



# HISTORIC FORMULA 3

1000c Formula 3 cars 1964-1970



HSCC Legends of Brands Hatch Superprix

Brands Hatch GP

11<sup>th</sup> / 12<sup>th</sup> July 2026



SPORTS TIMING

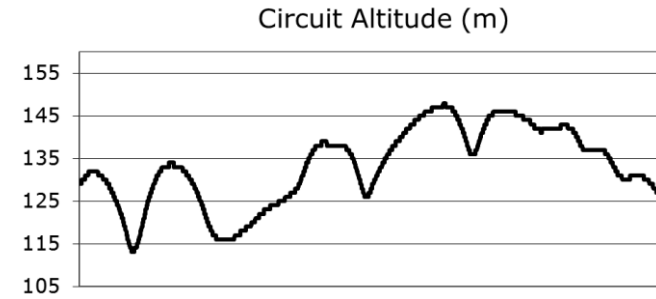
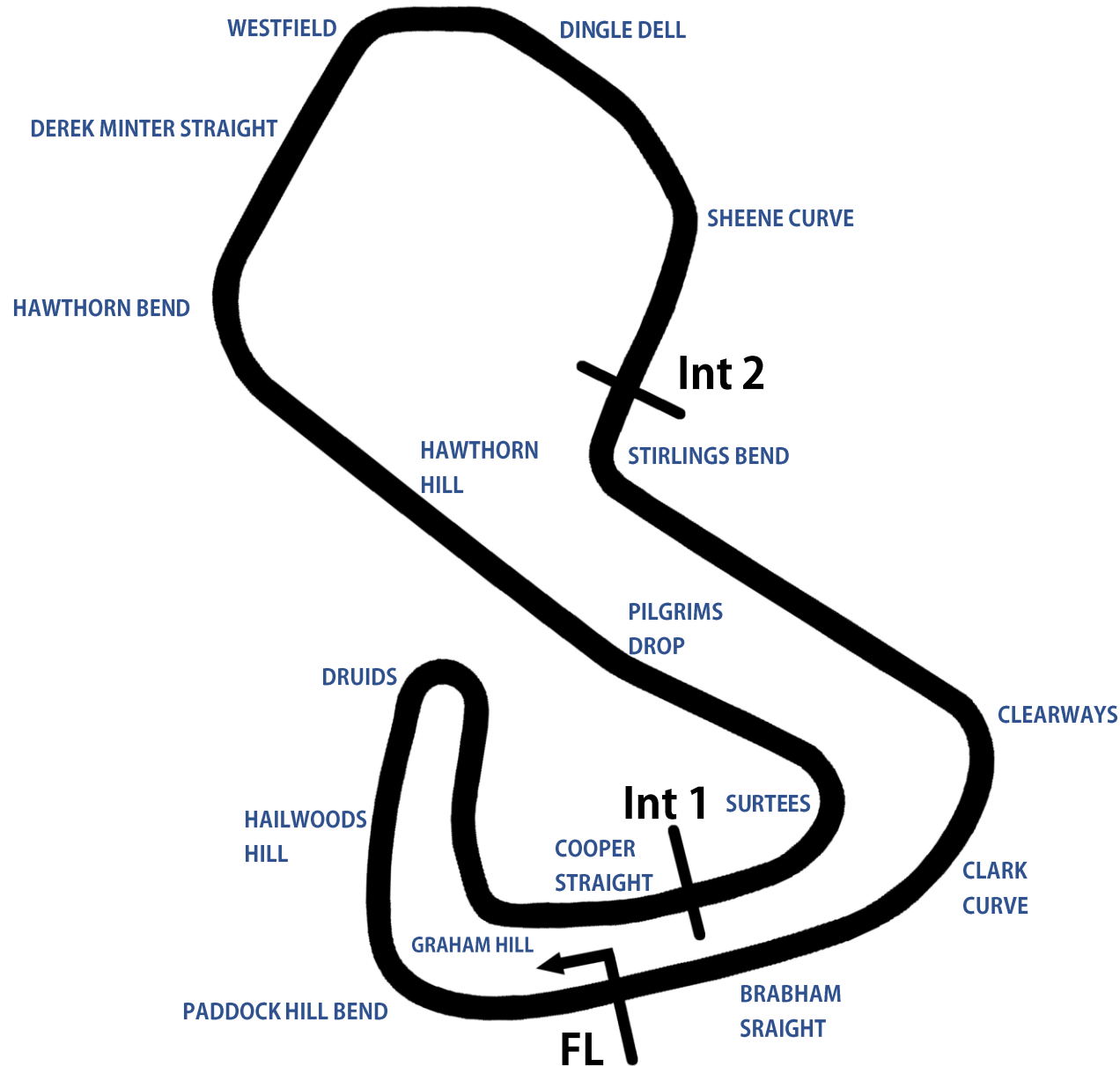
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Brands Hatch Grand Prix Circuit

Fawkham, Longfield, Kent, UK



|                      |                                    |            |           |
|----------------------|------------------------------------|------------|-----------|
| Length               | 2.4332 miles   3.916 km   3916.0 m |            |           |
| FL                   |                                    | 51.36032 N | 0.26032 E |
| Int 1                | 1116m                              | 51.35934 N | 0.25955 E |
| Int 2                | 2928m                              | 51.35532 N | 0.26250 E |
| Pit Entry            | 3646m                              | 51.35911 N | 0.25743 E |
| Pit Exit             | 26m after FL                       | 51.36027 N | 0.26078 E |
| Pit Entry - Pit Exit | 277m, 19.9s @ 50kph, 16.6s @ 60kph |            |           |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - CLASSIFICATION

