2 - 1:19.094 | 7 - 1:18.958            |             |
| 3 - 1:16.826 | 8 - 1:16.033            |             |
| 4 - 1:16.351 | 9 - <b>1:14.895</b>     |             |
| 5 - 1:16.267 | 10 - 1:15.137           |             |
| <b>90</b>    | <b>Daniel STANZL</b>    | Elden Mk8   |
| 1 - X:00.000 | 6 - 1:23.511            |             |
| 2 - 1:28.633 | 7 - 1:23.095            |             |
| 3 - 1:25.902 | 8 - 1:21.703            |             |
| 4 - 1:26.168 | 9 - 1:21.395            |             |
| 5 - 1:23.975 | 10 - <b>1:21.313</b>    |             |
| <b>94</b>    | <b>Mark DRAGHICESCU</b> | Merlyn Mk20 |
| 1 - X:00.000 | 6 - 1:18.753            |             |
| 2 - 1:21.419 | 7 - 1:19.551            |             |
| 3 - 1:18.195 | 8 - <b>1:16.962</b>     |             |
| 4 - 1:20.702 | 9 - 1:26.249            |             |
| 5 - 1:19.080 | 10 - 1:18.568           |             |
| <b>177</b>   | <b>Peter HANNAM</b>     | Nike Mk6    |
| 1 - X:00.000 | 6 - 1:33.058            |             |
| 2 - 1:33.091 | 7 - 1:26.940            |             |
| 3 - 1:30.470 | 8 - 1:29.829            |             |
| 4 - 1:25.574 | 9 - <b>1:24.772</b>     |             |
| 5 - 1:26.889 |                         |             |

Weather/Track: Drizzle/Wet

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - GRID - Silverstone - 18 October 2014

|                                                                                     |     |            |    |             |
|-------------------------------------------------------------------------------------|-----|------------|----|-------------|
| ROW 17                                                                              | 32  | ADAMS      | 33 | PIERCE      |
| ROW 16                                                                              | 25  | WALKER     | 9  | BROWN       |
| ROW 15                                                                              | 177 | HANNAM     | 22 | WILLIAMS    |
| ROW 14                                                                              | 11  | SIERGIEJEV | 8  | MANSELL     |
| ROW 13                                                                              | 72  | LITTLEWOOD | 62 | CORDEY      |
| ROW 12                                                                              | 26  | SLACK      | 76 | MCVEIGH     |
| ROW 11                                                                              | 7   | PANCISI    | 66 | WIGGINS     |
| ROW 10                                                                              | 90  | STANZL     | 27 | DIXON       |
| ROW 9                                                                               | 81  | LOVETT     | 75 | PICKETT     |
| ROW 8                                                                               | 14  | WRIGLEY    | 54 | MEEK        |
| ROW 7                                                                               | 50  | WRIGLEY    | 44 | BINFIELD    |
| ROW 6                                                                               | 20  | STANZL     | 56 | SVENSSON    |
| ROW 5                                                                               | 57  | WILD       | 17 | MORRIS      |
| ROW 4                                                                               | 6   | BAIRD      | 4  | BARTELL     |
| ROW 3                                                                               | 79  | WEST       | 94 | DRAGHICESCU |
| ROW 2                                                                               | 16  | TOYNE      | 60 | BUCKTON     |
| ROW 1                                                                               | 43  | GRANT      | 89 | FOWLER      |
| POLE                                                                                |     |            |    |             |
|  |     |            |    |             |

Weather/Track: Drizzle/Wet

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 10:03 End: 10:15

Clerk of the Course:

Timekeeper:

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - CLASSIFICATION - Silverstone - 18 October 2014

| POS            | NO  | CL | DRIVER              | NAT | CAR           | TIME      | LAPS | GAP      | MPH       | BEST     |
|----------------|-----|----|---------------------|-----|---------------|-----------|------|----------|-----------|----------|
| 1              | 89  |    | Neil FOWLER         |     | Lola T200     | 20:49.611 | 19   |          | 89.47     | 1:05.194 |
| 2              | 43  |    | Callum GRANT        |     | Merlyn Mk20a  | 20:49.680 | 19   | 0.069    | 89.47     | 1:04.997 |
| 3              | 94  |    | Mark DRAGHICESCU    |     | Merlyn Mk20   | 20:50.408 | 19   | 0.797    | 89.41     | 1:04.763 |
| 4              | 79  |    | Josh WEST           |     | Merlyn Mk20A  | 21:05.084 | 19   | 15.473   | 88.38     | 1:05.426 |
| 5              | 16  |    | Simon TOYNE         |     | Lola T200     | 21:05.263 | 19   | 15.652   | 88.36     | 1:05.440 |
| 6              | 9   |    | Simon BROWN         |     | Merlyn Mk11A  | 21:06.566 | 19   | 16.955   | 88.27     | 1:05.543 |
| 7              | 60  |    | James BUCKTON       |     | Elden Mk8     | 21:07.398 | 19   | 17.787   | 88.21     | 1:05.885 |
| 8              | 4   |    | Maxim BARTELL       |     | Merlyn Mk20A  | 21:07.573 | 19   | 17.962   | 88.20     | 1:05.569 |
| 9              | 57  |    | David WILD          |     | Lola T200     | 21:15.298 | 19   | 25.687   | 87.67     | 1:06.195 |
| 10             | 6   |    | Stuart BAIRD        |     | Merlyn Mk11A  | 21:16.688 | 19   | 27.077   | 87.57     | 1:06.358 |
| 11             | 20  |    | Kevin STANZL        |     | Merlyn Mk20   | 21:16.873 | 19   | 27.262   | 87.56     | 1:06.087 |
| 12             | 56  |    | Roland SVENSSON     |     | Merlyn Mk17   | 21:17.921 | 19   | 28.310   | 87.49     | 1:06.194 |
| 13             | 54  |    | Alex MEEK           |     | Merlyn Mk20A  | 21:29.753 | 19   | 40.142   | 86.69     | 1:06.958 |
| 14             | 44  |    | Sam BINFIELD        |     | Titan Mk6     | 21:31.615 | 19   | 42.004   | 86.56     | 1:06.922 |
| 15             | 14  |    | Michael WRIGLEY     |     | Merlyn Mk 20a | 21:35.862 | 19   | 46.251   | 86.28     | 1:06.422 |
| 16             | 81  |    | James LOVETT        |     | Lola T200     | 21:41.796 | 19   | 52.185   | 85.88     | 1:06.863 |
| 17             | 8   |    | Andrew MANSELL      |     | Merlyn Mk11A  | 21:42.570 | 19   | 52.959   | 85.83     | 1:07.169 |
| 18             | 66  |    | Andrew WIGGINS      |     | Titan Mk6     | 21:43.632 | 19   | 54.021   | 85.76     | 1:07.358 |
| 19             | 72  |    | Alistair LITTLEWOOD |     | Merlyn Mk20A  | 21:50.488 | 19   | 1:00.877 | 85.31     | 1:07.139 |
| 20             | 11  |    | Roy SIERGIEJEV      |     | Macon Mk8     | 21:51.130 | 19   | 1:01.519 | 85.27     | 1:07.315 |
| 21             | 25  |    | Philip WALKER       |     | Crossle 16F   | 21:58.898 | 19   | 1:09.287 | 84.77     | 1:07.790 |
| 22             | 177 |    | Peter HANNAM        |     | Nike Mk6      | 20:53.205 | 18   | 1 LAP    | 84.51     | 1:07.966 |
| 23             | 27  |    | Dick DIXON          |     | Lotus 61      | 20:53.390 | 18   | 1 LAP    | 84.49     | 1:07.585 |
| 24             | 26  |    | John SLACK          |     | Lola T200     | 20:54.179 | 18   | 1 LAP    | 84.44     | 1:07.190 |
| 25             | 62  |    | Gareth CORDEY       |     | Alexis 18b    | 20:54.408 | 18   | 1 LAP    | 84.42     | 1:08.103 |
| 26             | 76  |    | Gary MCVEIGH        |     | Merlyn Mk11A  | 20:57.090 | 18   | 1 LAP    | 84.24     | 1:07.988 |
| 27             | 90  | N  | Daniel STANZL       |     | Elden Mk8     | 20:59.920 | 18   | 1 LAP    | 84.06     | 1:08.193 |
| 28             | 33  |    | Julian PIERCE       |     | Lola T200     | 21:09.434 | 18   | 1 LAP    | 83.43     | 1:09.163 |
| 29             | 32  |    | Nigel ADAMS         |     | Lotus 61      | 20:54.406 | 17   | 2 LAPS   | 79.72     | 1:11.758 |
| 30             | 22  |    | Chris WILLIAMS      |     | Caldwell D9   | 21:07.243 | 17   | 2 LAPS   | 78.91     | 1:09.173 |
| NOT CLASSIFIED |     |    |                     |     |               |           |      |          |           |          |
| 17             |     |    | Brian MORRIS        |     | Lola T202     | 14:49.630 | 13   | D.N.F.   | 85.88     | 1:06.532 |
| 50             |     |    | Matthew WRIGLEY     |     | Merlyn Mk20a  | 9:21.063  | 8    | D.N.F.   | 83.59     | 1:08.057 |
| 7              |     |    | Nick PANCISI        |     | Titan Mk5     | 4:49.134  | 4    | D.N.F.   | 80.59     | 1:08.981 |
| FASTEST LAP    |     |    |                     |     |               |           |      |          |           |          |
| 94             |     |    | Mark DRAGHICESCU    |     | Merlyn Mk20   | 1:04.763  | 17   | 91.10mph | 146.62kph |          |
| 90             | N   |    | Daniel STANZL       |     | Elden Mk8     | 1:08.193  | 16   | 86.52mph | 139.24kph |          |

Car 75 DNS

Weather/Track: Bright/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 14:30 End: 14:51

Clerk of the Course:

Timekeeper:

## HSCC Historic Formula Ford in Association with Avon Tyres

### RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                             |                |  |  |  |              |  |  |  |
|-----------------------------------------------------------------------------|----------------|--|--|--|--------------|--|--|--|
| 4                                                                           | Maxim BARTELL  |  |  |  | Merlyn Mk20A |  |  |  |
| 1 - 1:11.138      6 - 1:06.110      11 - 1:05.713      16 - 1:05.660        |                |  |  |  |              |  |  |  |
| 2 - 1:05.989      7 - 1:06.344      12 - 1:06.165      17 - 1:12.155        |                |  |  |  |              |  |  |  |
| 3 - 1:06.009      8 - 1:06.744      13 - 1:05.623      18 - <b>1:05.569</b> |                |  |  |  |              |  |  |  |
| 4 - 1:05.869      9 - 1:06.672      14 - 1:06.357      19 - 1:06.259        |                |  |  |  |              |  |  |  |
| 5 - 1:07.319      10 - 1:05.635      15 - 1:06.243                          |                |  |  |  |              |  |  |  |
| 6                                                                           | Stuart BAIRD   |  |  |  | Merlyn Mk11A |  |  |  |
| 1 - 1:11.587      6 - 1:06.372      11 - 1:07.026      16 - 1:06.399        |                |  |  |  |              |  |  |  |
| 2 - 1:06.952      7 - 1:07.124      12 - 1:07.350      17 - <b>1:06.358</b> |                |  |  |  |              |  |  |  |
| 3 - 1:07.472      8 - 1:07.360      13 - 1:06.833      18 - 1:06.488        |                |  |  |  |              |  |  |  |
| 4 - 1:07.442      9 - 1:06.827      14 - 1:06.668      19 - 1:06.406        |                |  |  |  |              |  |  |  |
| 5 - 1:07.529      10 - 1:06.715      15 - 1:07.780                          |                |  |  |  |              |  |  |  |
| 7                                                                           | Nick PANCISI   |  |  |  | Titan Mk5    |  |  |  |
| 1 - 1:20.240                                                                |                |  |  |  |              |  |  |  |
| 2 - 1:10.597                                                                |                |  |  |  |              |  |  |  |
| 3 - <b>1:08.981</b>                                                         |                |  |  |  |              |  |  |  |
| 4 - 1:09.316                                                                |                |  |  |  |              |  |  |  |
| 8                                                                           | Andrew MANSELL |  |  |  | Merlyn Mk11A |  |  |  |
| 1 - 1:17.040      6 - 1:09.781      11 - 1:08.360      16 - 1:08.037        |                |  |  |  |              |  |  |  |
| 2 - 1:09.352      7 - 1:08.366      12 - 1:07.351      17 - 1:08.394        |                |  |  |  |              |  |  |  |
| 3 - 1:08.323      8 - 1:08.530      13 - <b>1:07.169</b> 18 - 1:07.451      |                |  |  |  |              |  |  |  |
| 4 - 1:07.699      9 - 1:08.252      14 - 1:07.606      19 - 1:07.577        |                |  |  |  |              |  |  |  |
| 5 - 1:07.726      10 - 1:07.569      15 - 1:07.987                          |                |  |  |  |              |  |  |  |
| 9                                                                           | Simon BROWN    |  |  |  | Merlyn Mk11A |  |  |  |
| 1 - 1:16.692      6 - 1:06.126      11 - 1:05.796      16 - 1:05.687        |                |  |  |  |              |  |  |  |
| 2 - 1:06.954      7 - 1:06.794      12 - 1:05.654      17 - 1:05.737        |                |  |  |  |              |  |  |  |
| 3 - 1:06.307      8 - 1:06.659      13 - 1:05.906      18 - 1:05.689        |                |  |  |  |              |  |  |  |
| 4 - 1:06.636      9 - 1:06.409      14 - 1:05.829      19 - 1:05.807        |                |  |  |  |              |  |  |  |
| 5 - <b>1:05.543</b> 10 - 1:06.532      15 - 1:05.809                        |                |  |  |  |              |  |  |  |
| 11                                                                          | Roy SIERGIEJEV |  |  |  | Macon Mk8    |  |  |  |
| 1 - 1:20.048      6 - 1:07.739      11 - 1:08.411      16 - 1:07.454        |                |  |  |  |              |  |  |  |
| 2 - 1:10.407      7 - 1:08.472      12 - 1:08.350      17 - 1:07.702        |                |  |  |  |              |  |  |  |
| 3 - 1:10.223      8 - 1:08.407      13 - 1:08.322      18 - 1:07.422        |                |  |  |  |              |  |  |  |
| 4 - 1:08.749      9 - 1:08.316      14 - 1:07.474      19 - <b>1:07.315</b> |                |  |  |  |              |  |  |  |
| 5 - 1:09.944      10 - 1:08.856      15 - 1:07.519                          |                |  |  |  |              |  |  |  |

Car 75 DNS  
Weather/Track: Bright/Dry

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                      |                 |               |  |  |  |
|----------------------------------------------------------------------|-----------------|---------------|--|--|--|
| 14                                                                   | Michael WRIGLEY | Merlyn Mk 20a |  |  |  |
| 1 - 1:24.389      6 - 1:07.233      11 - 1:07.171      16 - 1:07.068 |                 |               |  |  |  |
| 2 - 1:07.843      7 - 1:07.096      12 - 1:06.944      17 - 1:06.616 |                 |               |  |  |  |
| 3 - 1:08.739      8 - 1:07.509      13 - 1:06.866      18 - 1:06.828 |                 |               |  |  |  |
| 4 - 1:08.322      9 - 1:06.503      14 - 1:06.422      19 - 1:06.598 |                 |               |  |  |  |
| 5 - 1:08.194      10 - 1:06.983      15 - 1:08.538                   |                 |               |  |  |  |
| 16                                                                   | Simon TOYNE     | Lola T200     |  |  |  |
| 1 - 1:10.761      6 - 1:06.391      11 - 1:05.616      16 - 1:05.709 |                 |               |  |  |  |
| 2 - 1:06.109      7 - 1:06.040      12 - 1:05.661      17 - 1:09.962 |                 |               |  |  |  |
| 3 - 1:06.078      8 - 1:06.815      13 - 1:05.806      18 - 1:05.440 |                 |               |  |  |  |
| 4 - 1:06.228      9 - 1:05.757      14 - 1:05.844      19 - 1:06.120 |                 |               |  |  |  |
| 5 - 1:07.570      10 - 1:06.756      15 - 1:06.600                   |                 |               |  |  |  |
| 17                                                                   | Brian MORRIS    | Lola T202     |  |  |  |
| 1 - 1:12.556      6 - 1:06.754      11 - 1:06.933                    |                 |               |  |  |  |
| 2 - 1:07.010      7 - 1:06.962      12 - 1:07.031                    |                 |               |  |  |  |
| 3 - 1:08.035      8 - 1:07.033      13 - 1:19.724P                   |                 |               |  |  |  |
| 4 - 1:07.113      9 - 1:06.532                                       |                 |               |  |  |  |
| 5 - 1:06.922      10 - 1:07.025                                      |                 |               |  |  |  |
| 20                                                                   | Kevin STANZL    | Merlyn Mk20   |  |  |  |
| 1 - 1:13.990      6 - 1:06.507      11 - 1:06.796      16 - 1:06.850 |                 |               |  |  |  |
| 2 - 1:07.833      7 - 1:06.550      12 - 1:07.203      17 - 1:06.408 |                 |               |  |  |  |
| 3 - 1:07.342      8 - 1:07.237      13 - 1:06.087      18 - 1:06.598 |                 |               |  |  |  |
| 4 - 1:06.685      9 - 1:06.539      14 - 1:06.617      19 - 1:07.085 |                 |               |  |  |  |
| 5 - 1:06.828      10 - 1:06.904      15 - 1:06.814                   |                 |               |  |  |  |
| 22                                                                   | Chris WILLIAMS  | Caldwell D9   |  |  |  |
| 1 - 1:19.678      6 - 1:10.311      11 - 1:10.653      16 - 1:09.306 |                 |               |  |  |  |
| 2 - 1:09.401      7 - 1:10.550      12 - 1:10.124      17 - 1:10.493 |                 |               |  |  |  |
| 3 - 1:09.646      8 - 1:10.531      13 - 1:10.168                    |                 |               |  |  |  |
| 4 - 1:10.015      9 - 1:29.563P      14 - 1:09.303                   |                 |               |  |  |  |
| 5 - 1:28.559      10 - 1:39.769      15 - 1:09.173                   |                 |               |  |  |  |
| 25                                                                   | Philip WALKER   | Crossle 16F   |  |  |  |
| 1 - 1:18.923      6 - 1:09.373      11 - 1:08.628      16 - 1:08.765 |                 |               |  |  |  |
| 2 - 1:09.958      7 - 1:09.796      12 - 1:08.026      17 - 1:08.952 |                 |               |  |  |  |
| 3 - 1:09.419      8 - 1:08.492      13 - 1:07.790      18 - 1:08.866 |                 |               |  |  |  |
| 4 - 1:10.229      9 - 1:08.146      14 - 1:08.021      19 - 1:09.835 |                 |               |  |  |  |
| 5 - 1:08.840      10 - 1:09.032      15 - 1:07.807                   |                 |               |  |  |  |

Car 75 DNS  
Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

Printed - 14:53 Saturday, 18 October 2014

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|           |                      |              |                 |      |                 |
|-----------|----------------------|--------------|-----------------|------|-----------------|
| <b>26</b> | <b>John SLACK</b>    | Lola T200    |                 |      |                 |
| 1 -       | 1:30.058             | 6 -          | 1:08.238        | 11 - | 1:08.088        |
| 2 -       | 1:10.880             | 7 -          | 1:08.194        | 12 - | 1:07.815        |
| 3 -       | 1:09.543             | 8 -          | 1:08.318        | 13 - | 1:07.764        |
| 4 -       | 1:08.253             | 9 -          | 1:08.427        | 14 - | <b>1:07.190</b> |
| 5 -       | 1:08.853             | 10 -         | 1:07.940        | 15 - | 1:08.823        |
| <b>27</b> | <b>Dick DIXON</b>    | Lotus 61     |                 |      |                 |
| 1 -       | 1:16.131             | 6 -          | 1:09.615        | 11 - | 1:09.275        |
| 2 -       | 1:09.525             | 7 -          | 1:09.224        | 12 - | 1:08.965        |
| 3 -       | 1:10.190             | 8 -          | 1:09.692        | 13 - | <b>1:07.585</b> |
| 4 -       | 1:09.356             | 9 -          | 1:09.663        | 14 - | 1:08.144        |
| 5 -       | 1:08.287             | 10 -         | 1:09.630        | 15 - | 1:08.351        |
| <b>32</b> | <b>Nigel ADAMS</b>   | Lotus 61     |                 |      |                 |
| 1 -       | 1:22.836             | 6 -          | 1:14.148        | 11 - | 1:12.683        |
| 2 -       | <b>1:11.758</b>      | 7 -          | 1:12.874        | 12 - | 1:13.438        |
| 3 -       | 1:12.035             | 8 -          | 1:13.083        | 13 - | 1:13.448        |
| 4 -       | 1:14.039             | 9 -          | 1:13.050        | 14 - | 1:13.357        |
| 5 -       | 1:14.180             | 10 -         | 1:13.869        | 15 - | 1:11.891        |
| <b>33</b> | <b>Julian PIERCE</b> | Lola T200    |                 |      |                 |
| 1 -       | 1:20.728             | 6 -          | 1:10.253        | 11 - | 1:09.540        |
| 2 -       | 1:11.194             | 7 -          | 1:10.381        | 12 - | 1:09.480        |
| 3 -       | 1:09.752             | 8 -          | 1:10.053        | 13 - | 1:09.649        |
| 4 -       | 1:09.902             | 9 -          | 1:09.797        | 14 - | 1:10.049        |
| 5 -       | 1:09.869             | 10 -         | <b>1:09.163</b> | 15 - | 1:09.545        |
| <b>43</b> | <b>Callum GRANT</b>  | Merlyn Mk20a |                 |      |                 |
| 1 -       | 1:09.238             | 6 -          | 1:05.319        | 11 - | 1:05.881        |
| 2 -       | 1:05.770             | 7 -          | 1:05.350        | 12 - | 1:05.284        |
| 3 -       | 1:05.491             | 8 -          | 1:05.696        | 13 - | 1:05.585        |
| 4 -       | 1:05.679             | 9 -          | 1:05.535        | 14 - | 1:05.266        |
| 5 -       | 1:05.459             | 10 -         | 1:05.986        | 15 - | 1:05.447        |
| <b>44</b> | <b>Sam BINFIELD</b>  | Titan Mk6    |                 |      |                 |
| 1 -       | 1:13.118             | 6 -          | 1:07.829        | 11 - | 1:07.706        |
| 2 -       | 1:08.359             | 7 -          | 1:07.831        | 12 - | 1:07.049        |
| 3 -       | 1:07.397             | 8 -          | 1:08.040        | 13 - | 1:07.804        |
| 4 -       | 1:07.535             | 9 -          | 1:08.040        | 14 - | 1:06.956        |
| 5 -       | 1:07.207             | 10 -         | 1:07.692        | 15 - | 1:07.306        |

Car 75 DNS  
Weather/Track: Bright/Dry

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>50</b>           | <b>Matthew WRIGLEY</b> | Merlyn Mk20a         |
| 1 - 1:18.330        | 6 - <b>1:08.057</b>    |                      |
| 2 - 1:09.921        | 7 - 1:08.519           |                      |
| 3 - 1:09.943        | 8 - 1:08.212           |                      |
| 4 - 1:09.848        |                        |                      |
| 5 - 1:08.233        |                        |                      |
| <b>54</b>           | <b>Alex MEEK</b>       | Merlyn Mk20A         |
| 1 - 1:15.642        | 6 - 1:07.596           | 11 - 1:07.756        |
| 2 - 1:08.702        | 7 - 1:07.089           | 12 - 1:07.112        |
| 3 - 1:07.492        | 8 - 1:07.589           | 13 - 1:07.747        |
| 4 - 1:07.436        | 9 - 1:07.640           | 14 - 1:07.076        |
| 5 - <b>1:06.958</b> | 10 - 1:07.344          | 15 - 1:07.215        |
| 16 - 1:06.971       |                        |                      |
| 17 - 1:07.168       |                        |                      |
| 18 - 1:07.716       |                        |                      |
| 19 - 1:07.504       |                        |                      |
| <b>56</b>           | <b>Roland SVENSSON</b> | Merlyn Mk17          |
| 1 - 1:12.656        | 6 - 1:07.044           | 11 - 1:06.383        |
| 2 - 1:07.255        | 7 - 1:06.864           | 12 - 1:06.238        |
| 3 - 1:06.821        | 8 - 1:06.620           | 13 - 1:06.931        |
| 4 - 1:07.118        | 9 - 1:07.300           | 14 - 1:06.480        |
| 5 - <b>1:06.194</b> | 10 - 1:07.417          | 15 - 1:06.838        |
| 16 - 1:06.571       |                        |                      |
| 17 - 1:06.907       |                        |                      |
| 18 - 1:09.530       |                        |                      |
| 19 - 1:06.754       |                        |                      |
| <b>57</b>           | <b>David WILD</b>      | Lola T200            |
| 1 - 1:12.912        | 6 - 1:06.668           | 11 - 1:07.040        |
| 2 - 1:07.597        | 7 - 1:06.853           | 12 - <b>1:06.195</b> |
| 3 - 1:07.216        | 8 - 1:07.466           | 13 - 1:06.246        |
| 4 - 1:06.424        | 9 - 1:06.754           | 14 - 1:06.547        |
| 5 - 1:06.932        | 10 - 1:06.832          | 15 - 1:06.910        |
| 16 - 1:06.520       |                        |                      |
| 17 - 1:06.420       |                        |                      |
| 18 - 1:07.239       |                        |                      |
| 19 - 1:06.527       |                        |                      |
| <b>60</b>           | <b>James BUCKTON</b>   | Elden Mk8            |
| 1 - 1:10.038        | 6 - 1:06.837           | 11 - 1:06.570        |
| 2 - 1:06.086        | 7 - 1:06.606           | 12 - 1:06.169        |
| 3 - <b>1:05.885</b> | 8 - 1:06.361           | 13 - 1:06.576        |
| 4 - 1:06.948        | 9 - 1:06.107           | 14 - 1:06.457        |
| 5 - 1:07.599        | 10 - 1:06.418          | 15 - 1:06.876        |
| 16 - 1:06.607       |                        |                      |
| 17 - 1:06.592       |                        |                      |
| 18 - 1:06.390       |                        |                      |
| 19 - 1:06.276       |                        |                      |
| <b>62</b>           | <b>Gareth CORDEY</b>   | Alexis 18b           |
| 1 - 1:18.607        | 6 - 1:09.122           | 11 - 1:08.360        |
| 2 - 1:09.785        | 7 - 1:10.195           | 12 - 1:08.697        |
| 3 - 1:09.800        | 8 - 1:10.318           | 13 - 1:08.270        |
| 4 - 1:10.014        | 9 - 1:08.979           | 14 - 1:09.266        |
| 5 - 1:08.908        | 10 - <b>1:08.103</b>   | 15 - 1:08.979        |
| 16 - 1:08.949       |                        |                      |
| 17 - 1:09.807       |                        |                      |
| 18 - 1:08.249       |                        |                      |

Car 75 DNS  
Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

Printed - 14:53 Saturday, 18 October 2014

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|           |                            |              |                 |      |                 |
|-----------|----------------------------|--------------|-----------------|------|-----------------|
| <b>66</b> | <b>Andrew WIGGINS</b>      | Titan Mk6    |                 |      |                 |
| 1 -       | 1:17.575                   | 6 -          | 1:09.296        | 11 - | 1:07.761        |
| 2 -       | 1:09.007                   | 7 -          | 1:08.125        | 12 - | <b>1:07.358</b> |
| 3 -       | 1:09.030                   | 8 -          | 1:09.121        | 13 - | 1:07.563        |
| 4 -       | 1:09.018                   | 9 -          | 1:07.692        | 14 - | 1:07.887        |
| 5 -       | 1:08.207                   | 10 -         | 1:07.861        | 15 - | 1:07.766        |
| <b>72</b> | <b>Alistair LITTLEWOOD</b> | Merlyn Mk20A |                 |      |                 |
| 1 -       | 1:22.298                   | 6 -          | 1:08.494        | 11 - | 1:09.112        |
| 2 -       | 1:08.988                   | 7 -          | 1:07.941        | 12 - | 1:07.616        |
| 3 -       | 1:08.647                   | 8 -          | 1:07.469        | 13 - | 1:07.460        |
| 4 -       | 1:09.008                   | 9 -          | 1:10.708        | 14 - | 1:07.314        |
| 5 -       | 1:08.722                   | 10 -         | 1:09.202        | 15 - | 1:07.611        |
| <b>76</b> | <b>Gary MCVEIGH</b>        | Merlyn Mk11A |                 |      |                 |
| 1 -       | 1:19.539                   | 6 -          | 1:08.748        | 11 - | 1:08.308        |
| 2 -       | 1:11.706                   | 7 -          | 1:09.081        | 12 - | 1:09.167        |
| 3 -       | 1:09.781                   | 8 -          | 1:09.803        | 13 - | 1:08.233        |
| 4 -       | 1:08.900                   | 9 -          | 1:08.743        | 14 - | 1:09.511        |
| 5 -       | 1:09.820                   | 10 -         | <b>1:07.988</b> | 15 - | 1:09.388        |
| <b>79</b> | <b>Josh WEST</b>           | Merlyn Mk20A |                 |      |                 |
| 1 -       | 1:11.729                   | 6 -          | 1:06.120        | 11 - | 1:05.892        |
| 2 -       | 1:06.262                   | 7 -          | 1:06.778        | 12 - | 1:06.033        |
| 3 -       | 1:05.674                   | 8 -          | 1:06.322        | 13 - | 1:05.774        |
| 4 -       | 1:06.068                   | 9 -          | 1:06.175        | 14 - | 1:06.177        |
| 5 -       | 1:06.395                   | 10 -         | 1:05.949        | 15 - | 1:06.299        |
| <b>81</b> | <b>James LOVETT</b>        | Lola T200    |                 |      |                 |
| 1 -       | 1:16.568                   | 6 -          | 1:09.833        | 11 - | 1:07.995        |
| 2 -       | 1:09.128                   | 7 -          | 1:08.375        | 12 - | 1:07.514        |
| 3 -       | 1:08.182                   | 8 -          | 1:08.617        | 13 - | <b>1:06.863</b> |
| 4 -       | 1:08.393                   | 9 -          | 1:08.185        | 14 - | 1:07.664        |
| 5 -       | 1:07.944                   | 10 -         | 1:08.085        | 15 - | 1:07.871        |
| <b>89</b> | <b>Neil FOWLER</b>         | Lola T200    |                 |      |                 |
| 1 -       | 1:08.943                   | 6 -          | 1:05.388        | 11 - | 1:06.143        |
| 2 -       | 1:05.607                   | 7 -          | 1:05.419        | 12 - | 1:05.380        |
| 3 -       | 1:05.300                   | 8 -          | 1:05.630        | 13 - | 1:05.587        |
| 4 -       | 1:05.961                   | 9 -          | 1:05.526        | 14 - | 1:05.271        |
| 5 -       | 1:05.494                   | 10 -         | 1:05.705        | 15 - | 1:05.377        |

Car 75 DNS  
Weather/Track: Bright/Dry

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                  |               |               |
|--------------|------------------|---------------|---------------|
| 90           | Daniel STANZL    | Elden Mk8     |               |
| 1 - 1:16.232 | 6 - 1:10.018     | 11 - 1:08.316 | 16 - 1:08.193 |
| 2 - 1:09.991 | 7 - 1:08.268     | 12 - 1:08.612 | 17 - 1:08.984 |
| 3 - 1:09.198 | 8 - 1:08.648     | 13 - 1:08.676 | 18 - 1:08.740 |
| 4 - 1:08.524 | 9 - 1:21.344     | 14 - 1:08.604 |               |
| 5 - 1:08.606 | 10 - 1:09.811    | 15 - 1:09.155 |               |
| 94           | Mark DRAGHICESCU | Merlyn Mk20   |               |
| 1 - 1:09.408 | 6 - 1:05.477     | 11 - 1:06.388 | 16 - 1:05.463 |
| 2 - 1:04.927 | 7 - 1:05.240     | 12 - 1:05.269 | 17 - 1:04.763 |
| 3 - 1:05.659 | 8 - 1:05.552     | 13 - 1:05.674 | 18 - 1:06.353 |
| 4 - 1:06.299 | 9 - 1:05.583     | 14 - 1:05.407 | 19 - 1:06.059 |
| 5 - 1:05.669 | 10 - 1:05.265    | 15 - 1:05.953 |               |
| 177          | Peter HANNAM     | Nike Mk6      |               |
| 1 - 1:21.560 | 6 - 1:09.319     | 11 - 1:08.157 | 16 - 1:07.966 |
| 2 - 1:11.072 | 7 - 1:08.588     | 12 - 1:08.892 | 17 - 1:08.328 |
| 3 - 1:09.517 | 8 - 1:10.174     | 13 - 1:08.593 | 18 - 1:09.687 |
| 4 - 1:08.668 | 9 - 1:08.662     | 14 - 1:08.608 |               |
| 5 - 1:09.274 | 10 - 1:07.970    | 15 - 1:08.170 |               |

Car 75 DNS  
Weather/Track: Bright/Dry

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP CHART - Silverstone - 18 October 2014

| 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  |
| 89    |        | 1:08.943 | 94    |        | 1:04.927 | 89    |        | 1:05.300 | 89    |        | 1:05.961 | 89    |        | 1:05.494 |
| 43    | 0.295  | 1:09.238 | 89    | 0.215  | 1:05.607 | 94    | 0.144  | 1:05.659 | 43    | 0.367  | 1:05.679 | 43    | 0.332  | 1:05.459 |
| 94    | 0.465  | 1:09.408 | 43    | 0.673  | 1:05.770 | 43    | 0.649  | 1:05.491 | 94    | 0.482  | 1:06.299 | 94    | 0.657  | 1:05.669 |
| 60    | 1.095  | 1:10.038 | 60    | 1.789  | 1:06.086 | 60    | 2.159  | 1:05.885 | 60    | 3.146  | 1:06.948 | 79    | 4.823  | 1:06.395 |
| 16    | 1.818  | 1:10.761 | 16    | 2.535  | 1:06.109 | 16    | 3.098  | 1:06.078 | 4     | 3.194  | 1:05.869 | 4     | 5.019  | 1:07.319 |
| 4     | 2.195  | 1:11.138 | 4     | 2.792  | 1:05.989 | 4     | 3.286  | 1:06.009 | 16    | 3.365  | 1:06.228 | 60    | 5.251  | 1:07.599 |
| 6     | 2.644  | 1:11.587 | 79    | 3.656  | 1:06.262 | 79    | 3.815  | 1:05.674 | 79    | 3.922  | 1:06.068 | 16    | 5.441  | 1:07.570 |
| 79    | 2.786  | 1:11.729 | 6     | 4.204  | 1:06.952 | 6     | 6.161  | 1:07.472 | 6     | 7.642  | 1:07.442 | 56    | 8.739  | 1:06.194 |
| 17    | 3.613  | 1:12.556 | 17    | 5.231  | 1:07.010 | 56    | 6.882  | 1:06.821 | 56    | 8.039  | 1:07.118 | 6     | 9.677  | 1:07.529 |
| 56    | 3.713  | 1:12.656 | 56    | 5.576  | 1:07.255 | 17    | 7.751  | 1:08.035 | 57    | 8.338  | 1:06.424 | 57    | 9.776  | 1:06.932 |
| 57    | 3.969  | 1:12.912 | 57    | 6.174  | 1:07.597 | 57    | 7.875  | 1:07.216 | 17    | 8.903  | 1:07.113 | 17    | 10.331 | 1:06.922 |
| 44    | 4.175  | 1:13.118 | 44    | 7.142  | 1:08.359 | 44    | 9.024  | 1:07.397 | 20    | 10.039 | 1:06.685 | 9     | 10.827 | 1:05.543 |
| 20    | 5.047  | 1:13.990 | 20    | 7.488  | 1:07.833 | 20    | 9.315  | 1:07.342 | 44    | 10.598 | 1:07.535 | 20    | 11.373 | 1:06.828 |
| 54    | 6.699  | 1:15.642 | 9     | 9.311  | 1:06.954 | 9     | 10.103 | 1:06.307 | 9     | 10.778 | 1:06.636 | 44    | 12.311 | 1:07.207 |
| 27    | 7.188  | 1:16.131 | 54    | 10.009 | 1:08.702 | 54    | 11.986 | 1:07.492 | 54    | 13.461 | 1:07.436 | 54    | 14.925 | 1:06.958 |
| 90    | 7.289  | 1:16.232 | 27    | 11.321 | 1:09.525 | 81    | 14.028 | 1:08.182 | 81    | 16.460 | 1:08.393 | 8     | 18.835 | 1:07.726 |
| 81    | 7.625  | 1:16.568 | 81    | 11.361 | 1:09.128 | 8     | 14.865 | 1:08.323 | 8     | 16.603 | 1:07.699 | 81    | 18.910 | 1:07.944 |
| 9     | 7.749  | 1:16.692 | 90    | 11.888 | 1:09.991 | 90    | 15.571 | 1:09.198 | 90    | 18.134 | 1:08.524 | 90    | 21.246 | 1:08.606 |
| 8     | 8.097  | 1:17.040 | 8     | 12.057 | 1:09.352 | 66    | 15.762 | 1:09.030 | 66    | 18.819 | 1:09.018 | 66    | 21.532 | 1:08.207 |
| 66    | 8.632  | 1:17.575 | 66    | 12.247 | 1:09.007 | 27    | 15.996 | 1:10.190 | 27    | 19.391 | 1:09.356 | 27    | 22.184 | 1:08.287 |
| 50    | 9.387  | 1:18.330 | 50    | 13.916 | 1:09.921 | 62    | 18.342 | 1:09.800 | 50    | 22.231 | 1:09.848 | 50    | 24.970 | 1:08.233 |
| 62    | 9.664  | 1:18.607 | 62    | 14.057 | 1:09.785 | 50    | 18.344 | 1:09.943 | 62    | 22.395 | 1:10.014 | 62    | 25.809 | 1:08.908 |
| 25    | 9.980  | 1:18.923 | 25    | 14.546 | 1:09.958 | 25    | 18.450 | 1:09.419 | 25    | 22.718 | 1:10.229 | 25    | 26.064 | 1:08.840 |
| 76    | 10.596 | 1:19.539 | 22    | 14.744 | 1:09.401 | 22    | 18.875 | 1:09.646 | 22    | 22.929 | 1:10.015 | 14    | 26.182 | 1:08.194 |
| 22    | 10.735 | 1:19.678 | 11    | 16.120 | 1:10.407 | 7     | 19.968 | 1:08.981 | 72    | 23.130 | 1:09.008 | 72    | 26.358 | 1:08.722 |
| 11    | 11.105 | 1:20.048 | 7     | 16.502 | 1:10.597 | 72    | 20.083 | 1:08.647 | 7     | 23.323 | 1:09.316 | 11    | 28.066 | 1:09.944 |
| 7     | 11.297 | 1:20.240 | 76    | 16.910 | 1:11.706 | 11    | 20.828 | 1:10.223 | 14    | 23.482 | 1:08.322 | 76    | 28.441 | 1:09.820 |
| 33    | 11.785 | 1:20.728 | 72    | 16.951 | 1:08.988 | 14    | 21.121 | 1:08.739 | 11    | 23.616 | 1:08.749 | 177   | 28.786 | 1:09.274 |
| 177   | 12.617 | 1:21.560 | 33    | 17.587 | 1:11.194 | 76    | 21.176 | 1:09.781 | 76    | 24.115 | 1:08.900 | 33    | 30.140 | 1:09.869 |
| 72    | 13.355 | 1:22.298 | 14    | 17.897 | 1:07.843 | 33    | 21.824 | 1:09.752 | 177   | 25.006 | 1:08.668 | 26    | 36.282 | 1:08.853 |
| 32    | 13.893 | 1:22.836 | 177   | 18.297 | 1:11.072 | 177   | 22.299 | 1:09.517 | 33    | 25.765 | 1:09.902 | 32    | 43.543 | 1:14.180 |
| 14    | 15.446 | 1:24.389 | 32    | 20.259 | 1:11.758 | 32    | 26.779 | 1:12.035 | 26    | 32.923 | 1:08.253 | 22    | 45.994 | 1:28.559 |
| 26    | 21.115 | 1:30.058 | 26    | 26.603 | 1:10.880 | 26    | 30.631 | 1:09.543 | 32    | 34.857 | 1:14.039 |       |        |          |