| POS | NO  | CL  | PIC | NAME              | ENTRY          | TIME     | ON | LAPS | GAP    | DIFF   | MPH   |
|-----|-----|-----|-----|-------------------|----------------|----------|----|------|--------|--------|-------|
| 1   | 88* | B   | 1   | Richard TROTT     | Brabham BT28   | 1:37.482 | 11 | 12   |        |        | 89.86 |
| 2   | 28  | B   | 2   | Jason TIMMS       | Brabham BT21   | 1:37.918 | 7  | 11   | 0.436  | 0.436  | 89.46 |
| 3   | 24  | B   | 3   | Jeremey TIMMS     | Chevron B15    | 1:39.026 | 6  | 11   | 1.544  | 1.108  | 88.46 |
| 4   | 41  | B   | 4   | Enrico SPAGGIARI  | Lotus 41X      | 1:39.031 | 11 | 12   | 1.549  | 0.005  | 88.45 |
| 5   | 19  | B   | 5   | Oliver MUSGRAVE   | Chevron B15    | 1:39.437 | 10 | 11   | 1.955  | 0.406  | 88.09 |
| 6   | 11* | B   | 6   | Ross DRYBROUGH    | Merlyn Mk14A   | 1:39.774 | 5  | 11   | 2.292  | 0.337  | 87.79 |
| 7   | 8   | B   | 7   | Mark CARTER       | Titan Mk3      | 1:40.224 | 11 | 11   | 2.742  | 0.450  | 87.40 |
| 8   | 63  | B   | 8   | Christoph WIDMER  | Brabham BT18A  | 1:40.724 | 10 | 11   | 3.242  | 0.500  | 86.96 |
| 9   | 29  | B   | 9   | Nick FENNELL      | Tecno F3       | 1:41.072 | 11 | 11   | 3.590  | 0.348  | 86.66 |
| 10  | 93* | B   | 10  | Roland FISCHER    | Tecno 169      | 1:41.946 | 7  | 11   | 4.464  | 0.874  | 85.92 |
| 11  | 77  | B   | 11  | Francois DEROSI   | Chevron B17    | 1:42.347 | 7  | 11   | 4.865  | 0.401  | 85.58 |
| 12  | 21  | B   | 12  | Ludovic INGWILLER | Pygme F3       | 1:42.658 | 6  | 11   | 5.176  | 0.311  | 85.33 |
| 13  | 89  | B   | 13  | Mark PANGBORN     | Brabham BT28   | 1:43.110 | 6  | 11   | 5.628  | 0.452  | 84.95 |
| 14  | 59  | INV | 1   | John MILICEVIC    | Merlyn Mk20    | 1:43.135 | 10 | 10   | 5.653  | 0.025  | 84.93 |
| 15  | 9   | B   | 14  | Andrew TART       | Merlyn Mk9     | 1:43.258 | 9  | 11   | 5.776  | 0.123  | 84.83 |
| 16  | 5   | B   | 15  | Steve NICHOLS     | Chevron B17    | 1:43.387 | 10 | 11   | 5.905  | 0.129  | 84.72 |
| 17  | 6   | B   | 16  | Leif BOSSON       | Brabham BT28   | 1:46.930 | 10 | 10   | 9.448  | 3.543  | 81.92 |
| 18  | 16  | B   | 17  | Mark LINSTONE     | Brabham BT21   | 1:47.964 | 7  | 10   | 10.482 | 1.034  | 81.13 |
| 19  | 46  | B   | 18  | Clive BUFFEY      | Chevron B15 F3 | 1:50.866 | 9  | 10   | 13.384 | 2.902  | 79.01 |
| 20  | 14* | B   | 19  | Simon ETHERINGTON | Brabham BT15   | 1:51.515 | 9  | 9    | 14.033 | 0.649  | 78.55 |
| 21  | 57  | B   | 20  | David GREEN       | Titan Mk3      | 1:51.769 | 7  | 10   | 14.287 | 0.254  | 78.37 |
| 22  | 31  | A   | 1   | Chris DUNSTER     | Lotus 31       | 1:58.498 | 2  | 5    | 21.016 | 6.729  | 73.92 |
| 23  | 44  | B   | 21  | Jean-Michel CLERC | Techno F3      | 1:58.823 | 8  | 9    | 21.341 | 0.325  | 73.72 |
| 24  | 20  | B   | 22  | Gregory BERSIHAND | Pygme F3       | 2:12.640 | 3  | 3    | 35.158 | 13.817 | 66.04 |

\*Car 14 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers.

No. 11, 88 - 1 Lap time disallowed; exceeding track limits.

No. 93 - 4 Lap times disallowed; exceeding track limits.

Weather / Track : Cloudy / Dry

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

Date: 11/07/2026 Start: 08:59 Finish: 09:18

Brands Hatch GP: 2.4332 miles

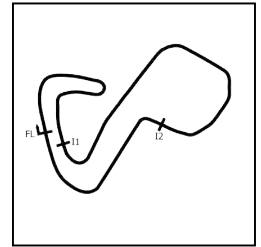
Clerk Of Course: Julian Floyd

Timekeeper: Richard Lomax



# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 88 B Richard TROTT     |          | Brabham BT28 |                          |          |        |                    |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|----------|--------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:37.161 |          |              | BEST LAP TIME : 1:37.482 |          |        | DIFFERENCE : 0.321 |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2     | SECTOR 3                 | LAP TIME | MPH    | DIFF               | TIME OF DAY  |       |        |              |
| 1 -                       | OUTLAP   | 84.0         | 49.385                   | 65.2     | 25.196 | 112.0              | 1:53.550     | 77.14 | 16.068 | 09:02:00.141 |
| 2 -                       | 32.061   | 95.4         | 44.587                   | 83.9     | 23.940 | 113.9              | 1:40.588     | 87.08 | 3.106  | 09:03:40.729 |
| 3 -                       | 31.125   | 97.8         | 43.661                   | 84.3     | 23.708 | 113.1              | 1:38.494     | 88.93 | 1.012  | 09:05:19.223 |
| 4 -                       | 30.758   | 96.5         | 43.722                   | 88.1     | 23.555 | 113.9              | 1:38.035 (3) | 89.35 | 0.553  | 09:06:57.258 |
| 5 -                       | 30.886   | 98.2         | 43.612                   | 90.0     | 23.647 | 113.3              | 1:38.145     | 89.25 | 0.663  | 09:08:35.403 |
| 6 -                       | 30.907   | 97.5         | 43.547                   | 93.2     | 23.477 | 114.3              | 1:37.934 D   | 89.44 | 0.449  | 09:10:13.334 |
| 7 -                       | 31.361   | 96.6         | 43.470                   | 89.3     | 23.452 | 112.7              | 1:38.283     | 89.12 | 0.801  | 09:11:51.617 |
| 8 -                       | 30.849   | 95.7         | 47.137                   | 77.9     | 24.641 | 112.9              | 1:42.627     | 85.35 | 5.145  | 09:13:34.244 |
| 9 -                       | 30.769   | 97.8         | 43.491                   | 87.4     | 23.451 | 112.7              | 1:37.711 (2) | 89.65 | 0.229  | 09:15:11.955 |
| 10 -                      | 30.652   | 97.1         | 43.676                   | 77.3     | 23.944 | 113.1              | 1:38.272     | 89.13 | 0.790  | 09:16:50.227 |
| 11 -                      | 30.973   | 98.1         | 43.113                   | 89.7     | 23.396 | 113.7              | 1:37.482 (1) | 89.86 |        | 09:18:27.709 |
| 12 -                      | 30.848   | 98.6         | 43.716                   | 83.7     | 23.616 | 112.2              | 1:38.180     | 89.22 | 0.698  | 09:20:05.889 |

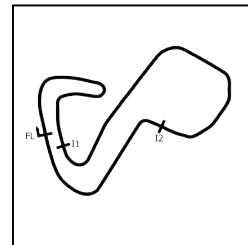
| P2 28 B Jason TIMMS       |          | Brabham BT21 |                          |          |        |                    |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|----------|--------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:37.918 |          |              | BEST LAP TIME : 1:37.918 |          |        | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2     | SECTOR 3                 | LAP TIME | MPH    | DIFF               | TIME OF DAY  |       |        |              |
| 1 -                       | OUTLAP   | 81.7         | 54.796                   | 68.6     | 26.213 | 108.5              | 2:01.600     | 72.03 | 23.682 | 09:02:18.967 |
| 2 -                       | 33.434   | 89.7         | 46.461                   | 86.7     | 24.658 | 110.7              | 1:44.553     | 83.78 | 6.635  | 09:04:03.520 |
| 3 -                       | 32.385   | 94.6         | 44.674                   | 91.3     | 23.986 | 111.6              | 1:41.045     | 86.69 | 3.127  | 09:05:44.565 |
| 4 -                       | 31.640   | 94.5         | 44.650                   | 86.4     | 24.296 | 111.1              | 1:40.586 (3) | 87.08 | 2.668  | 09:07:25.151 |
| 5 -                       | 31.340   | 96.1         | 43.876                   | 90.4     | 24.354 | 112.2              | 1:39.570 (2) | 87.97 | 1.652  | 09:09:04.721 |
| 6 -                       | 31.825   | 94.9         | 44.807                   | 88.4     | 24.489 | 112.2              | 1:41.121     | 86.62 | 3.203  | 09:10:45.842 |
| 7 -                       | 31.050   | 98.3         | 43.325                   | 91.9     | 23.543 | 116.5              | 1:37.918 (1) | 89.46 |        | 09:12:23.760 |
| 8 -                       | 46.381   | 77.1         | 48.160                   | 72.3     | 24.914 | 110.7              | 1:59.455     | 73.33 | 21.537 | 09:14:23.215 |
| 9 -                       | 31.516   | 94.9         | 46.386                   | 76.0     | 25.073 | 110.5              | 1:42.975     | 85.06 | 5.057  | 09:16:06.190 |
| 10 -                      | 35.292   | 55.8         | 51.444                   | 57.5     | 27.723 | 109.2              | 1:54.459     | 76.53 | 16.541 | 09:18:00.649 |
| 11 -                      | 32.611   | 90.5         | 50.681                   | 66.6     | 26.107 | 103.5              | 1:49.399     | 80.07 | 11.481 | 09:19:50.048 |

| P3 24 B Jeremy TIMMS      |          | Chevron B15 |                          |          |        |                    |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|----------|--------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:38.634 |          |             | BEST LAP TIME : 1:39.026 |          |        | DIFFERENCE : 0.392 |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2    | SECTOR 3                 | LAP TIME | MPH    | DIFF               | TIME OF DAY  |       |        |              |
| 1 -                       | OUTLAP   | 80.5        | 50.978                   | 76.1     | 25.497 | 110.9              | 1:56.811     | 74.99 | 17.785 | 09:02:39.714 |
| 2 -                       | 34.242   | 91.1        | 46.121                   | 82.7     | 25.457 | 110.5              | 1:45.820     | 82.78 | 6.794  | 09:04:25.534 |
| 3 -                       | 31.774   | 94.3        | 45.563                   | 88.3     | 24.506 | 112.4              | 1:41.843     | 86.01 | 2.817  | 09:06:07.377 |
| 4 -                       | 31.719   | 94.9        | 44.490                   | 86.3     | 24.077 | 110.0              | 1:40.286 (3) | 87.34 | 1.260  | 09:07:47.663 |
| 5 -                       | 31.504   | 85.3        | 45.701                   | 85.2     | 24.872 | 112.5              | 1:42.077     | 85.81 | 3.051  | 09:09:29.740 |
| 6 -                       | 31.731   | 95.5        | 43.391                   | 90.0     | 23.904 | 114.1              | 1:39.026 (1) | 88.46 |        | 09:11:08.766 |
| 7 -                       | 31.339   | 96.1        | 1:39.623                 | 83.9     | 24.531 | 112.0              | 2:35.493     | 56.33 | 56.467 | 09:13:44.259 |
| 8 -                       | 33.124   | 93.4        | 44.523                   | 89.5     | 24.108 | 110.9              | 1:41.755     | 86.08 | 2.729  | 09:15:26.014 |
| 9 -                       | 31.884   | 96.0        | 44.830                   | 92.4     | 24.474 | 112.7              | 1:41.188     | 86.56 | 2.162  | 09:17:07.202 |
| 10 -                      | 31.977   | 92.1        | 43.989                   | 88.5     | 23.993 | 112.7              | 1:39.959 (2) | 87.63 | 0.933  | 09:18:47.161 |
| 11 -                      | 32.369   | 95.3        | 46.265                   | 84.5     | 24.414 | 109.6              | 1:43.048     | 85.00 | 4.022  | 09:20:30.209 |

| P4 41 B Enrico SPAGGIARI  |          | Lotus 41X |                          |          |        |                    |              |       |        |              |
|---------------------------|----------|-----------|--------------------------|----------|--------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:38.744 |          |           | BEST LAP TIME : 1:39.031 |          |        | DIFFERENCE : 0.287 |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2  | SECTOR 3                 | LAP TIME | MPH    | DIFF               | TIME OF DAY  |       |        |              |
| 1 -                       | OUTLAP   | 85.5      | 49.450                   | 77.7     | 25.540 | 109.1              | 1:52.941     | 77.56 | 13.910 | 09:01:54.994 |
| 2 -                       | 32.557   | 95.4      | 46.099                   | 83.9     | 24.481 | 111.1              | 1:43.137     | 84.93 | 4.106  | 09:03:38.131 |
| 3 -                       | 32.043   | 96.0      | 47.408                   | 83.9     | 23.987 | 113.9              | 1:43.438     | 84.68 | 4.407  | 09:05:21.569 |
| 4 -                       | 31.464   | 98.2      | 44.854                   | 85.0     | 23.932 | 114.1              | 1:40.250     | 87.37 | 1.219  | 09:07:01.819 |
| 5 -                       | 31.691   | 95.4      | 44.741                   | 85.3     | 23.964 | 112.9              | 1:40.396     | 87.25 | 1.365  | 09:08:42.215 |
| 6 -                       | 31.041   | 96.8      | 44.622                   | 88.4     | 23.857 | 112.9              | 1:39.520 (3) | 88.02 | 0.489  | 09:10:21.735 |
| 7 -                       | 31.307   | 96.6      | 44.306                   | 85.5     | 23.981 | 112.0              | 1:39.594     | 87.95 | 0.563  | 09:12:01.329 |
| 8 -                       | 31.228   | 98.2      | 45.005                   | 88.7     | 23.447 | 115.3              | 1:39.680     | 87.87 | 0.649  | 09:13:41.009 |
| 9 -                       | 31.513   | 99.1      | 44.822                   | 89.8     | 23.832 | 111.6              | 1:40.167     | 87.45 | 1.136  | 09:15:21.176 |
| 10 -                      | 31.173   | 96.9      | 44.382                   | 89.8     | 23.630 | 112.5              | 1:39.185 (2) | 88.31 | 0.154  | 09:17:00.361 |
| 11 -                      | 30.991   | 98.3      | 44.350                   | 91.9     | 23.690 | 112.5              | 1:39.031 (1) | 88.45 |        | 09:18:39.392 |
| 12 -                      | 33.397   | 96.9      | 45.175                   | 89.2     | 24.211 | 109.4              | 1:42.783     | 85.22 | 3.752  | 09:20:22.175 |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P5 19 B                   |          | Oliver MUSGRAVE          |        |          |        |          | Chevron B15        |       |             |              |
|---------------------------|----------|--------------------------|--------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:39.210 |          | BEST LAP TIME : 1:39.437 |        |          |        |          | DIFFERENCE : 0.227 |       |             |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |        | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       | OUTLAP   | 87.8                     | 49.963 | 72.4     | 26.140 | 104.6    | 1:54.527           | 76.48 | 15.090      | 09:01:57.513 |
| 2 -                       | 33.546   | 89.8                     | 47.387 | 79.6     | 25.151 | 110.7    | 1:46.084           | 82.57 | 6.647       | 09:03:43.597 |
| 3 -                       | 32.278   | 92.0                     | 47.141 | 86.7     | 24.991 | 110.3    | 1:44.410           | 83.89 | 4.973       | 09:05:28.007 |
| 4 -                       | 32.587   | 89.3                     | 46.339 | 87.7     | 24.868 | 109.6    | 1:43.794           | 84.39 | 4.357       | 09:07:11.801 |
| 5 -                       | 32.086   | 93.9                     | 47.577 | 81.2     | 25.056 | 109.1    | 1:44.719           | 83.65 | 5.282       | 09:08:56.520 |
| 6 -                       | 31.830   | 94.2                     | 45.926 | 89.3     | 24.440 | 110.0    | 1:42.196           | 85.71 | 2.759       | 09:10:38.716 |
| 7 -                       | 31.596   | 95.3                     | 45.294 | 86.3     | 24.480 | 109.8    | 1:41.370           | 86.41 | 1.933       | 09:12:20.086 |
| 8 -                       | 31.635   | 93.4                     | 44.629 | 87.9     | 24.062 | 110.0    | 1:40.326 (2)       | 87.31 | 0.889       | 09:14:00.412 |
| 9 -                       | 31.154   | 95.8                     | 45.069 | 88.1     | 24.783 | 109.1    | 1:41.006           | 86.72 | 1.569       | 09:15:41.418 |
| 10 -                      | 31.360   | 96.5                     | 44.405 | 89.7     | 23.672 | 113.5    | 1:39.437 (1)       | 88.09 |             | 09:17:20.855 |
| 11 -                      | 32.043   | 95.4                     | 44.384 | 87.1     | 24.382 | 110.1    | 1:40.809 (3)       | 86.89 | 1.372       | 09:19:01.664 |