Car 75 DNS  
Weather/Track: Bright/Dry

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP CHART - Silverstone - 18 October 2014

(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   |
| 89    |        | 1:05.388 | 89    |        | 1:05.419 | 89    |          | 1:05.630 | 89    |        | 1:05.526 | 89     |        | 1:05.705  |
| 43    | 0.263  | 1:05.319 | 43    | 0.194  | 1:05.350 | 43    | 0.260    | 1:05.696 | 43    | 0.269  | 1:05.535 | 94     | 0.106  | 1:05.265  |
| 94    | 0.746  | 1:05.477 | 94    | 0.567  | 1:05.240 | 94    | 0.489    | 1:05.552 | 94    | 0.546  | 1:05.583 | 43     | 0.550  | 1:05.986  |
| 79    | 5.555  | 1:06.120 | 4     | 6.666  | 1:06.344 | 79    | 7.606    | 1:06.322 | 32    | 1 LAP  | 1:13.083 | 79     | 8.499  | 1:05.949  |
| 4     | 5.741  | 1:06.110 | 79    | 6.914  | 1:06.778 | 4     | 7.780    | 1:06.744 | 79    | 8.255  | 1:06.175 | 4      | 8.856  | 1:05.635  |
| 16    | 6.444  | 1:06.391 | 16    | 7.065  | 1:06.040 | 16    | 8.250    | 1:06.815 | 16    | 8.481  | 1:05.757 | 32     | 1 LAP  | 1:13.050  |
| 60    | 6.700  | 1:06.837 | 60    | 7.887  | 1:06.606 | 60    | 8.618    | 1:06.361 | 4     | 8.926  | 1:06.672 | 16     | 9.532  | 1:06.756  |
| 56    | 10.395 | 1:07.044 | 56    | 11.840 | 1:06.864 | 56    | 12.830   | 1:06.620 | 60    | 9.199  | 1:06.107 | 60     | 9.912  | 1:06.418  |
| 6     | 10.661 | 1:06.372 | 6     | 12.366 | 1:07.124 | 9     | 13.969   | 1:06.659 | 56    | 14.604 | 1:07.300 | 9      | 15.679 | 1:06.532  |
| 57    | 11.056 | 1:06.668 | 57    | 12.490 | 1:06.853 | 6     | 14.096   | 1:07.360 | 9     | 14.852 | 1:06.409 | 56     | 16.316 | 1:07.417  |
| 9     | 11.565 | 1:06.126 | 9     | 12.940 | 1:06.794 | 57    | 14.326   | 1:07.466 | 6     | 15.397 | 1:06.827 | 6      | 16.407 | 1:06.715  |
| 17    | 11.697 | 1:06.754 | 17    | 13.240 | 1:06.962 | 17    | 14.643   | 1:07.033 | 57    | 15.554 | 1:06.754 | 57     | 16.681 | 1:06.832  |
| 20    | 12.492 | 1:06.507 | 20    | 13.623 | 1:06.550 | 20    | 15.230   | 1:07.237 | 17    | 15.649 | 1:06.532 | 17     | 16.969 | 1:07.025  |
| 44    | 14.752 | 1:07.829 | 44    | 17.164 | 1:07.831 | 44    | 19.574   | 1:08.040 | 20    | 16.243 | 1:06.539 | 20     | 17.442 | 1:06.904  |
| 54    | 17.133 | 1:07.596 | 54    | 18.803 | 1:07.089 | 54    | 20.762   | 1:07.589 | 44    | 22.088 | 1:08.040 | 22     | 1 LAP  | 1:29.563P |
| 8     | 23.228 | 1:09.781 | 8     | 26.175 | 1:08.366 | 8     | 29.075   | 1:08.530 | 54    | 22.876 | 1:07.640 | 44     | 24.075 | 1:07.692  |
| 81    | 23.355 | 1:09.833 | 81    | 26.311 | 1:08.375 | 81    | 29.298   | 1:08.617 | 8     | 31.801 | 1:08.252 | 54     | 24.515 | 1:07.344  |
| 66    | 25.440 | 1:09.296 | 66    | 28.146 | 1:08.125 | 14    | 31.583   | 1:07.509 | 81    | 31.957 | 1:08.185 | 8      | 33.665 | 1:07.569  |
| 90    | 25.876 | 1:10.018 | 90    | 28.725 | 1:08.268 | 66    | 31.637   | 1:09.121 | 14    | 32.560 | 1:06.503 | 14     | 33.838 | 1:06.983  |
| 27    | 26.411 | 1:09.615 | 14    | 29.704 | 1:07.096 | 90    | 31.743   | 1:08.648 | 66    | 33.803 | 1:07.692 | 81     | 34.337 | 1:08.085  |
| 50    | 27.639 | 1:08.057 | 27    | 30.216 | 1:09.224 | 50    | 33.321   | 1:08.212 | 27    | 38.415 | 1:09.663 | 66     | 35.959 | 1:07.861  |
| 14    | 28.027 | 1:07.233 | 50    | 30.739 | 1:08.519 | 72    | 33.825   | 1:07.469 | 72    | 39.007 | 1:10.708 | 11     | 42.188 | 1:08.856  |
| 72    | 29.464 | 1:08.494 | 72    | 31.986 | 1:07.941 | 27    | 34.278   | 1:09.692 | 11    | 39.037 | 1:08.316 | 27     | 42.340 | 1:09.630  |
| 62    | 29.543 | 1:09.122 | 11    | 33.470 | 1:08.472 | 11    | 36.247   | 1:08.407 | 25    | 39.908 | 1:08.146 | 72     | 42.504 | 1:09.202  |
| 25    | 30.049 | 1:09.373 | 62    | 34.319 | 1:10.195 | 25    | 37.288   | 1:08.492 | 62    | 42.460 | 1:08.979 | 25     | 43.235 | 1:09.032  |
| 11    | 30.417 | 1:07.739 | 25    | 34.426 | 1:09.796 | 62    | 39.007   | 1:10.318 | 76    | 42.853 | 1:08.743 | 62     | 44.858 | 1:08.103  |
| 76    | 31.801 | 1:08.748 | 76    | 35.463 | 1:09.081 | 76    | 39.636   | 1:09.803 | 177   | 43.566 | 1:08.662 | 76     | 45.136 | 1:07.988  |
| 177   | 32.717 | 1:09.319 | 177   | 35.886 | 1:08.588 | 177   | 40.430   | 1:10.174 | 26    | 47.496 | 1:08.427 | 177    | 45.831 | 1:07.970  |
| 33    | 35.005 | 1:10.253 | 33    | 39.967 | 1:10.381 | 33    | 44.390   | 1:10.053 | 90    | 47.561 | 1:21.344 | 26     | 49.731 | 1:07.940  |
| 26    | 39.132 | 1:08.238 | 26    | 41.907 | 1:08.194 | 26    | 44.595   | 1:08.318 | 33    | 48.661 | 1:09.797 | 90     | 51.667 | 1:09.811  |
| 22    | 50.917 | 1:10.311 | 22    | 56.048 | 1:10.550 | 22    | 1:00.949 | 1:10.531 |       |        |          | 33     | 52.119 | 1:09.163  |
| 32    | 52.303 | 1:14.148 | 32    | 59.758 | 1:12.874 |       |          |          |       |        |          |        |        |           |

Car 75 DNS  
Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

Printed - 14:54 Saturday, 18 October 2014

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 89     |        | 1:06.143 | 89     |        | 1:05.380 | 89     |          | 1:05.587  | 89     |          | 1:05.271 | 89     |          | 1:05.377 |
| 43     | 0.288  | 1:05.881 | 43     | 0.192  | 1:05.284 | 43     | 0.190    | 1:05.585  | 43     | 0.185    | 1:05.266 | 43     | 0.255    | 1:05.447 |
| 94     | 0.351  | 1:06.388 | 94     | 0.240  | 1:05.269 | 94     | 0.327    | 1:05.674  | 94     | 0.463    | 1:05.407 | 94     | 1.039    | 1:05.953 |
| 79     | 8.248  | 1:05.892 | 79     | 8.901  | 1:06.033 | 79     | 9.088    | 1:05.774  | 79     | 9.994    | 1:06.177 | 22     | 2 LAPS   | 1:10.168 |
| 4      | 8.426  | 1:05.713 | 4      | 9.211  | 1:06.165 | 4      | 9.247    | 1:05.623  | 16     | 10.078   | 1:05.844 | 33     | 1 LAP    | 1:10.049 |
| 16     | 9.005  | 1:05.616 | 16     | 9.286  | 1:05.661 | 16     | 9.505    | 1:05.806  | 4      | 10.333   | 1:06.357 | 79     | 10.916   | 1:06.299 |
| 60     | 10.339 | 1:06.570 | 60     | 11.128 | 1:06.169 | 60     | 12.117   | 1:06.576  | 60     | 13.303   | 1:06.457 | 4      | 11.199   | 1:06.243 |
| 9      | 15.332 | 1:05.796 | 9      | 15.606 | 1:05.654 | 9      | 15.925   | 1:05.906  | 9      | 16.483   | 1:05.829 | 16     | 11.301   | 1:06.600 |
| 56     | 16.556 | 1:06.383 | 56     | 17.414 | 1:06.238 | 56     | 18.758   | 1:06.931  | 56     | 19.967   | 1:06.480 | 60     | 14.802   | 1:06.876 |
| 32     | 1 LAP  | 1:13.869 | 57     | 18.393 | 1:06.195 | 57     | 19.052   | 1:06.246  | 57     | 20.328   | 1:06.547 | 9      | 16.915   | 1:05.809 |
| 6      | 17.290 | 1:07.026 | 6      | 19.260 | 1:07.350 | 20     | 20.418   | 1:06.087  | 20     | 21.764   | 1:06.617 | 56     | 21.428   | 1:06.838 |
| 57     | 17.578 | 1:07.040 | 17     | 19.410 | 1:07.031 | 6      | 20.506   | 1:06.833  | 6      | 21.903   | 1:06.668 | 57     | 21.861   | 1:06.910 |
| 17     | 17.759 | 1:06.933 | 20     | 19.918 | 1:07.203 | 44     | 29.524   | 1:07.804  | 44     | 31.209   | 1:06.956 | 20     | 23.201   | 1:06.814 |
| 20     | 18.095 | 1:06.796 | 32     | 1 LAP  | 1:12.683 | 54     | 30.020   | 1:07.747  | 54     | 31.825   | 1:07.076 | 6      | 24.306   | 1:07.780 |
| 44     | 25.638 | 1:07.706 | 44     | 27.307 | 1:07.049 | 32     | 1 LAP    | 1:13.438  | 14     | 38.860   | 1:06.422 | 44     | 33.138   | 1:07.306 |
| 54     | 26.128 | 1:07.756 | 54     | 27.860 | 1:07.112 | 17     | 33.547   | 1:19.724P | 32     | 1 LAP    | 1:13.448 | 54     | 33.663   | 1:07.215 |
| 14     | 34.866 | 1:07.171 | 14     | 36.430 | 1:06.944 | 14     | 37.709   | 1:06.866  | 8      | 41.770   | 1:07.606 | 14     | 42.021   | 1:08.538 |
| 8      | 35.882 | 1:08.360 | 8      | 37.853 | 1:07.351 | 8      | 39.435   | 1:07.169  | 81     | 41.992   | 1:07.664 | 8      | 44.380   | 1:07.987 |
| 81     | 36.189 | 1:07.995 | 81     | 38.323 | 1:07.514 | 81     | 39.599   | 1:06.863  | 66     | 44.147   | 1:07.887 | 81     | 44.486   | 1:07.871 |
| 66     | 37.577 | 1:07.761 | 66     | 39.555 | 1:07.358 | 66     | 41.531   | 1:07.563  | 72     | 51.625   | 1:07.314 | 66     | 46.536   | 1:07.766 |
| 11     | 44.456 | 1:08.411 | 11     | 47.426 | 1:08.350 | 72     | 49.582   | 1:07.460  | 11     | 52.364   | 1:07.474 | 32     | 1 LAP    | 1:13.357 |
| 72     | 45.473 | 1:09.112 | 72     | 47.709 | 1:07.616 | 11     | 50.161   | 1:08.322  | 25     | 53.319   | 1:08.021 | 72     | 53.859   | 1:07.611 |
| 27     | 45.472 | 1:09.275 | 25     | 48.366 | 1:08.026 | 25     | 50.569   | 1:07.790  | 27     | 53.928   | 1:08.144 | 11     | 54.506   | 1:07.519 |
| 25     | 45.720 | 1:08.628 | 27     | 49.057 | 1:08.965 | 27     | 51.055   | 1:07.585  | 62     | 57.070   | 1:09.266 | 25     | 55.749   | 1:07.807 |
| 62     | 47.075 | 1:08.360 | 62     | 50.392 | 1:08.697 | 62     | 53.075   | 1:08.270  | 177    | 57.700   | 1:08.608 | 27     | 56.902   | 1:08.351 |
| 76     | 47.301 | 1:08.308 | 76     | 51.088 | 1:09.167 | 76     | 53.734   | 1:08.233  | 76     | 57.974   | 1:09.511 | 177    | 1:00.493 | 1:08.170 |
| 177    | 47.845 | 1:08.157 | 177    | 51.357 | 1:08.892 | 177    | 54.363   | 1:08.593  | 26     | 58.207   | 1:07.190 | 62     | 1:00.672 | 1:08.979 |
| 26     | 51.676 | 1:08.088 | 26     | 54.111 | 1:07.815 | 26     | 56.288   | 1:07.764  | 90     | 1:03.494 | 1:08.604 | 26     | 1:01.653 | 1:08.823 |
| 22     | 1 LAP  | 1:39.769 | 90     | 57.072 | 1:08.612 | 90     | 1:00.161 | 1:08.676  |        |          |          | 76     | 1:01.985 | 1:09.388 |
| 90     | 53.840 | 1:08.316 | 22     | 1 LAP  | 1:10.653 | 22     | 1 LAP    | 1:10.124  |        |          |          |        |          |          |
| 33     | 55.516 | 1:09.540 | 33     | 59.616 | 1:09.480 | 33     | 1:03.678 | 1:09.649  |        |          |          |        |          |          |

Car 75 DNS  
Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

Printed - 14:54 Saturday, 18 October 2014

# HSCC Historic Formula Ford in Association with Avon Tyres

## RACE 4 - LAP CHART - Silverstone - 18 October 2014

(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 |
| 89     |          | 1:05.194 | 89     |          | 1:05.343 | 89     |          | 1:06.522 | 89     |          | 1:05.821 |        |        |         |
| 43     | 0.058    | 1:04.997 | 43     | 0.406    | 1:05.691 | 43     | 0.405    | 1:06.521 | 43     | 0.069    | 1:05.485 |        |        |         |
| 94     | 1.308    | 1:05.463 | 94     | 0.728    | 1:04.763 | 94     | 0.559    | 1:06.353 | 94     | 0.797    | 1:06.059 |        |        |         |
| 90     | 1 LAP    | 1:09.155 | 90     | 1 LAP    | 1:08.193 | 26     | 1 LAP    | 1:08.789 | 177    | 1 LAP    | 1:09.687 |        |        |         |
| 22     | 2 LAPS   | 1:09.303 | 22     | 2 LAPS   | 1:09.173 | 62     | 1 LAP    | 1:09.807 | 27     | 1 LAP    | 1:11.872 |        |        |         |
| 33     | 1 LAP    | 1:09.545 | 33     | 1 LAP    | 1:09.661 | 76     | 1 LAP    | 1:10.717 | 26     | 1 LAP    | 1:08.771 |        |        |         |
| 79     | 11.537   | 1:05.815 | 79     | 16.002   | 1:09.808 | 90     | 1 LAP    | 1:08.984 | 62     | 1 LAP    | 1:08.249 |        |        |         |
| 4      | 11.665   | 1:05.660 | 16     | 16.435   | 1:09.962 | 22     | 2 LAPS   | 1:09.306 | 32     | 2 LAPS   | 1:13.270 |        |        |         |
| 16     | 11.816   | 1:05.709 | 60     | 17.464   | 1:06.592 | 79     | 14.906   | 1:05.426 | 76     | 1 LAP    | 1:09.366 |        |        |         |
| 60     | 16.215   | 1:06.607 | 9      | 17.802   | 1:05.737 | 33     | 1 LAP    | 1:09.674 | 90     | 1 LAP    | 1:08.740 |        |        |         |
| 9      | 17.408   | 1:05.687 | 4      | 18.477   | 1:12.155 | 16     | 15.353   | 1:05.440 | 79     | 15.473   | 1:06.388 |        |        |         |
| 56     | 22.805   | 1:06.571 | 57     | 24.264   | 1:06.420 | 9      | 16.969   | 1:05.689 | 16     | 15.652   | 1:06.120 |        |        |         |
| 57     | 23.187   | 1:06.520 | 56     | 24.369   | 1:06.907 | 60     | 17.332   | 1:06.390 | 9      | 16.955   | 1:05.807 |        |        |         |
| 20     | 24.857   | 1:06.850 | 20     | 25.922   | 1:06.408 | 4      | 17.524   | 1:05.569 | 22     | 2 LAPS   | 1:10.493 |        |        |         |
| 6      | 25.511   | 1:06.399 | 6      | 26.526   | 1:06.358 | 57     | 24.981   | 1:07.239 | 60     | 17.787   | 1:06.276 |        |        |         |
| 44     | 34.994   | 1:07.050 | 54     | 37.265   | 1:07.168 | 20     | 25.998   | 1:06.598 | 4      | 17.962   | 1:06.259 |        |        |         |
| 54     | 35.440   | 1:06.971 | 44     | 37.764   | 1:08.113 | 6      | 26.492   | 1:06.488 | 33     | 1 LAP    | 1:10.744 |        |        |         |
| 14     | 43.895   | 1:07.068 | 14     | 45.168   | 1:06.616 | 56     | 27.377   | 1:09.530 | 57     | 25.687   | 1:06.527 |        |        |         |
| 8      | 47.223   | 1:08.037 | 81     | 49.380   | 1:07.480 | 54     | 38.459   | 1:07.716 | 6      | 27.077   | 1:06.406 |        |        |         |
| 81     | 47.243   | 1:07.951 | 8      | 50.274   | 1:08.394 | 44     | 40.903   | 1:09.661 | 20     | 27.262   | 1:07.085 |        |        |         |
| 66     | 48.876   | 1:07.534 | 66     | 51.353   | 1:07.820 | 14     | 45.474   | 1:06.828 | 56     | 28.310   | 1:06.754 |        |        |         |
| 32     | 1 LAP    | 1:11.891 | 72     | 57.797   | 1:07.139 | 81     | 50.471   | 1:07.613 | 54     | 40.142   | 1:07.504 |        |        |         |
| 72     | 56.001   | 1:07.336 | 11     | 59.125   | 1:07.702 | 8      | 51.203   | 1:07.451 | 44     | 42.004   | 1:06.922 |        |        |         |
| 11     | 56.766   | 1:07.454 | 25     | 1:02.929 | 1:08.952 | 66     | 52.236   | 1:07.405 | 14     | 46.251   | 1:06.598 |        |        |         |
| 25     | 59.320   | 1:08.765 | 32     | 1 LAP    | 1:14.447 | 72     | 59.059   | 1:07.784 | 81     | 52.185   | 1:07.535 |        |        |         |
| 27     | 1:00.582 | 1:08.874 | 27     | 1:04.250 | 1:09.011 | 11     | 1:00.025 | 1:07.422 | 8      | 52.959   | 1:07.577 |        |        |         |
| 177    | 1:03.265 | 1:07.966 | 177    | 1:06.250 | 1:08.328 | 25     | 1:05.273 | 1:08.866 | 66     | 54.021   | 1:07.606 |        |        |         |
| 62     | 1:04.427 | 1:08.949 |        |          |          |        |          |          | 72     | 1:00.877 | 1:07.639 |        |        |         |
| 26     | 1:04.694 | 1:08.235 |        |          |          |        |          |          | 11     | 1:01.519 | 1:07.315 |        |        |         |
| 76     | 1:05.082 | 1:08.291 |        |          |          |        |          |          | 25     | 1:09.287 | 1:09.835 |        |        |         |

Car 75 DNS  
Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 14:30 End: 14:51

Printed - 14:54 Saturday, 18 October 2014

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO | CL | DRIVER               | NAT | CAR                         | TIME     | LAPS | GAP    | MPH   |
|-----|----|----|----------------------|-----|-----------------------------|----------|------|--------|-------|
| 1   | 85 | D  | Roger GODFREY        |     | Austin Cooper S             | 1:25.879 | 9    |        | 68.70 |
| 2   | 6  | K1 | Warren BRIGGS        |     | Ford Mustang                | 1:26.834 | 9    | 0.955  | 67.95 |
| 3   | 62 | K4 | Jason BROOKS         |     | Austin Mini Cooper S        | 1:26.887 | 9    | 1.008  | 67.90 |
| 4   | 1  | B  | Tim DAVIES           |     | Ford Lotus Cortina          | 1:26.975 | 9    | 1.096  | 67.84 |
| 5   | 37 | C  | Mike GARDINER        |     | Ford Lotus Cortina          | 1:27.070 | 9    | 1.191  | 67.76 |
| 6   | 87 | E  | Simon BENOY          |     | Hillman Imp                 | 1:27.445 | 9    | 1.566  | 67.47 |
| 7   | 71 | D  | Tim HARBER           |     | Austin Mini                 | 1:27.997 | 9    | 2.118  | 67.05 |
| 8   | 76 | K4 | Tom WESTLEY JNR      |     | Austin Mini Cooper S        | 1:29.096 | 9    | 3.217  | 66.22 |
| 9   | 96 | D  | Timothy BROOK        |     | Austin Cooper S             | 1:29.184 | 9    | 3.305  | 66.16 |
| 10  | 67 | D  | Robert BINFIELD      |     | Austin Mini Cooper S        | 1:29.235 | 9    | 3.356  | 66.12 |
| 11  | 69 | C  | Bob BULLEN*          |     | Ford Anglia 105E            | 1:29.614 | 8    | 3.735  | 65.84 |
| 12  | 14 | K3 | John SPIERS          |     | Ford Lotus Cortina          | 1:29.894 | 9    | 4.015  | 65.63 |
| 13  | 68 | K3 | Graham PATTLE        |     | Ford Lotus Cortina          | 1:29.959 | 9    | 4.080  | 65.59 |
| 14  | 57 | B  | Jonathan GOMM        |     | BMW 1800                    | 1:30.168 | 9    | 4.289  | 65.43 |
| 15  | 66 | K3 | John AVILL           |     | Ford Lotus Cortina          | 1:30.309 | 9    | 4.430  | 65.33 |
| 16  | 89 | E  | Adrian OLIVER        |     | Hillman Imp                 | 1:30.824 | 9    | 4.945  | 64.96 |
| 17  | 95 | E  | Shaun HAZLEWOOD      |     | Hillman Imp                 | 1:31.064 | 9    | 5.185  | 64.79 |
| 18  | 35 | K1 | Neil BROWN           |     | Ford Mustang                | 1:31.109 | 9    | 5.230  | 64.76 |
| 19  | 47 | K3 | Nigel COX            |     | Ford Lotus Cortina          | 1:32.851 | 9    | 6.972  | 63.54 |
| 20  | 81 | C  | Ed GLAISTER          |     | Ford Anglia 100E            | 1:33.657 | 8    | 7.778  | 63.00 |
| 21  | 28 | K1 | Alex THISTLETHWAYTE* |     | Ford Mustang                | 1:34.004 | 8    | 8.125  | 62.76 |
| 22  | 34 | B  | David MORROW         |     | Alfa Romeo Giulia Sprint GT | 1:34.428 | 8    | 8.549  | 62.48 |
| 23  | 94 | E  | Steven PLATTS        |     | Singer Chamois              | 1:34.605 | 8    | 8.726  | 62.36 |
| 24  | 83 | D  | Ian BROWN            |     | Volkswagen Beetle           | 1:35.208 | 4    | 9.329  | 61.97 |
| 25  | 36 | B  | Richard CROSS        |     | Triumph 2000 Mk1            | 1:36.332 | 8    | 10.453 | 61.25 |
| 26  | 52 | K3 | David CABENA         |     | Alfa Romeo Giulia Sprint    | 1:36.722 | 8    | 10.843 | 61.00 |
| 27  | 51 | K3 | David ERWIN          |     | Alfa Romeo Giulia Ti Super  | 1:36.967 | 8    | 11.088 | 60.85 |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 10:25 End: 10:37

|                      |  |             |
|----------------------|--|-------------|
| Clerk of the Course: |  | Timekeeper: |
|----------------------|--|-------------|

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                             |                             |
|---------------------|-----------------------------|-----------------------------|
| <b>1</b>            | <b>Tim DAVIES</b>           | Ford Lotus Cortina          |
| 1 - X:00.000        | 6 - 1:27.580                |                             |
| 2 - 1:28.392        | 7 - 1:28.887                |                             |
| 3 - 1:27.637        | 8 - 1:28.683                |                             |
| 4 - <b>1:26.975</b> | 9 - 1:29.180                |                             |
| 5 - 1:41.895        |                             |                             |
| <b>6</b>            | <b>Warren BRIGGS</b>        | Ford Mustang                |
| 1 - X:00.000        | 6 - 1:28.693                |                             |
| 2 - 1:30.707        | 7 - 1:27.884                |                             |
| 3 - <b>1:26.834</b> | 8 - 1:28.479                |                             |
| 4 - 1:27.922        | 9 - 1:28.991                |                             |
| 5 - 1:28.733        |                             |                             |
| <b>14</b>           | <b>John SPIERS</b>          | Ford Lotus Cortina          |
| 1 - X:00.000        | 6 - 1:32.335                |                             |
| 2 - 1:33.799        | 7 - 1:33.722                |                             |
| 3 - <b>1:29.894</b> | 8 - 1:33.024                |                             |
| 4 - 1:29.934        | 9 - 1:32.739                |                             |
| 5 - 1:31.875        |                             |                             |
| <b>28</b>           | <b>Alex THISTLETHWAYTE*</b> | Ford Mustang                |
| 1 - X:00.000        | 6 - 1:38.440                |                             |
| 2 - 1:39.683        | 7 - 1:38.320                |                             |
| 3 - 1:35.788        | 8 - 1:38.179                |                             |
| 4 - <b>1:34.004</b> |                             |                             |
| 5 - 1:38.299        |                             |                             |
| <b>34</b>           | <b>David MORROW</b>         | Alfa Romeo Giulia Sprint GT |
| 1 - X:00.000        | 6 - 1:43.603                |                             |
| 2 - <b>1:34.428</b> | 7 - 1:39.450                |                             |
| 3 - 1:47.149        | 8 - 1:42.266                |                             |
| 4 - 1:38.522        |                             |                             |
| 5 - 1:37.326        |                             |                             |
| <b>35</b>           | <b>Neil BROWN</b>           | Ford Mustang                |
| 1 - X:00.000        | 6 - 1:31.731                |                             |
| 2 - 1:32.951        | 7 - 1:32.824                |                             |
| 3 - 1:31.949        | 8 - 1:32.251                |                             |
| 4 - <b>1:31.109</b> | 9 - 1:33.168                |                             |
| 5 - 1:32.318        |                             |                             |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                      |                            |
|---------------------|----------------------|----------------------------|
| <b>36</b>           | <b>Richard CROSS</b> | Triumph 2000 Mk1           |
| 1 - X:00.000        | 6 - 1:40.476         |                            |
| 2 - 1:41.425        | 7 - 1:41.281         |                            |
| 3 - 1:39.677        | 8 - 1:39.816         |                            |
| 4 - <b>1:36.332</b> |                      |                            |
| 5 - 1:39.637        |                      |                            |
| <b>37</b>           | <b>Mike GARDINER</b> | Ford Lotus Cortina         |
| 1 - X:00.000        | 6 - 1:28.607         |                            |
| 2 - 1:30.531        | 7 - 1:33.737         |                            |
| 3 - 1:27.590        | 8 - 1:29.364         |                            |
| 4 - <b>1:27.070</b> | 9 - 1:28.177         |                            |
| 5 - 1:27.621        |                      |                            |
| <b>47</b>           | <b>Nigel COX</b>     | Ford Lotus Cortina         |
| 1 - X:00.000        | 6 - <b>1:32.851</b>  |                            |
| 2 - 1:38.771        | 7 - 1:38.683         |                            |
| 3 - 1:36.738        | 8 - 1:35.314         |                            |
| 4 - 1:33.700        | 9 - 1:34.822         |                            |
| 5 - 1:33.889        |                      |                            |
| <b>51</b>           | <b>David ERWIN</b>   | Alfa Romeo Giulia Ti Super |
| 1 - X:00.000        | 6 - 1:40.880         |                            |
| 2 - 1:40.142        | 7 - 1:38.130         |                            |
| 3 - 1:38.032        | 8 - 1:39.476         |                            |
| 4 - <b>1:36.967</b> |                      |                            |
| 5 - 1:39.479        |                      |                            |
| <b>52</b>           | <b>David CABENA</b>  | Alfa Romeo Giulia Sprint   |
| 1 - X:00.000        | 6 - 1:39.720         |                            |
| 2 - 1:39.350        | 7 - 1:39.233         |                            |
| 3 - 1:37.612        | 8 - 1:41.587         |                            |
| 4 - <b>1:36.722</b> |                      |                            |
| 5 - 1:38.615        |                      |                            |
| <b>57</b>           | <b>Jonathan GOMM</b> | BMW 1800                   |
| 1 - X:00.000        | 6 - 1:32.053         |                            |
| 2 - 1:34.294        | 7 - 1:32.722         |                            |
| 3 - 1:30.686        | 8 - <b>1:30.168</b>  |                            |
| 4 - 1:32.817        | 9 - 1:32.885         |                            |
| 5 - 1:33.494        |                      |                            |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>62</b>           | <b>Jason BROOKS</b>    | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:28.154           |                      |
| 2 - 1:33.375        | 7 - 1:31.758           |                      |
| 3 - 1:30.563        | 8 - 1:29.416           |                      |
| 4 - <b>1:26.887</b> | 9 - 1:32.062           |                      |
| 5 - 1:32.336        |                        |                      |
| <b>66</b>           | <b>John AVILL</b>      | Ford Lotus Cortina   |
| 1 - X:00.000        | 6 - 1:33.035           |                      |
| 2 - 1:34.546        | 7 - 1:34.833           |                      |
| 3 - <b>1:30.309</b> | 8 - 1:32.849           |                      |
| 4 - 1:31.252        | 9 - 1:33.098           |                      |
| 5 - 1:34.068        |                        |                      |
| <b>67</b>           | <b>Robert BINFIELD</b> | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:31.015           |                      |
| 2 - 1:31.939        | 7 - 1:31.268           |                      |
| 3 - 1:31.123        | 8 - 1:31.610           |                      |
| 4 - 1:32.046        | 9 - 1:34.821           |                      |
| 5 - <b>1:29.235</b> |                        |                      |
| <b>68</b>           | <b>Graham PATTLE</b>   | Ford Lotus Cortina   |
| 1 - X:00.000        | 6 - 1:32.202           |                      |
| 2 - 1:35.002        | 7 - 1:32.467           |                      |
| 3 - 1:30.997        | 8 - 1:35.894           |                      |
| 4 - <b>1:29.959</b> | 9 - 1:32.501           |                      |
| 5 - 1:32.155        |                        |                      |
| <b>69</b>           | <b>Bob BULLEN*</b>     | Ford Anglia 105E     |
| 1 - X:00.000        | 6 - 1:33.254           |                      |
| 2 - 1:33.066        | 7 - 1:34.271           |                      |
| 3 - 1:31.402        | 8 - 1:33.695           |                      |
| 4 - <b>1:29.614</b> |                        |                      |
| 5 - 1:31.892        |                        |                      |
| <b>71</b>           | <b>Tim HARBER</b>      | Austin Mini          |
| 1 - X:00.000        | 6 - 1:28.251           |                      |
| 2 - 1:32.058        | 7 - 1:28.109           |                      |
| 3 - 1:28.237        | 8 - 1:28.621           |                      |
| 4 - 1:28.911        | 9 - <b>1:27.997</b>    |                      |
| 5 - 1:29.700        |                        |                      |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>76</b>           | <b>Tom WESTLEY JNR</b> | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:29.709           |                      |
| 2 - 1:32.147        | 7 - 1:37.368           |                      |
| 3 - 1:29.855        | 8 - 1:33.071           |                      |
| 4 - <b>1:29.096</b> | 9 - 1:30.451           |                      |
| 5 - 1:30.169        |                        |                      |
| <b>81</b>           | <b>Ed GLAISTER</b>     | Ford Anglia 100E     |
| 1 - X:00.000        | 6 - 1:35.958           |                      |
| 2 - 1:33.693        | 7 - 1:36.689           |                      |
| 3 - 1:34.695        | 8 - 1:37.639           |                      |
| 4 - <b>1:33.657</b> |                        |                      |
| 5 - 1:35.785        |                        |                      |
| <b>83</b>           | <b>Ian BROWN</b>       | Volkswagen Beetle    |
| 1 - X:00.000        |                        |                      |
| 2 - 1:38.047        |                        |                      |
| 3 - 1:36.066        |                        |                      |
| 4 - <b>1:35.208</b> |                        |                      |
| <b>85</b>           | <b>Roger GODFREY</b>   | Austin Cooper S      |
| 1 - X:00.000        | 6 - 1:27.914           |                      |
| 2 - 1:27.086        | 7 - 1:28.744           |                      |
| 3 - <b>1:25.879</b> | 8 - 1:27.882           |                      |
| 4 - 1:26.334        | 9 - 1:27.880           |                      |
| 5 - 1:26.790        |                        |                      |
| <b>87</b>           | <b>Simon BENOY</b>     | Hillman Imp          |
| 1 - X:00.000        | 6 - 1:28.409           |                      |
| 2 - 1:29.364        | 7 - 1:29.418           |                      |
| 3 - 1:29.754        | 8 - 1:31.439           |                      |
| 4 - <b>1:27.445</b> | 9 - 1:30.739           |                      |
| 5 - 1:27.998        |                        |                      |
| <b>89</b>           | <b>Adrian OLIVER</b>   | Hillman Imp          |
| 1 - X:00.000        | 6 - <b>1:30.824</b>    |                      |
| 2 - 1:33.477        | 7 - 1:31.832           |                      |
| 3 - 1:49.886        | 8 - 1:31.909           |                      |
| 4 - 1:32.115        | 9 - 1:32.028           |                      |
| 5 - 1:33.005        |                        |                      |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.  
Weather/Track: Cloud/Wet

## HSCC/HRSR ByBox Historic Touring Cars

### RACE 5 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

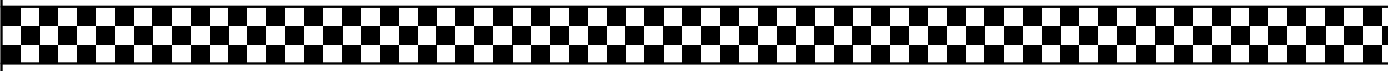
(contd.)

|                     |                        |                 |
|---------------------|------------------------|-----------------|
| <b>94</b>           | <b>Steven PLATTS</b>   | Singer Chamois  |
| 1 - X:00.000        | 6 - 1:36.681           |                 |
| 2 - 1:38.277        | 7 - 1:37.644           |                 |
| 3 - 1:34.719        | 8 - 1:37.302           |                 |
| 4 - 1:38.500        |                        |                 |
| 5 - <b>1:34.605</b> |                        |                 |
| <b>95</b>           | <b>Shaun HAZLEWOOD</b> | Hillman Imp     |
| 1 - X:00.000        | 6 - 1:32.867           |                 |
| 2 - 1:31.482        | 7 - 1:33.282           |                 |
| 3 - <b>1:31.064</b> | 8 - 1:33.503           |                 |
| 4 - 1:31.751        | 9 - 1:33.396           |                 |
| 5 - 1:31.144        |                        |                 |
| <b>96</b>           | <b>Timothy BROOK</b>   | Austin Cooper S |
| 1 - X:00.000        | 6 - <b>1:29.184</b>    |                 |
| 2 - 1:32.601        | 7 - 1:29.406           |                 |
| 3 - 1:30.087        | 8 - 1:30.526           |                 |
| 4 - 1:30.829        | 9 - 1:29.943           |                 |
| 5 - 1:31.420        |                        |                 |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - GRID - Silverstone - 18 October 2014

|                                                                                     |  |    |             |          |       |         |                 |
|-------------------------------------------------------------------------------------|--|----|-------------|----------|-------|---------|-----------------|
| ROW<br>14                                                                           |  |    |             | 51       | ERWIN |         |                 |
| ROW<br>13                                                                           |  |    | 52          | CABENA   |       | 36      | CROSS           |
| ROW<br>12                                                                           |  | 83 | BROWN       |          | 94    | PLATTS  |                 |
| ROW<br>11                                                                           |  |    | 34          | MORROW   |       | 28      | THISTLETHWAYTE* |
| ROW<br>10                                                                           |  | 81 | GLAISTER    |          | 47    | COX     |                 |
| ROW<br>9                                                                            |  |    | 35          | BROWN    |       | 95      | HAZLEWOOD       |
| ROW<br>8                                                                            |  | 89 | OLIVER      |          | 66    | AVILL   |                 |
| ROW<br>7                                                                            |  |    | 57          | GOMM     |       | 68      | PATTLE          |
| ROW<br>6                                                                            |  | 14 | SPIERS      |          | 69    | BULLEN* |                 |
| ROW<br>5                                                                            |  |    | 67          | BINFIELD |       | 96      | BROOK           |
| ROW<br>4                                                                            |  | 76 | WESTLEY JNR |          | 71    | HARBER  |                 |
| ROW<br>3                                                                            |  |    | 87          | BENOY    |       | 37      | GARDINER        |
| ROW<br>2                                                                            |  | 1  | DAVIES      |          | 62    | BROOKS  |                 |
| ROW<br>1                                                                            |  |    | 6           | BRIGGS   |       | 85      | GODFREY         |
|                                                                                     |  |    |             |          |       |         | POLE            |
|  |  |    |             |          |       |         |                 |

\* Cars 28, 69 require working transponders - Regulation Q12.2.1 refers.

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 10:25 End: 10:37

Clerk of the Course:

Timekeeper:

# HSCC/HRSR ByBox Historic Touring Cars

## COMBINED RACE RESULT

| POS | NO | CL | DRIVER              | NAT | CAR                      | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|---------------------|-----|--------------------------|-----------|------|----------|-------|----------|
| 1   | 6  | K1 | Warren BRIGGS       |     | Ford Mustang             | 17:57.641 | 15   |          | 81.85 | 1:10.529 |
| 2   | 1  | B  | Tim DAVIES          |     | Ford Lotus Cortina       | 17:59.581 | 15   | 1.940    | 81.70 | 1:10.643 |
| 3   | 37 | C  | Mike GARDINER       |     | Ford Lotus Cortina       | 18:03.315 | 15   | 5.674    | 81.42 | 1:10.628 |
| 4   | 66 | K3 | John AVILL          |     | Ford Lotus Cortina       | 18:08.254 | 15   | 10.613   | 81.05 | 1:10.759 |
| 5   | 68 | K3 | Graham PATTLE       |     | Ford Lotus Cortina       | 18:24.498 | 15   | 26.857   | 79.86 | 1:12.025 |
| 6   | 28 | K1 | Alex THISTLETHWAYTE |     | Ford Mustang             | 18:45.029 | 15   | 47.388   | 78.40 | 1:12.550 |
| 7   | 87 | E  | Simon BENOY         |     | Hillman Imp              | 18:45.856 | 15   | 48.215   | 78.34 | 1:13.515 |
| 8   | 85 | D  | Roger GODFREY       |     | Austin Cooper S          | 18:46.550 | 15   | 48.909   | 78.29 | 1:13.698 |
| 9   | 94 | E  | Steven PLATTS       |     | Singer Chamois           | 19:23.197 | 15   | 1:25.556 | 75.83 | 1:15.450 |
| 10  | 76 | K4 | Tom WESTLEY JNR     |     | Austin Mini Cooper S     | 19:24.433 | 15   | 1:26.792 | 75.75 | 1:15.293 |
| 11  | 62 | K4 | Jason BROOKS        |     | Austin Mini Cooper S     | 19:26.204 | 15   | 1:28.563 | 75.63 | 1:14.150 |
| 12  | 47 | K3 | Nigel COX           |     | Ford Lotus Cortina       | 19:26.874 | 15   | 1:29.233 | 75.59 | 1:14.883 |
| 13  | 89 | E  | Adrian OLIVER       |     | Hillman Imp              | 19:29.155 | 15   | 1:31.514 | 75.44 | 1:15.216 |
| 14  | 67 | D  | Robert BINFIELD     |     | Austin Mini Cooper S     | 19:32.088 | 15   | 1:34.447 | 75.25 | 1:14.922 |
| 15  | 96 | D  | Timothy BROOK       |     | Austin Cooper S          | 19:33.456 | 15   | 1:35.815 | 75.16 | 1:16.230 |
| 16  | 36 | B  | Richard CROSS       |     | Triumph 2000 Mk1         | 19:39.728 | 15   | 1:42.087 | 74.76 | 1:16.318 |
| 17  | 81 | C  | Ed GLAISTER         |     | Ford Anglia 100E         | 20:01.214 | 15   | 2:03.573 | 73.43 | 1:17.964 |
| 18  | 52 | K3 | David CABENA        |     | Alfa Romeo Giulia Sprint | 20:12.881 | 15   | 2:15.240 | 72.72 | 1:17.708 |
| 19  | 69 | C  | Bob BULLEN          |     | Ford Anglia 105E         | 18:23.899 | 13   | 2 LAPS   | 69.21 | 1:11.961 |

### NOT CLASSIFIED

|    |    |                 |                             |           |   |        |       |          |
|----|----|-----------------|-----------------------------|-----------|---|--------|-------|----------|
| 14 | K3 | John SPIERS     | Ford Lotus Cortina          | 11:57.271 | 9 | D.N.F. | 73.61 | 1:13.830 |
| 34 | B  | David MORROW    | Alfa Romeo Giulia Sprint GT | 11:59.396 | 9 | D.N.F. | 73.40 | 1:14.371 |
| 35 | K1 | Neil BROWN      | Ford Mustang                | 7:17.331  | 6 | D.N.F. | 80.26 | 1:10.533 |
| 71 | D  | Tim HARBER      | Austin Mini                 | 7:36.031  | 6 | D.N.F. | 76.97 | 1:14.551 |
| 95 | E  | Shaun HAZLEWOOD | Hillman Imp                 | 6:40.482  | 5 | D.N.F. | 72.92 | 1:17.833 |
| 51 | K3 | David ERWIN     | Alfa Romeo Giulia Ti Super  | 5:34.955  | 4 | D.N.F. | 69.57 | 1:20.470 |
| 83 | D  | Ian BROWN       | Volkswagen Beetle           | 4:07.237  | 3 | D.N.F. | 70.38 | 1:19.021 |
| 57 | B  | Jonathan GOMM   | BMW 1800                    | 2:32.800  | 2 | D.N.F. | 75.27 | 1:12.803 |

### FASTEST LAP

|    |    |               |                      |          |    |          |           |
|----|----|---------------|----------------------|----------|----|----------|-----------|
| 6  | K1 | Warren BRIGGS | Ford Mustang         | 1:10.529 | 9  | 83.65mph | 134.63kph |
| 37 | C  | Mike GARDINER | Ford Lotus Cortina   | 1:10.628 | 10 | 83.54mph | 134.44kph |
| 1  | B  | Tim DAVIES    | Ford Lotus Cortina   | 1:10.643 | 11 | 83.52mph | 134.41kph |
| 66 | K3 | John AVILL    | Ford Lotus Cortina   | 1:10.759 | 10 | 83.38mph | 134.19kph |
| 87 | E  | Simon BENOY   | Hillman Imp          | 1:13.515 | 3  | 80.26mph | 129.16kph |
| 85 | D  | Roger GODFREY | Austin Cooper S      | 1:13.698 | 11 | 80.06mph | 128.84kph |
| 62 | K4 | Jason BROOKS  | Austin Mini Cooper S | 1:14.150 | 4  | 79.57mph | 128.06kph |

Car 69, no working transponder.

Weather/Track: Cloud/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 15:02 End: 15:37

Clerk of the Course:

Timekeeper:

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - CLASSIFICATION AT RED FLAG - Silverstone - 18 October 2014

| POS | NO | CL | DRIVER              | NAT | CAR                         | TIME     | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|---------------------|-----|-----------------------------|----------|------|----------|-------|----------|
| 1   | 1  | B  | Tim DAVIES          |     | Ford Lotus Cortina          | 7:15.294 | 6    |          | 80.64 | 1:11.209 |
| 2   | 6  | K1 | Warren BRIGGS       |     | Ford Mustang                | 7:15.860 | 6    | 0.566    | 80.53 | 1:10.639 |
| 3   | 35 | K1 | Neil BROWN          |     | Ford Mustang                | 7:17.331 | 6    | 2.037    | 80.26 | 1:10.533 |
| 4   | 37 | C  | Mike GARDINER       |     | Ford Lotus Cortina          | 7:18.464 | 6    | 3.170    | 80.06 | 1:11.561 |
| 5   | 66 | K3 | John AVILL          |     | Ford Lotus Cortina          | 7:22.696 | 6    | 7.402    | 79.29 | 1:12.097 |
| 6   | 68 | K3 | Graham PATTLE       |     | Ford Lotus Cortina          | 7:25.857 | 6    | 10.563   | 78.73 | 1:12.894 |
| 7   | 85 | D  | Roger GODFREY       |     | Austin Cooper S             | 7:33.872 | 6    | 18.578   | 77.34 | 1:14.248 |
| 8   | 87 | E  | Simon BENOY         |     | Hillman Imp                 | 7:34.124 | 6    | 18.830   | 77.30 | 1:13.515 |
| 9   | 71 | D  | Tim HARBER          |     | Austin Mini                 | 7:36.031 | 6    | 20.737   | 76.97 | 1:14.551 |
| 10  | 28 | K1 | Alex THISTLETHWAYTE |     | Ford Mustang                | 7:36.668 | 6    | 21.374   | 76.86 | 1:13.644 |
| 11  | 94 | E  | Steven PLATTS       |     | Singer Chamois              | 7:51.832 | 6    | 36.538   | 74.39 | 1:15.965 |
| 12  | 76 | K4 | Tom WESTLEY JNR     |     | Austin Mini Cooper S        | 7:52.225 | 6    | 36.931   | 74.33 | 1:16.799 |
| 13  | 34 | B  | David MORROW        |     | Alfa Romeo Giulia Sprint GT | 7:53.682 | 6    | 38.388   | 74.10 | 1:15.776 |
| 14  | 96 | D  | Timothy BROOK       |     | Austin Cooper S             | 7:54.555 | 6    | 39.261   | 73.97 | 1:17.191 |
| 15  | 36 | B  | Richard CROSS       |     | Triumph 2000 Mk1            | 7:56.442 | 6    | 41.148   | 73.67 | 1:17.328 |
| 16  | 47 | K3 | Nigel COX           |     | Ford Lotus Cortina          | 7:57.773 | 6    | 42.479   | 73.47 | 1:15.519 |
| 17  | 89 | E  | Adrian OLIVER       |     | Hillman Imp                 | 7:58.322 | 6    | 43.028   | 73.38 | 1:16.830 |
| 18  | 62 | K4 | Jason BROOKS        |     | Austin Mini Cooper S        | 7:58.876 | 6    | 43.582   | 73.30 | 1:14.150 |
| 19  | 67 | D  | Robert BINFIELD     |     | Austin Mini Cooper S        | 8:00.300 | 6    | 45.006   | 73.08 | 1:18.074 |
| 20  | 14 | K3 | John SPIERS         |     | Ford Lotus Cortina          | 8:01.191 | 6    | 45.897   | 72.95 | 1:13.830 |
| 21  | 81 | C  | Ed GLAISTER         |     | Ford Anglia 100E            | 8:07.007 | 6    | 51.713   | 72.08 | 1:18.247 |
| 22  | 52 | K3 | David CABENA        |     | Alfa Romeo Giulia Sprint    | 8:18.197 | 6    | 1:02.903 | 70.46 | 1:19.337 |
| 23  | 69 | C  | Bob BULLEN          |     | Ford Anglia 105E            | 7:22.041 | 4    | 2 LAPS   | 52.71 | 1:13.827 |

### NOT CLASSIFIED

|    |    |                 |                            |          |   |        |       |          |
|----|----|-----------------|----------------------------|----------|---|--------|-------|----------|
| 95 | E  | Shaun HAZLEWOOD | Hillman Imp                | 6:40.482 | 5 | D.N.F. | 72.92 | 1:17.833 |
| 51 | K3 | David ERWIN     | Alfa Romeo Giulia Ti Super | 5:34.955 | 4 | D.N.F. | 69.57 | 1:20.470 |
| 83 | D  | Ian BROWN       | Volkswagen Beetle          | 4:07.237 | 3 | D.N.F. | 70.38 | 1:19.021 |
| 57 | B  | Jonathan GOMM   | BMW 1800                   | 2:32.800 | 2 | D.N.F. | 75.27 | 1:12.803 |

### FASTEST LAP

|    |    |               |                      |          |   |          |           |
|----|----|---------------|----------------------|----------|---|----------|-----------|
| 35 | K1 | Neil BROWN    | Ford Mustang         | 1:10.533 | 4 | 83.65mph | 134.62kph |
| 1  | B  | Tim DAVIES    | Ford Lotus Cortina   | 1:11.209 | 6 | 82.86mph | 133.35kph |
| 37 | C  | Mike GARDINER | Ford Lotus Cortina   | 1:11.561 | 3 | 82.45mph | 132.69kph |
| 66 | K3 | John AVILL    | Ford Lotus Cortina   | 1:12.097 | 3 | 81.84mph | 131.70kph |
| 87 | E  | Simon BENOY   | Hillman Imp          | 1:13.515 | 3 | 80.26mph | 129.16kph |
| 62 | K4 | Jason BROOKS  | Austin Mini Cooper S | 1:14.150 | 4 | 79.57mph | 128.06kph |
| 85 | D  | Roger GODFREY | Austin Cooper S      | 1:14.248 | 5 | 79.46mph | 127.89kph |

Car 69, no working transponder.

Weather/Track: Cloud/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 15:02 End: 15:11

Clerk of the Course:

Timekeeper:

# HSCC/HRSR ByBox Historic Touring Cars

## LAP ANALYSIS - PART 1

|                                                                                                     |                            |                             |
|-----------------------------------------------------------------------------------------------------|----------------------------|-----------------------------|
| <b>1</b>                                                                                            | <b>Tim DAVIES</b>          | Ford Lotus Cortina          |
| 1 - 1:15.297    6 - <b>1:11.209</b><br>2 - 1:12.127<br>3 - 1:12.631<br>4 - 1:12.295<br>5 - 1:11.735 |                            |                             |
| <b>6</b>                                                                                            | <b>Warren BRIGGS</b>       | Ford Mustang                |
| 1 - 1:15.734    6 - <b>1:10.639</b><br>2 - 1:11.743<br>3 - 1:12.767<br>4 - 1:11.909<br>5 - 1:13.068 |                            |                             |
| <b>14</b>                                                                                           | <b>John SPIERS</b>         | Ford Lotus Cortina          |
| 1 - 1:28.121    6 - 1:35.325<br>2 - 1:15.678<br>3 - 1:14.275<br>4 - 1:13.962<br>5 - <b>1:13.830</b> |                            |                             |
| <b>28</b>                                                                                           | <b>Alex THISTLETHWAYTE</b> | Ford Mustang                |
| 1 - 1:24.987    6 - 1:14.206<br>2 - 1:15.488<br>3 - 1:14.620<br>4 - 1:13.723<br>5 - <b>1:13.644</b> |                            |                             |
| <b>34</b>                                                                                           | <b>David MORROW</b>        | Alfa Romeo Giulia Sprint GT |
| 1 - 1:27.903    6 - 1:18.000<br>2 - 1:17.388<br>3 - 1:17.950<br>4 - 1:16.665<br>5 - <b>1:15.776</b> |                            |                             |
| <b>35</b>                                                                                           | <b>Neil BROWN</b>          | Ford Mustang                |
| 1 - 1:20.921    6 - 1:11.112<br>2 - 1:13.335<br>3 - 1:10.614<br>4 - <b>1:10.533</b><br>5 - 1:10.816 |                            |                             |
| <b>36</b>                                                                                           | <b>Richard CROSS</b>       | Triumph 2000 Mk1            |
| 1 - 1:26.781    6 - 1:17.761<br>2 - 1:17.969<br>3 - 1:18.221<br>4 - 1:18.382<br>5 - <b>1:17.328</b> |                            |                             |

# HSCC/HRSR ByBox Historic Touring Cars

## LAP ANALYSIS - PART 1

(contd.)

|                                                                                                       |                      |                            |
|-------------------------------------------------------------------------------------------------------|----------------------|----------------------------|
| <b>37</b>                                                                                             | <b>Mike GARDINER</b> | Ford Lotus Cortina         |
| 1 - 1:17.216      6 - 1:12.636<br>2 - 1:11.998<br>3 - <b>1:11.561</b><br>4 - 1:12.395<br>5 - 1:12.658 |                      |                            |
| <b>47</b>                                                                                             | <b>Nigel COX</b>     | Ford Lotus Cortina         |
| 1 - 1:24.632      6 - 1:17.553<br>2 - 1:27.189<br>3 - 1:15.967<br>4 - <b>1:15.519</b><br>5 - 1:16.913 |                      |                            |
| <b>51</b>                                                                                             | <b>David ERWIN</b>   | Alfa Romeo Giulia Ti Super |
| 1 - 1:31.892<br>2 - 1:21.651<br>3 - 1:20.942<br>4 - <b>1:20.470</b>                                   |                      |                            |
| <b>52</b>                                                                                             | <b>David CABENA</b>  | Alfa Romeo Giulia Sprint   |
| 1 - 1:32.174      6 - 1:26.446<br>2 - 1:20.885<br>3 - 1:19.666<br>4 - <b>1:19.337</b><br>5 - 1:19.689 |                      |                            |
| <b>57</b>                                                                                             | <b>Jonathan GOMM</b> | BMW 1800                   |
| 1 - 1:19.997<br>2 - <b>1:12.803</b>                                                                   |                      |                            |
| <b>62</b>                                                                                             | <b>Jason BROOKS</b>  | Austin Mini Cooper S       |
| 1 - 1:20.849      6 - 1:17.305<br>2 - 1:15.685<br>3 - 1:15.322<br>4 - <b>1:14.150</b><br>5 - 1:35.565 |                      |                            |
| <b>66</b>                                                                                             | <b>John AVILL</b>    | Ford Lotus Cortina         |
| 1 - 1:18.945      6 - 1:12.837<br>2 - 1:13.257<br>3 - <b>1:12.097</b><br>4 - 1:13.043<br>5 - 1:12.517 |                      |                            |

# HSCC/HRSR ByBox Historic Touring Cars

## LAP ANALYSIS - PART 1

(contd.)

|                                                                                                     |                        |                      |
|-----------------------------------------------------------------------------------------------------|------------------------|----------------------|
| <b>67</b>                                                                                           | <b>Robert BINFIELD</b> | Austin Mini Cooper S |
| 1 - 1:27.299    6 - 1:19.048<br>2 - 1:18.876<br>3 - 1:18.644<br>4 - 1:18.359<br>5 - <b>1:18.074</b> |                        |                      |
| <b>68</b>                                                                                           | <b>Graham PATTLE</b>   | Ford Lotus Cortina   |
| 1 - 1:18.659    6 - 1:13.167<br>2 - 1:14.245<br>3 - 1:13.501<br>4 - <b>1:12.894</b><br>5 - 1:13.391 |                        |                      |
| <b>69</b>                                                                                           | <b>Bob BULLEN</b>      | Ford Anglia 105E     |
| 1 - 1:19.899<br>2 - 1:26.959P<br>3 - 3:21.356<br>4 - <b>1:13.827</b>                                |                        |                      |
| <b>71</b>                                                                                           | <b>Tim HARBER</b>      | Austin Mini          |
| 1 - 1:21.248    6 - 1:15.453<br>2 - 1:15.356<br>3 - 1:14.753<br>4 - 1:14.670<br>5 - <b>1:14.551</b> |                        |                      |
| <b>76</b>                                                                                           | <b>Tom WESTLEY JNR</b> | Austin Mini Cooper S |
| 1 - 1:23.017    6 - 1:20.015<br>2 - 1:16.995<br>3 - 1:18.155<br>4 - 1:17.244<br>5 - <b>1:16.799</b> |                        |                      |
| <b>81</b>                                                                                           | <b>Ed GLAISTER</b>     | Ford Anglia 100E     |
| 1 - 1:29.358    6 - 1:22.503<br>2 - <b>1:18.247</b><br>3 - 1:18.305<br>4 - 1:18.784<br>5 - 1:19.810 |                        |                      |
| <b>83</b>                                                                                           | <b>Ian BROWN</b>       | Volkswagen Beetle    |
| 1 - 1:28.121<br>2 - <b>1:19.021</b><br>3 - 1:20.095                                                 |                        |                      |

# HSCC/HRSR ByBox Historic Touring Cars

## LAP ANALYSIS - PART 1

(contd.)

|                                                                                                     |                        |                 |
|-----------------------------------------------------------------------------------------------------|------------------------|-----------------|
| <b>85</b>                                                                                           | <b>Roger GODFREY</b>   | Austin Cooper S |
| 1 - 1:18.121    6 - 1:14.799<br>2 - 1:17.268<br>3 - 1:14.628<br>4 - 1:14.808<br>5 - <b>1:14.248</b> |                        |                 |
| <b>87</b>                                                                                           | <b>Simon BENOY</b>     | Hillman Imp     |
| 1 - 1:18.259    6 - 1:14.935<br>2 - 1:18.991<br>3 - <b>1:13.515</b><br>4 - 1:14.387<br>5 - 1:14.037 |                        |                 |
| <b>89</b>                                                                                           | <b>Adrian OLIVER</b>   | Hillman Imp     |
| 1 - 1:28.514    6 - 1:18.553<br>2 - 1:17.075<br>3 - 1:19.597<br>4 - <b>1:16.830</b><br>5 - 1:17.753 |                        |                 |
| <b>94</b>                                                                                           | <b>Steven PLATTS</b>   | Singer Chamois  |
| 1 - 1:26.064    6 - 1:20.714<br>2 - <b>1:15.965</b><br>3 - 1:15.999<br>4 - 1:16.416<br>5 - 1:16.674 |                        |                 |
| <b>95</b>                                                                                           | <b>Shaun HAZLEWOOD</b> | Hillman Imp     |
| 1 - 1:25.787<br>2 - 1:18.643<br>3 - 1:19.985<br>4 - 1:18.234<br>5 - <b>1:17.833</b>                 |                        |                 |
| <b>96</b>                                                                                           | <b>Timothy BROOK</b>   | Austin Cooper S |
| 1 - 1:22.820    6 - 1:19.595<br>2 - <b>1:17.191</b><br>3 - 1:19.731<br>4 - 1:17.669<br>5 - 1:17.549 |                        |                 |

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                                                                                                     |                            |                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------|
| <b>1</b>                                                                                                                                            | <b>Tim DAVIES</b>          | Ford Lotus Cortina          |
| 1 - X:00.000    6 - 1:11.260<br>2 - 1:12.058    7 - 1:11.948<br>3 - 1:11.074    8 - 1:11.335<br>4 - 1:10.802    9 - 1:11.323<br>5 - <b>1:10.643</b> |                            |                             |
| <b>6</b>                                                                                                                                            | <b>Warren BRIGGS</b>       | Ford Mustang                |
| 1 - X:00.000    6 - 1:11.839<br>2 - 1:10.932    7 - 1:10.614<br>3 - <b>1:10.529</b> 8 - 1:10.756<br>4 - 1:10.925    9 - 1:11.005<br>5 - 1:11.045    |                            |                             |
| <b>14</b>                                                                                                                                           | <b>John SPIERS</b>         | Ford Lotus Cortina          |
| 1 - X:00.000<br>2 - 1:16.589<br>3 - <b>1:14.899</b>                                                                                                 |                            |                             |
| <b>28</b>                                                                                                                                           | <b>Alex THISTLETHWAYTE</b> | Ford Mustang                |
| 1 - X:00.000    6 - 1:13.945<br>2 - 1:13.943    7 - 1:13.093<br>3 - 1:15.815    8 - <b>1:12.550</b><br>4 - 1:13.237    9 - 1:13.161<br>5 - 1:13.161 |                            |                             |
| <b>34</b>                                                                                                                                           | <b>David MORROW</b>        | Alfa Romeo Giulia Sprint GT |
| 1 - X:00.000<br>2 - <b>1:14.371</b><br>3 - 1:29.267P                                                                                                |                            |                             |
| <b>35</b>                                                                                                                                           | <b>Neil BROWN</b>          | Ford Mustang                |
|                                                                                                                                                     |                            |                             |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                     |                      |                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------------|
| <b>36</b>                                                                                                                                           | <b>Richard CROSS</b> | Triumph 2000 Mk1           |
| 1 - X:00.000    6 - 1:17.465<br>2 - 1:17.219    7 - 1:17.747<br>3 - 1:16.571    8 - 1:17.953<br>4 - <b>1:16.318</b> 9 - 1:17.726<br>5 - 1:16.481    |                      |                            |
| <b>37</b>                                                                                                                                           | <b>Mike GARDINER</b> | Ford Lotus Cortina         |
| 1 - X:00.000    6 - 1:10.698<br>2 - 1:11.488    7 - 1:11.886<br>3 - 1:11.034    8 - 1:11.261<br>4 - <b>1:10.628</b> 9 - 1:11.346<br>5 - 1:10.714    |                      |                            |
| <b>47</b>                                                                                                                                           | <b>Nigel COX</b>     | Ford Lotus Cortina         |
| 1 - X:00.000    6 - 1:15.293<br>2 - 1:16.411    7 - <b>1:14.883</b><br>3 - 1:15.718    8 - 1:15.952<br>4 - 1:15.222    9 - 1:16.787<br>5 - 1:15.543 |                      |                            |
| <b>51</b>                                                                                                                                           | <b>David ERWIN</b>   | Alfa Romeo Giulia Ti Super |
|                                                                                                                                                     |                      |                            |
| <b>52</b>                                                                                                                                           | <b>David CABENA</b>  | Alfa Romeo Giulia Sprint   |
| 1 - X:00.000    6 - 1:18.447<br>2 - 1:18.005    7 - 1:18.971<br>3 - 1:18.613    8 - 1:18.113<br>4 - 1:18.281    9 - <b>1:17.708</b><br>5 - 1:19.023 |                      |                            |
| <b>57</b>                                                                                                                                           | <b>Jonathan GOMM</b> | BMW 1800                   |
|                                                                                                                                                     |                      |                            |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>62</b>           | <b>Jason BROOKS</b>    | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:14.753           |                      |
| 2 - 1:17.288        | 7 - 1:14.900           |                      |
| 3 - 1:15.388        | 8 - 1:15.035           |                      |
| 4 - 1:15.462        | 9 - <b>1:14.617</b>    |                      |
| 5 - 1:16.108        |                        |                      |
| <b>66</b>           | <b>John AVILL</b>      | Ford Lotus Cortina   |
| 1 - X:00.000        | 6 - 1:11.394           |                      |
| 2 - 1:11.841        | 7 - 1:10.807           |                      |
| 3 - 1:10.994        | 8 - 1:10.834           |                      |
| 4 - <b>1:10.759</b> | 9 - 1:11.606           |                      |
| 5 - 1:11.128        |                        |                      |
| <b>67</b>           | <b>Robert BINFIELD</b> | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:15.048           |                      |
| 2 - 1:16.271        | 7 - 1:15.927           |                      |
| 3 - 1:16.389        | 8 - 1:15.191           |                      |
| 4 - <b>1:14.922</b> | 9 - 1:15.784           |                      |
| 5 - 1:16.034        |                        |                      |
| <b>68</b>           | <b>Graham PATTLE</b>   | Ford Lotus Cortina   |
| 1 - X:00.000        | 6 - 1:13.479           |                      |
| 2 - 1:12.530        | 7 - 1:12.353           |                      |
| 3 - 1:12.332        | 8 - 1:12.726           |                      |
| 4 - <b>1:12.025</b> | 9 - 1:12.914           |                      |
| 5 - 1:12.984        |                        |                      |
| <b>69</b>           | <b>Bob BULLEN</b>      | Ford Anglia 105E     |
| 1 - X:00.000        | 6 - <b>1:11.961</b>    |                      |
| 2 - 1:13.163        | 7 - 1:12.171           |                      |
| 3 - 1:12.658        | 8 - 1:13.031           |                      |
| 4 -                 | 9 - 1:12.558           |                      |
| 5 - 2:24.662        |                        |                      |
| <b>71</b>           | <b>Tim HARBER</b>      | Austin Mini          |
|                     |                        |                      |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| <b>76</b>           | <b>Tom WESTLEY JNR</b> | Austin Mini Cooper S |
| 1 - X:00.000        | 6 - 1:16.257           |                      |
| 2 - 1:17.840        | 7 - 1:15.438           |                      |
| 3 - 1:16.506        | 8 - <b>1:15.293</b>    |                      |
| 4 - 1:15.540        | 9 - 1:15.510           |                      |
| 5 - 1:16.786        |                        |                      |
| <b>81</b>           | <b>Ed GLAISTER</b>     | Ford Anglia 100E     |
| 1 - X:00.000        | 6 - 1:18.755           |                      |
| 2 - <b>1:17.964</b> | 7 - 1:18.661           |                      |
| 3 - 1:18.320        | 8 - 1:18.490           |                      |
| 4 - 1:18.082        | 9 - 1:18.297           |                      |
| 5 - 1:18.786        |                        |                      |
| <b>83</b>           | <b>Ian BROWN</b>       | Volkswagen Beetle    |
|                     |                        |                      |
| <b>85</b>           | <b>Roger GODFREY</b>   | Austin Cooper S      |
| 1 - X:00.000        | 6 - 1:14.220           |                      |
| 2 - 1:14.275        | 7 - 1:14.578           |                      |
| 3 - 1:14.439        | 8 - 1:14.032           |                      |
| 4 - 1:14.308        | 9 - 1:14.770           |                      |
| 5 - <b>1:13.698</b> |                        |                      |
| <b>87</b>           | <b>Simon BENOY</b>     | Hillman Imp          |
| 1 - X:00.000        | 6 - 1:13.967           |                      |
| 2 - 1:14.160        | 7 - <b>1:13.743</b>    |                      |
| 3 - 1:14.219        | 8 - 1:13.786           |                      |
| 4 - 1:14.404        | 9 - 1:13.861           |                      |
| 5 - 1:14.627        |                        |                      |
| <b>89</b>           | <b>Adrian OLIVER</b>   | Hillman Imp          |
| 1 - X:00.000        | 6 - 1:15.553           |                      |
| 2 - 1:15.683        | 7 - 1:15.589           |                      |
| 3 - 1:15.743        | 8 - <b>1:15.216</b>    |                      |
| 4 - 1:17.240        | 9 - 1:15.663           |                      |
| 5 - 1:17.064        |                        |                      |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                             |                        |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|
| <b>94</b>                                                                                                                                                   | <b>Steven PLATTS</b>   | Singer Chamois  |
| 1 - X:00.000      6 - 1:15.871<br>2 - 1:16.685      7 - 1:16.441<br>3 - 1:16.572      8 - <b>1:15.450</b><br>4 - 1:16.613      9 - 1:15.711<br>5 - 1:16.524 |                        |                 |
| <b>95</b>                                                                                                                                                   | <b>Shaun HAZLEWOOD</b> | Hillman Imp     |
|                                                                                                                                                             |                        |                 |
| <b>96</b>                                                                                                                                                   | <b>Timothy BROOK</b>   | Austin Cooper S |
| 1 - X:00.000      6 - 1:16.616<br>2 - 1:17.098      7 - 1:16.979<br>3 - 1:17.337      8 - <b>1:16.230</b><br>4 - 1:16.351      9 - 1:17.017<br>5 - 1:16.799 |                        |                 |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

# HSCC/HRSR ByBox Historic Touring Cars

## LAP CHART - PART 1

| 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     |        | 1:15.297 | 1     |        | 1:12.127  | 1     |        | 1:12.631 | 6     |        | 1:11.909 | 1     |        | 1:11.735 |
| 6     | 0.437  | 1:15.734 | 6     | 0.053  | 1:11.743  | 6     | 0.189  | 1:12.767 | 1     | 0.197  | 1:12.295 | 6     | 1.136  | 1:13.068 |
| 37    | 1.919  | 1:17.216 | 37    | 1.790  | 1:11.998  | 37    | 0.720  | 1:11.561 | 37    | 1.017  | 1:12.395 | 37    | 1.743  | 1:12.658 |
| 85    | 2.824  | 1:18.121 | 66    | 4.778  | 1:13.257  | 66    | 4.244  | 1:12.097 | 35    | 3.250  | 1:10.533 | 35    | 2.134  | 1:10.816 |
| 87    | 2.962  | 1:18.259 | 57    | 5.376  | 1:12.803  | 35    | 4.815  | 1:10.614 | 66    | 5.189  | 1:13.043 | 69    | 2 LAPS | 3:21.356 |
| 68    | 3.362  | 1:18.659 | 68    | 5.480  | 1:14.245  | 68    | 6.350  | 1:13.501 | 68    | 7.146  | 1:12.894 | 66    | 5.774  | 1:12.517 |
| 66    | 3.648  | 1:18.945 | 35    | 6.832  | 1:13.335  | 85    | 9.962  | 1:14.628 | 85    | 12.672 | 1:14.808 | 68    | 8.605  | 1:13.391 |
| 69    | 4.602  | 1:19.899 | 85    | 7.965  | 1:17.268  | 87    | 10.710 | 1:13.515 | 87    | 12.999 | 1:14.387 | 85    | 14.988 | 1:14.248 |
| 57    | 4.700  | 1:19.997 | 62    | 9.110  | 1:15.685  | 71    | 11.302 | 1:14.753 | 62    | 13.853 | 1:14.150 | 87    | 15.104 | 1:14.037 |
| 62    | 5.552  | 1:20.849 | 71    | 9.180  | 1:15.356  | 62    | 11.801 | 1:15.322 | 71    | 13.874 | 1:14.670 | 71    | 16.493 | 1:14.551 |
| 35    | 5.624  | 1:20.921 | 87    | 9.826  | 1:18.991  | 28    | 15.040 | 1:14.620 | 28    | 16.665 | 1:13.723 | 28    | 18.377 | 1:13.644 |
| 71    | 5.951  | 1:21.248 | 76    | 12.588 | 1:16.995  | 94    | 17.973 | 1:15.999 | 14    | 19.883 | 1:13.962 | 14    | 21.781 | 1:13.830 |
| 96    | 7.523  | 1:22.820 | 96    | 12.587 | 1:17.191  | 76    | 18.112 | 1:18.155 | 94    | 22.291 | 1:16.416 | 94    | 27.033 | 1:16.674 |
| 76    | 7.720  | 1:23.017 | 28    | 13.051 | 1:15.488  | 14    | 18.019 | 1:14.275 | 76    | 23.258 | 1:17.244 | 76    | 28.125 | 1:16.799 |
| 47    | 9.335  | 1:24.632 | 94    | 14.605 | 1:15.965  | 96    | 19.687 | 1:19.731 | 96    | 25.258 | 1:17.669 | 96    | 30.875 | 1:17.549 |
| 28    | 9.690  | 1:24.987 | 14    | 16.375 | 1:15.678  | 36    | 22.916 | 1:18.221 | 34    | 27.753 | 1:16.665 | 34    | 31.597 | 1:15.776 |
| 95    | 10.490 | 1:25.787 | 95    | 17.006 | 1:18.643  | 34    | 23.186 | 1:17.950 | 36    | 29.200 | 1:18.382 | 36    | 34.596 | 1:17.328 |
| 94    | 10.767 | 1:26.064 | 36    | 17.326 | 1:17.969  | 95    | 24.360 | 1:19.985 | 89    | 29.863 | 1:16.830 | 89    | 35.684 | 1:17.753 |
| 36    | 11.484 | 1:26.781 | 34    | 17.867 | 1:17.388  | 67    | 24.764 | 1:18.644 | 95    | 30.496 | 1:18.234 | 47    | 36.135 | 1:16.913 |
| 67    | 12.002 | 1:27.299 | 89    | 18.165 | 1:17.075  | 89    | 25.131 | 1:19.597 | 67    | 31.025 | 1:18.359 | 95    | 36.397 | 1:17.833 |
| 34    | 12.606 | 1:27.903 | 67    | 18.751 | 1:18.876  | 81    | 25.855 | 1:18.305 | 47    | 31.154 | 1:15.519 | 67    | 37.167 | 1:18.074 |
| 14    | 12.824 | 1:28.121 | 69    | 19.434 | 1:26.959P | 83    | 27.182 | 1:20.095 | 81    | 32.541 | 1:18.784 | 62    | 37.486 | 1:35.565 |
| 83    | 12.824 | 1:28.121 | 83    | 19.718 | 1:19.021  | 47    | 27.733 | 1:15.967 | 52    | 39.909 | 1:19.337 | 81    | 40.419 | 1:19.810 |
| 89    | 13.217 | 1:28.514 | 81    | 20.181 | 1:18.247  | 52    | 32.670 | 1:19.666 | 51    | 42.802 | 1:20.470 | 52    | 47.666 | 1:19.689 |
| 81    | 14.061 | 1:29.358 | 47    | 24.397 | 1:27.189  | 51    | 34.430 | 1:20.942 |       |        |          |       |        |          |
| 51    | 16.595 | 1:31.892 | 52    | 25.635 | 1:20.885  |       |        |          |       |        |          |       |        |          |
| 52    | 16.877 | 1:32.174 | 51    | 26.119 | 1:21.651  |       |        |          |       |        |          |       |        |          |