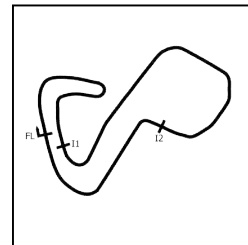
| P6 11 B                   |          | Ross DRYBROUGH           |        |          |        |          | Merlyn Mk14A       |       |             |              |
|---------------------------|----------|--------------------------|--------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:38.404 |          | BEST LAP TIME : 1:39.774 |        |          |        |          | DIFFERENCE : 1.370 |       |             |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |        | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       | OUTLAP   | 86.1                     | 50.005 | 72.2     | 26.139 | 107.3    | 1:53.463           | 77.20 | 13.689      | 09:01:57.152 |
| 2 -                       | 32.668   | 95.3                     | 44.718 | 85.7     | 24.497 | 112.4    | 1:41.883           | 85.97 | 2.109       | 09:03:39.035 |
| 3 -                       | 31.979   | 96.4                     | 45.115 | 79.7     | 24.140 | 112.0    | 1:41.234           | 86.53 | 1.460       | 09:05:20.269 |
| 4 -                       | 31.461   | 97.8                     | 44.723 | 86.3     | 24.083 | 110.5    | 1:40.267 (3)       | 87.36 | 0.493       | 09:07:00.536 |
| 5 -                       | 31.317   | 96.9                     | 44.418 | 82.8     | 24.039 | 110.3    | 1:39.774 (1)       | 87.79 |             | 09:08:40.310 |
| 6 -                       | 31.336   | 97.1                     | 43.674 | 85.7     | 23.934 | 104.8    | 1:38.944 D         | 88.53 |             | 09:10:19.254 |
| 7 -                       | 35.691   | 75.4                     | 50.455 | 73.0     | 25.062 | 109.1    | 1:51.208           | 78.76 | 11.434      | 09:12:10.462 |
| 8 -                       | 31.044   | 90.9                     | 52.656 | 77.9     | 28.065 | 109.8    | 1:51.765           | 78.37 | 11.991      | 09:14:02.227 |
| 9 -                       | 31.361   | 97.5                     | 43.633 | 76.8     | 29.435 | 105.8    | 1:44.429           | 83.88 | 4.655       | 09:15:46.656 |
| 10 -                      | 31.681   | 94.7                     | 44.099 | 73.1     | 25.758 | 109.8    | 1:41.538           | 86.27 | 1.764       | 09:17:28.194 |
| 11 -                      | 32.549   | 95.8                     | 43.821 | 84.0     | 23.727 | 111.2    | 1:40.097 (2)       | 87.51 | 0.323       | 09:19:08.291 |

| P7 8 B                    |          | Mark CARTER              |        |          |        |          | Titan Mk3          |       |             |              |
|---------------------------|----------|--------------------------|--------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:40.224 |          | BEST LAP TIME : 1:40.224 |        |          |        |          | DIFFERENCE : 0.000 |       |             |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |        | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       | OUTLAP   | 80.3                     | 51.957 | 72.1     | 26.723 | 107.2    | 1:57.011           | 74.86 | 16.787      | 09:01:57.385 |
| 2 -                       | 33.393   | 87.3                     | 47.340 | 73.3     | 25.312 | 110.1    | 1:46.045           | 82.60 | 5.821       | 09:03:43.430 |
| 3 -                       | 33.834   | 91.4                     | 46.543 | 76.0     | 24.623 | 113.3    | 1:45.000           | 83.42 | 4.776       | 09:05:28.430 |
| 4 -                       | 33.951   | 88.8                     | 46.547 | 76.2     | 24.731 | 112.0    | 1:45.229           | 83.24 | 5.005       | 09:07:13.659 |
| 5 -                       | 32.045   | 94.1                     | 46.588 | 70.4     | 25.824 | 112.2    | 1:44.457           | 83.86 | 4.233       | 09:08:58.116 |
| 6 -                       | 32.062   | 94.1                     | 46.965 | 77.1     | 24.769 | 112.7    | 1:43.796           | 84.39 | 3.572       | 09:10:41.912 |
| 7 -                       | 31.614   | 95.7                     | 45.409 | 80.5     | 24.585 | 111.8    | 1:41.608 (3)       | 86.21 | 1.384       | 09:12:23.520 |
| 8 -                       | 38.217   | 85.1                     | 49.264 | 72.0     | 25.475 | 110.5    | 1:52.956           | 77.55 | 12.732      | 09:14:16.476 |
| 9 -                       | 31.837   | 93.7                     | 45.980 | 74.2     | 24.877 | 110.9    | 1:42.694           | 85.30 | 2.470       | 09:15:59.170 |
| 10 -                      | 31.817   | 94.6                     | 45.420 | 80.7     | 24.356 | 112.4    | 1:41.593 (2)       | 86.22 | 1.369       | 09:17:40.763 |
| 11 -                      | 31.577   | 95.0                     | 44.560 | 81.5     | 24.087 | 114.1    | 1:40.224 (1)       | 87.40 |             | 09:19:20.987 |

| P8 63 B                   |          | Christoph WIDMER         |        |          |        |          | Brabham BT18A      |       |             |              |
|---------------------------|----------|--------------------------|--------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:39.789 |          | BEST LAP TIME : 1:40.724 |        |          |        |          | DIFFERENCE : 0.935 |       |             |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |        | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       | OUTLAP   | 86.7                     | 48.826 | 71.0     | 25.452 | 110.5    | 1:52.784           | 77.66 | 12.060      | 09:02:00.950 |
| 2 -                       | 32.889   | 93.0                     | 45.579 | 84.7     | 24.351 | 112.4    | 1:42.819           | 85.19 | 2.095       | 09:03:43.769 |
| 3 -                       | 32.851   | 94.2                     | 45.690 | 86.4     | 24.244 | 110.0    | 1:42.785           | 85.22 | 2.061       | 09:05:26.554 |
| 4 -                       | 33.752   | 89.7                     | 45.042 | 86.0     | 24.270 | 109.4    | 1:43.064           | 84.99 | 2.340       | 09:07:09.618 |
| 5 -                       | 32.418   | 94.1                     | 46.501 | 89.8     | 24.104 | 110.0    | 1:43.023           | 85.02 | 2.299       | 09:08:52.641 |
| 6 -                       | 32.254   | 94.5                     | 47.858 | 88.3     | 24.213 | 109.4    | 1:44.325           | 83.96 | 3.601       | 09:10:36.966 |
| 7 -                       | 32.431   | 94.1                     | 44.581 | 91.8     | 23.913 | 110.5    | 1:40.925 (2)       | 86.79 | 0.201       | 09:12:17.891 |
| 8 -                       | 32.235   | 92.6                     | 44.746 | 91.1     | 23.973 | 109.4    | 1:40.954 (3)       | 86.77 | 0.230       | 09:13:58.845 |
| 9 -                       | 31.816   | 93.9                     | 45.146 | 92.1     | 24.117 | 110.3    | 1:41.079           | 86.66 | 0.355       | 09:15:39.924 |
| 10 -                      | 32.226   | 94.6                     | 44.315 | 90.8     | 24.183 | 109.6    | 1:40.724 (1)       | 86.96 |             | 09:17:20.648 |
| 11 -                      | 32.788   | 94.7                     | 44.944 | 90.9     | 23.658 | 112.7    | 1:41.390           | 86.39 | 0.666       | 09:19:02.038 |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P9 29 B Nick FENNELL      |               | Tecno F3                 |               |             |                    |              |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:41.072 |               | BEST LAP TIME : 1:41.072 |               |             | DIFFERENCE : 0.000 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3    |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 75.3                     | 56.884        | 67.9        | 28.463             | 100.4        | 2:07.615            | 68.64        | 26.543      | 09:03:00.735        |
| 2 -                       | 35.198        | 85.8                     | 49.359        | 75.5        | 26.354             | 106.1        | 1:50.911            | 78.98        | 9.839       | 09:04:51.646        |
| 3 -                       | 34.500        | 89.1                     | 47.226        | 81.9        | 25.813             | 107.2        | 1:47.539            | 81.45        | 6.467       | 09:06:39.185        |
| 4 -                       | 32.746        | 89.0                     | 46.262        | 82.5        | 25.259             | 108.4        | 1:44.267            | 84.01        | 3.195       | 09:08:23.452        |
| 5 -                       | 33.671        | 83.9                     | 47.612        | 84.7        | 25.019             | 107.7        | 1:46.302            | 82.40        | 5.230       | 09:10:09.754        |
| 6 -                       | 32.743        | 90.1                     | 47.165        | 84.4        | 24.890             | 108.4        | 1:44.798            | 83.58        | 3.726       | 09:11:54.552        |
| 7 -                       | 32.637        | 88.6                     | 48.368        | 81.0        | 25.066             | 110.1        | 1:46.071            | 82.58        | 4.999       | 09:13:40.623        |
| 8 -                       | 32.654        | <b>93.9</b>              | 46.030        | 78.0        | 25.827             | 105.8        | 1:44.511            | 83.81        | 3.439       | 09:15:25.134        |
| 9 -                       | 32.311        | 90.9                     | 45.189        | 83.0        | 25.907             | 109.6        | 1:43.407 (3)        | 84.71        | 2.335       | 09:17:08.541        |
| 10 -                      | 31.825        | 92.4                     | 45.124        | <b>86.4</b> | 24.411             | 110.0        | 1:41.360 (2)        | 86.42        | 0.288       | 09:18:49.901        |
| 11 -                      | <b>31.712</b> | 93.2                     | <b>45.082</b> | 83.6        | <b>24.278</b>      | <b>111.2</b> | <b>1:41.072 (1)</b> | <b>86.66</b> |             | <b>09:20:30.973</b> |