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:02 End: 15:11

# HSCC/HRSR ByBox Historic Touring Cars

## LAP CHART - PART 1

(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     |          | 1:11.209 |       |        |         |       |        |         |       |        |         |        |        |         |
| 6     | 0.566    | 1:10.639 |       |        |         |       |        |         |       |        |         |        |        |         |
| 35    | 2.037    | 1:11.112 |       |        |         |       |        |         |       |        |         |        |        |         |
| 37    | 3.170    | 1:12.636 |       |        |         |       |        |         |       |        |         |        |        |         |
| 69    | 2 LAPS   | 1:13.827 |       |        |         |       |        |         |       |        |         |        |        |         |
| 66    | 7.402    | 1:12.837 |       |        |         |       |        |         |       |        |         |        |        |         |
| 68    | 10.563   | 1:13.167 |       |        |         |       |        |         |       |        |         |        |        |         |
| 85    | 18.578   | 1:14.799 |       |        |         |       |        |         |       |        |         |        |        |         |
| 87    | 18.830   | 1:14.935 |       |        |         |       |        |         |       |        |         |        |        |         |
| 71    | 20.737   | 1:15.453 |       |        |         |       |        |         |       |        |         |        |        |         |
| 28    | 21.374   | 1:14.206 |       |        |         |       |        |         |       |        |         |        |        |         |
| 94    | 36.538   | 1:20.714 |       |        |         |       |        |         |       |        |         |        |        |         |
| 76    | 36.931   | 1:20.015 |       |        |         |       |        |         |       |        |         |        |        |         |
| 34    | 38.388   | 1:18.000 |       |        |         |       |        |         |       |        |         |        |        |         |
| 96    | 39.261   | 1:19.595 |       |        |         |       |        |         |       |        |         |        |        |         |
| 36    | 41.148   | 1:17.761 |       |        |         |       |        |         |       |        |         |        |        |         |
| 47    | 42.479   | 1:17.553 |       |        |         |       |        |         |       |        |         |        |        |         |
| 89    | 43.028   | 1:18.553 |       |        |         |       |        |         |       |        |         |        |        |         |
| 62    | 43.582   | 1:17.305 |       |        |         |       |        |         |       |        |         |        |        |         |
| 67    | 45.006   | 1:19.048 |       |        |         |       |        |         |       |        |         |        |        |         |
| 14    | 45.897   | 1:35.325 |       |        |         |       |        |         |       |        |         |        |        |         |
| 81    | 51.713   | 1:22.503 |       |        |         |       |        |         |       |        |         |        |        |         |
| 52    | 1:02.903 | 1:26.446 |       |        |         |       |        |         |       |        |         |        |        |         |

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP CHART PART 2 - Silverstone - 18 October 2014

| 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     |                 | 928.09.105 | 6     |        | 1:10.932 | 6     |        | 1:10.529  | 6     |        | 1:10.925 | 6     |        | 1:11.045 |
| 6     | 0.29928:09.397  |            | 1     | 0.834  | 1:12.058 | 1     | 1.379  | 1:11.074  | 1     | 1.256  | 1:10.802 | 1     | 0.854  | 1:10.643 |
| 37    | 1.95928:11.057  |            | 37    | 2.216  | 1:11.488 | 37    | 2.721  | 1:11.034  | 37    | 2.424  | 1:10.628 | 37    | 2.093  | 1:10.714 |
| 66    | 2.35928:11.456  |            | 66    | 2.968  | 1:11.841 | 66    | 3.433  | 1:10.994  | 66    | 3.267  | 1:10.759 | 66    | 3.350  | 1:11.128 |
| 68    | 3.45928:12.559  |            | 68    | 4.760  | 1:12.530 | 68    | 6.563  | 1:12.332  | 68    | 7.663  | 1:12.025 | 68    | 9.602  | 1:12.984 |
| 85    | 4.51928:13.619  |            | 85    | 7.565  | 1:14.275 | 85    | 11.475 | 1:14.439  | 85    | 14.858 | 1:14.308 | 69    | 14.570 | 2:24.662 |
| 87    | 5.12928:14.226  |            | 87    | 8.057  | 1:14.160 | 87    | 11.747 | 1:14.219  | 87    | 15.226 | 1:14.404 | 85    | 17.511 | 1:13.698 |
| 28    | 5.61928:14.717  |            | 28    | 8.331  | 1:13.943 | 69    | 11.878 | 1:12.658  | 28    | 15.929 | 1:13.237 | 28    | 18.045 | 1:13.161 |
| 94    | 7.65928:16.759  |            | 69    | 9.749  | 1:13.163 | 28    | 13.617 | 1:15.815  | 47    | 24.121 | 1:15.222 | 87    | 18.808 | 1:14.627 |
| 69    | 7.81928:16.915  |            | 34    | 11.379 | 1:14.371 | 89    | 18.911 | 1:15.743  | 94    | 24.846 | 1:16.613 | 47    | 28.619 | 1:15.543 |
| 34    | 8.23928:17.337  |            | 94    | 13.115 | 1:16.685 | 94    | 19.158 | 1:16.572  | 89    | 25.226 | 1:17.240 | 94    | 30.325 | 1:16.524 |
| 76    | 9.19928:18.299  |            | 89    | 13.697 | 1:15.683 | 47    | 19.824 | 1:15.718  | 62    | 25.393 | 1:15.462 | 62    | 30.456 | 1:16.108 |
| 89    | 9.23928:18.343  |            | 47    | 14.635 | 1:16.411 | 14    | 20.483 | 1:14.899  | 76    | 26.402 | 1:15.540 | 89    | 31.245 | 1:17.064 |
| 47    | 9.44928:18.553  |            | 76    | 15.810 | 1:17.840 | 62    | 20.856 | 1:15.388  | 67    | 27.282 | 1:14.922 | 76    | 32.143 | 1:16.786 |
| 62    | 9.93928:19.038  |            | 62    | 15.997 | 1:17.288 | 76    | 21.787 | 1:16.506  | 96    | 28.738 | 1:16.351 | 67    | 32.271 | 1:16.034 |
| 96    | 10.63928:19.735 |            | 14    | 16.113 | 1:16.589 | 67    | 23.285 | 1:16.389  | 36    | 29.392 | 1:16.318 | 96    | 34.492 | 1:16.799 |
| 14    | 10.74928:19.853 |            | 96    | 16.504 | 1:17.098 | 96    | 23.312 | 1:17.337  | 81    | 34.696 | 1:18.082 | 36    | 34.828 | 1:16.481 |
| 36    | 11.96928:21.067 |            | 67    | 17.425 | 1:16.271 | 36    | 23.999 | 1:16.571  | 52    | 35.900 | 1:18.281 | 81    | 42.437 | 1:18.786 |
| 67    | 12.37928:21.483 |            | 36    | 17.957 | 1:17.219 | 81    | 27.539 | 1:18.320  |       |        |          | 52    | 43.878 | 1:19.023 |
| 81    | 13.00928:22.113 |            | 81    | 19.748 | 1:17.964 | 52    | 28.544 | 1:18.613  |       |        |          |       |        |          |
| 52    | 13.67928:22.784 |            | 52    | 20.460 | 1:18.005 | 34    | 30.117 | 1:29.267P |       |        |          |       |        |          |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:02 End: 15:37

# HSCC/HRSR ByBox Historic Touring Cars

## RACE 5 - LAP CHART PART 2 - Silverstone - 18 October 2014

(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 |
| 6     |        | 1:11.839 | 6     |        | 1:10.614 | 6     |          | 1:10.756 | 6     |          | 1:11.005 |        |        |         |
| 1     | 0.275  | 1:11.260 | 1     | 1.609  | 1:11.948 | 1     | 2.188    | 1:11.335 | 1     | 2.506    | 1:11.323 |        |        |         |
| 37    | 0.952  | 1:10.698 | 37    | 2.224  | 1:11.886 | 37    | 2.729    | 1:11.261 | 37    | 3.070    | 1:11.346 |        |        |         |
| 66    | 2.905  | 1:11.394 | 66    | 3.098  | 1:10.807 | 66    | 3.176    | 1:10.834 | 66    | 3.777    | 1:11.606 |        |        |         |
| 68    | 11.242 | 1:13.479 | 68    | 12.981 | 1:12.353 | 68    | 14.951   | 1:12.726 | 68    | 16.860   | 1:12.914 |        |        |         |
| 69    | 14.692 | 1:11.961 | 69    | 16.249 | 1:12.171 | 69    | 18.524   | 1:13.031 | 69    | 20.077   | 1:12.558 |        |        |         |
| 85    | 19.892 | 1:14.220 | 28    | 22.630 | 1:13.093 | 28    | 24.424   | 1:12.550 | 28    | 26.580   | 1:13.161 |        |        |         |
| 28    | 20.151 | 1:13.945 | 85    | 23.856 | 1:14.578 | 87    | 27.095   | 1:13.786 | 87    | 29.951   | 1:13.861 |        |        |         |
| 87    | 20.936 | 1:13.967 | 87    | 24.065 | 1:13.743 | 85    | 27.132   | 1:14.032 | 85    | 30.897   | 1:14.770 |        |        |         |
| 47    | 32.073 | 1:15.293 | 47    | 36.342 | 1:14.883 | 47    | 41.538   | 1:15.952 | 62    | 45.547   | 1:14.617 |        |        |         |
| 62    | 33.370 | 1:14.753 | 62    | 37.656 | 1:14.900 | 62    | 41.935   | 1:15.035 | 47    | 47.320   | 1:16.787 |        |        |         |
| 94    | 34.357 | 1:15.871 | 89    | 39.934 | 1:15.589 | 89    | 44.394   | 1:15.216 | 89    | 49.052   | 1:15.663 |        |        |         |
| 89    | 34.959 | 1:15.553 | 94    | 40.184 | 1:16.441 | 94    | 44.878   | 1:15.450 | 94    | 49.584   | 1:15.711 |        |        |         |
| 67    | 35.480 | 1:15.048 | 67    | 40.793 | 1:15.927 | 67    | 45.228   | 1:15.191 | 67    | 50.007   | 1:15.784 |        |        |         |
| 76    | 36.561 | 1:16.257 | 76    | 41.385 | 1:15.438 | 76    | 45.922   | 1:15.293 | 76    | 50.427   | 1:15.510 |        |        |         |
| 96    | 39.269 | 1:16.616 | 96    | 45.634 | 1:16.979 | 96    | 51.108   | 1:16.230 | 96    | 57.120   | 1:17.017 |        |        |         |
| 36    | 40.454 | 1:17.465 | 36    | 47.587 | 1:17.747 | 36    | 54.784   | 1:17.953 | 36    | 1:01.505 | 1:17.726 |        |        |         |
| 81    | 49.353 | 1:18.755 | 81    | 57.400 | 1:18.661 | 81    | 1:05.134 | 1:18.490 | 81    | 1:12.426 | 1:18.297 |        |        |         |
| 52    | 50.486 | 1:18.447 | 52    | 58.843 | 1:18.971 | 52    | 1:06.200 | 1:18.113 | 52    | 1:12.903 | 1:17.708 |        |        |         |

Car 69, no working transponder.  
Weather/Track: Cloud/Dry

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:02 End: 15:37

## HSCC Classic Formula 3

### RACE 6 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER            | NAT | CAR             | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|-------------------|-----|-----------------|----------|------|--------|-------|
| 1   | 3   | A  | David SHAW        |     | March 803B      | 1:11.834 | 11   |        | 82.13 |
| 2   | 34  | C  | B ATKINSON-WILLES |     | Reynard SF78    | 1:14.089 | 10   | 2.255  | 79.63 |
| 3   | 55  | D  | John FINCH        |     | Van Diemen RF82 | 1:14.115 | 11   | 2.281  | 79.61 |
| 4   | 19  | C  | Scott TEMPLE      |     | Crossle 33F     | 1:14.135 | 11   | 2.301  | 79.59 |
| 5   | 29  | A  | Jonathan PRICE    |     | March 783       | 1:14.744 | 6    | 2.910  | 78.94 |
| 6   | 155 | A  | Max BARTELL       |     | Chevron B34     | 1:14.976 | 10   | 3.142  | 78.69 |
| 7   | 33  | C  | R ATKINSON-WILLES |     | Reynard SF79    | 1:15.851 | 10   | 4.017  | 77.78 |
| 8   | 7   | A  | Richard TROTT     |     | Chevron B43     | 1:15.991 | 8    | 4.157  | 77.64 |
| 9   | 17  | A  | Marcus MUSSA      |     | March 763       | 1:16.131 | 8    | 4.297  | 77.50 |
| 10  | 28  | D  | Gavin SMITH       |     | Van Dieman RF82 | 1:16.762 | 10   | 4.928  | 76.86 |
| 11  | 93  | A  | Rudolf ERNST      |     | Ralt RT1        | 1:17.616 | 10   | 5.782  | 76.02 |
| 12  | 31  | A  | Stephen PEGRAM    |     | Ralt RT1        | 1:17.720 | 10   | 5.886  | 75.91 |
| 13  | 40  | D  | J.R.C SMITH       |     | Van Diemen RF82 | 1:19.541 | 10   | 7.707  | 74.18 |
| 14  | 6   | A  | Leif BOSSON       |     | Ralt RT1        | 1:24.617 | 9    | 12.783 | 69.73 |
| 15  | 96  | B  | Gareth WALTERS    |     | Mallock Mk11B   | 1:25.647 | 9    | 13.813 | 68.89 |

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 10:47 End: 10:59

Clerk of the Course:

Timekeeper:

# HSCC Classic Formula 3

## RACE 6 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                      |                 |
|---------------------|----------------------|-----------------|
| <b>3</b>            | <b>David SHAW</b>    | March 803B      |
| 1 - X:00.000        | 6 - 1:12.141         | 11 - 1:13.274   |
| 2 - 1:13.988        | 7 - 1:11.857         |                 |
| 3 - 1:13.337        | 8 - 1:13.921         |                 |
| 4 - <b>1:11.834</b> | 9 - 1:12.257         |                 |
| 5 - 1:11.929        | 10 - 1:15.056        |                 |
| <b>6</b>            | <b>Leif BOSSON</b>   | Ralt RT1        |
| 1 - X:00.000        | 6 - 1:26.091         |                 |
| 2 - 1:25.282        | 7 - <b>1:24.617</b>  |                 |
| 3 - 1:25.683        | 8 - 1:26.574         |                 |
| 4 - 1:27.477        | 9 - 1:24.961         |                 |
| 5 - 1:26.065        |                      |                 |
| <b>7</b>            | <b>Richard TROTT</b> | Chevron B43     |
| 1 - X:00.000        | 6 - <b>1:15.991</b>  |                 |
| 2 - 1:20.644        | 7 - 1:17.831         |                 |
| 3 - 1:16.868        | 8 - 1:30.055P        |                 |
| 4 - 1:17.529        |                      |                 |
| 5 - 1:16.236        |                      |                 |
| <b>17</b>           | <b>Marcus MUSSA</b>  | March 763       |
| 1 - X:00.000        | 6 - 1:35.075P        |                 |
| 2 - 1:22.314        | 7 - 3:12.267         |                 |
| 3 - 1:17.266        | 8 - 1:16.771         |                 |
| 4 - <b>1:16.131</b> |                      |                 |
| 5 - 1:16.391        |                      |                 |
| <b>19</b>           | <b>Scott TEMPLE</b>  | Crossle 33F     |
| 1 - X:00.000        | 6 - 1:16.293         | 11 - 1:15.042   |
| 2 - 1:19.362        | 7 - 1:15.079         |                 |
| 3 - 1:17.262        | 8 - 1:15.002         |                 |
| 4 - 1:16.252        | 9 - 1:17.741         |                 |
| 5 - 1:16.162        | 10 - <b>1:14.135</b> |                 |
| <b>28</b>           | <b>Gavin SMITH</b>   | Van Dieman RF82 |
| 1 - X:00.000        | 6 - 1:16.967         |                 |
| 2 - 1:22.672        | 7 - 1:18.848         |                 |
| 3 - 1:19.631        | 8 - <b>1:16.762</b>  |                 |
| 4 - 1:19.125        | 9 - 1:19.259         |                 |
| 5 - 1:17.231        | 10 - 1:19.097        |                 |

Weather/Track: Cloud/Wet

# HSCC Classic Formula 3

## RACE 6 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                          |                 |
|---------------------|--------------------------|-----------------|
| <b>29</b>           | <b>Jonathan PRICE</b>    | March 783       |
| 1 - X:00.000        | 6 - 1:14.816             |                 |
| 2 - 1:17.602        |                          |                 |
| 3 - 1:15.804        |                          |                 |
| 4 - 1:16.312        |                          |                 |
| 5 - <b>1:14.744</b> |                          |                 |
| <b>31</b>           | <b>Stephen PEGRAM</b>    | Ralt RT1        |
| 1 - X:00.000        | 6 - 1:23.726             |                 |
| 2 - 1:26.609        | 7 - 1:21.583             |                 |
| 3 - 1:20.751        | 8 - 1:19.960             |                 |
| 4 - 1:26.519        | 9 - <b>1:17.720</b>      |                 |
| 5 - 1:22.939        | 10 - 1:18.809            |                 |
| <b>33</b>           | <b>R ATKINSON-WILLES</b> | Reynard SF79    |
| 1 - X:00.000        | 6 - 1:17.815             |                 |
| 2 - 1:23.965        | 7 - 1:17.513             |                 |
| 3 - 1:18.386        | 8 - 1:15.999             |                 |
| 4 - 1:21.232        | 9 - <b>1:15.851</b>      |                 |
| 5 - 1:20.677        | 10 - 1:16.103            |                 |
| <b>34</b>           | <b>B ATKINSON-WILLES</b> | Reynard SF78    |
| 1 - X:00.000        | 6 - 1:14.703             |                 |
| 2 - 1:27.451        | 7 - 1:15.051             |                 |
| 3 - 1:16.461        | 8 - 1:14.659             |                 |
| 4 - 1:22.210        | 9 - 1:41.538             |                 |
| 5 - 1:15.019        | 10 - <b>1:14.089</b>     |                 |
| <b>40</b>           | <b>J.R.C SMITH</b>       | Van Diemen RF82 |
| 1 - X:00.000        | 6 - 1:19.590             |                 |
| 2 - 1:24.970        | 7 - 1:21.501             |                 |
| 3 - 1:22.332        | 8 - <b>1:19.541</b>      |                 |
| 4 - 1:27.324        | 9 - 1:23.388             |                 |
| 5 - 1:21.673        | 10 - 1:20.450            |                 |
| <b>55</b>           | <b>John FINCH</b>        | Van Diemen RF82 |
| 1 - X:00.000        | 6 - <b>1:14.115</b>      | 11 - 1:14.409   |
| 2 - 1:18.270        | 7 - 1:15.132             |                 |
| 3 - 1:15.346        | 8 - 1:16.506             |                 |
| 4 - 1:15.306        | 9 - 1:14.841             |                 |
| 5 - 1:14.557        | 10 - 1:15.441            |                 |

Weather/Track: Cloud/Wet

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 10:47 End: 10:59

Printed - 11:01 Saturday, 18 October 2014

## HSCC Classic Formula 3

### RACE 6 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                       |               |
|---------------------|-----------------------|---------------|
| <b>93</b>           | <b>Rudolf ERNST</b>   | Ralt RT1      |
| 1 - X:00.000        | 6 - 1:19.461          |               |
| 2 - 1:21.315        | 7 - 1:21.512          |               |
| 3 - <b>1:17.616</b> | 8 - 1:20.118          |               |
| 4 - 1:47.983        | 9 - 1:17.997          |               |
| 5 - 1:19.050        | 10 - 1:27.575         |               |
| <b>96</b>           | <b>Gareth WALTERS</b> | Mallock Mk11B |
| 1 - X:00.000        | 6 - 1:28.054          |               |
| 2 - 1:33.571        | 7 - 1:29.389          |               |
| 3 - <b>1:25.647</b> | 8 - 1:30.404          |               |
| 4 - 1:25.797        | 9 - 1:29.490          |               |
| 5 - 1:28.703        |                       |               |
| <b>155</b>          | <b>Max BARTELL</b>    | Chevron B34   |
| 1 - X:00.000        | 6 - 1:22.578          |               |
| 2 - 1:20.397        | 7 - 1:15.058          |               |
| 3 - 1:16.915        | 8 - <b>1:14.976</b>   |               |
| 4 - 1:17.327        | 9 - 1:19.877          |               |
| 5 - 1:17.441        | 10 - 1:16.299         |               |

Weather/Track: Cloud/Wet

**HSCC Classic Formula 3**  
**RACE 6 - GRID - Silverstone - 18 October 2014**

|                                                                                     |  |  |     |                 |         |    |                 |
|-------------------------------------------------------------------------------------|--|--|-----|-----------------|---------|----|-----------------|
| ROW<br>8                                                                            |  |  |     | 96              | WALTERS |    |                 |
| ROW<br>7                                                                            |  |  | 6   | BOSSON          |         | 40 | J.R.C SMITH     |
| ROW<br>6                                                                            |  |  | 31  | PEGRAM          |         | 93 | ERNST           |
| ROW<br>5                                                                            |  |  | 28  | SMITH           |         | 17 | MUSSA           |
| ROW<br>4                                                                            |  |  | 7   | TROTT           |         | 33 | ATKINSON-WILLES |
| ROW<br>3                                                                            |  |  | 155 | BARTELL         |         | 29 | PRICE           |
| ROW<br>2                                                                            |  |  | 19  | TEMPLE          |         | 55 | FINCH           |
| ROW<br>1                                                                            |  |  | 34  | ATKINSON-WILLES |         | 3  | SHAW            |
|                                                                                     |  |  |     |                 |         |    | POLE            |
|  |  |  |     |                 |         |    |                 |

**Weather/Track: Cloud/Wet**

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 10:47    End: 10:59

Clerk of the Course:

Timekeeper:

# HSCC Classic Formula 3

## RACE 6 - CLASSIFICATION - Silverstone - 18 October 2014

| POS            | NO  | CL             | DRIVER            | NAT | CAR             | TIME      | LAPS | GAP      | MPH       | BEST     |
|----------------|-----|----------------|-------------------|-----|-----------------|-----------|------|----------|-----------|----------|
| 1              | 3   | A              | David SHAW        |     | March 803B      | 18:19.467 | 18   |          | 96.32     | 1:00.277 |
| 2              | 155 | A              | Max BARTELL       |     | Chevron B34     | 18:24.941 | 18   | 5.474    | 95.85     | 1:00.414 |
| 3              | 55  | D              | John FINCH        |     | Van Diemen RF82 | 18:55.544 | 18   | 36.077   | 93.26     | 1:02.388 |
| 4              | 19  | C              | Scott TEMPLE      |     | Crossle 33F     | 18:59.063 | 18   | 39.596   | 92.97     | 1:02.750 |
| 5              | 17  | A              | Marcus MUSSA      |     | March 763       | 18:59.709 | 18   | 40.242   | 92.92     | 1:02.307 |
| 6              | 93  | A              | Rudolf ERNST      |     | Ralt RT1        | 18:59.871 | 18   | 40.404   | 92.91     | 1:01.705 |
| 7              | 29  | A              | Jonathan PRICE    |     | March 783       | 19:03.260 | 18   | 43.793   | 92.63     | 1:02.041 |
| 8              | 31  | A              | Stephen PEGRAM    |     | Ralt RT1        | 19:04.003 | 18   | 44.536   | 92.57     | 1:02.179 |
| 9              | 33  | C              | R ATKINSON-WILLES |     | Reynard SF79    | 19:18.756 | 18   | 59.289   | 91.39     | 1:03.314 |
| 10             | 6   | A              | Leif BOSSON       |     | Ralt RT1        | 19:20.230 | 18   | 1:00.763 | 91.28     | 1:03.404 |
| 11             | 28  | D              | Gavin SMITH       |     | Van Dieman RF82 | 18:34.433 | 17   | 1 LAP    | 89.73     | 1:04.175 |
| 12             | 96  | B              | Gareth WALTERS    |     | Mallock Mk11B   | 18:49.246 | 16   | 2 LAPS   | 83.33     | 1:08.143 |
| NOT CLASSIFIED |     |                |                   |     |                 |           |      |          |           |          |
| 7              | A   | Richard TROTT  |                   |     | Chevron B43     | 4:28.592  | 3    | D.N.F.   | 64.79     | 1:12.030 |
| FASTEST LAP    |     |                |                   |     |                 |           |      |          |           |          |
| 3              | A   | David SHAW     |                   |     | March 803B      | 1:00.277  | 13   | 97.88mph | 157.53kph |          |
| 55             | D   | John FINCH     |                   |     | Van Diemen RF82 | 1:02.388  | 12   | 94.57mph | 152.20kph |          |
| 19             | C   | Scott TEMPLE   |                   |     | Crossle 33F     | 1:02.750  | 6    | 94.03mph | 151.32kph |          |
| 96             | B   | Gareth WALTERS |                   |     | Mallock Mk11B   | 1:08.143  | 16   | 86.58mph | 139.35kph |          |

Weather/Track: Bright/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 15:59 End: 16:17

Clerk of the Course:

Timekeeper:

# HSCC Classic Formula 3

## RACE 6 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                                                                                                                                                                                                                                                                                 |               |                 |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|--|--|--|
| 3                                                                                                                                                                                                                                                                                                                               | David SHAW    | March 803B      |  |  |  |
| 1 - 1:05.008      6 - 1:01.249      11 - 1:00.781      16 - 1:00.712<br>2 - 1:01.326      7 - 1:00.872      12 - 1:00.375      17 - 1:00.963<br>3 - 1:01.084      8 - 1:00.861      13 - 1:00.277      18 - 1:00.401<br>4 - 1:01.798      9 - 1:00.741      14 - 1:00.368<br>5 - 1:00.943      10 - 1:00.306      15 - 1:01.402 |               |                 |  |  |  |
| 6                                                                                                                                                                                                                                                                                                                               | Leif BOSSON   | Ralt RT1        |  |  |  |
| 1 - 1:12.297      6 - 1:04.136      11 - 1:03.839      16 - 1:03.516<br>2 - 1:05.175      7 - 1:03.948      12 - 1:03.829      17 - 1:03.484<br>3 - 1:04.771      8 - 1:03.563      13 - 1:03.942      18 - 1:03.404<br>4 - 1:04.589      9 - 1:04.268      14 - 1:03.591<br>5 - 1:04.438      10 - 1:03.750      15 - 1:03.690 |               |                 |  |  |  |
| 7                                                                                                                                                                                                                                                                                                                               | Richard TROTT | Chevron B43     |  |  |  |
| 1 - 1:53.171<br>2 - 1:12.030<br>3 - 1:23.391P                                                                                                                                                                                                                                                                                   |               |                 |  |  |  |
| 17                                                                                                                                                                                                                                                                                                                              | Marcus MUSSA  | March 763       |  |  |  |
| 1 - 1:09.651      6 - 1:03.052      11 - 1:02.596      16 - 1:02.891<br>2 - 1:03.307      7 - 1:02.917      12 - 1:02.951      17 - 1:02.771<br>3 - 1:03.150      8 - 1:02.639      13 - 1:03.081      18 - 1:02.976<br>4 - 1:03.440      9 - 1:02.307      14 - 1:03.064<br>5 - 1:03.158      10 - 1:02.561      15 - 1:03.197 |               |                 |  |  |  |
| 19                                                                                                                                                                                                                                                                                                                              | Scott TEMPLE  | Crossle 33F     |  |  |  |
| 1 - 1:06.967      6 - 1:02.750      11 - 1:03.210      16 - 1:02.971<br>2 - 1:04.141      7 - 1:02.815      12 - 1:03.128      17 - 1:02.814<br>3 - 1:03.421      8 - 1:02.755      13 - 1:03.029      18 - 1:02.948<br>4 - 1:02.901      9 - 1:02.882      14 - 1:03.107<br>5 - 1:02.842      10 - 1:03.434      15 - 1:02.948 |               |                 |  |  |  |
| 28                                                                                                                                                                                                                                                                                                                              | Gavin SMITH   | Van Dieman RF82 |  |  |  |
| 1 - 1:11.117      6 - 1:05.190      11 - 1:04.464      16 - 1:05.672<br>2 - 1:07.000      7 - 1:05.312      12 - 1:04.349      17 - 1:04.936<br>3 - 1:06.127      8 - 1:04.410      13 - 1:04.302<br>4 - 1:06.372      9 - 1:04.943      14 - 1:04.829<br>5 - 1:06.472      10 - 1:04.763      15 - 1:04.175                    |               |                 |  |  |  |

Weather/Track: Bright/Dry

## HSCC Classic Formula 3

### RACE 6 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                   |                 |               |
|--------------|-------------------|-----------------|---------------|
| 29           | Jonathan PRICE    | March 783       |               |
| 1 - 1:10.137 | 6 - 1:03.657      | 11 - 1:03.053   | 16 - 1:02.324 |
| 2 - 1:04.399 | 7 - 1:03.316      | 12 - 1:02.806   | 17 - 1:02.554 |
| 3 - 1:04.068 | 8 - 1:02.726      | 13 - 1:03.420   | 18 - 1:02.041 |
| 4 - 1:03.952 | 9 - 1:02.935      | 14 - 1:02.694   |               |
| 5 - 1:03.472 | 10 - 1:03.089     | 15 - 1:02.617   |               |
| 31           | Stephen PEGRAM    | Ralt RT1        |               |
| 1 - 1:11.640 | 6 - 1:02.622      | 11 - 1:03.161   | 16 - 1:02.179 |
| 2 - 1:04.801 | 7 - 1:03.328      | 12 - 1:02.752   | 17 - 1:02.488 |
| 3 - 1:04.419 | 8 - 1:02.828      | 13 - 1:02.886   | 18 - 1:02.243 |
| 4 - 1:03.567 | 9 - 1:03.302      | 14 - 1:02.552   |               |
| 5 - 1:03.455 | 10 - 1:03.326     | 15 - 1:02.454   |               |
| 33           | R ATKINSON-WILLES | Reynard SF79    |               |
| 1 - 1:09.013 | 6 - 1:04.509      | 11 - 1:04.406   | 16 - 1:03.784 |
| 2 - 1:04.871 | 7 - 1:04.103      | 12 - 1:03.700   | 17 - 1:03.736 |
| 3 - 1:04.523 | 8 - 1:03.499      | 13 - 1:03.941   | 18 - 1:03.314 |
| 4 - 1:05.329 | 9 - 1:04.218      | 14 - 1:03.795   |               |
| 5 - 1:03.995 | 10 - 1:03.976     | 15 - 1:04.044   |               |
| 55           | John FINCH        | Van Diemen RF82 |               |
| 1 - 1:08.414 | 6 - 1:02.945      | 11 - 1:02.574   | 16 - 1:02.471 |
| 2 - 1:03.632 | 7 - 1:02.538      | 12 - 1:02.388   | 17 - 1:02.602 |
| 3 - 1:03.100 | 8 - 1:02.419      | 13 - 1:02.687   | 18 - 1:02.641 |
| 4 - 1:03.297 | 9 - 1:02.496      | 14 - 1:02.983   |               |
| 5 - 1:03.269 | 10 - 1:02.505     | 15 - 1:02.583   |               |
| 93           | Rudolf ERNST      | Ralt RT1        |               |
| 1 - 1:11.336 | 6 - 1:02.490      | 11 - 1:02.247   | 16 - 1:02.902 |
| 2 - 1:04.453 | 7 - 1:02.274      | 12 - 1:02.973   | 17 - 1:02.722 |
| 3 - 1:03.562 | 8 - 1:01.963      | 13 - 1:03.476   | 18 - 1:02.973 |
| 4 - 1:03.701 | 9 - 1:01.705      | 14 - 1:02.638   |               |
| 5 - 1:02.941 | 10 - 1:02.297     | 15 - 1:03.218   |               |
| 96           | Gareth WALTERS    | Mallock Mk11B   |               |
| 1 - 1:18.522 | 6 - 1:09.892      | 11 - 1:09.665   | 16 - 1:08.143 |
| 2 - 1:11.576 | 7 - 1:10.086      | 12 - 1:09.276   |               |
| 3 - 1:11.119 | 8 - 1:09.678      | 13 - 1:10.898   |               |
| 4 - 1:10.571 | 9 - 1:12.751      | 14 - 1:08.507   |               |
| 5 - 1:10.366 | 10 - 1:09.833     | 15 - 1:08.363   |               |

Weather/Track: Bright/Dry

## HSCC Classic Formula 3

### RACE 6 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|     |              |               |               |               |             |  |  |  |
|-----|--------------|---------------|---------------|---------------|-------------|--|--|--|
| 155 | Max BARTELL  |               |               |               | Chevron B34 |  |  |  |
|     | 1 - 1:07.154 | 6 - 1:01.018  | 11 - 1:00.855 | 16 - 1:00.662 |             |  |  |  |
|     | 2 - 1:02.065 | 7 - 1:01.260  | 12 - 1:00.873 | 17 - 1:00.454 |             |  |  |  |
|     | 3 - 1:01.527 | 8 - 1:01.260  | 13 - 1:00.456 | 18 - 1:00.414 |             |  |  |  |
|     | 4 - 1:01.640 | 9 - 1:01.033  | 14 - 1:00.661 |               |             |  |  |  |
|     | 5 - 1:01.528 | 10 - 1:01.081 | 15 - 1:01.000 |               |             |  |  |  |

Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:59 End: 16:17

Printed - 16:19 Saturday, 18 October 2014

# HSCC Classic Formula 3

## RACE 6 - LAP CHART - Silverstone - 18 October 2014

| 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  |
| 3     |        | 1:05.008 | 3     |        | 1:01.326 | 3     |        | 1:01.084 | 3     |        | 1:01.798  | 3     |        | 1:00.943 |
| 19    | 1.959  | 1:06.967 | 155   | 2.885  | 1:02.065 | 155   | 3.328  | 1:01.527 | 155   | 3.170  | 1:01.640  | 155   | 3.755  | 1:01.528 |
| 155   | 2.146  | 1:07.154 | 19    | 4.774  | 1:04.141 | 19    | 7.111  | 1:03.421 | 19    | 8.214  | 1:02.901  | 19    | 10.113 | 1:02.842 |
| 55    | 3.406  | 1:08.414 | 55    | 5.712  | 1:03.632 | 55    | 7.728  | 1:03.100 | 55    | 9.227  | 1:03.297  | 55    | 11.553 | 1:03.269 |
| 33    | 4.005  | 1:09.013 | 17    | 6.624  | 1:03.307 | 17    | 8.690  | 1:03.150 | 17    | 10.332 | 1:03.440  | 17    | 12.547 | 1:03.158 |
| 17    | 4.643  | 1:09.651 | 33    | 7.550  | 1:04.871 | 33    | 10.989 | 1:04.523 | 29    | 13.340 | 1:03.952  | 93    | 15.834 | 1:02.941 |
| 29    | 5.129  | 1:10.137 | 29    | 8.202  | 1:04.399 | 29    | 11.186 | 1:04.068 | 93    | 13.836 | 1:03.701  | 29    | 15.869 | 1:03.472 |
| 28    | 6.109  | 1:11.117 | 93    | 9.455  | 1:04.453 | 93    | 11.933 | 1:03.562 | 33    | 14.520 | 1:05.329  | 33    | 17.572 | 1:03.995 |
| 93    | 6.328  | 1:11.336 | 31    | 10.107 | 1:04.801 | 31    | 13.442 | 1:04.419 | 31    | 15.211 | 1:03.567  | 31    | 17.723 | 1:03.455 |
| 31    | 6.632  | 1:11.640 | 6     | 11.138 | 1:05.175 | 6     | 14.825 | 1:04.771 | 6     | 17.616 | 1:04.589  | 6     | 21.111 | 1:04.438 |
| 6     | 7.289  | 1:12.297 | 28    | 11.783 | 1:07.000 | 28    | 16.826 | 1:06.127 | 7     | 1 LAP  | 1:23.391P | 28    | 26.929 | 1:06.472 |
| 96    | 13.514 | 1:18.522 | 96    | 23.764 | 1:11.576 | 96    | 33.799 | 1:11.119 | 28    | 21.400 | 1:06.372  | 96    | 51.995 | 1:10.366 |
| 7     | 48.163 | 1:53.171 | 7     | 58.867 | 1:12.030 |       |        |          | 96    | 42.572 | 1:10.571  |       |        |          |

Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:59 End: 16:17

Printed - 16:20 Saturday, 18 October 2014

# HSCC Classic Formula 3

## RACE 6 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 3     |          | 1:01.249 | 3     |        | 1:00.872 | 3     |        | 1:00.861 | 3     |        | 1:00.741 | 3      |        | 1:00.306 |
| 155   | 3.524    | 1:01.018 | 155   | 3.912  | 1:01.260 | 155   | 4.311  | 1:01.260 | 155   | 4.603  | 1:01.033 | 155    | 5.378  | 1:01.081 |
| 19    | 11.614   | 1:02.750 | 19    | 13.557 | 1:02.815 | 96    | 1 LAP  | 1:10.086 | 19    | 17.592 | 1:02.882 | 55     | 20.427 | 1:02.505 |
| 55    | 13.249   | 1:02.945 | 55    | 14.915 | 1:02.538 | 19    | 15.451 | 1:02.755 | 96    | 1 LAP  | 1:09.678 | 19     | 20.720 | 1:03.434 |
| 17    | 14.350   | 1:03.052 | 17    | 16.395 | 1:02.917 | 55    | 16.473 | 1:02.419 | 55    | 18.228 | 1:02.496 | 17     | 21.994 | 1:02.561 |
| 93    | 17.075   | 1:02.490 | 93    | 18.477 | 1:02.274 | 17    | 18.173 | 1:02.639 | 17    | 19.739 | 1:02.307 | 93     | 22.534 | 1:02.297 |
| 29    | 18.277   | 1:03.657 | 29    | 20.721 | 1:03.316 | 93    | 19.579 | 1:01.963 | 93    | 20.543 | 1:01.705 | 29     | 27.563 | 1:03.089 |
| 31    | 19.096   | 1:02.622 | 31    | 21.552 | 1:03.328 | 29    | 22.586 | 1:02.726 | 29    | 24.780 | 1:02.935 | 31     | 29.100 | 1:03.326 |
| 33    | 20.832   | 1:04.509 | 33    | 24.063 | 1:04.103 | 31    | 23.519 | 1:02.828 | 31    | 26.080 | 1:03.302 | 96     | 1 LAP  | 1:12.751 |
| 6     | 23.998   | 1:04.136 | 6     | 27.074 | 1:03.948 | 33    | 26.701 | 1:03.499 | 33    | 30.178 | 1:04.218 | 33     | 33.848 | 1:03.976 |
| 28    | 30.870   | 1:05.190 | 28    | 35.310 | 1:05.312 | 6     | 29.776 | 1:03.563 | 6     | 33.303 | 1:04.268 | 6      | 36.747 | 1:03.750 |
| 96    | 1:00.638 | 1:09.892 |       |        |          | 28    | 38.859 | 1:04.410 | 28    | 43.061 | 1:04.943 | 28     | 47.518 | 1:04.763 |

Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:59 End: 16:17

Printed - 16:20 Saturday, 18 October 2014

# HSCC Classic Formula 3

## RACE 6 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 3      |        | 1:00.781 | 3      |        | 1:00.375 | 3      |        | 1:00.277 | 3      |        | 1:00.368 | 3      |        | 1:01.402 |
| 155    | 5.452  | 1:00.855 | 155    | 5.950  | 1:00.873 | 155    | 6.129  | 1:00.456 | 155    | 6.422  | 1:00.661 | 28     | 1 LAP  | 1:04.829 |
| 55     | 22.220 | 1:02.574 | 55     | 24.233 | 1:02.388 | 55     | 26.643 | 1:02.687 | 55     | 29.258 | 1:02.983 | 155    | 6.020  | 1:01.000 |
| 19     | 23.149 | 1:03.210 | 19     | 25.902 | 1:03.128 | 19     | 28.654 | 1:03.029 | 19     | 31.393 | 1:03.107 | 96     | 2 LAPS | 1:10.898 |
| 17     | 23.809 | 1:02.596 | 17     | 26.385 | 1:02.951 | 17     | 29.189 | 1:03.081 | 17     | 31.885 | 1:03.064 | 55     | 30.439 | 1:02.583 |
| 93     | 24.000 | 1:02.247 | 93     | 26.598 | 1:02.973 | 93     | 29.797 | 1:03.476 | 93     | 32.067 | 1:02.638 | 19     | 32.939 | 1:02.948 |
| 29     | 29.835 | 1:03.053 | 29     | 32.266 | 1:02.806 | 29     | 35.409 | 1:03.420 | 29     | 37.735 | 1:02.694 | 17     | 33.680 | 1:03.197 |
| 31     | 31.480 | 1:03.161 | 31     | 33.857 | 1:02.752 | 31     | 36.466 | 1:02.886 | 31     | 38.650 | 1:02.552 | 93     | 33.883 | 1:03.218 |
| 33     | 37.473 | 1:04.406 | 33     | 40.798 | 1:03.700 | 33     | 44.462 | 1:03.941 | 33     | 47.889 | 1:03.795 | 29     | 38.950 | 1:02.617 |
| 96     | 1 LAP  | 1:09.833 | 6      | 43.259 | 1:03.829 | 6      | 46.924 | 1:03.942 | 6      | 50.147 | 1:03.591 | 31     | 39.702 | 1:02.454 |
| 6      | 39.805 | 1:03.839 | 96     | 1 LAP  | 1:09.665 | 96     | 1 LAP  | 1:09.276 |        |        |          | 33     | 50.531 | 1:04.044 |
| 28     | 51.201 | 1:04.464 | 28     | 55.175 | 1:04.349 | 28     | 59.200 | 1:04.302 |        |        |          | 6      | 52.435 | 1:03.690 |

Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:59 End: 16:17

Printed - 16:20 Saturday, 18 October 2014

# HSCC Classic Formula 3

## RACE 6 - LAP CHART - Silverstone - 18 October 2014

(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 |
| 3      |        | 1:00.712 | 3      |        | 1:00.963 | 3      |          | 1:00.401 |        |        |         |        |        |         |
| 28     | 1 LAP  | 1:04.175 | 155    | 5.461  | 1:00.454 | 155    | 5.474    | 1:00.414 |        |        |         |        |        |         |
| 155    | 5.970  | 1:00.662 | 28     | 1 LAP  | 1:05.672 | 28     | 1 LAP    | 1:04.936 |        |        |         |        |        |         |
| 96     | 2 LAPS | 1:08.507 | 96     | 2 LAPS | 1:08.363 | 96     | 2 LAPS   | 1:08.143 |        |        |         |        |        |         |
| 55     | 32.198 | 1:02.471 | 55     | 33.837 | 1:02.602 | 55     | 36.077   | 1:02.641 |        |        |         |        |        |         |
| 19     | 35.198 | 1:02.971 | 19     | 37.049 | 1:02.814 | 19     | 39.596   | 1:02.948 |        |        |         |        |        |         |
| 17     | 35.859 | 1:02.891 | 17     | 37.667 | 1:02.771 | 17     | 40.242   | 1:02.976 |        |        |         |        |        |         |
| 93     | 36.073 | 1:02.902 | 93     | 37.832 | 1:02.722 | 93     | 40.404   | 1:02.973 |        |        |         |        |        |         |
| 29     | 40.562 | 1:02.324 | 29     | 42.153 | 1:02.554 | 29     | 43.793   | 1:02.041 |        |        |         |        |        |         |
| 31     | 41.169 | 1:02.179 | 31     | 42.694 | 1:02.488 | 31     | 44.536   | 1:02.243 |        |        |         |        |        |         |
| 33     | 53.603 | 1:03.784 | 33     | 56.376 | 1:03.736 | 33     | 59.289   | 1:03.314 |        |        |         |        |        |         |
| 6      | 55.239 | 1:03.516 | 6      | 57.760 | 1:03.484 | 6      | 1:00.763 | 1:03.404 |        |        |         |        |        |         |

Weather/Track: Bright/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 15:59 End: 16:17

Printed - 16:20 Saturday, 18 October 2014

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL  | DRIVER             | NAT | CAR           | TIME      | LAPS | GAP       | MPH   |
|-----|-----|-----|--------------------|-----|---------------|-----------|------|-----------|-------|
| 1   | 49  | SRD | Michael SCHRYVER * |     | Chevron B6    | 1:19.052  | 9    |           | 74.63 |
| 2   | 45  | SRD | James DODD         |     | Ginetta G16   | 1:19.780  | 9    | 0.728     | 73.95 |
| 3   | 7   | SRD | James COTTINGHAM   |     | Chevron B8    | 1:21.297  | 9    | 2.245     | 72.57 |
| 4   | 3   | SR  | Steve HODGES       |     | Chevron B8    | 1:23.754  | 9    | 4.702     | 70.44 |
| 5   | 96  | A   | Sean MCCLURG       |     | Lotus Elan    | 1:24.266  | 9    | 5.214     | 70.02 |
| 6   | 72  | SRD | Hugh COLMAN        |     | Chevron B8    | 1:24.371  | 9    | 5.319     | 69.93 |
| 7   | 14  | D   | John SPIERS        |     | TVR Griffith  | 1:24.935  | 9    | 5.883     | 69.47 |
| 8   | 11  | SRB | Andy SHEPHERD      |     | Lotus 23C     | 1:25.074  | 9    | 6.022     | 69.35 |
| 9   | 2   | SRE | Stuart TIZZARD     |     | Lenham Spider | 1:25.463  | 9    | 6.411     | 69.04 |
| 10  | 107 | D   | Bob BROOKS         |     | TVR Griffith  | 1:25.526  | 9    | 6.474     | 68.99 |
| 11  | 41  | SRE | Brian CASEY        |     | Lenham P69    | 1:26.284  | 9    | 7.232     | 68.38 |
| 12  | 6   | SRD | Nick THOMPSON      |     | Chevron B6    | 1:26.430  | 8    | 7.378     | 68.26 |
| 13  | 25  | SRB | Andrew HIBBERD     |     | Lotus 23B     | 1:27.703  | 8    | 8.651     | 67.27 |
| 14  | 8   | A   | Paul TOOMS         |     | Lotus Elan    | 1:27.862  | 8    | 8.810     | 67.15 |
| 15  | 93  | SRB | Rudolf ERNST       |     | DRW Mk6       | 1:28.151  | 8    | 9.099     | 66.93 |
| 16  | 98  | B   | Andrew BENTLEY     |     | MG B          | 1:29.162  | 8    | 10.110    | 66.17 |
| 17  | 60  | SRB | Andrew HAYDEN      |     | Lotus 23b     | 1:29.217  | 6    | 10.165    | 66.13 |
| 18  | 77  | SRB | Vicky BROOKS       |     | Merlyn Mk6    | 1:29.303  | 9    | 10.251    | 66.07 |
| 19  | 5   | A   | Tom ANDREW         |     | Lotus Elan    | 1:29.460  | 8    | 10.408    | 65.95 |
| 20  | 105 | SRD | Mark GODFREY       |     | Ginetta G12   | 1:29.469  | 8    | 10.417    | 65.94 |
| 21  | 99  | D   | Chris KEEN         |     | Kurtis 500S   | 1:29.558  | 9    | 10.506    | 65.88 |
| 22  | 64  | B   | Martin RICHARDSON  |     | MG B          | 1:30.226  | 8    | 11.174    | 65.39 |
| 23  | 51  | C   | Nik SPENCER        |     | Jaguar E-type | 1:31.661  | 8    | 12.609    | 64.37 |
| 24  | 19  | C   | Colin MCKAY        |     | Jaguar E-type | 1:35.191  | 8    | 16.139    | 61.98 |
| 25  | 130 | B   | Ivan HAYWARD       |     | MG B          | 1:36.532  | 8    | 17.480    | 61.12 |
| 26  | 88  | B   | Andy SOMERVILLE    |     | Triumph TR4   | 16:32.578 | 1    | 15:13.526 | 5.94  |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 11:10 End: 11:22

|                      |  |             |
|----------------------|--|-------------|
| Clerk of the Course: |  | Timekeeper: |
|----------------------|--|-------------|

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                         |               |
|---------------------|-------------------------|---------------|
| <b>2</b>            | <b>Stuart TIZZARD</b>   | Lenham Spider |
| 1 - X:00.000        | 6 - 1:26.436            |               |
| 2 - 1:32.938        | 7 - <b>1:25.463</b>     |               |
| 3 - 1:30.482        | 8 - 1:32.189            |               |
| 4 - 1:26.892        | 9 - 1:26.011            |               |
| 5 - 1:25.846        |                         |               |
| <b>3</b>            | <b>Steve HODGES</b>     | Chevron B8    |
| 1 - X:00.000        | 6 - 1:24.454            |               |
| 2 - 1:29.282        | 7 - 1:26.254            |               |
| 3 - 1:25.561        | 8 - 1:27.888            |               |
| 4 - 1:26.745        | 9 - 1:25.018            |               |
| 5 - <b>1:23.754</b> |                         |               |
| <b>5</b>            | <b>Tom ANDREW</b>       | Lotus Elan    |
| 1 - X:00.000        | 6 - <b>1:29.460</b>     |               |
| 2 - 1:33.582        | 7 - 2:23.967            |               |
| 3 - 1:31.183        | 8 - 1:38.021P           |               |
| 4 - 1:31.367        |                         |               |
| 5 - 1:30.338        |                         |               |
| <b>6</b>            | <b>Nick THOMPSON</b>    | Chevron B6    |
| 1 - X:00.000        | 6 - 1:27.846            |               |
| 2 - 1:32.253        | 7 - <b>1:26.430</b>     |               |
| 3 - 1:30.944        | 8 - 1:31.052            |               |
| 4 - 1:31.555        |                         |               |
| 5 - 1:29.633        |                         |               |
| <b>7</b>            | <b>James COTTINGHAM</b> | Chevron B8    |
| 1 - X:00.000        | 6 - <b>1:21.297</b>     |               |
| 2 - 1:24.197        | 7 - 1:37.289            |               |
| 3 - 1:23.979        | 8 - 1:26.038            |               |
| 4 - 1:21.485        | 9 - 1:23.111            |               |
| 5 - 1:22.948        |                         |               |
| <b>8</b>            | <b>Paul TOOMS</b>       | Lotus Elan    |
| 1 - X:00.000        | 6 - <b>1:27.862</b>     |               |
| 2 - 1:33.036        | 7 - 1:28.945            |               |
| 3 - 1:29.691        | 8 - 1:28.625            |               |
| 4 - 1:29.882        |                         |               |
| 5 - 1:33.705        |                         |               |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                       |               |
|---------------------|-----------------------|---------------|
| <b>11</b>           | <b>Andy SHEPHERD</b>  | Lotus 23C     |
| 1 - X:00.000        | 6 - 1:25.810          |               |
| 2 - 1:30.707        | 7 - 1:25.777          |               |
| 3 - 1:27.088        | 8 - 1:30.845          |               |
| 4 - <b>1:25.074</b> | 9 - 1:27.475          |               |
| 5 - 1:26.395        |                       |               |
| <b>14</b>           | <b>John SPIERS</b>    | TVR Griffith  |
| 1 - X:00.000        | 6 - 1:25.603          |               |
| 2 - 1:28.929        | 7 - <b>1:24.935</b>   |               |
| 3 - 1:27.822        | 8 - 1:25.347          |               |
| 4 - 1:28.765        | 9 - 1:25.196          |               |
| 5 - 1:35.004        |                       |               |
| <b>19</b>           | <b>Colin MCKAY</b>    | Jaguar E-type |
| 1 - X:00.000        | 6 - <b>1:35.191</b>   |               |
| 2 - 1:35.692        | 7 - 1:36.681          |               |
| 3 - 1:36.121        | 8 - 1:38.486          |               |
| 4 - 1:36.153        |                       |               |
| 5 - 1:35.337        |                       |               |
| <b>25</b>           | <b>Andrew HIBBERD</b> | Lotus 23B     |
| 1 - X:00.000        | 6 - 1:28.751          |               |
| 2 - 1:31.057        | 7 - <b>1:27.703</b>   |               |
| 3 - 1:29.770        | 8 - 1:37.301P         |               |
| 4 - 1:28.804        |                       |               |
| 5 - 1:29.500        |                       |               |
| <b>41</b>           | <b>Brian CASEY</b>    | Lenham P69    |
| 1 - X:00.000        | 6 - 1:26.876          |               |
| 2 - 1:29.612        | 7 - <b>1:26.284</b>   |               |
| 3 - 1:30.062        | 8 - 1:32.616          |               |
| 4 - 1:27.435        | 9 - 1:29.299          |               |
| 5 - 1:28.324        |                       |               |
| <b>45</b>           | <b>James DODD</b>     | Ginetta G16   |
| 1 - X:00.000        | 6 - 1:20.635          |               |
| 2 - 1:22.509        | 7 - 1:20.526          |               |
| 3 - 1:42.472        | 8 - 1:23.643          |               |
| 4 - 1:20.661        | 9 - <b>1:19.780</b>   |               |
| 5 - 1:20.053        |                       |               |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                     |                           |               |
|---------------------|---------------------------|---------------|
| <b>49</b>           | <b>Michael SCHRYVER *</b> | Chevron B6    |
| 1 - X:00.000        | 6 - 1:22.501              |               |
| 2 - 1:22.044        | 7 - 1:20.009              |               |
| 3 - 1:21.304        | 8 - 1:24.547              |               |
| 4 - 1:23.234        | 9 - 1:32.654P             |               |
| 5 - <b>1:19.052</b> |                           |               |
| <b>51</b>           | <b>Nik SPENCER</b>        | Jaguar E-type |
| 1 - X:00.000        | 6 - <b>1:31.661</b>       |               |
| 2 - 1:37.570        | 7 - 1:37.193              |               |
| 3 - 1:36.551        | 8 - 1:35.500              |               |
| 4 - 1:33.546        |                           |               |
| 5 - 1:33.390        |                           |               |
| <b>60</b>           | <b>Andrew HAYDEN</b>      | Lotus 23b     |
| 1 - X:00.000        | 6 - 1:30.011              |               |
| 2 - 1:42.382        |                           |               |
| 3 - 1:31.181        |                           |               |
| 4 - 1:31.898        |                           |               |
| 5 - <b>1:29.217</b> |                           |               |
| <b>64</b>           | <b>Martin RICHARDSON</b>  | MG B          |
| 1 - X:00.000        | 6 - <b>1:30.226</b>       |               |
| 2 - 1:36.633        | 7 - 1:32.755              |               |
| 3 - 1:34.477        | 8 - 1:31.178              |               |
| 4 - 1:43.245        |                           |               |
| 5 - 1:31.336        |                           |               |
| <b>72</b>           | <b>Hugh COLMAN</b>        | Chevron B8    |
| 1 - X:00.000        | 6 - 1:25.594              |               |
| 2 - 1:33.542        | 7 - <b>1:24.371</b>       |               |
| 3 - 1:28.053        | 8 - 1:31.183              |               |
| 4 - 1:26.891        | 9 - 1:28.603              |               |
| 5 - 1:25.023        |                           |               |
| <b>77</b>           | <b>Vicky BROOKS</b>       | Merlyn Mk6    |
| 1 - X:00.000        | 6 - 1:29.929              |               |
| 2 - <b>1:29.303</b> | 7 - 1:30.868              |               |
| 3 - 1:32.094        | 8 - 1:34.956              |               |
| 4 - 1:30.086        | 9 - 1:34.642              |               |
| 5 - 1:30.962        |                           |               |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                             |                        |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------|
| <b>88</b>                                                                                                                                                   | <b>Andy SOMERVILLE</b> | Triumph TR4 |
| 1 - X:00.000                                                                                                                                                |                        |             |
| <b>93</b>                                                                                                                                                   | <b>Rudolf ERNST</b>    | DRW Mk6     |
| 1 - X:00.000      6 - 1:30.829<br>2 - 1:53.279      7 - 1:38.016<br>3 - <b>1:28.151</b> 8 - 1:39.323<br>4 - 1:37.921<br>5 - 1:30.410                        |                        |             |
| <b>96</b>                                                                                                                                                   | <b>Sean MCCLURG</b>    | Lotus Elan  |
| 1 - X:00.000      6 - 1:25.093<br>2 - 1:35.204      7 - <b>1:24.266</b><br>3 - 1:27.517      8 - 1:30.267<br>4 - 1:26.007      9 - 1:27.796<br>5 - 1:27.185 |                        |             |
| <b>98</b>                                                                                                                                                   | <b>Andrew BENTLEY</b>  | MG B        |
| 1 - X:00.000      6 - 1:30.355<br>2 - 1:37.656      7 - 1:30.355<br>3 - 1:32.326      8 - 1:30.966<br>4 - 1:32.805<br>5 - <b>1:29.162</b>                   |                        |             |
| <b>99</b>                                                                                                                                                   | <b>Chris KEEN</b>      | Kurtis 500S |
| 1 - X:00.000      6 - 1:30.949<br>2 - <b>1:29.558</b> 7 - 1:29.740<br>3 - 1:30.334      8 - 1:33.675<br>4 - 1:33.153      9 - 1:33.135<br>5 - 1:30.123      |                        |             |
| <b>105</b>                                                                                                                                                  | <b>Mark GODFREY</b>    | Ginetta G12 |
| 1 - X:00.000      6 - 1:30.424<br>2 - 1:34.415      7 - 1:31.493<br>3 - 1:34.834      8 - <b>1:29.469</b><br>4 - 1:33.405<br>5 - 1:31.480                   |                        |             |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Cloud/Wet

## HSCC Guards Trophy supported by Dunlop Tyres

### RACE 7 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

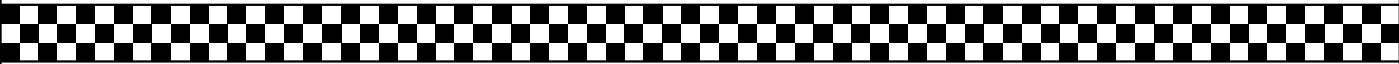
(contd.)

|                     |                     |              |
|---------------------|---------------------|--------------|
| <b>107</b>          | <b>Bob BROOKS</b>   | TVR Griffith |
| 1 - X:00.000        | 6 - <b>1:25.526</b> |              |
| 2 - 1:32.060        | 7 - 1:33.605        |              |
| 3 - 1:35.688        | 8 - 1:32.849        |              |
| 4 - 1:27.965        | 9 - 1:28.468        |              |
| 5 - 1:27.261        |                     |              |
| <b>130</b>          | <b>Ivan HAYWARD</b> | MG B         |
| 1 - X:00.000        | 6 - 1:39.039        |              |
| 2 - 1:40.002        | 7 - 1:48.594        |              |
| 3 - 1:38.394        | 8 - 1:40.665        |              |
| 4 - 1:52.353        |                     |              |
| 5 - <b>1:36.532</b> |                     |              |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Cloud/Wet

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - GRID - Silverstone - 18 October 2014

|                                                                                     |     |            |     |            |
|-------------------------------------------------------------------------------------|-----|------------|-----|------------|
| ROW<br>13                                                                           | 88  | SOMERVILLE | 130 | HAYWARD    |
| ROW<br>12                                                                           | 19  | MCKAY      | 51  | SPENCER    |
| ROW<br>11                                                                           | 64  | RICHARDSON | 99  | KEEN       |
| ROW<br>10                                                                           | 105 | GODFREY    | 5   | ANDREW     |
| ROW<br>9                                                                            | 77  | BROOKS     | 60  | HAYDEN     |
| ROW<br>8                                                                            | 98  | BENTLEY    | 93  | ERNST      |
| ROW<br>7                                                                            | 8   | TOOMS      | 25  | HIBBERD    |
| ROW<br>6                                                                            | 6   | THOMPSON   | 41  | CASEY      |
| ROW<br>5                                                                            | 107 | BROOKS     | 2   | TIZZARD    |
| ROW<br>4                                                                            | 11  | SHEPHERD   | 14  | SPIERS     |
| ROW<br>3                                                                            | 72  | COLMAN     | 96  | MCCLURG    |
| ROW<br>2                                                                            | 3   | HODGES     | 7   | COTTINGHAM |
| ROW<br>1                                                                            | 45  | DODD       | 49  | SCHRYVER   |
| POLE                                                                                |     |            |     |            |
|  |     |            |     |            |

Car 49 requires a working transponder - Regulation Q.12.2.1 refers.

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 11:10 End: 11:22

Clerk of the Course:

Timekeeper:

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - CLASSIFICATION - Silverstone - 18 October 2014

| POS | NO  | CL  | DRIVER            | NAT | CAR           | TIME      | LAPS | GAP    | MPH   | BEST     |
|-----|-----|-----|-------------------|-----|---------------|-----------|------|--------|-------|----------|
| 1   | 49  | SRD | Will SCHRYVER     |     | Chevron B6    | 20:31.090 | 19   |        | 90.82 | 1:03.151 |
| 2   | 7   | SRD | James COTTINGHAM  |     | Chevron B8    | 20:48.070 | 19   | 16.980 | 89.58 | 1:03.519 |
| 3   | 3   | SR  | Steve HODGES      |     | Chevron B8    | 20:49.412 | 19   | 18.322 | 89.48 | 1:03.889 |
| 4   | 6   | SRD | Nick THOMPSON     |     | Chevron B6    | 21:10.935 | 19   | 39.845 | 87.97 | 1:05.255 |
| 5   | 2   | SRE | Stuart TIZZARD    |     | Lenham Spider | 21:11.355 | 19   | 40.265 | 87.94 | 1:05.351 |
| 6   | 72  | SRD | Hugh COLMAN       |     | Chevron B8    | 21:13.356 | 19   | 42.266 | 87.80 | 1:05.296 |
| 7   | 107 | D   | Bob BROOKS        |     | TVR Griffith  | 21:23.212 | 19   | 52.122 | 87.13 | 1:06.247 |
| 8   | 25  | SRB | Andrew HIBBERD    |     | Lotus 23B     | 21:25.688 | 19   | 54.598 | 86.96 | 1:06.335 |
| 9   | 8   | A   | Paul TOOMS        |     | Lotus Elan    | 21:05.638 | 18   | 1 LAP  | 83.68 | 1:08.586 |
| 10  | 105 | SRD | Mark GODFREY      |     | Ginetta G12   | 21:27.709 | 18   | 1 LAP  | 82.24 | 1:09.605 |
| 11  | 93  | SRB | Rudolf ERNST      |     | DRW Mk6       | 21:41.454 | 18   | 1 LAP  | 81.37 | 1:09.919 |
| 12  | 14  | D   | John SPIERS       |     | TVR Griffith  | 21:45.597 | 18   | 1 LAP  | 81.11 | 1:06.195 |
| 13  | 96  | A   | Sean MCCLURG      |     | Lotus Elan    | 20:38.037 | 17   | 2 LAPS | 80.77 | 1:09.322 |
| 14  | 19  | C   | Colin MCKAY       |     | Jaguar E-type | 20:48.889 | 17   | 2 LAPS | 80.07 | 1:12.067 |
| 15  | 51  | C   | Nik SPENCER       |     | Jaguar E-type | 20:49.067 | 17   | 2 LAPS | 80.06 | 1:12.046 |
| 16  | 98  | B   | Andrew BENTLEY    |     | MG B          | 21:10.343 | 17   | 2 LAPS | 78.72 | 1:13.594 |
| 17  | 64  | B   | Martin RICHARDSON |     | MG B          | 21:30.682 | 17   | 2 LAPS | 77.48 | 1:13.732 |
| 18  | 77  | SRB | Vicky BROOKS      |     | Merlyn Mk6    | 20:58.889 | 16   | 3 LAPS | 74.75 | 1:08.491 |
| 19  | 130 | B   | Ivan HAYWARD      |     | MG B          | 20:59.950 | 16   | 3 LAPS | 74.69 | 1:17.291 |

### NOT CLASSIFIED

|    |     |                 |             |           |    |        |       |          |
|----|-----|-----------------|-------------|-----------|----|--------|-------|----------|
| 41 | SRE | Brian CASEY     | Lenham P69  | 14:36.727 | 13 | D.N.F. | 87.15 | 1:05.771 |
| 45 | SRD | James DODD      | Ginetta G16 | 12:55.397 | 12 | D.N.F. | 90.92 | 1:02.215 |
| 11 | SRB | Andy SHEPHERD   | Lotus 23C   | 12:58.096 | 10 | D.N.F. | 75.44 | 1:05.282 |
| 99 | D   | Chris KEEN      | Kurtis 500S | 9:51.737  | 8  | D.N.F. | 79.26 | 1:09.767 |
| 5  | A   | Tom ANDREW      | Lotus Elan  | 8:28.172  | 6  | D.N.F. | 69.07 | 1:10.290 |
| 88 | B   | Andy SOMERVILLE | Triumph TR4 | 2:46.536  | 2  | D.N.F. | 69.06 | 1:18.373 |

### FASTEST LAP

|    |     |                |               |          |    |          |           |
|----|-----|----------------|---------------|----------|----|----------|-----------|
| 45 | SRD | James DODD     | Ginetta G16   | 1:02.215 | 10 | 94.83mph | 152.62kph |
| 3  | SR  | Steve HODGES   | Chevron B8    | 1:03.889 | 19 | 92.35mph | 148.62kph |
| 11 | SRB | Andy SHEPHERD  | Lotus 23C     | 1:05.282 | 9  | 90.38mph | 145.45kph |
| 2  | SRE | Stuart TIZZARD | Lenham Spider | 1:05.351 | 18 | 90.28mph | 145.30kph |
| 14 | D   | John SPIERS    | TVR Griffith  | 1:06.195 | 6  | 89.13mph | 143.45kph |
| 8  | A   | Paul TOOMS     | Lotus Elan    | 1:08.586 | 3  | 86.02mph | 138.45kph |
| 51 | C   | Nik SPENCER    | Jaguar E-type | 1:12.046 | 16 | 81.89mph | 131.80kph |
| 98 | B   | Andrew BENTLEY | MG B          | 1:13.594 | 3  | 80.17mph | 129.02kph |

Car 60 DNS.

Weather/Track: Bright/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 16:28 End: 16:48

|                      |  |             |
|----------------------|--|-------------|
| Clerk of the Course: |  | Timekeeper: |
|----------------------|--|-------------|

## HSCC Guards Trophy supported by Dunlop Tyres

### RACE 7 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                      |                  |  |  |  |               |  |  |  |
|----------------------------------------------------------------------|------------------|--|--|--|---------------|--|--|--|
| 2                                                                    | Stuart TIZZARD   |  |  |  | Lenham Spider |  |  |  |
| 1 - 1:13.433      6 - 1:05.900      11 - 1:06.663      16 - 1:05.882 |                  |  |  |  |               |  |  |  |
| 2 - 1:07.036      7 - 1:06.898      12 - 1:06.258      17 - 1:05.756 |                  |  |  |  |               |  |  |  |
| 3 - 1:07.019      8 - 1:06.276      13 - 1:05.909      18 - 1:05.351 |                  |  |  |  |               |  |  |  |
| 4 - 1:08.189      9 - 1:07.903      14 - 1:07.159      19 - 1:05.522 |                  |  |  |  |               |  |  |  |
| 5 - 1:07.621      10 - 1:06.286      15 - 1:06.294                   |                  |  |  |  |               |  |  |  |
| 3                                                                    | Steve HODGES     |  |  |  | Chevron B8    |  |  |  |
| 1 - 1:09.645      6 - 1:05.571      11 - 1:07.198      16 - 1:09.089 |                  |  |  |  |               |  |  |  |
| 2 - 1:06.159      7 - 1:04.313      12 - 1:05.906      17 - 1:04.257 |                  |  |  |  |               |  |  |  |
| 3 - 1:05.680      8 - 1:05.828      13 - 1:05.156      18 - 1:04.414 |                  |  |  |  |               |  |  |  |
| 4 - 1:05.849      9 - 1:05.238      14 - 1:05.258      19 - 1:03.889 |                  |  |  |  |               |  |  |  |
| 5 - 1:05.964      10 - 1:04.891      15 - 1:05.107                   |                  |  |  |  |               |  |  |  |
| 5                                                                    | Tom ANDREW       |  |  |  | Lotus Elan    |  |  |  |
| 1 - 1:17.950      6 - 1:21.005P                                      |                  |  |  |  |               |  |  |  |
| 2 - 1:10.668                                                         |                  |  |  |  |               |  |  |  |
| 3 - 1:11.286                                                         |                  |  |  |  |               |  |  |  |
| 4 - 2:16.973                                                         |                  |  |  |  |               |  |  |  |
| 5 - 1:10.290                                                         |                  |  |  |  |               |  |  |  |
| 6                                                                    | Nick THOMPSON    |  |  |  | Chevron B6    |  |  |  |
| 1 - 1:16.082      6 - 1:06.592      11 - 1:06.579      16 - 1:05.306 |                  |  |  |  |               |  |  |  |
| 2 - 1:08.201      7 - 1:06.259      12 - 1:06.267      17 - 1:06.205 |                  |  |  |  |               |  |  |  |
| 3 - 1:07.368      8 - 1:06.318      13 - 1:05.684      18 - 1:06.023 |                  |  |  |  |               |  |  |  |
| 4 - 1:07.052      9 - 1:06.697      14 - 1:06.720      19 - 1:05.564 |                  |  |  |  |               |  |  |  |
| 5 - 1:06.830      10 - 1:05.933      15 - 1:05.255                   |                  |  |  |  |               |  |  |  |
| 7                                                                    | James COTTINGHAM |  |  |  | Chevron B8    |  |  |  |
| 1 - 1:17.059      6 - 1:04.656      11 - 1:05.237      16 - 1:09.004 |                  |  |  |  |               |  |  |  |
| 2 - 1:05.716      7 - 1:04.521      12 - 1:04.629      17 - 1:03.519 |                  |  |  |  |               |  |  |  |
| 3 - 1:06.632      8 - 1:04.198      13 - 1:04.937      18 - 1:03.923 |                  |  |  |  |               |  |  |  |
| 4 - 1:05.621      9 - 1:04.043      14 - 1:05.463      19 - 1:04.237 |                  |  |  |  |               |  |  |  |
| 5 - 1:04.527      10 - 1:05.734      15 - 1:04.414                   |                  |  |  |  |               |  |  |  |
| 8                                                                    | Paul TOOMS       |  |  |  | Lotus Elan    |  |  |  |
| 1 - 1:16.703      6 - 1:09.520      11 - 1:10.361      16 - 1:10.863 |                  |  |  |  |               |  |  |  |
| 2 - 1:08.785      7 - 1:09.776      12 - 1:10.356      17 - 1:09.688 |                  |  |  |  |               |  |  |  |
| 3 - 1:08.586      8 - 1:09.340      13 - 1:10.896      18 - 1:10.113 |                  |  |  |  |               |  |  |  |
| 4 - 1:09.422      9 - 1:09.396      14 - 1:10.668                    |                  |  |  |  |               |  |  |  |
| 5 - 1:09.588      10 - 1:10.580      15 - 1:10.997                   |                  |  |  |  |               |  |  |  |

Car 60 DNS.  
Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|               |                       |                      |
|---------------|-----------------------|----------------------|
| <b>11</b>     | <b>Andy SHEPHERD</b>  | Lotus 23C            |
| 1 - 1:11.721  | 6 - 1:16.146          |                      |
| 2 - 1:06.849  | 7 - 1:06.270          |                      |
| 3 - 1:07.075  | 8 - 1:06.511          |                      |
| 4 - 1:07.175  | 9 - <b>1:05.282</b>   |                      |
| 5 - 1:06.597  | 10 - 2:44.470P        |                      |
| <b>14</b>     | <b>John SPIERS</b>    | TVR Griffith         |
| 1 - 1:15.406  | 6 - <b>1:06.195</b>   | 11 - 1:07.563        |
| 2 - 1:06.571  | 7 - 1:06.807          | 12 - 1:07.299        |
| 3 - 1:07.261  | 8 - 1:07.212          | 13 - 1:08.504        |
| 4 - 1:07.329  | 9 - 1:07.741          | 14 - 1:07.351        |
| 5 - 1:08.166  | 10 - 1:07.053         | 15 - 1:07.210        |
| 16 - 1:07.502 | 17 - 1:22.880P        | 18 - 2:17.547P       |
| <b>19</b>     | <b>Colin MCKAY</b>    | Jaguar E-type        |
| 1 - 1:21.520  | 6 - 1:12.557          | 11 - 1:13.908        |
| 2 - 1:14.236  | 7 - 1:13.268          | 12 - 1:12.726        |
| 3 - 1:13.071  | 8 - 1:12.615          | 13 - 1:13.257        |
| 4 - 1:13.074  | 9 - 1:12.573          | 14 - 1:13.113        |
| 5 - 1:12.669  | 10 - 1:14.011         | 15 - <b>1:12.067</b> |
| 16 - 1:12.098 | 17 - 1:12.126         |                      |
| <b>25</b>     | <b>Andrew HIBBERD</b> | Lotus 23B            |
| 1 - 1:14.644  | 6 - 1:06.447          | 11 - 1:07.594        |
| 2 - 1:07.774  | 7 - 1:06.741          | 12 - 1:07.426        |
| 3 - 1:08.325  | 8 - <b>1:06.335</b>   | 13 - 1:08.282        |
| 4 - 1:07.475  | 9 - 1:06.372          | 14 - 1:07.074        |
| 5 - 1:07.647  | 10 - 1:07.283         | 15 - 1:07.727        |
| 16 - 1:06.952 | 17 - 1:06.787         | 18 - 1:07.457        |
| 19 - 1:07.346 |                       |                      |
| <b>41</b>     | <b>Brian CASEY</b>    | Lenham P69           |
| 1 - 1:12.822  | 6 - <b>1:05.771</b>   | 11 - 1:06.788        |
| 2 - 1:07.522  | 7 - 1:07.442          | 12 - 1:08.209        |
| 3 - 1:07.568  | 8 - 1:05.907          | 13 - 1:06.105        |
| 4 - 1:08.081  | 9 - 1:06.528          |                      |
| 5 - 1:07.828  | 10 - 1:06.156         |                      |
| <b>45</b>     | <b>James DODD</b>     | Ginetta G16          |
| 1 - 1:20.642  | 6 - 1:02.884          | 11 - 1:03.101        |
| 2 - 1:04.152  | 7 - 1:02.808          | 12 - 1:03.642        |
| 3 - 1:03.377  | 8 - 1:02.811          |                      |
| 4 - 1:04.035  | 9 - 1:02.369          |                      |
| 5 - 1:03.361  | 10 - <b>1:02.215</b>  |                      |