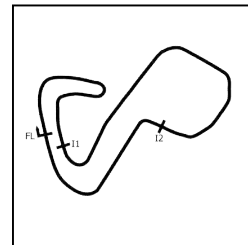
| P10 93 B Roland FISCHER   |               | Tecno 169                |               |             |                    |              |                       |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|--------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:41.488 |               | BEST LAP TIME : 1:41.946 |               |             | DIFFERENCE : 0.458 |              |                       |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3    |                    | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 83.5                     | 53.563        | 71.4        | 26.603             | 107.0        | 2:01.258              | 72.24        | 19.312      | 09:02:26.167        |
| 2 -                       | 34.591        | 89.5                     | 46.813        | 79.2        | 25.710             | 106.6        | 1:47.114              | 81.78        | 5.168       | 09:04:13.281        |
| 3 -                       | 33.029        | <b>91.6</b>              | 46.518        | 75.3        | 24.969             | 108.7        | <del>1:44.516</del> D | 83.81        | 2.570       | 09:05:57.797        |
| 4 -                       | 32.881        | 90.3                     | 45.972        | 78.3        | 24.742             | 109.2        | 1:43.595              | 84.55        | 1.649       | 09:07:41.392        |
| 5 -                       | 32.956        | 88.7                     | 45.673        | <b>84.3</b> | 24.809             | 110.1        | <del>1:43.438</del> D | 84.68        | 1.492       | 09:09:24.830        |
| 6 -                       | 32.251        | 90.1                     | 45.345        | 81.6        | 24.763             | <b>110.5</b> | 1:42.359 (2)          | 85.57        | 0.413       | 09:11:07.189        |
| 7 -                       | <b>32.039</b> | <b>91.6</b>              | <b>44.978</b> | 81.1        | 24.929             | 109.6        | <b>1:41.946 (1)</b>   | <b>85.92</b> |             | <b>09:12:49.135</b> |
| 8 -                       | 32.555        | 91.0                     | 45.894        | 77.5        | 24.837             | <b>110.5</b> | <del>1:43.286</del> D | 84.81        | 1.340       | 09:14:32.421        |
| 9 -                       | 32.448        | 91.4                     | 45.004        | 83.3        | 25.210             | 109.1        | 1:42.662 (3)          | 85.32        | 0.716       | 09:16:15.083        |
| 10 -                      | 32.190        | 90.4                     | 45.606        | 76.4        | 25.088             | 110.1        | 1:42.884              | 85.14        | 0.938       | 09:17:57.967        |
| 11 -                      | 32.287        | 86.1                     | 45.960        | 83.6        | <b>24.471</b>      | 108.7        | <del>1:42.718</del> D | 85.28        | 0.772       | 09:19:40.685        |

| P11 77 B Francois DEROSI  |               | Chevron B17              |               |             |                    |              |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:41.560 |               | BEST LAP TIME : 1:42.347 |               |             | DIFFERENCE : 0.787 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3    |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 84.0                     | 49.829        | 83.7        | 25.757             | 103.8        | 1:56.356            | 75.28        | 14.009      | 09:02:08.823        |
| 2 -                       | 33.112        | 90.9                     | 46.283        | 87.6        | 24.932             | 103.4        | 1:44.327            | 83.96        | 1.980       | 09:03:53.150        |
| 3 -                       | 40.500        | 89.2                     | 47.655        | 88.4        | 24.610             | <b>108.0</b> | 1:52.765            | 77.68        | 10.418      | 09:05:45.915        |
| 4 -                       | 33.618        | 90.8                     | 46.298        | 89.0        | 25.569             | 100.9        | 1:45.485            | 83.04        | 3.138       | 09:07:31.400        |
| 5 -                       | 33.413        | 90.9                     | 45.974        | 85.0        | 25.111             | 103.8        | 1:44.498            | 83.82        | 2.151       | 09:09:15.898        |
| 6 -                       | 32.364        | 89.7                     | 46.374        | 81.9        | 25.064             | 105.3        | 1:43.802            | 84.38        | 1.455       | 09:10:59.700        |
| 7 -                       | 32.042        | 91.9                     | <b>45.430</b> | 89.4        | 24.875             | 104.0        | <b>1:42.347 (1)</b> | <b>85.58</b> |             | <b>09:12:42.047</b> |
| 8 -                       | 32.108        | <b>92.5</b>              | 46.114        | 88.3        | <b>24.522</b>      | 104.2        | 1:42.744            | 85.25        | 0.397       | 09:14:24.791        |
| 9 -                       | 32.207        | 91.9                     | 45.651        | 85.8        | 24.827             | 106.8        | 1:42.685            | 85.30        | 0.338       | 09:16:07.476        |
| 10 -                      | <b>31.608</b> | 92.3                     | 45.882        | 90.1        | 24.898             | 102.6        | 1:42.388 (2)        | 85.55        | 0.041       | 09:17:49.864        |
| 11 -                      | 32.321        | 92.3                     | 45.587        | <b>91.0</b> | 24.699             | 104.6        | 1:42.607 (3)        | 85.37        | 0.260       | 09:19:32.471        |