Car 60 DNS.  
 Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|              |                   |                |               |
|--------------|-------------------|----------------|---------------|
| 49           | Will SCHRYVER     | Chevron B6     |               |
| 1 - 1:07.935 | 6 - 1:05.538      | 11 - 1:04.315  | 16 - 1:04.771 |
| 2 - 1:04.601 | 7 - 1:04.340      | 12 - 1:03.998  | 17 - 1:05.372 |
| 3 - 1:04.253 | 8 - 1:05.025      | 13 - 1:03.994  | 18 - 1:04.993 |
| 4 - 1:04.408 | 9 - 1:03.346      | 14 - 1:03.885  | 19 - 1:06.613 |
| 5 - 1:04.355 | 10 - 1:03.151     | 15 - 1:06.197  |               |
| 51           | Nik SPENCER       | Jaguar E-type  |               |
| 1 - 1:20.780 | 6 - 1:12.482      | 11 - 1:13.823  | 16 - 1:12.046 |
| 2 - 1:13.742 | 7 - 1:13.096      | 12 - 1:12.821  | 17 - 1:12.062 |
| 3 - 1:13.918 | 8 - 1:12.731      | 13 - 1:12.926  |               |
| 4 - 1:13.841 | 9 - 1:12.320      | 14 - 1:13.170  |               |
| 5 - 1:13.161 | 10 - 1:13.784     | 15 - 1:12.364  |               |
| 64           | Martin RICHARDSON | MG B           |               |
| 1 - 1:24.515 | 6 - 1:14.629      | 11 - 1:15.024  | 16 - 1:16.314 |
| 2 - 1:14.413 | 7 - 1:15.448      | 12 - 1:15.103  | 17 - 1:17.207 |
| 3 - 1:13.732 | 8 - 1:16.241      | 13 - 1:15.519  |               |
| 4 - 1:14.420 | 9 - 1:15.513      | 14 - 1:16.955  |               |
| 5 - 1:14.386 | 10 - 1:15.658     | 15 - 1:15.605  |               |
| 72           | Hugh COLMAN       | Chevron B8     |               |
| 1 - 1:11.435 | 6 - 1:07.149      | 11 - 1:08.763  | 16 - 1:06.143 |
| 2 - 1:07.432 | 7 - 1:05.492      | 12 - 1:07.731  | 17 - 1:05.468 |
| 3 - 1:07.537 | 8 - 1:05.331      | 13 - 1:06.335  | 18 - 1:05.296 |
| 4 - 1:06.962 | 9 - 1:06.849      | 14 - 1:09.107  | 19 - 1:05.512 |
| 5 - 1:06.594 | 10 - 1:06.426     | 15 - 1:07.794  |               |
| 77           | Vicky BROOKS      | Merlyn Mk6     |               |
| 1 - 1:16.927 | 6 - 1:08.513      | 11 - 1:08.761  | 16 - 1:08.725 |
| 2 - 1:09.849 | 7 - 1:08.975      | 12 - 1:23.035P |               |
| 3 - 1:08.927 | 8 - 1:09.585      | 13 - 2:17.739  |               |
| 4 - 1:08.491 | 9 - 1:19.557P     | 14 - 1:10.160  |               |
| 5 - 1:09.008 | 10 - 1:59.717     | 15 - 1:10.920  |               |
| 88           | Andy SOMERVILLE   | Triumph TR4    |               |
| 1 - 1:28.163 |                   |                |               |
| 2 - 1:18.373 |                   |                |               |

Car 60 DNS.  
 Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP ANALYSIS - Silverstone - 18 October 2014**  
 (contd.)

|              |                |               |               |
|--------------|----------------|---------------|---------------|
| 93           | Rudolf ERNST   | DRW Mk6       |               |
| 1 - 1:20.329 | 6 - 1:15.320   | 11 - 1:11.983 | 16 - 1:11.448 |
| 2 - 1:11.985 | 7 - 1:11.182   | 12 - 1:11.334 | 17 - 1:09.919 |
| 3 - 1:11.487 | 8 - 1:11.291   | 13 - 1:11.116 | 18 - 1:11.410 |
| 4 - 1:09.927 | 9 - 1:11.233   | 14 - 1:14.837 |               |
| 5 - 1:11.657 | 10 - 1:13.290  | 15 - 1:11.706 |               |
| 96           | Sean MCCLURG   | Lotus Elan    |               |
| 1 - 1:20.949 | 6 - 1:09.322   | 11 - 1:12.921 | 16 - 1:14.524 |
| 2 - 1:10.567 | 7 - 1:09.850   | 12 - 1:14.090 | 17 - 1:15.821 |
| 3 - 1:09.897 | 8 - 1:10.159   | 13 - 1:13.840 |               |
| 4 - 1:09.860 | 9 - 1:11.854   | 14 - 1:16.921 |               |
| 5 - 1:10.178 | 10 - 1:12.721  | 15 - 1:14.563 |               |
| 98           | Andrew BENTLEY | MG B          |               |
| 1 - 1:23.362 | 6 - 1:14.189   | 11 - 1:14.301 | 16 - 1:14.230 |
| 2 - 1:13.635 | 7 - 1:14.605   | 12 - 1:14.406 | 17 - 1:13.600 |
| 3 - 1:13.594 | 8 - 1:13.731   | 13 - 1:14.532 |               |
| 4 - 1:13.604 | 9 - 1:14.058   | 14 - 1:14.538 |               |
| 5 - 1:13.890 | 10 - 1:15.472  | 15 - 1:14.596 |               |
| 99           | Chris KEEN     | Kurtis 500S   |               |
| 1 - 1:22.059 | 6 - 1:10.279   |               |               |
| 2 - 1:11.014 | 7 - 1:09.767   |               |               |
| 3 - 1:11.470 | 8 - 1:25.492P  |               |               |
| 4 - 1:11.008 |                |               |               |
| 5 - 1:10.648 |                |               |               |
| 105          | Mark GODFREY   | Ginetta G12   |               |
| 1 - 1:18.937 | 6 - 1:09.870   | 11 - 1:10.177 | 16 - 1:10.586 |
| 2 - 1:10.845 | 7 - 1:10.221   | 12 - 1:10.318 | 17 - 1:10.241 |
| 3 - 1:10.043 | 8 - 1:09.605   | 13 - 1:10.237 | 18 - 1:09.951 |
| 4 - 1:11.514 | 9 - 1:10.492   | 14 - 1:22.133 |               |
| 5 - 1:10.774 | 10 - 1:10.387  | 15 - 1:11.378 |               |
| 107          | Bob BROOKS     | TVR Griffith  |               |
| 1 - 1:15.850 | 6 - 1:06.799   | 11 - 1:06.913 | 16 - 1:06.625 |
| 2 - 1:06.686 | 7 - 1:06.247   | 12 - 1:07.712 | 17 - 1:06.718 |
| 3 - 1:07.248 | 8 - 1:06.302   | 13 - 1:06.997 | 18 - 1:07.464 |
| 4 - 1:07.459 | 9 - 1:06.747   | 14 - 1:07.457 | 19 - 1:06.925 |
| 5 - 1:07.680 | 10 - 1:08.151  | 15 - 1:07.232 |               |

Car 60 DNS.  
 Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP ANALYSIS - Silverstone - 18 October 2014**  
(contd.)

|     |              |               |               |               |      |
|-----|--------------|---------------|---------------|---------------|------|
| 130 | Ivan HAYWARD |               |               |               | MG B |
|     | 1 - 1:27.929 | 6 - 1:18.107  | 11 - 1:17.291 | 16 - 1:17.819 |      |
|     | 2 - 1:17.437 | 7 - 1:17.913  | 12 - 1:18.701 |               |      |
|     | 3 - 1:18.206 | 8 - 1:18.078  | 13 - 1:18.081 |               |      |
|     | 4 - 1:18.590 | 9 - 1:18.321  | 14 - 1:18.170 |               |      |
|     | 5 - 1:18.948 | 10 - 1:18.558 | 15 - 1:17.801 |               |      |
|     |              |               |               |               |      |

Car 60 DNS.  
Weather/Track: Bright/Dry

# HSCC Guards Trophy supported by Dunlop Tyres

## RACE 7 - LAP CHART - Silverstone - 18 October 2014

| 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  |
| 49    |        | 1:07.935 | 49    |        | 1:04.601 | 49    |        | 1:04.253 | 49    |          | 1:04.408 | 49    |        | 1:04.355 |
| 3     | 1.710  | 1:09.645 | 3     | 3.268  | 1:06.159 | 3     | 4.695  | 1:05.680 | 3     | 6.136    | 1:05.849 | 3     | 7.745  | 1:05.964 |
| 72    | 3.500  | 1:11.435 | 11    | 6.034  | 1:06.849 | 11    | 8.856  | 1:07.075 | 45    | 11.009   | 1:04.035 | 45    | 10.015 | 1:03.361 |
| 11    | 3.786  | 1:11.721 | 72    | 6.331  | 1:07.432 | 72    | 9.615  | 1:07.537 | 11    | 11.623   | 1:07.175 | 11    | 13.865 | 1:06.597 |
| 41    | 4.887  | 1:12.822 | 41    | 7.808  | 1:07.522 | 2     | 10.699 | 1:07.019 | 72    | 12.169   | 1:06.962 | 7     | 14.003 | 1:04.527 |
| 2     | 5.498  | 1:13.433 | 2     | 7.933  | 1:07.036 | 41    | 11.123 | 1:07.568 | 7     | 13.831   | 1:05.621 | 72    | 14.408 | 1:06.594 |
| 25    | 6.709  | 1:14.644 | 14    | 9.441  | 1:06.571 | 45    | 11.382 | 1:03.377 | 2     | 14.480   | 1:08.189 | 2     | 17.746 | 1:07.621 |
| 14    | 7.471  | 1:15.406 | 25    | 9.882  | 1:07.774 | 14    | 12.449 | 1:07.261 | 41    | 14.796   | 1:08.081 | 41    | 18.269 | 1:07.828 |
| 107   | 7.915  | 1:15.850 | 107   | 10.000 | 1:06.686 | 7     | 12.618 | 1:06.632 | 14    | 15.370   | 1:07.329 | 14    | 19.181 | 1:08.166 |
| 6     | 8.147  | 1:16.082 | 7     | 10.239 | 1:05.716 | 107   | 12.995 | 1:07.248 | 107   | 16.046   | 1:07.459 | 107   | 19.371 | 1:07.680 |
| 8     | 8.768  | 1:16.703 | 6     | 11.747 | 1:08.201 | 25    | 13.954 | 1:08.325 | 25    | 17.021   | 1:07.475 | 6     | 19.981 | 1:06.830 |
| 77    | 8.992  | 1:16.927 | 45    | 12.258 | 1:04.152 | 6     | 14.862 | 1:07.368 | 6     | 17.506   | 1:07.052 | 25    | 20.313 | 1:07.647 |
| 7     | 9.124  | 1:17.059 | 8     | 12.952 | 1:08.785 | 8     | 17.285 | 1:08.586 | 8     | 22.299   | 1:09.422 | 8     | 27.532 | 1:09.588 |
| 5     | 10.015 | 1:17.950 | 77    | 14.240 | 1:09.849 | 77    | 18.914 | 1:08.927 | 77    | 22.997   | 1:08.491 | 77    | 27.650 | 1:09.008 |
| 105   | 11.002 | 1:18.937 | 5     | 16.082 | 1:10.668 | 105   | 23.036 | 1:10.043 | 96    | 30.076   | 1:09.860 | 5     | 1 LAP  | 2:16.973 |
| 93    | 12.394 | 1:20.329 | 105   | 17.246 | 1:10.845 | 5     | 23.115 | 1:11.286 | 105   | 30.142   | 1:11.514 | 96    | 35.899 | 1:10.178 |
| 45    | 12.707 | 1:20.642 | 96    | 18.980 | 1:10.567 | 96    | 24.624 | 1:09.897 | 93    | 32.531   | 1:09.927 | 105   | 36.561 | 1:10.774 |
| 51    | 12.845 | 1:20.780 | 93    | 19.778 | 1:11.985 | 93    | 27.012 | 1:11.487 | 99    | 34.354   | 1:11.008 | 93    | 39.833 | 1:11.657 |
| 96    | 13.014 | 1:20.949 | 99    | 20.537 | 1:11.014 | 99    | 27.754 | 1:11.470 | 19    | 40.704   | 1:13.074 | 99    | 40.647 | 1:10.648 |
| 19    | 13.585 | 1:21.520 | 51    | 21.986 | 1:13.742 | 51    | 31.651 | 1:13.918 | 51    | 41.084   | 1:13.841 | 19    | 49.018 | 1:12.669 |
| 99    | 14.124 | 1:22.059 | 19    | 23.220 | 1:14.236 | 19    | 32.038 | 1:13.071 | 98    | 42.998   | 1:13.604 | 51    | 49.890 | 1:13.161 |
| 98    | 15.427 | 1:23.362 | 98    | 24.461 | 1:13.635 | 98    | 33.802 | 1:13.594 | 64    | 45.883   | 1:14.420 | 98    | 52.533 | 1:13.890 |
| 64    | 16.580 | 1:24.515 | 64    | 26.392 | 1:14.413 | 64    | 35.871 | 1:13.732 | 130   | 1:00.965 | 1:18.590 | 64    | 55.914 | 1:14.386 |
| 130   | 19.994 | 1:27.929 | 130   | 32.830 | 1:17.437 | 130   | 46.783 | 1:18.206 |       |          |          |       |        |          |
| 88    | 20.228 | 1:28.163 | 88    | 34.000 | 1:18.373 |       |        |          |       |          |          |       |        |          |

Car 60 DNS.  
Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP CHART - Silverstone - 18 October 2014**  
 (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  |
| 49    |          | 1:05.538 | 49    |          | 1:04.340  | 49    |          | 1:05.025 | 49    |        | 1:03.346  | 49     |        | 1:03.151 |
| 45    | 7.361    | 1:02.884 | 64    | 1 LAP    | 1:14.629  | 51    | 1 LAP    | 1:13.096 | 45    | 2.638  | 1:02.369  | 45     | 1.702  | 1:02.215 |
| 3     | 7.778    | 1:05.571 | 45    | 5.829    | 1:02.808  | 45    | 3.615    | 1:02.811 | 99    | 1 LAP  | 1:25.492P | 93     | 1 LAP  | 1:11.233 |
| 130   | 1 LAP    | 1:18.948 | 3     | 7.751    | 1:04.313  | 98    | 1 LAP    | 1:14.605 | 19    | 1 LAP  | 1:12.615  | 3      | 12.186 | 1:04.891 |
| 7     | 13.121   | 1:04.656 | 7     | 13.302   | 1:04.521  | 3     | 8.554    | 1:05.828 | 51    | 1 LAP  | 1:12.731  | 7      | 15.755 | 1:05.734 |
| 72    | 16.019   | 1:07.149 | 72    | 17.171   | 1:05.492  | 64    | 1 LAP    | 1:15.448 | 3     | 10.446 | 1:05.238  | 19     | 1 LAP  | 1:12.573 |
| 2     | 18.108   | 1:05.900 | 2     | 20.666   | 1:06.898  | 7     | 12.475   | 1:04.198 | 7     | 13.172 | 1:04.043  | 51     | 1 LAP  | 1:12.320 |
| 41    | 18.502   | 1:05.771 | 41    | 21.604   | 1:07.442  | 72    | 17.477   | 1:05.331 | 98    | 1 LAP  | 1:13.731  | 72     | 24.255 | 1:06.426 |
| 14    | 19.838   | 1:06.195 | 14    | 22.305   | 1:06.807  | 2     | 21.917   | 1:06.276 | 72    | 20.980 | 1:06.849  | 98     | 1 LAP  | 1:14.058 |
| 107   | 20.632   | 1:06.799 | 107   | 22.539   | 1:06.247  | 41    | 22.486   | 1:05.907 | 64    | 1 LAP  | 1:16.241  | 41     | 28.673 | 1:06.156 |
| 6     | 21.035   | 1:06.592 | 6     | 22.954   | 1:06.259  | 107   | 23.816   | 1:06.302 | 41    | 25.668 | 1:06.528  | 2      | 29.609 | 1:06.286 |
| 25    | 21.222   | 1:06.447 | 25    | 23.623   | 1:06.741  | 6     | 24.247   | 1:06.318 | 2     | 26.474 | 1:07.903  | 6      | 30.380 | 1:05.933 |
| 11    | 24.473   | 1:16.146 | 130   | 1 LAP    | 1:18.107  | 14    | 24.492   | 1:07.212 | 107   | 27.217 | 1:06.747  | 25     | 32.091 | 1:07.283 |
| 77    | 30.625   | 1:08.513 | 11    | 26.403   | 1:06.270  | 25    | 24.933   | 1:06.335 | 6     | 27.598 | 1:06.697  | 107    | 32.217 | 1:08.151 |
| 8     | 31.514   | 1:09.520 | 77    | 35.260   | 1:08.975  | 11    | 27.889   | 1:06.511 | 25    | 27.959 | 1:06.372  | 14     | 32.789 | 1:07.053 |
| 5     | 1 LAP    | 1:10.290 | 8     | 36.950   | 1:09.776  | 130   | 1 LAP    | 1:17.913 | 14    | 28.887 | 1:07.741  | 64     | 1 LAP  | 1:15.513 |
| 96    | 39.683   | 1:09.322 | 96    | 45.193   | 1:09.850  | 77    | 39.820   | 1:09.585 | 11    | 29.825 | 1:05.282  | 8      | 54.744 | 1:10.580 |
| 105   | 40.893   | 1:09.870 | 105   | 46.774   | 1:10.221  | 8     | 41.265   | 1:09.340 | 8     | 47.315 | 1:09.396  |        |        |          |
| 99    | 45.388   | 1:10.279 | 99    | 50.815   | 1:09.767  | 96    | 50.327   | 1:10.159 | 130   | 1 LAP  | 1:18.078  |        |        |          |
| 93    | 49.615   | 1:15.320 | 5     | 1 LAP    | 1:21.005P | 105   | 51.354   | 1:09.605 | 77    | 56.031 | 1:19.557P |        |        |          |
| 19    | 56.037   | 1:12.557 | 93    | 56.457   | 1:11.182  | 93    | 1:02.723 | 1:11.291 | 105   | 58.500 | 1:10.492  |        |        |          |
| 51    | 56.834   | 1:12.482 | 19    | 1:04.965 | 1:13.268  |       |          |          | 96    | 58.835 | 1:11.854  |        |        |          |
| 98    | 1:01.184 | 1:14.189 |       |          |           |       |          |          |       |        |           |        |        |          |

Car 60 DNS.  
 Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP CHART - Silverstone - 18 October 2014**  
 (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  |
| 49     |          | 1:04.315 | 49     |        | 1:03.998  | 49     |        | 1:03.994 | 49     |        | 1:03.885  | 49     |        | 1:06.197 |
| 45     | 0.488    | 1:03.101 | 45     | 0.132  | 1:03.642  | 8      | 1 LAP  | 1:10.356 | 64     | 2 LAPS | 1:15.103  | 98     | 2 LAPS | 1:14.532 |
| 105    | 1 LAP    | 1:10.387 | 11     | 2 LAPS | 2:44.470P | 105    | 1 LAP  | 1:10.318 | 77     | 2 LAPS | 1:23.035P | 8      | 1 LAP  | 1:10.668 |
| 130    | 2 LAPS   | 1:18.321 | 105    | 1 LAP  | 1:10.177  | 3      | 18.139 | 1:05.156 | 8      | 1 LAP  | 1:10.896  | 64     | 2 LAPS | 1:15.519 |
| 96     | 1 LAP    | 1:12.721 | 96     | 1 LAP  | 1:12.921  | 7      | 18.251 | 1:04.937 | 3      | 19.512 | 1:05.258  | 7      | 18.046 | 1:04.414 |
| 3      | 15.069   | 1:07.198 | 130    | 2 LAPS | 1:18.558  | 96     | 1 LAP  | 1:14.090 | 7      | 19.829 | 1:05.463  | 3      | 18.422 | 1:05.107 |
| 93     | 1 LAP    | 1:13.290 | 3      | 16.977 | 1:05.906  | 130    | 2 LAPS | 1:17.291 | 105    | 1 LAP  | 1:10.237  | 105    | 1 LAP  | 1:22.133 |
| 7      | 16.677   | 1:05.237 | 7      | 17.308 | 1:04.629  | 93     | 1 LAP  | 1:11.334 | 96     | 1 LAP  | 1:13.840  | 6      | 38.496 | 1:05.255 |
| 19     | 1 LAP    | 1:14.011 | 93     | 1 LAP  | 1:11.983  | 72     | 34.777 | 1:06.335 | 93     | 1 LAP  | 1:11.116  | 2      | 39.503 | 1:06.294 |
| 51     | 1 LAP    | 1:13.784 | 72     | 32.436 | 1:07.731  | 2      | 36.132 | 1:05.909 | 2      | 39.406 | 1:07.159  | 72     | 41.596 | 1:07.794 |
| 72     | 28.703   | 1:08.763 | 2      | 34.217 | 1:06.258  | 6      | 36.603 | 1:05.684 | 6      | 39.438 | 1:06.720  | 96     | 1 LAP  | 1:16.921 |
| 41     | 31.146   | 1:06.788 | 6      | 34.913 | 1:06.267  | 41     | 37.468 | 1:06.105 | 72     | 39.999 | 1:09.107  | 107    | 46.139 | 1:07.232 |
| 2      | 31.957   | 1:06.663 | 41     | 35.357 | 1:08.209  | 107    | 41.532 | 1:06.997 | 130    | 2 LAPS | 1:18.701  | 93     | 1 LAP  | 1:14.837 |
| 6      | 32.644   | 1:06.579 | 19     | 1 LAP  | 1:13.908  | 25     | 43.086 | 1:08.282 | 107    | 45.104 | 1:07.457  | 25     | 47.805 | 1:07.727 |
| 107    | 34.815   | 1:06.913 | 51     | 1 LAP  | 1:13.823  | 14     | 43.848 | 1:08.504 | 25     | 46.275 | 1:07.074  | 14     | 48.327 | 1:07.210 |
| 25     | 35.370   | 1:07.594 | 107    | 38.529 | 1:07.712  | 19     | 1 LAP  | 1:12.726 | 14     | 47.314 | 1:07.351  | 130    | 2 LAPS | 1:18.081 |
| 14     | 36.037   | 1:07.563 | 25     | 38.798 | 1:07.426  | 51     | 1 LAP  | 1:12.821 | 51     | 1 LAP  | 1:12.926  | 51     | 1 LAP  | 1:13.170 |
| 98     | 1 LAP    | 1:15.472 | 14     | 39.338 | 1:07.299  | 98     | 1 LAP  | 1:14.406 | 19     | 1 LAP  | 1:13.257  | 19     | 1 LAP  | 1:13.113 |
| 64     | 1 LAP    | 1:15.658 | 98     | 1 LAP  | 1:14.301  |        |        |          |        |        |           |        |        |          |
| 77     | 1 LAP    | 1:59.717 | 77     | 1 LAP  | 1:08.761  |        |        |          |        |        |           |        |        |          |
| 8      | 1:00.790 | 1:10.361 | 64     | 1 LAP  | 1:15.024  |        |        |          |        |        |           |        |        |          |

Car 60 DNS.  
 Weather/Track: Bright/Dry

**HSCC Guards Trophy supported by Dunlop Tyres**  
**RACE 7 - LAP CHART - Silverstone - 18 October 2014**  
 (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 |
| 49     |        | 1:04.771 | 49     |        | 1:05.372 | 49     |        | 1:04.993  | 49     |        | 1:06.613  |        |        |         |
| 98     | 2 LAPS | 1:14.538 | 130    | 3 LAPS | 1:18.170 | 14     | 1 LAP  | 1:22.880P | 96     | 2 LAPS | 1:15.821  |        |        |         |
| 77     | 3 LAPS | 2:17.739 | 19     | 2 LAPS | 1:12.067 | 19     | 2 LAPS | 1:12.098  | 7      | 16.980 | 1:04.237  |        |        |         |
| 8      | 1 LAP  | 1:10.997 | 51     | 2 LAPS | 1:12.364 | 51     | 2 LAPS | 1:12.046  | 19     | 2 LAPS | 1:12.126  |        |        |         |
| 7      | 22.279 | 1:09.004 | 77     | 3 LAPS | 1:10.160 | 130    | 3 LAPS | 1:17.801  | 51     | 2 LAPS | 1:12.062  |        |        |         |
| 3      | 22.740 | 1:09.089 | 7      | 20.426 | 1:03.519 | 7      | 19.356 | 1:03.923  | 3      | 18.322 | 1:03.889  |        |        |         |
| 64     | 2 LAPS | 1:16.955 | 3      | 21.625 | 1:04.257 | 3      | 21.046 | 1:04.414  | 77     | 3 LAPS | 1:08.725  |        |        |         |
| 6      | 39.031 | 1:05.306 | 98     | 2 LAPS | 1:14.596 | 77     | 3 LAPS | 1:10.920  | 130    | 3 LAPS | 1:17.819  |        |        |         |
| 2      | 40.614 | 1:05.882 | 8      | 1 LAP  | 1:10.863 | 8      | 1 LAP  | 1:09.688  | 8      | 1 LAP  | 1:10.113  |        |        |         |
| 105    | 1 LAP  | 1:11.378 | 64     | 2 LAPS | 1:15.605 | 98     | 2 LAPS | 1:14.230  | 98     | 2 LAPS | 1:13.600  |        |        |         |
| 72     | 42.968 | 1:06.143 | 6      | 39.864 | 1:06.205 | 6      | 40.894 | 1:06.023  | 6      | 39.845 | 1:05.564  |        |        |         |
| 107    | 47.993 | 1:06.625 | 2      | 40.998 | 1:05.756 | 2      | 41.356 | 1:05.351  | 2      | 40.265 | 1:05.522  |        |        |         |
| 25     | 49.986 | 1:06.952 | 72     | 43.064 | 1:05.468 | 72     | 43.367 | 1:05.296  | 72     | 42.266 | 1:05.512  |        |        |         |
| 14     | 51.058 | 1:07.502 | 105    | 1 LAP  | 1:10.586 | 64     | 2 LAPS | 1:16.314  | 107    | 52.122 | 1:06.925  |        |        |         |
| 96     | 1 LAP  | 1:14.563 | 107    | 49.339 | 1:06.718 | 107    | 51.810 | 1:07.464  | 25     | 54.598 | 1:07.346  |        |        |         |
| 93     | 1 LAP  | 1:11.706 | 25     | 51.401 | 1:06.787 | 105    | 1 LAP  | 1:10.241  | 105    | 1 LAP  | 1:09.951  |        |        |         |
|        |        |          | 93     | 1 LAP  | 1:11.448 | 25     | 53.865 | 1:07.457  | 64     | 2 LAPS | 1:17.207  |        |        |         |
|        |        |          | 96     | 1 LAP  | 1:14.524 | 93     | 1 LAP  | 1:09.919  | 93     | 1 LAP  | 1:11.410  |        |        |         |
|        |        |          |        |        |          |        |        |           | 14     | 1 LAP  | 2:17.547P |        |        |         |

Car 60 DNS.  
 Weather/Track: Bright/Dry

Silverstone  
 Circuit Length = 1.6390 miles.  
 Start: 16:28 End: 16:48

# HSCC Derek Bell Trophy

## RACE 8 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER               | NAT | CAR               | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|----------------------|-----|-------------------|----------|------|--------|-------|
| 1   | 1   | F  | Neil GLOVER          |     | Lola T330/332     | 1:06.716 | 11   |        | 88.44 |
| 2   | 188 | F  | Ian ASHLEY           |     | Lola T300         | 1:08.034 | 10   | 1.318  | 86.72 |
| 3   | 74  | F  | Frank LYONS          |     | Gurney Eagle FA74 | 1:09.336 | 10   | 2.620  | 85.09 |
| 4   | 55  | B  | John FINCH           |     | Chevron B34       | 1:09.497 | 11   | 2.781  | 84.90 |
| 5   | 17  | C  | M BLETSOE-BROWN      |     | Chevron B27       | 1:09.997 | 10   | 3.281  | 84.29 |
| 6   | 46  | B  | Andrew HUXTABLE      |     | Chevron B34       | 1:10.128 | 10   | 3.412  | 84.13 |
| 7   | 47  | B  | Frazer GIBNEY        |     | March 76B         | 1:10.894 | 9    | 4.178  | 83.22 |
| 8   | 8   | B  | Andrew SMITH         |     | March 79b         | 1:10.912 | 10   | 4.196  | 83.20 |
| 9   | 30  | F  | Paul CAMPFIELD       |     | Chevron B24       | 1:11.299 | 10   | 4.583  | 82.75 |
| 10  | 49  | B  | Keith NORRIS         |     | Chevron B49       | 1:13.781 | 10   | 7.065  | 79.97 |
| 11  | 5   | E  | Christopher ATKINSON |     | Surtees TS8       | 1:14.620 | 9    | 7.904  | 79.07 |
| 12  | 20  | A  | David BROWN          |     | Brabham BT30      | 1:21.280 | 9    | 14.564 | 72.59 |
| 13  | 37  | A  | Lincoln SMALL        |     | Brabham BT30      | 1:55.462 | 3    | 48.746 | 51.10 |

Car 1 requires a working transponder - Regulation Q.12.2.1 refers.

Weather/Track: Bright/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 11:35 End: 11:47

|                      |  |             |
|----------------------|--|-------------|
| Clerk of the Course: |  | Timekeeper: |
|----------------------|--|-------------|

# HSCC Derek Bell Trophy

## RACE 8 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                             |               |
|---------------------|-----------------------------|---------------|
| <b>1</b>            | <b>Neil GLOVER *</b>        | Lola T330/332 |
| 1 - X:00.000        | 6 - 1:08.217                | 11 - 1:07.233 |
| 2 - 1:13.433        | 7 - 1:08.530                |               |
| 3 - 1:09.532        | 8 - 1:08.570                |               |
| 4 - 1:09.334        | 9 - <b>1:06.716</b>         |               |
| 5 - 1:09.772        | 10 - 1:07.617               |               |
| <b>5</b>            | <b>Christopher ATKINSON</b> | Surtees TS8   |
| 1 - X:00.000        | 6 - 1:18.123                |               |
| 2 - 1:19.186        | 7 - 1:15.807                |               |
| 3 - <b>1:14.620</b> | 8 - 1:15.468                |               |
| 4 - 1:15.856        | 9 - 1:16.731                |               |
| 5 - 1:46.493        |                             |               |
| <b>8</b>            | <b>Andrew SMITH</b>         | March 79b     |
| 1 - X:00.000        | 6 - 1:15.647                |               |
| 2 - 1:19.933        | 7 - 1:11.595                |               |
| 3 - 1:14.301        | 8 - 1:12.765                |               |
| 4 - 1:12.116        | 9 - 1:11.009                |               |
| 5 - 1:12.302        | 10 - <b>1:10.912</b>        |               |
| <b>17</b>           | <b>M BLETSOE-BROWN</b>      | Chevron B27   |
| 1 - X:00.000        | 6 - 1:10.038                |               |
| 2 - 1:15.878        | 7 - 1:11.615                |               |
| 3 - 1:15.838        | 8 - 1:10.433                |               |
| 4 - 1:10.697        | 9 - 1:10.359                |               |
| 5 - 1:10.297        | 10 - <b>1:09.997</b>        |               |
| <b>20</b>           | <b>David BROWN</b>          | Brabham BT30  |
| 1 - X:00.000        | 6 - 1:24.337                |               |
| 2 - 1:31.051        | 7 - 1:21.412                |               |
| 3 - 1:25.435        | 8 - 1:25.507                |               |
| 4 - 1:24.196        | 9 - <b>1:21.280</b>         |               |
| 5 - 1:21.865        |                             |               |
| <b>30</b>           | <b>Paul CAMPFIELD</b>       | Chevron B24   |
| 1 - X:00.000        | 6 - 1:11.660                |               |
| 2 - 1:15.243        | 7 - 1:11.547                |               |
| 3 - 1:15.103        | 8 - 1:11.631                |               |
| 4 - <b>1:11.299</b> | 9 - 1:28.489                |               |
| 5 - 1:12.553        | 10 - 1:12.160               |               |

Car 1 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Bright/Wet

# HSCC Derek Bell Trophy

## RACE 8 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                                                              |                        |                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------|
| <b>37</b>                                                                                                                                                                                    | <b>Lincoln SMALL</b>   | Brabham BT30      |
| 1 - X:00.000<br>2 - <b>1:55.462</b><br>3 - 1:55.245P                                                                                                                                         |                        |                   |
| <b>46</b>                                                                                                                                                                                    | <b>Andrew HUXTABLE</b> | Chevron B34       |
| 1 - X:00.000      6 - 1:11.442<br>2 - 1:11.823      7 - <b>1:10.128</b><br>3 - 1:10.665      8 - 1:11.017<br>4 - 1:12.112      9 - 1:12.788<br>5 - 1:11.468      10 - 1:11.791               |                        |                   |
| <b>47</b>                                                                                                                                                                                    | <b>Frazer GIBNEY</b>   | March 76B         |
| 1 - X:00.000      6 - <b>1:10.894</b><br>2 - 1:18.419      7 - 1:12.526<br>3 - 1:14.803      8 - 1:12.283<br>4 - 1:16.392      9 - 1:11.101<br>5 - 1:13.213                                  |                        |                   |
| <b>49</b>                                                                                                                                                                                    | <b>Keith NORRIS</b>    | Chevron B49       |
| 1 - X:00.000      6 - 1:15.284<br>2 - 1:22.332      7 - 1:13.947<br>3 - 1:17.186      8 - 1:14.612<br>4 - 1:16.789      9 - 1:14.296<br>5 - 1:17.419      10 - <b>1:13.781</b>               |                        |                   |
| <b>55</b>                                                                                                                                                                                    | <b>John FINCH</b>      | Chevron B34       |
| 1 - X:00.000      6 - 1:10.176      11 - 1:10.370<br>2 - 1:13.210      7 - 1:09.997<br>3 - 1:10.700      8 - 1:09.851<br>4 - 1:10.117      9 - 1:09.566<br>5 - <b>1:09.497</b> 10 - 1:09.514 |                        |                   |
| <b>74</b>                                                                                                                                                                                    | <b>Frank LYONS</b>     | Gurney Eagle FA74 |
| 1 - X:00.000      6 - <b>1:09.336</b><br>2 - 1:20.195      7 - 1:10.540<br>3 - 1:12.659      8 - 1:11.533<br>4 - 1:12.105      9 - 1:11.107<br>5 - 1:11.474      10 - 1:09.870               |                        |                   |

Car 1 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Bright/Wet

## HSCC Derek Bell Trophy

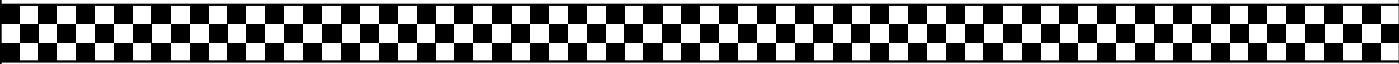
### RACE 8 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                     |           |
|--------------|---------------------|-----------|
| <b>188</b>   | Ian ASHLEY          | Lola T300 |
| 1 - X:00.000 | 6 - 1:08.149        |           |
| 2 - 1:10.268 | 7 - 1:08.284        |           |
| 3 - 1:08.102 | 8 - <b>1:08.034</b> |           |
| 4 - 1:08.659 | 9 - 1:09.017        |           |
| 5 - 1:10.488 | 10 - 1:10.102       |           |

Car 1 requires a working transponder - Regulation Q.12.2.1 refers.  
Weather/Track: Bright/Wet

**HSCC Derek Bell Trophy**  
**RACE 8 - GRID - Silverstone - 18 October 2014**

|                                                                                     |     |          |       |               |
|-------------------------------------------------------------------------------------|-----|----------|-------|---------------|
| ROW<br>7                                                                            |     | 37       | SMALL |               |
| ROW<br>6                                                                            | 20  | BROWN    | 5     | ATKINSON      |
| ROW<br>5                                                                            | 49  | NORRIS   | 30    | CAMPFIELD     |
| ROW<br>4                                                                            | 8   | SMITH    | 47    | GIBNEY        |
| ROW<br>3                                                                            | 46  | HUXTABLE | 17    | BLETSOE-BROWN |
| ROW<br>2                                                                            | 55  | FINCH    | 74    | LYONS         |
| ROW<br>1                                                                            | 188 | ASHLEY   | 1     | GLOVER        |
| POLE                                                                                |     |          |       |               |
|  |     |          |       |               |

**Car 1 requires a working transponder - Regulation Q.12.2.1 refers.**

**Weather/Track: Bright/Wet**

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 11:35 End: 11:47

Clerk of the Course:

Timekeeper:

# HSCC Derek Bell Trophy

## RACE 8 - CLASSIFICATION - Silverstone - 18 October 2014

| POS | NO | CL | DRIVER               | NAT | CAR               | TIME      | LAPS | GAP    | MPH    | BEST     |
|-----|----|----|----------------------|-----|-------------------|-----------|------|--------|--------|----------|
| 1   | 1  | F  | Neil GLOVER          |     | Chevron B37       | 20:38.558 | 22   |        | 104.56 | 55.661   |
| 2   | 74 | F  | Frank LYONS          |     | Gurney Eagle FA74 | 21:00.945 | 22   | 22.387 | 102.70 | 56.150   |
| 3   | 30 | F  | Paul CAMPFIELD       |     | Chevron B24       | 21:03.062 | 22   | 24.504 | 102.53 | 56.419   |
| 4   | 8  | B  | Andrew SMITH         |     | March 79b         | 21:28.952 | 22   | 50.394 | 100.47 | 57.170   |
| 5   | 17 | C  | M BLETSOE-BROWN      |     | Chevron B27       | 21:31.834 | 22   | 53.276 | 100.25 | 57.757   |
| 6   | 5  | E  | Christopher ATKINSON |     | Surtees TS8       | 20:40.438 | 21   | 1 LAP  | 99.65  | 57.278   |
| 7   | 55 | B  | John FINCH           |     | Chevron B34       | 20:47.729 | 21   | 1 LAP  | 99.06  | 58.303   |
| 8   | 47 | B  | Frazer GIBNEY        |     | March 76B         | 20:49.668 | 21   | 1 LAP  | 98.91  | 58.286   |
| 9   | 49 | B  | Keith NORRIS         |     | Chevron B49       | 20:39.658 | 20   | 2 LAPS | 94.95  | 1:00.970 |
| 10  | 20 | A  | David BROWN          |     | Brabham BT30      | 21:57.956 | 20   | 2 LAPS | 89.31  | 1:02.799 |
| 11  | 37 | A  | Lincoln SMALL        |     | Brabham BT30      | 20:38.608 | 19   | 3 LAPS | 90.27  | 1:02.978 |