| P12 21 B Ludovic INGWILLER |               | Pygme F3                 |               |             |                    |              |                     |              |             |                     |
|----------------------------|---------------|--------------------------|---------------|-------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:41.962  |               | BEST LAP TIME : 1:42.658 |               |             | DIFFERENCE : 0.696 |              |                     |              |             |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 |               | SECTOR 3    |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                        | OUTLAP        | 72.4                     | 53.215        | 69.9        | 27.030             | 103.2        | 2:01.711            | 71.97        | 19.053      | 09:02:21.897        |
| 2 -                        | 34.647        | 90.4                     | 49.460        | 70.4        | 25.691             | 104.8        | 1:49.798            | 79.78        | 7.140       | 09:04:11.695        |
| 3 -                        | 34.065        | 91.4                     | 47.789        | 77.5        | 25.115             | <b>108.5</b> | 1:46.969            | 81.89        | 4.311       | 09:05:58.664        |
| 4 -                        | 32.741        | 92.4                     | 46.476        | 84.0        | 24.870             | 107.8        | 1:44.087            | 84.15        | 1.429       | 09:07:42.751        |
| 5 -                        | 32.596        | 92.0                     | 46.086        | 83.1        | 24.726             | <b>108.5</b> | 1:43.408            | 84.71        | 0.750       | 09:09:26.159        |
| 6 -                        | 32.220        | 94.1                     | <b>45.507</b> | 84.0        | 24.931             | 107.5        | <b>1:42.658 (1)</b> | <b>85.33</b> |             | <b>09:11:08.817</b> |
| 7 -                        | 32.060        | <b>94.3</b>              | 47.480        | 87.4        | <b>24.597</b>      | 106.6        | 1:44.137            | 84.11        | 1.479       | 09:12:52.954        |
| 8 -                        | 32.303        | 93.5                     | 45.786        | 86.3        | 24.767             | 106.6        | 1:42.856 (2)        | 85.16        | 0.198       | 09:14:35.810        |
| 9 -                        | 32.172        | 93.8                     | 46.826        | 84.2        | 24.802             | 106.8        | 1:43.800            | 84.39        | 1.142       | 09:16:19.610        |
| 10 -                       | 32.508        | 93.2                     | 45.653        | <b>88.4</b> | 25.202             | 107.3        | 1:43.363            | 84.74        | 0.705       | 09:18:02.973        |
| 11 -                       | <b>31.858</b> | 93.0                     | 45.520        | 82.0        | 25.665             | 104.5        | 1:43.043 (3)        | 85.01        | 0.385       | 09:19:46.016        |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 89 B                  |               | Mark PANGBORN            |               |             |               |              | Brabham BT28        |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.679 |               | BEST LAP TIME : 1:43.110 |               |             |               |              | DIFFERENCE : 0.431  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 81.6                     | 50.742        | 78.6        | 26.176        | 107.3        | 1:58.401            | 73.98        | 15.291 | 09:02:28.769        |
| 2 -                       | 34.054        | 82.9                     | 48.928        | 74.4        | 26.729        | 87.9         | 1:49.711            | 79.84        | 6.601  | 09:04:18.480        |
| 3 -                       | 35.884        | 82.4                     | 52.448        | 66.4        | 26.752        | 108.7        | 1:55.084            | 76.11        | 11.974 | 09:06:13.564        |
| 4 -                       | 32.609        | 94.5                     | 46.598        | 85.1        | 25.071        | 109.2        | 1:44.278            | 84.00        | 1.168  | 09:07:57.842        |
| 5 -                       | 32.199        | 95.1                     | 47.526        | 84.9        | 24.865        | 110.5        | 1:44.590            | 83.75        | 1.480  | 09:09:42.432        |
| 6 -                       | 32.054        | 95.4                     | 46.300        | 83.0        | 24.756        | 110.9        | <b>1:43.110 (1)</b> | <b>84.95</b> |        | <b>09:11:25.542</b> |
| 7 -                       | <b>31.964</b> | <b>96.4</b>              | 47.380        | 83.2        | <b>24.580</b> | <b>111.1</b> | 1:43.924 (3)        | 84.29        | 0.814  | 09:13:09.466        |
| 8 -                       | 32.554        | 95.3                     | 47.149        | 80.0        | 25.940        | 108.7        | 1:45.643            | 82.91        | 2.533  | 09:14:55.109        |
| 9 -                       | 32.855        | 93.9                     | 46.656        | 79.2        | 25.125        | 110.9        | 1:44.636            | 83.71        | 1.526  | 09:16:39.745        |
| 10 -                      | 32.266        | 96.0                     | <b>46.135</b> | <b>86.2</b> | 24.826        | 110.5        | 1:43.227 (2)        | 84.85        | 0.117  | 09:18:22.972        |
| 11 -                      | 35.624        | 89.2                     | 46.952        | 83.5        | 24.885        | 110.5        | 1:47.461            | 81.51        | 4.351  | 09:20:10.433        |

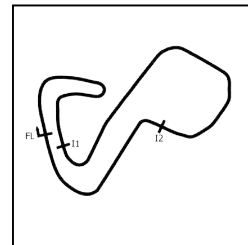
| P14 59 INV                |               | John MILICEVIC           |               |             |               |              | Merlyn Mk20         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.076 |               | BEST LAP TIME : 1:43.135 |               |             |               |              | DIFFERENCE : 0.059  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 79.6                     | 1:00.547      | 57.3        | 33.846        | 105.3        | 2:17.691            | 63.61        | 34.556 | 09:03:09.242        |
| 2 -                       | 37.590        | 85.8                     | 49.442        | 73.0        | 26.535        | 107.0        | 1:53.567            | 77.13        | 10.432 | 09:05:02.809        |
| 3 -                       | 33.618        | 86.5                     | 50.762        | 63.6        | 25.668        | 107.2        | 1:50.048            | 79.60        | 6.913  | 09:06:52.857        |
| 4 -                       | 33.258        | 90.0                     | 50.793        | 58.9        | 27.140        | 108.2        | 1:51.191            | 78.78        | 8.056  | 09:08:44.048        |
| 5 -                       | 32.998        | 89.8                     | 47.761        | 71.6        | 25.163        | 107.7        | 1:45.922            | 82.70        | 2.787  | 09:10:29.970        |
| 6 -                       | 32.947        | 90.6                     | 47.906        | 70.3        | 25.047        | 107.5        | 1:45.900 (3)        | 82.71        | 2.765  | 09:12:15.870        |
| 7 -                       | 36.313        | 84.9                     | 47.007        | 73.0        | 24.951        | 108.9        | 1:48.271            | 80.90        | 5.136  | 09:14:04.141        |
| 8 -                       | <b>32.313</b> | 91.4                     | 47.045        | 65.9        | 25.060        | 108.4        | 1:44.418 (2)        | 83.89        | 1.283  | 09:15:48.559        |
| 9 -                       | 32.522        | 91.4                     | 49.782        | 74.8        | <b>24.791</b> | 107.8        | 1:47.095            | 81.79        | 3.960  | 09:17:35.654        |
| 10 -                      | 32.334        | <b>92.0</b>              | <b>45.972</b> | <b>78.1</b> | 24.829        | <b>109.1</b> | <b>1:43.135 (1)</b> | <b>84.93</b> |        | <b>09:19:18.789</b> |

| P15 9 B                   |               | Andrew TART              |               |             |               |              | Merlyn Mk9          |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.034 |               | BEST LAP TIME : 1:43.258 |               |             |               |              | DIFFERENCE : 0.224  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 82.2                     | 50.759        | 74.3        | 26.169        | 108.2        | 1:58.574            | 73.87        | 15.316 | 09:02:27.835        |
| 2 -                       | 34.669        | 86.3                     | 49.618        | 73.0        | 25.845        | 109.1        | 1:50.132            | 79.53        | 6.874  | 09:04:17.967        |
| 3 -                       | 32.821        | 90.5                     | 46.330        | 79.8        | 25.435        | 108.9        | 1:44.586            | 83.75        | 1.328  | 09:06:02.553        |
| 4 -                       | 32.772        | 92.6                     | 45.841        | 81.2        | 24.936        | <b>109.6</b> | 1:43.549            | 84.59        | 0.291  | 09:07:46.102        |
| 5 -                       | 32.792        | 80.3                     | 47.869        | 78.4        | 26.188        | 101.9        | 1:46.849            | 81.98        | 3.591  | 09:09:32.951        |
| 6 -                       | 32.684        | 92.8                     | 46.335        | 75.3        | 25.289        | 108.5        | 1:44.308            | 83.98        | 1.050  | 09:11:17.259        |
| 7 -                       | 32.749        | <b>93.2</b>              | 46.405        | <b>84.6</b> | 25.100        | 108.7        | 1:44.254            | 84.02        | 0.996  | 09:13:01.513        |
| 8 -                       | 33.487        | 83.1                     | 46.772        | 79.6        | 25.295        | 107.8        | 1:45.554            | 82.98        | 2.296  | 09:14:47.067        |
| 9 -                       | <b>32.457</b> | 91.9                     | 45.801        | 79.7        | 25.000        | 108.9        | <b>1:43.258 (1)</b> | <b>84.83</b> |        | <b>09:16:30.325</b> |
| 10 -                      | 32.642        | 91.5                     | 45.815        | 82.3        | <b>24.841</b> | 109.4        | 1:43.298 (2)        | 84.80        | 0.040  | 09:18:13.623        |
| 11 -                      | 32.541        | 92.4                     | <b>45.736</b> | 73.4        | 25.227        | 108.9        | 1:43.504 (3)        | 84.63        | 0.246  | 09:19:57.127        |

| P16 5 B                   |               | Steve NICHOLS            |               |             |               |              | Chevron B17         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.316 |               | BEST LAP TIME : 1:43.387 |               |             |               |              | DIFFERENCE : 0.071  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 90.4                     | 49.676        | 69.6        | 26.048        | 110.5        | 1:56.563            | 75.15        | 13.176 | 09:02:38.108        |
| 2 -                       | 34.317        | 91.0                     | 47.513        | 77.1        | 25.876        | <b>113.9</b> | 1:47.706            | 81.33        | 4.319  | 09:04:25.814        |
| 3 -                       | 32.972        | 90.6                     | 47.374        | 76.6        | 24.938        | 112.0        | 1:45.284            | 83.20        | 1.897  | 09:06:11.098        |
| 4 -                       | 32.624        | 93.2                     | 46.564        | 82.0        | 24.933        | 111.2        | 1:44.121 (3)        | 84.13        | 0.734  | 09:07:55.219        |
| 5 -                       | 32.286        | 95.4                     | 48.054        | 81.4        | 25.023        | 112.0        | 1:45.363            | 83.13        | 1.976  | 09:09:40.582        |
| 6 -                       | 32.302        | <b>95.7</b>              | 46.606        | 79.9        | 24.819        | 111.4        | 1:43.727 (2)        | 84.45        | 0.340  | 09:11:24.309        |
| 7 -                       | 32.243        | 95.4                     | 47.396        | <b>83.3</b> | 25.127        | 111.1        | 1:44.766            | 83.61        | 1.379  | 09:13:09.075        |
| 8 -                       | <b>32.213</b> | 94.2                     | 46.928        | 69.8        | 25.008        | 111.1        | 1:44.149            | 84.10        | 0.762  | 09:14:53.224        |
| 9 -                       | 32.786        | 95.4                     | 46.605        | 65.9        | 25.097        | 111.8        | 1:44.488            | 83.83        | 1.101  | 09:16:37.712        |
| 10 -                      | 32.284        | 95.3                     | <b>46.293</b> | 82.7        | <b>24.810</b> | 112.0        | <b>1:43.387 (1)</b> | <b>84.72</b> |        | <b>09:18:21.099</b> |
| 11 -                      | 53.491        | <b>95.7</b>              | 46.656        | 79.2        | 25.409        | 99.4         | 2:05.556            | 69.76        | 22.169 | 09:20:26.655        |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P17 6 B                   |               | Leif BOSSON              |               |             |               |              | Brabham BT28        |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.809 |               | BEST LAP TIME : 1:46.930 |               |             |               |              | DIFFERENCE : 0.121  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 73.1                     | 53.353        | 69.6        | 28.067        | 101.2        | 2:03.071            | 71.17        | 16.141 | 09:02:37.213        |
| 2 -                       | 35.369        | 80.3                     | 50.302        | 79.4        | 26.298        | <b>107.5</b> | 1:51.969            | 78.23        | 5.039  | 09:04:29.182        |
| 3 -                       | 34.078        | 86.0                     | 49.001        | 76.7        | 25.987        | 107.3        | 1:49.066            | 80.31        | 2.136  | 09:06:18.248        |
| 4 -                       | 33.871        | 89.5                     | 48.304        | 77.7        | 26.133        | 106.5        | 1:48.308            | 80.87        | 1.378  | 09:08:06.556        |
| 5 -                       | 33.838        | 86.8                     | 48.547        | 76.0        | 26.844        | 107.0        | 1:49.229            | 80.19        | 2.299  | 09:09:55.785        |
| 6 -                       | 33.537        | 89.9                     | 48.755        | 79.3        | 25.797        | 107.0        | 1:48.089 <b>(3)</b> | 81.04        | 1.159  | 09:11:43.874        |
| 7 -                       | 33.942        | 85.3                     | 52.850        | 78.7        | 25.977        | 106.3        | 1:52.769            | 77.67        | 5.839  | 09:13:36.643        |
| 8 -                       | <b>33.362</b> | 89.1                     | 48.907        | 79.1        | 26.924        | 106.0        | 1:49.193            | 80.22        | 2.263  | 09:15:25.836        |
| 9 -                       | 33.861        | <b>92.8</b>              | 47.747        | 76.9        | 25.873        | <b>107.5</b> | 1:47.481 <b>(2)</b> | 81.50        | 0.551  | 09:17:13.317        |
| 10 -                      | 33.483        | 86.3                     | <b>47.714</b> | <b>83.4</b> | <b>25.733</b> | 107.2        | <b>1:46.930 (1)</b> | <b>81.92</b> |        | <b>09:19:00.247</b> |

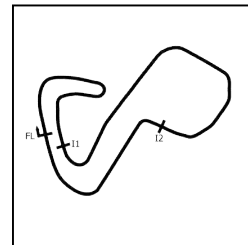
| P18 16 B                  |               | Mark LINSTONE            |               |             |               |              | Brabham BT21        |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.507 |               | BEST LAP TIME : 1:47.964 |               |             |               |              | DIFFERENCE : 0.457  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 79.7                     | 55.124        | 60.8        | 27.869        | 103.8        | 2:05.515            | 69.79        | 17.551 | 09:02:45.368        |
| 2 -                       | 37.767        | 86.3                     | 52.566        | 71.3        | 27.077        | 105.8        | 1:57.410            | 74.60        | 9.446  | 09:04:42.778        |
| 3 -                       | 34.976        | 87.7                     | 49.361        | 70.3        | 26.232        | 107.3        | 1:50.569            | 79.22        | 2.605  | 09:06:33.347        |
| 4 -                       | 34.494        | 88.6                     | 48.247        | 69.4        | 25.988        | <b>108.4</b> | 1:48.729 <b>(3)</b> | 80.56        | 0.765  | 09:08:22.076        |
| 5 -                       | 34.719        | 86.2                     | 49.661        | 75.8        | 25.984        | 107.7        | 1:50.364            | 79.37        | 2.400  | 09:10:12.440        |
| 6 -                       | 35.059        | 83.5                     | 49.219        | 72.3        | 25.726        | 107.3        | 1:50.004            | 79.63        | 2.040  | 09:12:02.444        |
| 7 -                       | 34.364        | 84.9                     | 48.015        | 71.7        | <b>25.585</b> | 107.3        | <b>1:47.964 (1)</b> | <b>81.13</b> |        | <b>09:13:50.408</b> |
| 8 -                       | <b>34.166</b> | 84.4                     | 48.948        | 65.7        | 26.439        | 106.3        | 1:49.553            | 79.95        | 1.589  | 09:15:39.961        |
| 9 -                       | 34.491        | 87.7                     | <b>47.756</b> | <b>77.5</b> | 25.934        | 107.0        | 1:48.181 <b>(2)</b> | 80.97        | 0.217  | 09:17:28.142        |
| 10 -                      | 34.765        | <b>89.7</b>              | 49.047        | 69.0        | 26.888        | 94.6         | 1:50.700            | 79.13        | 2.736  | 09:19:18.842        |