### NOT CLASSIFIED

|     |   |                 |             |          |   |        |       |        |
|-----|---|-----------------|-------------|----------|---|--------|-------|--------|
| 46  | B | Andrew HUXTABLE | Chevron B34 | 8:34.348 | 8 | D.N.F. | 91.19 | 59.003 |
| 188 | F | Ian ASHLEY      | Lola T300   | 7:22.592 | 7 | D.N.F. | 92.64 | 56.901 |

### FASTEST LAP

|    |   |                      |              |          |    |           |           |
|----|---|----------------------|--------------|----------|----|-----------|-----------|
| 1  | F | Neil GLOVER          | Chevron B37  | 55.661   | 10 | 106.00mph | 170.60kph |
| 8  | B | Andrew SMITH         | March 79b    | 57.170   | 12 | 103.20mph | 166.09kph |
| 5  | E | Christopher ATKINSON | Surtees TS8  | 57.278   | 15 | 103.01mph | 165.78kph |
| 17 | C | M BLETSOE-BROWN      | Chevron B27  | 57.757   | 15 | 102.15mph | 164.40kph |
| 20 | A | David BROWN          | Brabham BT30 | 1:02.799 | 17 | 93.95mph  | 151.20kph |

Weather/Track: Sun/Dry

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Clerk of the Course:

Timekeeper:

# HSCC Derek Bell Trophy

## RACE 8 - LAP ANALYSIS - Silverstone - 18 October 2014

|           |                      |      |               |      |               |              |                 |      |               |  |
|-----------|----------------------|------|---------------|------|---------------|--------------|-----------------|------|---------------|--|
| <b>1</b>  | Neil GLOVER          |      |               |      |               | Chevron B37  |                 |      |               |  |
| 1 -       | 57.717               | 6 -  | 55.918        | 11 - | 55.824        | 16 -         | 56.341          | 21 - | 56.149        |  |
| 2 -       | 56.468               | 7 -  | 56.075        | 12 - | 56.457        | 17 -         | 56.190          | 22 - | 57.131        |  |
| 3 -       | 56.507               | 8 -  | 56.331        | 13 - | 56.074        | 18 -         | 56.954          |      |               |  |
| 4 -       | 56.649               | 9 -  | 56.140        | 14 - | 55.675        | 19 -         | 56.521          |      |               |  |
| 5 -       | 55.998               | 10 - | <b>55.661</b> | 15 - | 55.783        | 20 -         | 55.995          |      |               |  |
| <b>5</b>  | Christopher ATKINSON |      |               |      |               | Surtees TS8  |                 |      |               |  |
| 1 -       | 1:04.162             | 6 -  | 58.893        | 11 - | 59.048        | 16 -         | 58.277          | 21 - | 58.412        |  |
| 2 -       | 1:00.975             | 7 -  | 58.756        | 12 - | 57.827        | 17 -         | 58.148          |      |               |  |
| 3 -       | 1:01.138             | 8 -  | 59.150        | 13 - | 58.227        | 18 -         | 58.689          |      |               |  |
| 4 -       | 59.647               | 9 -  | 59.108        | 14 - | 58.201        | 19 -         | 58.267          |      |               |  |
| 5 -       | 59.348               | 10 - | 58.276        | 15 - | <b>57.278</b> | 20 -         | 58.611          |      |               |  |
| <b>8</b>  | Andrew SMITH         |      |               |      |               | March 79b    |                 |      |               |  |
| 1 -       | 1:03.529             | 6 -  | 58.663        | 11 - | 57.451        | 16 -         | 57.667          | 21 - | 59.730        |  |
| 2 -       | 1:00.230             | 7 -  | 58.527        | 12 - | <b>57.170</b> | 17 -         | 58.220          | 22 - | 58.967        |  |
| 3 -       | 58.747               | 8 -  | 57.513        | 13 - | 57.457        | 18 -         | 58.013          |      |               |  |
| 4 -       | 58.691               | 9 -  | 57.615        | 14 - | 57.481        | 19 -         | 58.545          |      |               |  |
| 5 -       | 58.535               | 10 - | 59.062        | 15 - | 57.776        | 20 -         | 59.363          |      |               |  |
| <b>17</b> | M BLETSOE-BROWN      |      |               |      |               | Chevron B27  |                 |      |               |  |
| 1 -       | 1:02.276             | 6 -  | 58.890        | 11 - | 58.542        | 16 -         | 58.339          | 21 - | 58.619        |  |
| 2 -       | 1:00.096             | 7 -  | 59.091        | 12 - | 58.192        | 17 -         | 57.950          | 22 - | 58.048        |  |
| 3 -       | 59.678               | 8 -  | 58.175        | 13 - | 58.272        | 18 -         | 58.147          |      |               |  |
| 4 -       | 58.867               | 9 -  | 59.053        | 14 - | 58.217        | 19 -         | 58.114          |      |               |  |
| 5 -       | 58.567               | 10 - | 58.552        | 15 - | <b>57.757</b> | 20 -         | 58.392          |      |               |  |
| <b>20</b> | David BROWN          |      |               |      |               | Brabham BT30 |                 |      |               |  |
| 1 -       | 1:10.664             | 6 -  | 1:05.314      | 11 - | 1:05.881      | 16 -         | 1:03.374        |      |               |  |
| 2 -       | 1:06.370             | 7 -  | 1:06.288      | 12 - | 1:04.443      | 17 -         | <b>1:02.799</b> |      |               |  |
| 3 -       | 1:05.869             | 8 -  | 1:05.087      | 13 - | 1:03.775      | 18 -         | 1:04.465        |      |               |  |
| 4 -       | 1:05.264             | 9 -  | 1:04.979      | 14 - | 1:04.149      | 19 -         | 1:04.518        |      |               |  |
| 5 -       | 1:05.091             | 10 - | 1:04.698      | 15 - | 1:04.456      | 20 -         | 1:20.472P       |      |               |  |
| <b>30</b> | Paul CAMPFIELD       |      |               |      |               | Chevron B24  |                 |      |               |  |
| 1 -       | 1:01.391             | 6 -  | 57.540        | 11 - | 57.237        | 16 -         | 56.753          | 21 - | <b>56.419</b> |  |
| 2 -       | 57.657               | 7 -  | 57.636        | 12 - | 57.022        | 17 -         | 57.834          | 22 - | 56.483        |  |
| 3 -       | 56.922               | 8 -  | 58.889        | 13 - | 56.529        | 18 -         | 57.209          |      |               |  |
| 4 -       | 57.538               | 9 -  | 57.422        | 14 - | 57.303        | 19 -         | 56.816          |      |               |  |
| 5 -       | 57.357               | 10 - | 57.449        | 15 - | 56.942        | 20 -         | 56.714          |      |               |  |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:24 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|           |                        |                   |               |      |               |                                |
|-----------|------------------------|-------------------|---------------|------|---------------|--------------------------------|
| <b>37</b> | <b>Lincoln SMALL</b>   | Brabham BT30      |               |      |               |                                |
| 1 -       | 1:10.875               | 6 -               | 1:04.999      | 11 - | 1:04.593      | 16 - <b>1:02.978</b>           |
| 2 -       | 1:06.980               | 7 -               | 1:06.924      | 12 - | 1:04.539      | 17 - 1:04.246                  |
| 3 -       | 1:06.439               | 8 -               | 1:04.543      | 13 - | 1:04.501      | 18 - 1:03.943                  |
| 4 -       | 1:05.020               | 9 -               | 1:04.903      | 14 - | 1:03.612      | 19 - 1:03.940                  |
| 5 -       | 1:05.227               | 10 -              | 1:05.832      | 15 - | 1:04.514      |                                |
| <b>46</b> | <b>Andrew HUXTABLE</b> | Chevron B34       |               |      |               |                                |
| 1 -       | 1:03.045               | 6 -               | 1:00.124      |      |               |                                |
| 2 -       | 1:01.479               | 7 -               | <b>59.003</b> |      |               |                                |
| 3 -       | 1:00.952               | 8 -               | 1:30.351P     |      |               |                                |
| 4 -       | 59.573                 |                   |               |      |               |                                |
| 5 -       | 59.821                 |                   |               |      |               |                                |
| <b>47</b> | <b>Frazer GIBNEY</b>   | March 76B         |               |      |               |                                |
| 1 -       | 1:03.871               | 6 -               | 59.360        | 11 - | 59.303        | 16 - 59.144 21 - 58.514        |
| 2 -       | 1:00.556               | 7 -               | 1:00.416      | 12 - | 59.391        | 17 - 59.712                    |
| 3 -       | 1:00.188               | 8 -               | 1:00.019      | 13 - | <b>58.286</b> | 18 - 58.794                    |
| 4 -       | 59.961                 | 9 -               | 59.363        | 14 - | 58.366        | 19 - 58.731                    |
| 5 -       | 59.418                 | 10 -              | 58.982        | 15 - | 58.459        | 20 - 58.834                    |
| <b>49</b> | <b>Keith NORRIS</b>    | Chevron B49       |               |      |               |                                |
| 1 -       | 1:06.536               | 6 -               | 1:01.795      | 11 - | 1:01.500      | 16 - 1:01.094                  |
| 2 -       | 1:02.877               | 7 -               | 1:02.188      | 12 - | 1:01.297      | 17 - <b>1:00.970</b>           |
| 3 -       | 1:01.602               | 8 -               | 1:01.764      | 13 - | 1:03.403      | 18 - 1:02.174                  |
| 4 -       | 1:01.773               | 9 -               | 1:01.220      | 14 - | 1:01.269      | 19 - 1:01.721                  |
| 5 -       | 1:01.640               | 10 -              | 1:01.982      | 15 - | 1:00.994      | 20 - 1:01.859                  |
| <b>55</b> | <b>John FINCH</b>      | Chevron B34       |               |      |               |                                |
| 1 -       | 1:02.814               | 6 -               | 59.940        | 11 - | 59.238        | 16 - <b>58.303</b> 21 - 58.894 |
| 2 -       | 1:01.125               | 7 -               | 59.324        | 12 - | 59.047        | 17 - 58.613                    |
| 3 -       | 1:00.294               | 8 -               | 1:00.639      | 13 - | 58.500        | 18 - 59.606                    |
| 4 -       | 59.894                 | 9 -               | 59.310        | 14 - | 58.440        | 19 - 58.662                    |
| 5 -       | 59.347                 | 10 -              | 59.035        | 15 - | 58.307        | 20 - 58.397                    |
| <b>74</b> | <b>Frank LYONS</b>     | Gurney Eagle FA74 |               |      |               |                                |
| 1 -       | 59.163                 | 6 -               | 56.710        | 11 - | 56.912        | 16 - 56.904 21 - 56.590        |
| 2 -       | 57.504                 | 7 -               | 57.604        | 12 - | 56.585        | 17 - 57.561 22 - <b>56.150</b> |
| 3 -       | 57.059                 | 8 -               | 1:00.389      | 13 - | 56.820        | 18 - 56.833                    |
| 4 -       | 57.051                 | 9 -               | 58.673        | 14 - | 57.416        | 19 - 56.819                    |
| 5 -       | 57.135                 | 10 -              | 57.935        | 15 - | 56.612        | 20 - 56.520                    |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:24 Saturday, 18 October 2014

## HSCC Derek Bell Trophy

### RACE 8 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|            |               |               |
|------------|---------------|---------------|
| <b>188</b> | Ian ASHLEY    | Lola T300     |
| 1 -        | 58.113        | 6 - 57.413    |
| 2 -        | 57.189        | 7 - 1:38.867P |
| 3 -        | 57.012        |               |
| 4 -        | <b>56.901</b> |               |
| 5 -        | 57.097        |               |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:24 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP CHART - Silverstone - 18 October 2014

| 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     |        | 57.717   | 1     |        | 56.468   | 1     |        | 56.507   | 1     |        | 56.649   | 1     |        | 55.998   |
| 188   | 0.396  | 58.113   | 188   | 1.117  | 57.189   | 188   | 1.622  | 57.012   | 188   | 1.874  | 56.901   | 188   | 2.973  | 57.097   |
| 74    | 1.446  | 59.163   | 74    | 2.482  | 57.504   | 74    | 3.034  | 57.059   | 74    | 3.436  | 57.051   | 74    | 4.573  | 57.135   |
| 30    | 3.674  | 1:01.391 | 30    | 4.863  | 57.657   | 30    | 5.278  | 56.922   | 30    | 6.167  | 57.538   | 30    | 7.526  | 57.357   |
| 17    | 4.559  | 1:02.276 | 17    | 8.187  | 1:00.096 | 17    | 11.358 | 59.678   | 17    | 13.576 | 58.867   | 17    | 16.145 | 58.567   |
| 55    | 5.097  | 1:02.814 | 8     | 9.574  | 1:00.230 | 8     | 11.814 | 58.747   | 8     | 13.856 | 58.691   | 8     | 16.393 | 58.535   |
| 46    | 5.328  | 1:03.045 | 55    | 9.754  | 1:01.125 | 55    | 13.541 | 1:00.294 | 55    | 16.786 | 59.894   | 55    | 20.135 | 59.347   |
| 8     | 5.812  | 1:03.529 | 47    | 10.242 | 1:00.556 | 47    | 13.923 | 1:00.188 | 47    | 17.235 | 59.961   | 47    | 20.655 | 59.418   |
| 47    | 6.154  | 1:03.871 | 46    | 10.339 | 1:01.479 | 46    | 14.784 | 1:00.952 | 46    | 17.708 | 59.573   | 46    | 21.531 | 59.821   |
| 5     | 6.445  | 1:04.162 | 5     | 10.952 | 1:00.975 | 5     | 15.583 | 1:01.138 | 5     | 18.581 | 59.647   | 5     | 21.931 | 59.348   |
| 49    | 8.819  | 1:06.536 | 49    | 15.228 | 1:02.877 | 49    | 20.323 | 1:01.602 | 49    | 25.447 | 1:01.773 | 49    | 31.089 | 1:01.640 |
| 20    | 12.947 | 1:10.664 | 20    | 22.849 | 1:06.370 | 20    | 32.211 | 1:05.869 | 20    | 40.826 | 1:05.264 | 20    | 49.919 | 1:05.091 |
| 37    | 13.158 | 1:10.875 | 37    | 23.670 | 1:06.980 | 37    | 33.602 | 1:06.439 | 37    | 41.973 | 1:05.020 | 37    | 51.202 | 1:05.227 |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:26 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP CHART - Silverstone - 18 October 2014

(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     |        | 55.918   | 1     |        | 56.075    | 1     |        | 56.331   | 1     |        | 56.140    | 1      |        | 55.661   |
| 188   | 4.468  | 57.413   | 20    | 1 LAP  | 1:05.314  | 74    | 10.952 | 1:00.389 | 46    | 1 LAP  | 1:30.351P | 74     | 15.759 | 57.935   |
| 74    | 5.365  | 56.710   | 37    | 1 LAP  | 1:04.999  | 20    | 1 LAP  | 1:06.288 | 74    | 13.485 | 58.673    | 30     | 16.337 | 57.449   |
| 30    | 9.148  | 57.540   | 74    | 6.894  | 57.604    | 30    | 13.267 | 58.889   | 30    | 14.549 | 57.422    | 8      | 27.648 | 59.062   |
| 17    | 19.117 | 58.890   | 30    | 10.709 | 57.636    | 37    | 1 LAP  | 1:06.924 | 20    | 1 LAP  | 1:05.087  | 17     | 29.781 | 58.552   |
| 8     | 19.138 | 58.663   | 8     | 21.590 | 58.527    | 8     | 22.772 | 57.513   | 37    | 1 LAP  | 1:04.543  | 20     | 1 LAP  | 1:04.979 |
| 47    | 24.097 | 59.360   | 17    | 22.133 | 59.091    | 17    | 23.977 | 58.175   | 8     | 24.247 | 57.615    | 37     | 1 LAP  | 1:04.903 |
| 55    | 24.157 | 59.940   | 55    | 27.406 | 59.324    | 5     | 30.406 | 59.150   | 17    | 26.890 | 59.053    | 5      | 35.989 | 58.276   |
| 5     | 24.906 | 58.893   | 5     | 27.587 | 58.756    | 55    | 31.714 | 1:00.639 | 5     | 33.374 | 59.108    | 55     | 38.258 | 59.035   |
| 46    | 25.737 | 1:00.124 | 47    | 28.438 | 1:00.416  | 47    | 32.126 | 1:00.019 | 55    | 34.884 | 59.310    | 47     | 38.670 | 58.982   |
| 49    | 36.966 | 1:01.795 | 46    | 28.665 | 59.003    | 49    | 48.512 | 1:01.764 | 47    | 35.349 | 59.363    |        |        |          |
|       |        |          | 49    | 43.079 | 1:02.188  |       |        |          | 49    | 53.592 | 1:01.220  |        |        |          |
|       |        |          | 188   | 47.260 | 1:38.867P |       |        |          |       |        |           |        |        |          |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:26 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP CHART - Silverstone - 18 October 2014

(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      |        | 55.824   | 1      |        | 56.457   | 1      |        | 56.074   | 1      |        | 55.675   | 1      |        | 55.783   |
| 49     | 1 LAP  | 1:01.982 | 49     | 1 LAP  | 1:01.500 | 49     | 1 LAP  | 1:01.297 | 20     | 2 LAPS | 1:04.443 | 20     | 2 LAPS | 1:03.775 |
| 74     | 16.847 | 56.912   | 74     | 16.975 | 56.585   | 74     | 17.721 | 56.820   | 37     | 2 LAPS | 1:04.539 | 37     | 2 LAPS | 1:04.501 |
| 30     | 17.750 | 57.237   | 30     | 18.315 | 57.022   | 30     | 18.770 | 56.529   | 74     | 19.462 | 57.416   | 74     | 20.291 | 56.612   |
| 8      | 29.275 | 57.451   | 8      | 29.988 | 57.170   | 8      | 31.371 | 57.457   | 30     | 20.398 | 57.303   | 30     | 21.557 | 56.942   |
| 17     | 32.499 | 58.542   | 17     | 34.234 | 58.192   | 17     | 36.432 | 58.272   | 49     | 1 LAP  | 1:03.403 | 49     | 1 LAP  | 1:01.269 |
| 5      | 39.213 | 59.048   | 5      | 40.583 | 57.827   | 5      | 42.736 | 58.227   | 8      | 33.177 | 57.481   | 8      | 35.170 | 57.776   |
| 20     | 1 LAP  | 1:04.698 | 55     | 44.262 | 59.047   | 55     | 46.688 | 58.500   | 17     | 38.974 | 58.217   | 17     | 40.948 | 57.757   |
| 55     | 41.672 | 59.238   | 47     | 45.083 | 59.391   | 47     | 47.295 | 58.286   | 5      | 45.262 | 58.201   | 5      | 46.757 | 57.278   |
| 47     | 42.149 | 59.303   | 20     | 1 LAP  | 1:05.881 |        |        |          | 55     | 49.453 | 58.440   | 55     | 51.977 | 58.307   |
| 37     | 1 LAP  | 1:05.832 | 37     | 1 LAP  | 1:04.593 |        |        |          | 47     | 49.986 | 58.366   | 47     | 52.662 | 58.459   |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:26 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 1      |        | 56.341   | 1      |        | 56.190   | 1      |        | 56.954   | 1      |        | 56.521   | 1      |        | 55.995   |
| 20     | 2 LAPS | 1:04.149 | 74     | 22.225 | 57.561   | 47     | 1 LAP  | 59.712   | 55     | 1 LAP  | 59.606   | 55     | 1 LAP  | 58.662   |
| 37     | 2 LAPS | 1:03.612 | 30     | 23.613 | 57.834   | 74     | 22.104 | 56.833   | 47     | 1 LAP  | 58.794   | 47     | 1 LAP  | 58.731   |
| 74     | 20.854 | 56.904   | 20     | 2 LAPS | 1:04.456 | 30     | 23.868 | 57.209   | 74     | 22.402 | 56.819   | 74     | 22.927 | 56.520   |
| 30     | 21.969 | 56.753   | 37     | 2 LAPS | 1:04.514 | 20     | 2 LAPS | 1:03.374 | 30     | 24.163 | 56.816   | 30     | 24.882 | 56.714   |
| 49     | 1 LAP  | 1:00.994 | 49     | 1 LAP  | 1:01.094 | 37     | 2 LAPS | 1:02.978 | 20     | 2 LAPS | 1:02.799 | 8      | 44.977 | 59.363   |
| 8      | 36.496 | 57.667   | 8      | 38.526 | 58.220   | 8      | 39.585 | 58.013   | 37     | 2 LAPS | 1:04.246 | 20     | 2 LAPS | 1:04.465 |
| 17     | 42.946 | 58.339   | 17     | 44.706 | 57.950   | 49     | 1 LAP  | 1:00.970 | 8      | 41.609 | 58.545   | 37     | 2 LAPS | 1:03.943 |
| 5      | 48.693 | 58.277   | 5      | 50.651 | 58.148   | 17     | 45.899 | 58.147   | 49     | 1 LAP  | 1:02.174 | 17     | 49.889 | 58.392   |
| 55     | 53.939 | 58.303   | 55     | 56.362 | 58.613   | 5      | 52.386 | 58.689   | 17     | 47.492 | 58.114   | 49     | 1 LAP  | 1:01.721 |
| 47     | 55.465 | 59.144   |        |        |          |        |        |          | 5      | 54.132 | 58.267   |        |        |          |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

Printed - 17:26 Saturday, 18 October 2014

# HSCC Derek Bell Trophy

## RACE 8 - LAP CHART - Silverstone - 18 October 2014

(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 |
| 1      |        | 56.149   | 1      |        | 57.131    |        |        |         |        |        |         |        |        |         |
| 5      | 1 LAP  | 58.611   | 37     | 3 LAPS | 1:03.940  |        |        |         |        |        |         |        |        |         |
| 55     | 1 LAP  | 58.397   | 49     | 2 LAPS | 1:01.859  |        |        |         |        |        |         |        |        |         |
| 47     | 1 LAP  | 58.834   | 5      | 1 LAP  | 58.412    |        |        |         |        |        |         |        |        |         |
| 74     | 23.368 | 56.590   | 55     | 1 LAP  | 58.894    |        |        |         |        |        |         |        |        |         |
| 30     | 25.152 | 56.419   | 47     | 1 LAP  | 58.514    |        |        |         |        |        |         |        |        |         |
| 8      | 48.558 | 59.730   | 74     | 22.387 | 56.150    |        |        |         |        |        |         |        |        |         |
| 17     | 52.359 | 58.619   | 30     | 24.504 | 56.483    |        |        |         |        |        |         |        |        |         |
| 20     | 2 LAPS | 1:04.518 | 8      | 50.394 | 58.967    |        |        |         |        |        |         |        |        |         |
|        |        |          | 17     | 53.276 | 58.048    |        |        |         |        |        |         |        |        |         |
|        |        |          | 20     | 2 LAPS | 1:20.472P |        |        |         |        |        |         |        |        |         |

Weather/Track: Sun/Dry

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:00 End: 17:20

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# HSCC 70's Road Sports

## RACE 9 - QUALIFYING - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER           | NAT | CAR                 | TIME     | LAPS | GAP    | MPH   |
|-----|-----|----|------------------|-----|---------------------|----------|------|--------|-------|
| 1   | 1   | C  | Oliver FORD      |     | Lotus Europa        | 1:19.012 | 10   |        | 74.67 |
| 2   | 8   | B  | Peter SHAW       |     | TVR Tuscan          | 1:20.488 | 10   | 1.476  | 73.30 |
| 3   | 24  | B  | Charles BARTER   |     | Datsun 240Z         | 1:20.671 | 10   | 1.659  | 73.14 |
| 4   | 36  | A  | Barrie WOOLSTON  |     | Morgan Plus 8       | 1:21.311 | 9    | 2.299  | 72.56 |
| 5   | 32  | H  | Nic STRONG       |     | Ford Capri          | 1:21.655 | 9    | 2.643  | 72.26 |
| 6   | 17  | I  | William JENKINS  |     | BMW 3.0 CSL         | 1:22.558 | 9    | 3.546  | 71.47 |
| 7   | 14  | B  | Jai SHARMA       |     | Ferrari 308 GTB     | 1:23.180 | 9    | 4.168  | 70.93 |
| 8   | 131 | I  | Mark BENNETT     |     | MG B                | 1:26.025 | 9    | 7.013  | 68.58 |
| 9   | 19  | B  | Mark LEVERETT    |     | Porsche 911 SC      | 1:26.070 | 9    | 7.058  | 68.55 |
| 10  | 54  | I  | Johan DENEKAMP   |     | Lancia Monte Carlo  | 1:26.254 | 9    | 7.242  | 68.40 |
| 11  | 68  | D  | Jon WAGSTAFF     |     | Alfa Romeo GTV      | 1:26.386 | 9    | 7.374  | 68.30 |
| 12  | 65  | C  | Stephen COOKE    |     | Lotus 7 S4          | 1:26.431 | 9    | 7.419  | 68.26 |
| 13  | 92  | D  | Brian JARVIS     |     | Porsche 924         | 1:26.869 | 8    | 7.857  | 67.92 |
| 14  | 26  | B  | Paul STAFFORD    |     | Datsun 240Z         | 1:26.960 | 9    | 7.948  | 67.85 |
| 15  | 34  | D  | Justin WILSON    |     | Alfa Romeo Bertone  | 1:27.593 | 9    | 8.581  | 67.36 |
| 16  | 23  | D  | Will MORTON      |     | Alfa Romeo 2000 GTV | 1:27.729 | 9    | 8.717  | 67.25 |
| 17  | 4   | D  | Ken RORRISON     |     | Alfa Romeo 2000 GTV | 1:28.119 | 8    | 9.107  | 66.95 |
| 18  | 78  | D  | Mark DUDLEY      |     | Alfa Romeo 2000 GTV | 1:29.102 | 9    | 10.090 | 66.22 |
| 19  | 50  | F  | David KARASKAS   |     | MG Midget           | 1:29.166 | 7    | 10.154 | 66.17 |
| 20  | 7   | E  | David TOMKINSON  |     | Triumph Spitfire    | 1:29.404 | 9    | 10.392 | 65.99 |
| 21  | 77  | D  | Simon HOLMESMITH |     | Alfa Romeo 2000 GTV | 1:29.842 | 8    | 10.830 | 65.67 |
| 22  | 37  | D  | Gerald PEARCE    |     | Porsche 914         | 1:37.049 | 4    | 18.037 | 60.79 |

Weather/Track: Cloud/Wet

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 11:52 End: 12:04

Clerk of the Course:

Timekeeper:

## HSCC 70's Road Sports

### RACE 9 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

|                     |                        |                     |
|---------------------|------------------------|---------------------|
| <b>1</b>            | <b>Oliver FORD</b>     | Lotus Europa        |
| 1 - 8:27.817        | 6 - 1:21.032           |                     |
| 2 - 1:23.606        | 7 - 1:19.643           |                     |
| 3 - 1:21.166        | 8 - <b>1:19.012</b>    |                     |
| 4 - 1:20.840        | 9 - 1:20.530           |                     |
| 5 - 1:19.750        | 10 - 1:20.501          |                     |
| <b>4</b>            | <b>Ken RORRISON</b>    | Alfa Romeo 2000 GTV |
| 1 - 8:32.944        | 6 - <b>1:28.119</b>    |                     |
| 2 - 1:32.649        | 7 - 1:30.342           |                     |
| 3 - 1:30.660        | 8 - 1:29.214           |                     |
| 4 - 1:30.244        |                        |                     |
| 5 - 1:31.345        |                        |                     |
| <b>7</b>            | <b>David TOMKINSON</b> | Triumph Spitfire    |
| 1 - 8:29.145        | 6 - 1:30.635           |                     |
| 2 - 1:34.837        | 7 - 1:30.251           |                     |
| 3 - 1:35.105        | 8 - 1:29.783           |                     |
| 4 - 1:32.825        | 9 - <b>1:29.404</b>    |                     |
| 5 - 1:30.852        |                        |                     |
| <b>8</b>            | <b>Peter SHAW</b>      | TVR Tuscan          |
| 1 - 8:02.971        | 6 - 1:21.348           |                     |
| 2 - 1:21.369        | 7 - 1:26.511           |                     |
| 3 - 1:20.954        | 8 - 1:21.027           |                     |
| 4 - <b>1:20.488</b> | 9 - 1:25.812           |                     |
| 5 - 1:25.008        | 10 - 1:21.236          |                     |
| <b>14</b>           | <b>Jai SHARMA</b>      | Ferrari 308 GTB     |
| 1 - 8:39.185        | 6 - <b>1:23.180</b>    |                     |
| 2 - 1:31.772        | 7 - 1:23.562           |                     |
| 3 - 1:27.493        | 8 - 1:23.405           |                     |
| 4 - 1:25.943        | 9 - 1:23.557           |                     |
| 5 - 1:27.355        |                        |                     |
| <b>17</b>           | <b>William JENKINS</b> | BMW 3.0 CSL         |
| 1 - 8:46.374        | 6 - 1:22.977           |                     |
| 2 - 1:32.339        | 7 - 1:24.965           |                     |
| 3 - 1:25.272        | 8 - <b>1:22.558</b>    |                     |
| 4 - 1:24.806        | 9 - 1:23.120           |                     |
| 5 - 1:27.859        |                        |                     |

Weather/Track: Cloud/Wet

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Silverstone  
Circuit Length = 1.6390 miles.  
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## HSCC 70's Road Sports

### RACE 9 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                       |                     |
|--------------|-----------------------|---------------------|
| <b>19</b>    | <b>Mark LEVERETT</b>  | Porsche 911 SC      |
| 1 - 8:40.616 | 6 - <b>1:26.070</b>   |                     |
| 2 - 1:32.771 | 7 - 1:29.905          |                     |
| 3 - 1:29.155 | 8 - 1:29.805          |                     |
| 4 - 1:27.515 | 9 - 1:29.278          |                     |
| 5 - 1:28.821 |                       |                     |
| <b>23</b>    | <b>Will MORTON</b>    | Alfa Romeo 2000 GTV |
| 1 - 8:09.495 | 6 - 1:29.661          |                     |
| 2 - 1:31.084 | 7 - 1:30.743          |                     |
| 3 - 1:29.737 | 8 - <b>1:27.729</b>   |                     |
| 4 - 1:29.285 | 9 - 1:28.853          |                     |
| 5 - 1:29.674 |                       |                     |
| <b>24</b>    | <b>Charles BARTER</b> | Datsun 240Z         |
| 1 - 8:04.126 | 6 - 1:21.864          |                     |
| 2 - 1:23.333 | 7 - 1:21.914          |                     |
| 3 - 1:21.359 | 8 - 1:21.709          |                     |
| 4 - 1:21.288 | 9 - 1:21.503          |                     |
| 5 - 1:23.187 | 10 - <b>1:20.671</b>  |                     |
| <b>26</b>    | <b>Paul STAFFORD</b>  | Datsun 240Z         |
| 1 - 8:19.408 | 6 - 1:29.079          |                     |
| 2 - 1:35.152 | 7 - 1:28.814          |                     |
| 3 - 1:30.431 | 8 - <b>1:26.960</b>   |                     |
| 4 - 1:28.121 | 9 - 1:29.732          |                     |
| 5 - 1:28.436 |                       |                     |
| <b>32</b>    | <b>Nic STRONG</b>     | Ford Capri          |
| 1 - 8:47.125 | 6 - 1:22.206          |                     |
| 2 - 1:26.654 | 7 - 1:21.726          |                     |
| 3 - 1:25.224 | 8 - <b>1:21.655</b>   |                     |
| 4 - 1:24.792 | 9 - 1:21.905          |                     |
| 5 - 1:24.578 |                       |                     |
| <b>34</b>    | <b>Justin WILSON</b>  | Alfa Romeo Bertone  |
| 1 - 8:27.244 | 6 - 1:33.057          |                     |
| 2 - 1:50.757 | 7 - <b>1:27.593</b>   |                     |
| 3 - 1:33.888 | 8 - 1:30.156          |                     |
| 4 - 1:28.650 | 9 - 1:27.985          |                     |
| 5 - 1:28.497 |                       |                     |

Weather/Track: Cloud/Wet

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Silverstone  
Circuit Length = 1.6390 miles.  
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## HSCC 70's Road Sports

### RACE 9 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                     |                        |                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------|
| <b>36</b>                                                                                                                                           | <b>Barrie WOOLSTON</b> | Morgan Plus 8      |
| 1 - 8:34.349    6 - 1:23.070<br>2 - 1:33.067    7 - 1:22.588<br>3 - 1:28.109    8 - 1:21.973<br>4 - 1:24.040    9 - <b>1:21.311</b><br>5 - 1:23.972 |                        |                    |
| <b>37</b>                                                                                                                                           | <b>Gerald PEARCE</b>   | Porsche 914        |
| 1 - 8:48.684<br>2 - 1:38.905<br>3 - <b>1:37.049</b><br>4 - 7:55.450                                                                                 |                        |                    |
| <b>50</b>                                                                                                                                           | <b>David KARASKAS</b>  | MG Midget          |
| 1 - X:00.000    6 - 1:30.770<br>2 - 1:29.175    7 - 1:48.127P<br>3 - <b>1:29.166</b><br>4 - 1:31.547<br>5 - 1:32.303                                |                        |                    |
| <b>54</b>                                                                                                                                           | <b>Johan DENEKAMP</b>  | Lancia Monte Carlo |
| 1 - 8:38.820    6 - <b>1:26.254</b><br>2 - 1:36.767    7 - 1:29.285<br>3 - 1:30.793    8 - 1:31.916<br>4 - 1:27.017    9 - 1:27.928<br>5 - 1:26.550 |                        |                    |
| <b>65</b>                                                                                                                                           | <b>Stephen COOKE</b>   | Lotus 7 S4         |
| 1 - 8:50.669    6 - 1:31.029<br>2 - 1:36.279    7 - 1:27.658<br>3 - 1:33.380    8 - 1:27.560<br>4 - 1:34.129    9 - <b>1:26.431</b><br>5 - 1:30.222 |                        |                    |
| <b>68</b>                                                                                                                                           | <b>Jon WAGSTAFF</b>    | Alfa Romeo GTV     |
| 1 - 8:43.961    6 - 1:29.515<br>2 - 1:37.932    7 - 1:27.121<br>3 - 1:31.928    8 - 1:27.568<br>4 - 1:29.282    9 - <b>1:26.386</b><br>5 - 1:30.887 |                        |                    |

Weather/Track: Cloud/Wet

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Silverstone  
Circuit Length = 1.6390 miles.  
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## HSCC 70's Road Sports

### RACE 9 - QUALIFYING LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|                                                                                                                                                             |                         |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|
| <b>77</b>                                                                                                                                                   | <b>Simon HOLMESMITH</b> | Alfa Romeo 2000 GTV |
| 1 - 8:36.230      6 - 1:31.364<br>2 - 1:35.816      7 - 1:29.871<br>3 - 1:36.541      8 - <b>1:29.842</b><br>4 - 1:32.743<br>5 - 1:46.768                   |                         |                     |
| <b>78</b>                                                                                                                                                   | <b>Mark DUDLEY</b>      | Alfa Romeo 2000 GTV |
| 1 - 8:16.537      6 - 1:29.104<br>2 - 1:36.023      7 - 1:30.164<br>3 - 1:34.935      8 - 1:29.584<br>4 - 1:31.099      9 - <b>1:29.102</b><br>5 - 1:29.669 |                         |                     |
| <b>92</b>                                                                                                                                                   | <b>Brian JARVIS</b>     | Porsche 924         |
| 1 - 8:33.767      6 - 1:27.898<br>2 - 1:32.627      7 - 1:28.030<br>3 - 1:30.208      8 - 1:28.125<br>4 - <b>1:26.869</b><br>5 - 2:21.773                   |                         |                     |
| <b>131</b>                                                                                                                                                  | <b>Mark BENNETT</b>     | MG B                |
| 1 - 8:47.128      6 - <b>1:26.025</b><br>2 - 1:35.233      7 - 1:27.142<br>3 - 1:32.143      8 - 1:29.022<br>4 - 1:32.239      9 - 1:29.199<br>5 - 1:32.576 |                         |                     |

Weather/Track: Cloud/Wet

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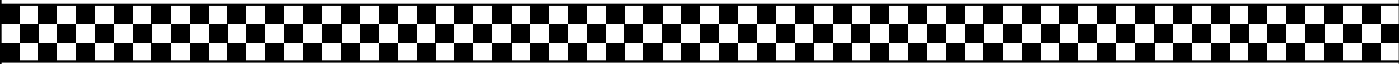
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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 11:52    End: 12:04

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# HSCC 70's Road Sports

## RACE 9 - GRID - Silverstone - 18 October 2014

|                                                                                     |     |           |    |            |
|-------------------------------------------------------------------------------------|-----|-----------|----|------------|
| ROW 11                                                                              | 37  | PEARCE    | 77 | HOLMESMITH |
| ROW 10                                                                              | 7   | TOMKINSON | 50 | KARASKAS   |
| ROW 9                                                                               | 78  | DUDLEY    | 4  | RORRISON   |
| ROW 8                                                                               | 23  | MORTON    | 34 | WILSON     |
| ROW 7                                                                               | 26  | STAFFORD  | 92 | JARVIS     |
| ROW 6                                                                               | 65  | COOKE     | 68 | WAGSTAFF   |
| ROW 5                                                                               | 54  | DENEKAMP  | 19 | LEVERETT   |
| ROW 4                                                                               | 131 | BENNETT   | 14 | SHARMA     |
| ROW 3                                                                               | 17  | JENKINS   | 32 | STRONG     |
| ROW 2                                                                               | 36  | WOOLSTON  | 24 | BARTER     |
| ROW 1                                                                               | 8   | SHAW      | 1  | FORD       |
| POLE                                                                                |     |           |    |            |
|  |     |           |    |            |

Weather/Track: Cloud/Wet

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 11:52 End: 12:04

Clerk of the Course:

Timekeeper:

# HSCC 70's Road Sports

## RACE 9 - CLASSIFICATION - Silverstone - 18 October 2014

| POS | NO  | CL | DRIVER           | NAT | CAR                 | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|-----|----|------------------|-----|---------------------|-----------|------|----------|-------|----------|
| 1   | 24  | B  | Charles BARTER   |     | Datsun 240Z         | 20:03.922 | 17   |          | 83.06 | 1:09.802 |
| 2   | 32  | H  | Nic STRONG       |     | Ford Capri          | 20:05.861 | 17   | 1.939    | 82.93 | 1:09.811 |
| 3   | 1   | C  | Oliver FORD      |     | Lotus Europa        | 20:13.649 | 17   | 9.727    | 82.40 | 1:09.781 |
| 4   | 36  | A  | Barrie WOOLSTON  |     | Morgan Plus 8       | 20:35.487 | 17   | 31.565   | 80.94 | 1:10.865 |
| 5   | 131 | I  | Mark BENNETT     |     | MG B                | 20:54.825 | 17   | 50.903   | 79.69 | 1:12.060 |
| 6   | 65  | C  | Stephen COOKE    |     | Lotus 7 S4          | 20:57.089 | 17   | 53.167   | 79.55 | 1:12.455 |
| 7   | 19  | B  | Mark LEVERETT    |     | Porsche 911 SC      | 21:17.186 | 17   | 1:13.264 | 78.30 | 1:13.497 |
| 8   | 54  | I  | Johan DENEKAMP   |     | Lancia Monte Carlo  | 21:17.460 | 17   | 1:13.538 | 78.28 | 1:14.209 |
| 9   | 26  | B  | Paul STAFFORD    |     | Datsun 240Z         | 21:19.203 | 17   | 1:15.281 | 78.18 | 1:14.015 |
| 10  | 92  | D  | Brian JARVIS     |     | Porsche 924         | 20:26.915 | 16   | 1 LAP    | 76.70 | 1:14.804 |
| 11  | 68  | D  | Jon WAGSTAFF     |     | Alfa Romeo GTV      | 20:37.602 | 16   | 1 LAP    | 76.04 | 1:15.409 |
| 12  | 23  | D  | Will MORTON      |     | Alfa Romeo 2000 GTV | 20:50.103 | 16   | 1 LAP    | 75.28 | 1:16.073 |
| 13  | 34  | D  | Justin WILSON    |     | Alfa Romeo Bertone  | 20:51.064 | 16   | 1 LAP    | 75.22 | 1:16.507 |
| 14  | 50  | F  | David KARASKAS   |     | MG Midget           | 20:51.636 | 16   | 1 LAP    | 75.18 | 1:16.721 |
| 15  | 4   | D  | Ken RORRISON     |     | Alfa Romeo 2000 GTV | 21:01.129 | 16   | 1 LAP    | 74.62 | 1:16.847 |
| 16  | 37  | D  | Gerald PEARCE    |     | Porsche 914         | 21:05.647 | 16   | 1 LAP    | 74.35 | 1:15.704 |
| 17  | 78  | D  | Mark DUDLEY      |     | Alfa Romeo 2000 GTV | 21:06.623 | 16   | 1 LAP    | 74.29 | 1:15.879 |
| 18  | 77  | D  | Simon HOLMESMITH |     | Alfa Romeo 2000 GTV | 21:09.602 | 16   | 1 LAP    | 74.12 | 1:16.699 |
| 19  | 7   | E  | David TOMKINSON  |     | Triumph Spitfire    | 20:24.047 | 15   | 2 LAPS   | 72.06 | 1:20.079 |
| 20  | 8   | B  | Peter SHAW       |     | TVR Tuscan          | 20:34.289 | 15   | 2 LAPS   | 71.46 | 1:11.022 |

### NOT CLASSIFIED

|    |   |                 |                 |           |    |        |       |          |
|----|---|-----------------|-----------------|-----------|----|--------|-------|----------|
| 17 | I | William JENKINS | BMW 3.0 CSL     | 18:57.376 | 16 | D.N.F. | 82.74 | 1:09.511 |
| 14 | B | Jai SHARMA      | Ferrari 308 GTB | 12:25.728 | 10 | D.N.F. | 78.72 | 1:13.342 |

### FASTEST LAP

|    |   |                 |                  |          |    |          |           |
|----|---|-----------------|------------------|----------|----|----------|-----------|
| 17 | I | William JENKINS | BMW 3.0 CSL      | 1:09.511 | 7  | 84.88mph | 136.60kph |
| 1  | C | Oliver FORD     | Lotus Europa     | 1:09.781 | 6  | 84.55mph | 136.07kph |
| 24 | B | Charles BARTER  | Datsun 240Z      | 1:09.802 | 17 | 84.53mph | 136.03kph |
| 32 | H | Nic STRONG      | Ford Capri       | 1:09.811 | 15 | 84.52mph | 136.02kph |
| 36 | A | Barrie WOOLSTON | Morgan Plus 8    | 1:10.865 | 16 | 83.26mph | 133.99kph |
| 92 | D | Brian JARVIS    | Porsche 924      | 1:14.804 | 10 | 78.87mph | 126.94kph |
| 50 | F | David KARASKAS  | MG Midget        | 1:16.721 | 12 | 76.90mph | 123.77kph |
| 7  | E | David TOMKINSON | Triumph Spitfire | 1:20.079 | 6  | 73.68mph | 118.58kph |

Weather/Track: Cloud/Dry

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

Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:31 End: 17:51

|                      |  |             |
|----------------------|--|-------------|
| Clerk of the Course: |  | Timekeeper: |
|----------------------|--|-------------|

# HSCC 70's Road Sports

## RACE 9 - LAP ANALYSIS - Silverstone - 18 October 2014

|                                                                                                                                                                                                                                                                                                              |                 |  |  |  |                     |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--|--|--|---------------------|--|--|--|
| 1                                                                                                                                                                                                                                                                                                            | Oliver FORD     |  |  |  | Lotus Europa        |  |  |  |
| 1 - 1:14.425      6 - 1:09.781      11 - 1:10.615      16 - 1:11.727<br>2 - 1:11.675      7 - 1:10.907      12 - 1:11.003      17 - 1:12.492<br>3 - 1:11.023      8 - 1:17.046      13 - 1:10.471<br>4 - 1:10.031      9 - 1:10.912      14 - 1:10.472<br>5 - 1:10.310      10 - 1:09.921      15 - 1:10.838 |                 |  |  |  |                     |  |  |  |
| 4                                                                                                                                                                                                                                                                                                            | Ken RORRISON    |  |  |  | Alfa Romeo 2000 GTV |  |  |  |
| 1 - 1:26.383      6 - 1:17.274      11 - 1:18.050      16 - 1:18.520<br>2 - 1:19.120      7 - 1:18.297      12 - 1:17.697<br>3 - 1:23.623      8 - 1:17.566      13 - 1:17.088<br>4 - 1:18.945      9 - 1:18.737      14 - 1:16.847<br>5 - 1:17.866      10 - 1:17.619      15 - 1:17.497                    |                 |  |  |  |                     |  |  |  |
| 7                                                                                                                                                                                                                                                                                                            | David TOMKINSON |  |  |  | Triumph Spitfire    |  |  |  |
| 1 - 1:30.089      6 - 1:20.079      11 - 1:21.259<br>2 - 1:21.312      7 - 1:20.320      12 - 1:20.848<br>3 - 1:21.271      8 - 1:20.664      13 - 1:20.412<br>4 - 1:21.261      9 - 1:20.548      14 - 1:22.604<br>5 - 1:21.841      10 - 1:21.434      15 - 1:20.105                                       |                 |  |  |  |                     |  |  |  |
| 8                                                                                                                                                                                                                                                                                                            | Peter SHAW      |  |  |  | TVR Tuscan          |  |  |  |
| 1 - 1:13.846      6 - 1:11.165      11 - 1:11.032<br>2 - 3:51.118      7 - 1:11.335      12 - 1:11.561<br>3 - 1:11.667      8 - 1:11.348      13 - 1:11.022<br>4 - 1:12.088      9 - 1:11.331      14 - 1:11.514<br>5 - 1:11.331      10 - 1:11.609      15 - 1:12.322                                       |                 |  |  |  |                     |  |  |  |
| 14                                                                                                                                                                                                                                                                                                           | Jai SHARMA      |  |  |  | Ferrari 308 GTB     |  |  |  |
| 1 - 1:19.620      6 - 1:14.107<br>2 - 1:13.640      7 - 1:13.342<br>3 - 1:14.302      8 - 1:14.042<br>4 - 1:14.466      9 - 1:13.892<br>5 - 1:13.390      10 - 1:14.927                                                                                                                                      |                 |  |  |  |                     |  |  |  |
| 17                                                                                                                                                                                                                                                                                                           | William JENKINS |  |  |  | BMW 3.0 CSL         |  |  |  |
| 1 - 1:17.160      6 - 1:10.316      11 - 1:10.429      16 - 1:10.675<br>2 - 1:12.533      7 - 1:09.511      12 - 1:11.086<br>3 - 1:11.315      8 - 1:10.573      13 - 1:11.048<br>4 - 1:10.948      9 - 1:10.403      14 - 1:10.615<br>5 - 1:10.561      10 - 1:10.147      15 - 1:10.056                    |                 |  |  |  |                     |  |  |  |

Weather/Track: Cloud/Dry

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Silverstone  
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## RACE 9 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                |                     |               |
|--------------|----------------|---------------------|---------------|
| 19           | Mark LEVERETT  | Porsche 911 SC      |               |
| 1 - 1:18.236 | 6 - 1:13.872   | 11 - 1:15.142       | 16 - 1:15.272 |
| 2 - 1:13.611 | 7 - 1:13.497   | 12 - 1:14.379       | 17 - 1:16.144 |
| 3 - 1:15.041 | 8 - 1:14.262   | 13 - 1:15.493       |               |
| 4 - 1:14.681 | 9 - 1:14.091   | 14 - 1:17.911       |               |
| 5 - 1:13.540 | 10 - 1:15.769  | 15 - 1:16.245       |               |
| 23           | Will MORTON    | Alfa Romeo 2000 GTV |               |
| 1 - 1:26.218 | 6 - 1:17.738   | 11 - 1:17.488       | 16 - 1:17.391 |
| 2 - 1:18.615 | 7 - 1:17.941   | 12 - 1:16.586       |               |
| 3 - 1:19.752 | 8 - 1:17.303   | 13 - 1:16.073       |               |
| 4 - 1:18.340 | 9 - 1:17.191   | 14 - 1:16.775       |               |
| 5 - 1:17.472 | 10 - 1:18.362  | 15 - 1:16.858       |               |
| 24           | Charles BARTER | Datsun 240Z         |               |
| 1 - 1:14.246 | 6 - 1:10.588   | 11 - 1:10.603       | 16 - 1:09.983 |
| 2 - 1:11.326 | 7 - 1:11.147   | 12 - 1:11.096       | 17 - 1:09.802 |
| 3 - 1:10.994 | 8 - 1:12.298   | 13 - 1:10.016       |               |
| 4 - 1:10.294 | 9 - 1:10.626   | 14 - 1:10.360       |               |
| 5 - 1:10.316 | 10 - 1:10.016  | 15 - 1:10.211       |               |
| 26           | Paul STAFFORD  | Datsun 240Z         |               |
| 1 - 1:23.199 | 6 - 1:14.152   | 11 - 1:14.880       | 16 - 1:14.050 |
| 2 - 1:15.429 | 7 - 1:14.544   | 12 - 1:14.418       | 17 - 1:15.428 |
| 3 - 1:15.523 | 8 - 1:15.002   | 13 - 1:14.678       |               |
| 4 - 1:16.119 | 9 - 1:14.417   | 14 - 1:14.771       |               |
| 5 - 1:14.117 | 10 - 1:14.461  | 15 - 1:14.015       |               |
| 32           | Nic STRONG     | Ford Capri          |               |
| 1 - 1:16.289 | 6 - 1:10.173   | 11 - 1:10.198       | 16 - 1:10.137 |
| 2 - 1:12.401 | 7 - 1:10.071   | 12 - 1:10.969       | 17 - 1:10.363 |
| 3 - 1:11.969 | 8 - 1:10.547   | 13 - 1:10.118       |               |
| 4 - 1:10.911 | 9 - 1:11.468   | 14 - 1:10.233       |               |
| 5 - 1:10.249 | 10 - 1:09.954  | 15 - 1:09.811       |               |
| 34           | Justin WILSON  | Alfa Romeo Bertone  |               |
| 1 - 1:25.812 | 6 - 1:17.723   | 11 - 1:17.481       | 16 - 1:17.089 |
| 2 - 1:18.967 | 7 - 1:18.024   | 12 - 1:16.507       |               |
| 3 - 1:19.276 | 8 - 1:17.234   | 13 - 1:17.132       |               |
| 4 - 1:18.456 | 9 - 1:17.219   | 14 - 1:17.150       |               |
| 5 - 1:17.510 | 10 - 1:18.304  | 15 - 1:17.180       |               |

Weather/Track: Cloud/Dry

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Silverstone  
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# HSCC 70's Road Sports

## RACE 9 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|              |                        |                           |                      |
|--------------|------------------------|---------------------------|----------------------|
| <b>36</b>    | <b>Barrie WOOLSTON</b> | <b>Morgan Plus 8</b>      |                      |
| 1 - 1:16.706 | 6 - 1:12.525           | 11 - 1:11.963             | 16 - <b>1:10.865</b> |
| 2 - 1:13.298 | 7 - 1:12.094           | 12 - 1:12.120             | 17 - 1:11.649        |
| 3 - 1:15.035 | 8 - 1:11.819           | 13 - 1:10.942             |                      |
| 4 - 1:14.451 | 9 - 1:13.094           | 14 - 1:11.730             |                      |
| 5 - 1:12.373 | 10 - 1:11.599          | 15 - 1:13.224             |                      |
| <b>37</b>    | <b>Gerald PEARCE</b>   | <b>Porsche 914</b>        |                      |
| 1 - 1:27.470 | 6 - 1:18.529           | 11 - 1:16.966             | 16 - 1:16.382        |
| 2 - 1:18.282 | 7 - 1:19.092           | 12 - 1:17.374             |                      |
| 3 - 1:30.147 | 8 - 1:17.829           | 13 - 1:16.665             |                      |
| 4 - 1:20.089 | 9 - 1:17.784           | 14 - 1:17.166             |                      |
| 5 - 1:18.831 | 10 - 1:17.337          | 15 - <b>1:15.704</b>      |                      |
| <b>50</b>    | <b>David KARASKAS</b>  | <b>MG Midget</b>          |                      |
| 1 - 1:26.678 | 6 - 1:17.674           | 11 - 1:16.931             | 16 - 1:17.165        |
| 2 - 1:18.828 | 7 - 1:17.997           | 12 - <b>1:16.721</b>      |                      |
| 3 - 1:19.566 | 8 - 1:17.285           | 13 - 1:17.263             |                      |
| 4 - 1:18.173 | 9 - 1:17.237           | 14 - 1:17.007             |                      |
| 5 - 1:17.432 | 10 - 1:18.918          | 15 - 1:16.761             |                      |
| <b>54</b>    | <b>Johan DENEKAMP</b>  | <b>Lancia Monte Carlo</b> |                      |
| 1 - 1:21.271 | 6 - 1:15.058           | 11 - 1:14.655             | 16 - 1:14.367        |
| 2 - 1:16.093 | 7 - 1:14.845           | 12 - 1:14.358             | 17 - 1:14.262        |
| 3 - 1:14.976 | 8 - 1:14.639           | 13 - 1:14.818             |                      |
| 4 - 1:15.805 | 9 - 1:14.510           | 14 - 1:14.358             |                      |
| 5 - 1:14.385 | 10 - 1:14.851          | 15 - <b>1:14.209</b>      |                      |
| <b>65</b>    | <b>Stephen COOKE</b>   | <b>Lotus 7 S4</b>         |                      |
| 1 - 1:21.442 | 6 - 1:13.425           | 11 - 1:13.654             | 16 - 1:12.532        |
| 2 - 1:14.816 | 7 - 1:13.200           | 12 - 1:13.752             | 17 - 1:13.005        |
| 3 - 1:14.571 | 8 - 1:12.819           | 13 - 1:13.152             |                      |
| 4 - 1:16.307 | 9 - 1:12.833           | 14 - 1:12.502             |                      |
| 5 - 1:13.416 | 10 - 1:13.208          | 15 - <b>1:12.455</b>      |                      |
| <b>68</b>    | <b>Jon WAGSTAFF</b>    | <b>Alfa Romeo GTV</b>     |                      |
| 1 - 1:27.472 | 6 - 1:16.952           | 11 - 1:17.048             | 16 - 1:16.072        |
| 2 - 1:19.039 | 7 - 1:16.637           | 12 - 1:15.936             |                      |
| 3 - 1:19.967 | 8 - 1:15.858           | 13 - 1:15.486             |                      |
| 4 - 1:17.694 | 9 - <b>1:15.409</b>    | 14 - 1:15.731             |                      |
| 5 - 1:16.699 | 10 - 1:15.657          | 15 - 1:15.945             |                      |

Weather/Track: Cloud/Dry

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Silverstone  
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## RACE 9 - LAP ANALYSIS - Silverstone - 18 October 2014

(contd.)

|     |                  |                     |                 |      |                 |      |          |
|-----|------------------|---------------------|-----------------|------|-----------------|------|----------|
| 77  | Simon HOLMESMITH | Alfa Romeo 2000 GTV |                 |      |                 |      |          |
| 1 - | 1:28.891         | 6 -                 | 1:20.106        | 11 - | 1:17.512        | 16 - | 1:17.050 |
| 2 - | 1:20.444         | 7 -                 | 1:19.247        | 12 - | 1:17.738        |      |          |
| 3 - | 1:20.512         | 8 -                 | 1:20.848        | 13 - | 1:17.541        |      |          |
| 4 - | 1:20.387         | 9 -                 | 1:18.353        | 14 - | 1:17.114        |      |          |
| 5 - | 1:18.884         | 10 -                | 1:18.276        | 15 - | <b>1:16.699</b> |      |          |
| 78  | Mark DUDLEY      | Alfa Romeo 2000 GTV |                 |      |                 |      |          |
| 1 - | 1:28.719         | 6 -                 | 1:15.957        | 11 - | 1:17.006        | 16 - | 1:16.572 |
| 2 - | 1:20.627         | 7 -                 | 1:16.679        | 12 - | 1:16.901        |      |          |
| 3 - | 1:19.970         | 8 -                 | 1:16.667        | 13 - | 1:16.899        |      |          |
| 4 - | 1:18.425         | 9 -                 | 1:36.490        | 14 - | 1:16.425        |      |          |
| 5 - | 1:16.588         | 10 -                | 1:16.819        | 15 - | <b>1:15.879</b> |      |          |
| 92  | Brian JARVIS     | Porsche 924         |                 |      |                 |      |          |
| 1 - | 1:24.577         | 6 -                 | 1:15.617        | 11 - | 1:15.735        | 16 - | 1:15.711 |
| 2 - | 1:17.425         | 7 -                 | 1:16.583        | 12 - | 1:16.382        |      |          |
| 3 - | 1:18.822         | 8 -                 | 1:15.599        | 13 - | 1:16.319        |      |          |
| 4 - | 1:17.869         | 9 -                 | 1:15.303        | 14 - | 1:14.959        |      |          |
| 5 - | 1:16.339         | 10 -                | <b>1:14.804</b> | 15 - | 1:14.871        |      |          |
| 131 | Mark BENNETT     | MG B                |                 |      |                 |      |          |
| 1 - | 1:18.798         | 6 -                 | 1:12.422        | 11 - | 1:13.626        | 16 - | 1:13.891 |
| 2 - | 1:13.163         | 7 -                 | 1:12.829        | 12 - | 1:13.425        | 17 - | 1:13.706 |
| 3 - | 1:14.740         | 8 -                 | <b>1:12.060</b> | 13 - | 1:14.598        |      |          |
| 4 - | 1:13.672         | 9 -                 | 1:14.453        | 14 - | 1:13.785        |      |          |
| 5 - | 1:12.317         | 10 -                | 1:13.246        | 15 - | 1:14.094        |      |          |

Weather/Track: Cloud/Dry

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Silverstone  
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# HSCC 70's Road Sports

## RACE 9 - LAP CHART - Silverstone - 18 October 2014

| 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     |        | 1:13.846 | 24    |        | 1:11.326 | 24    |        | 1:10.994 | 24    |        | 1:10.294 | 24    |        | 1:10.316 |
| 24    | 0.400  | 1:14.246 | 1     | 0.528  | 1:11.675 | 1     | 0.557  | 1:11.023 | 1     | 0.294  | 1:10.031 | 1     | 0.288  | 1:10.310 |
| 1     | 0.579  | 1:14.425 | 32    | 3.118  | 1:12.401 | 32    | 4.093  | 1:11.969 | 32    | 4.710  | 1:10.911 | 32    | 4.643  | 1:10.249 |
| 32    | 2.443  | 1:16.289 | 17    | 4.121  | 1:12.533 | 17    | 4.442  | 1:11.315 | 17    | 5.096  | 1:10.948 | 17    | 5.341  | 1:10.561 |
| 36    | 2.860  | 1:16.706 | 36    | 4.432  | 1:13.298 | 36    | 8.473  | 1:15.035 | 36    | 12.630 | 1:14.451 | 36    | 14.687 | 1:12.373 |
| 17    | 3.314  | 1:17.160 | 19    | 6.275  | 1:13.611 | 131   | 10.135 | 1:14.740 | 131   | 13.513 | 1:13.672 | 131   | 15.514 | 1:12.317 |
| 19    | 4.390  | 1:18.236 | 131   | 6.389  | 1:13.163 | 19    | 10.322 | 1:15.041 | 19    | 14.709 | 1:14.681 | 19    | 17.933 | 1:13.540 |
| 131   | 4.952  | 1:18.798 | 14    | 7.688  | 1:13.640 | 14    | 10.996 | 1:14.302 | 14    | 15.168 | 1:14.466 | 14    | 18.242 | 1:13.390 |
| 14    | 5.774  | 1:19.620 | 65    | 10.686 | 1:14.816 | 65    | 14.263 | 1:14.571 | 8     | 2 LAPS | 3:51.118 | 8     | 2 LAPS | 1:11.667 |
| 54    | 7.425  | 1:21.271 | 54    | 11.792 | 1:16.093 | 54    | 15.774 | 1:14.976 | 65    | 20.276 | 1:16.307 | 65    | 23.376 | 1:13.416 |
| 65    | 7.596  | 1:21.442 | 26    | 13.056 | 1:15.429 | 26    | 17.585 | 1:15.523 | 54    | 21.285 | 1:15.805 | 54    | 25.354 | 1:14.385 |
| 26    | 9.353  | 1:23.199 | 92    | 16.430 | 1:17.425 | 92    | 24.258 | 1:18.822 | 26    | 23.410 | 1:16.119 | 26    | 27.211 | 1:14.117 |
| 92    | 10.731 | 1:24.577 | 34    | 19.207 | 1:18.967 | 34    | 27.489 | 1:19.276 | 92    | 31.833 | 1:17.869 | 92    | 37.856 | 1:16.339 |
| 34    | 11.966 | 1:25.812 | 23    | 19.261 | 1:18.615 | 23    | 28.019 | 1:19.752 | 34    | 35.651 | 1:18.456 | 34    | 42.845 | 1:17.510 |
| 23    | 12.372 | 1:26.218 | 4     | 19.931 | 1:19.120 | 50    | 28.506 | 1:19.566 | 23    | 36.065 | 1:18.340 | 23    | 43.221 | 1:17.472 |
| 4     | 12.537 | 1:26.383 | 50    | 19.934 | 1:18.828 | 68    | 29.912 | 1:19.967 | 50    | 36.385 | 1:18.173 | 50    | 43.501 | 1:17.432 |
| 50    | 12.832 | 1:26.678 | 37    | 20.180 | 1:18.282 | 4     | 32.560 | 1:23.623 | 68    | 37.312 | 1:17.694 | 68    | 43.695 | 1:16.699 |
| 37    | 13.624 | 1:27.470 | 68    | 20.939 | 1:19.039 | 78    | 32.750 | 1:19.970 | 78    | 40.881 | 1:18.425 | 78    | 47.153 | 1:16.588 |
| 68    | 13.626 | 1:27.472 | 77    | 23.763 | 1:20.444 | 77    | 33.281 | 1:20.512 | 4     | 41.211 | 1:18.945 | 4     | 48.761 | 1:17.866 |
| 78    | 14.873 | 1:28.719 | 78    | 23.774 | 1:20.627 | 7     | 36.106 | 1:21.271 | 77    | 43.374 | 1:20.387 | 77    | 51.942 | 1:18.884 |
| 77    | 15.045 | 1:28.891 | 7     | 25.829 | 1:21.312 | 37    | 39.333 | 1:30.147 | 7     | 47.073 | 1:21.261 | 37    | 57.643 | 1:18.831 |
| 7     | 16.243 | 1:30.089 |       |        |          |       |        |          | 37    | 49.128 | 1:20.089 | 7     | 58.598 | 1:21.841 |

Weather/Track: Cloud/Dry

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Start: 17:31 End: 17:51

Printed - 17:54 Saturday, 18 October 2014

# HSCC 70's Road Sports

## RACE 9 - LAP CHART - Silverstone - 18 October 2014

(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     |          | 1:09.781 | 1     |          | 1:10.907 | 24    |          | 1:12.298 | 24    |          | 1:10.626 | 24     |          | 1:10.016 |
| 24    | 0.519    | 1:10.588 | 24    | 0.759    | 1:11.147 | 37    | 1 LAP    | 1:19.092 | 17    | 1.485    | 1:10.403 | 17     | 1.616    | 1:10.147 |
| 32    | 4.747    | 1:10.173 | 32    | 3.911    | 1:10.071 | 32    | 1.401    | 1:10.547 | 32    | 2.243    | 1:11.468 | 32     | 2.181    | 1:09.954 |
| 17    | 5.588    | 1:10.316 | 17    | 4.192    | 1:09.511 | 17    | 1.708    | 1:10.573 | 1     | 4.275    | 1:10.912 | 1      | 4.180    | 1:09.921 |
| 36    | 17.143   | 1:12.525 | 36    | 18.330   | 1:12.094 | 1     | 3.989    | 1:17.046 | 77    | 1 LAP    | 1:20.848 | 4      | 1 LAP    | 1:18.737 |
| 131   | 17.867   | 1:12.422 | 131   | 19.789   | 1:12.829 | 7     | 1 LAP    | 1:20.320 | 37    | 1 LAP    | 1:17.829 | 77     | 1 LAP    | 1:18.353 |
| 8     | 2 LAPS   | 1:12.088 | 8     | 2 LAPS   | 1:11.331 | 36    | 17.092   | 1:11.819 | 7     | 1 LAP    | 1:20.664 | 37     | 1 LAP    | 1:17.784 |
| 19    | 21.736   | 1:13.872 | 19    | 24.326   | 1:13.497 | 131   | 18.792   | 1:12.060 | 36    | 19.560   | 1:13.094 | 78     | 1 LAP    | 1:36.490 |
| 14    | 22.280   | 1:14.107 | 14    | 24.715   | 1:13.342 | 8     | 2 LAPS   | 1:11.165 | 8     | 2 LAPS   | 1:11.335 | 36     | 21.143   | 1:11.599 |
| 65    | 26.732   | 1:13.425 | 65    | 29.025   | 1:13.200 | 19    | 25.531   | 1:14.262 | 131   | 22.619   | 1:14.453 | 8      | 2 LAPS   | 1:11.348 |
| 54    | 30.343   | 1:15.058 | 54    | 34.281   | 1:14.845 | 14    | 25.700   | 1:14.042 | 14    | 28.966   | 1:13.892 | 7      | 1 LAP    | 1:20.548 |
| 26    | 31.294   | 1:14.152 | 26    | 34.931   | 1:14.544 | 65    | 28.787   | 1:12.819 | 19    | 28.996   | 1:14.091 | 131    | 25.849   | 1:13.246 |
| 92    | 43.404   | 1:15.617 | 92    | 49.080   | 1:16.583 | 54    | 35.863   | 1:14.639 | 65    | 30.994   | 1:12.833 | 14     | 33.877   | 1:14.927 |
| 34    | 50.499   | 1:17.723 | 68    | 56.308   | 1:16.637 | 26    | 36.876   | 1:15.002 | 54    | 39.747   | 1:14.510 | 65     | 34.186   | 1:13.208 |
| 68    | 50.578   | 1:16.952 | 34    | 57.616   | 1:18.024 | 92    | 51.622   | 1:15.599 | 26    | 40.667   | 1:14.417 | 19     | 34.749   | 1:15.769 |
| 23    | 50.890   | 1:17.738 | 23    | 57.924   | 1:17.941 | 68    | 59.109   | 1:15.858 | 92    | 56.299   | 1:15.303 | 54     | 44.582   | 1:14.851 |
| 50    | 51.106   | 1:17.674 | 50    | 58.196   | 1:17.997 | 34    | 1:01.793 | 1:17.234 | 68    | 1:03.892 | 1:15.409 | 26     | 45.112   | 1:14.461 |
| 78    | 53.041   | 1:15.957 | 78    | 58.813   | 1:16.679 | 23    | 1:02.170 | 1:17.303 | 34    | 1:08.386 | 1:17.219 | 92     | 1:01.087 | 1:14.804 |
| 4     | 55.966   | 1:17.274 | 4     | 1:03.356 | 1:18.297 | 50    | 1:02.424 | 1:17.285 | 23    | 1:08.735 | 1:17.191 | 68     | 1:09.533 | 1:15.657 |
| 77    | 1:01.979 | 1:20.106 | 77    | 1:10.319 | 1:19.247 | 78    | 1:02.423 | 1:16.667 | 50    | 1:09.035 | 1:17.237 |        |          |          |
| 37    | 1:06.103 | 1:18.529 |       |          |          | 4     | 1:07.865 | 1:17.566 |       |          |          |        |          |          |
| 7     | 1:08.608 | 1:20.079 |       |          |          |       |          |          |       |          |          |        |          |          |

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Silverstone  
Circuit Length = 1.6390 miles.  
Start: 17:31 End: 17:51

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# HSCC 70's Road Sports

## RACE 9 - LAP CHART - Silverstone - 18 October 2014

(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  |
| 24     |          | 1:10.603 | 24     |        | 1:11.096 | 24     |        | 1:10.016 | 24     |          | 1:10.360 | 24     |          | 1:10.211 |
| 17     | 1.442    | 1:10.429 | 17     | 1.432  | 1:11.086 | 92     | 1 LAP  | 1:16.382 | 32     | 1.624    | 1:10.233 | 32     | 1.224    | 1:09.811 |
| 32     | 1.776    | 1:10.198 | 32     | 1.649  | 1:10.969 | 32     | 1.751  | 1:10.118 | 17     | 2.719    | 1:10.615 | 17     | 2.564    | 1:10.056 |
| 1      | 4.192    | 1:10.615 | 1      | 4.099  | 1:11.003 | 17     | 2.464  | 1:11.048 | 1      | 4.666    | 1:10.472 | 1      | 5.293    | 1:10.838 |
| 34     | 1 LAP    | 1:18.304 | 68     | 1 LAP  | 1:17.048 | 1      | 4.554  | 1:10.471 | 92     | 1 LAP    | 1:16.319 | 92     | 1 LAP    | 1:14.959 |
| 23     | 1 LAP    | 1:18.362 | 34     | 1 LAP  | 1:17.481 | 68     | 1 LAP  | 1:15.936 | 68     | 1 LAP    | 1:15.486 | 68     | 1 LAP    | 1:15.731 |
| 50     | 1 LAP    | 1:18.918 | 23     | 1 LAP  | 1:17.488 | 34     | 1 LAP  | 1:16.507 | 23     | 1 LAP    | 1:16.073 | 8      | 2 LAPS   | 1:11.022 |
| 4      | 1 LAP    | 1:17.619 | 50     | 1 LAP  | 1:16.931 | 23     | 1 LAP  | 1:16.586 | 8      | 2 LAPS   | 1:11.561 | 36     | 28.836   | 1:13.224 |
| 36     | 22.503   | 1:11.963 | 4      | 1 LAP  | 1:18.050 | 50     | 1 LAP  | 1:16.721 | 34     | 1 LAP    | 1:17.132 | 23     | 1 LAP    | 1:16.775 |
| 8      | 2 LAPS   | 1:11.331 | 8      | 2 LAPS | 1:11.609 | 8      | 2 LAPS | 1:11.032 | 36     | 25.823   | 1:11.730 | 34     | 1 LAP    | 1:17.150 |
| 37     | 1 LAP    | 1:17.337 | 36     | 23.527 | 1:12.120 | 36     | 24.453 | 1:10.942 | 50     | 1 LAP    | 1:17.263 | 50     | 1 LAP    | 1:17.007 |
| 77     | 1 LAP    | 1:18.276 | 37     | 1 LAP  | 1:16.966 | 4      | 1 LAP  | 1:17.697 | 4      | 1 LAP    | 1:17.088 | 4      | 1 LAP    | 1:16.847 |
| 78     | 1 LAP    | 1:16.819 | 77     | 1 LAP  | 1:17.512 | 131    | 35.783 | 1:14.598 | 131    | 39.208   | 1:13.785 | 131    | 43.091   | 1:14.094 |
| 131    | 28.872   | 1:13.626 | 78     | 1 LAP  | 1:17.006 | 37     | 1 LAP  | 1:17.374 | 37     | 1 LAP    | 1:16.665 | 65     | 47.415   | 1:12.455 |
| 7      | 1 LAP    | 1:21.434 | 131    | 31.201 | 1:13.425 | 78     | 1 LAP  | 1:16.901 | 78     | 1 LAP    | 1:16.899 | 37     | 1 LAP    | 1:17.166 |
| 65     | 37.237   | 1:13.654 | 65     | 39.893 | 1:13.752 | 77     | 1 LAP  | 1:17.738 | 77     | 1 LAP    | 1:17.541 | 78     | 1 LAP    | 1:16.425 |
| 19     | 39.288   | 1:15.142 | 19     | 42.571 | 1:14.379 | 65     | 43.029 | 1:13.152 | 65     | 45.171   | 1:12.502 | 77     | 1 LAP    | 1:17.114 |
| 54     | 48.634   | 1:14.655 | 7      | 1 LAP  | 1:21.259 | 19     | 48.048 | 1:15.493 | 19     | 55.599   | 1:17.911 | 19     | 1:01.633 | 1:16.245 |
| 26     | 49.389   | 1:14.880 | 54     | 51.896 | 1:14.358 | 54     | 56.698 | 1:14.818 | 54     | 1:00.696 | 1:14.358 | 54     | 1:04.694 | 1:14.209 |
| 92     | 1:06.219 | 1:15.735 | 26     | 52.711 | 1:14.418 | 7      | 1 LAP  | 1:20.848 | 26     | 1:01.784 | 1:14.771 | 26     | 1:05.588 | 1:14.015 |
|        |          |          |        |        |          | 26     | 57.373 | 1:14.678 | 7      | 1 LAP    | 1:20.412 |        |          |          |

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Silverstone  
Circuit Length = 1.6390 miles.  
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# HSCC 70's Road Sports

## RACE 9 - LAP CHART - Silverstone - 18 October 2014

(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 |
| 24     |          | 1:09.983 | 24     |          | 1:09.802 |        |        |         |        |        |         |        |        |         |
| 32     | 1.378    | 1:10.137 | 32     | 1.939    | 1:10.363 |        |        |         |        |        |         |        |        |         |
| 17     | 3.256    | 1:10.675 | 1      | 9.727    | 1:12.492 |        |        |         |        |        |         |        |        |         |
| 1      | 7.037    | 1:11.727 | 7      | 2 LAPS   | 1:20.105 |        |        |         |        |        |         |        |        |         |
| 7      | 2 LAPS   | 1:22.604 | 92     | 1 LAP    | 1:15.711 |        |        |         |        |        |         |        |        |         |
| 92     | 1 LAP    | 1:14.871 | 8      | 2 LAPS   | 1:12.322 |        |        |         |        |        |         |        |        |         |
| 68     | 1 LAP    | 1:15.945 | 36     | 31.565   | 1:11.649 |        |        |         |        |        |         |        |        |         |
| 8      | 2 LAPS   | 1:11.514 | 68     | 1 LAP    | 1:16.072 |        |        |         |        |        |         |        |        |         |
| 36     | 29.718   | 1:10.865 | 23     | 1 LAP    | 1:17.391 |        |        |         |        |        |         |        |        |         |
| 23     | 1 LAP    | 1:16.858 | 34     | 1 LAP    | 1:17.089 |        |        |         |        |        |         |        |        |         |
| 34     | 1 LAP    | 1:17.180 | 50     | 1 LAP    | 1:17.165 |        |        |         |        |        |         |        |        |         |
| 50     | 1 LAP    | 1:16.761 | 131    | 50.903   | 1:13.706 |        |        |         |        |        |         |        |        |         |
| 131    | 46.999   | 1:13.891 | 65     | 53.167   | 1:13.005 |        |        |         |        |        |         |        |        |         |
| 4      | 1 LAP    | 1:17.497 | 4      | 1 LAP    | 1:18.520 |        |        |         |        |        |         |        |        |         |
| 65     | 49.964   | 1:12.532 | 37     | 1 LAP    | 1:16.382 |        |        |         |        |        |         |        |        |         |
| 37     | 1 LAP    | 1:15.704 | 78     | 1 LAP    | 1:16.572 |        |        |         |        |        |         |        |        |         |
| 78     | 1 LAP    | 1:15.879 | 77     | 1 LAP    | 1:17.050 |        |        |         |        |        |         |        |        |         |
| 77     | 1 LAP    | 1:16.699 | 19     | 1:13.264 | 1:16.144 |        |        |         |        |        |         |        |        |         |
| 19     | 1:06.922 | 1:15.272 | 54     | 1:13.538 | 1:14.262 |        |        |         |        |        |         |        |        |         |
| 54     | 1:09.078 | 1:14.367 | 26     | 1:15.281 | 1:15.428 |        |        |         |        |        |         |        |        |         |
| 26     | 1:09.655 | 1:14.050 |        |          |          |        |        |         |        |        |         |        |        |         |

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