| P19 46 B                  |               | Clive BUFFEY             |               |             |               |              | Chevron B15 F3      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.866 |               | BEST LAP TIME : 1:50.866 |               |             |               |              | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 68.7                     | 1:04.002      | 62.2        | 32.561        | 86.2         | 2:21.663            | 61.83        | 30.797 | 09:02:37.816        |
| 2 -                       | 41.789        | 73.4                     | 1:00.083      | 65.6        | 30.222        | 94.6         | 2:12.094            | 66.31        | 21.228 | 09:04:49.910        |
| 3 -                       | 39.954        | 78.5                     | 58.740        | 67.4        | 29.290        | 100.0        | 2:07.984            | 68.44        | 17.118 | 09:06:57.894        |
| 4 -                       | 38.082        | 79.4                     | 55.824        | 66.5        | 28.593        | 105.3        | 2:02.499            | 71.50        | 11.633 | 09:09:00.393        |
| 5 -                       | 38.736        | 78.3                     | 54.826        | 68.3        | 27.972        | 105.8        | 2:01.534            | 72.07        | 10.668 | 09:11:01.927        |
| 6 -                       | 36.090        | 83.4                     | 53.592        | 73.9        | 27.108        | 105.6        | 1:56.790 <b>(3)</b> | 75.00        | 5.924  | 09:12:58.717        |
| 7 -                       | 35.825        | 85.4                     | 53.233        | 69.7        | 29.177        | 89.3         | 1:58.235            | 74.08        | 7.369  | 09:14:56.952        |
| 8 -                       | 37.170        | 85.2                     | 51.509        | 69.3        | 26.914        | 107.3        | 1:55.593 <b>(2)</b> | 75.78        | 4.727  | 09:16:52.545        |
| 9 -                       | <b>34.336</b> | <b>88.8</b>              | <b>50.639</b> | <b>77.4</b> | <b>25.891</b> | <b>109.6</b> | <b>1:50.866 (1)</b> | <b>79.01</b> |        | <b>09:18:43.411</b> |
| 10 -                      | 36.097        | 78.6                     | 53.865        | 73.8        | 27.382        | 95.3         | 1:57.344            | 74.65        | 6.478  | 09:20:40.755        |

| P20 14 B         |          | Simon ETHERINGTON        |          |                     |              |        | Brabham BT15        |  |  |  |
|------------------|----------|--------------------------|----------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : |          | BEST LAP TIME : 1:51.515 |          |                     |              |        | DIFFERENCE :        |  |  |  |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |  |  |  |
| 1 -              |          |                          |          | 1:58.677            | 73.81        | 7.162  | 09:04:52.998        |  |  |  |
| 2 -              |          |                          |          | 2:01.740            | 71.95        | 10.225 | 09:06:54.738        |  |  |  |
| 3 -              |          |                          |          | 1:56.037            | 75.49        | 4.522  | 09:08:50.775        |  |  |  |
| 4 -              |          |                          |          | 1:55.256            | 76.00        | 3.741  | 09:10:46.031        |  |  |  |
| 5 -              |          |                          |          | 1:51.524 <b>(2)</b> | 78.54        | 0.009  | 09:12:37.555        |  |  |  |
| 6 -              |          |                          |          | 1:53.654            | 77.07        | 2.139  | 09:14:31.209        |  |  |  |
| 7 -              |          |                          |          | 1:53.167            | 77.40        | 1.652  | 09:16:24.376        |  |  |  |
| 8 -              |          |                          |          | 1:52.078 <b>(3)</b> | 78.15        | 0.563  | 09:18:16.454        |  |  |  |
| 9 -              |          |                          |          | <b>1:51.515 (1)</b> | <b>78.55</b> |        | <b>09:20:07.969</b> |  |  |  |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P21 57 B                  |          | David GREEN |                          | Titan Mk3 |          |                    |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.769 |          |             | BEST LAP TIME : 1:51.769 |           |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 73.2        | 59.164                   | 67.9      | 30.310   | 90.3               | 2:14.924     | 64.92 | 23.155 | 09:02:26.414 |
| 2 -                       | 38.775   | 79.0        | 53.111                   | 77.2      | 27.732   | 101.8              | 1:59.618     | 73.23 | 7.849  | 09:04:26.032 |
| 3 -                       | 36.330   | 80.9        | 52.198                   | 74.6      | 27.160   | 103.5              | 1:55.688     | 75.71 | 3.919  | 09:06:21.720 |
| 4 -                       | 35.920   | 81.4        | 51.323                   | 80.7      | 27.525   | 102.2              | 1:54.768     | 76.32 | 2.999  | 09:08:16.488 |
| 5 -                       | 35.539   | 81.1        | 51.178                   | 81.0      | 26.911   | 101.6              | 1:53.628     | 77.09 | 1.859  | 09:10:10.116 |
| 6 -                       | 35.385   | 80.2        | 50.596                   | 78.9      | 27.469   | 103.8              | 1:53.450 (3) | 77.21 | 1.681  | 09:12:03.566 |
| 7 -                       | 34.978   | 79.3        | 50.502                   | 82.5      | 26.289   | 103.2              | 1:51.769 (1) | 78.37 |        | 09:13:55.335 |
| 8 -                       | 34.998   | 82.8        | 1:05.361                 | 5.5       | 34.362   | 97.8               | 2:14.721     | 65.02 | 22.952 | 09:16:10.056 |
| 9 -                       | 36.235   | 77.7        | 51.373                   | 78.0      | 28.069   | 103.8              | 1:55.677     | 75.72 | 3.908  | 09:18:05.733 |
| 10 -                      | 35.177   | 81.9        | 50.518                   | 78.0      | 27.053   | 102.4              | 1:52.748 (2) | 77.69 | 0.979  | 09:19:58.481 |

| P22 31 A                  |          | Chris DUNSTER |                          |      | Lotus 31 |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:58.039 |          |               | BEST LAP TIME : 1:58.498 |      |          | DIFFERENCE : 0.459 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 61.7          | 59.875                   | 58.7 | 30.927   | 100.0              | 2:18.099     | 63.43 | 19.601 | 09:03:06.600 |
| 2 -                       | 35.922   | 83.2          | 54.037                   | 61.0 | 28.539   | 103.0              | 1:58.498 (1) | 73.92 |        | 09:05:05.098 |
| 3 -                       | 35.480   | 87.2          | 54.592                   | 72.0 | 29.266   | 84.8               | 1:59.338 (2) | 73.40 | 0.840  | 09:07:04.436 |
| 4 -                       | 38.332   | 78.4          | 55.342                   | 67.5 | 29.260   | 78.0               | 2:02.934 (3) | 71.25 | 4.436  | 09:09:07.370 |
| 5 -                       | 40.164   | 77.0          | 54.020                   | 68.7 | 30.851   | 104.6              | 2:05.035     | 70.05 | 6.537  | 09:11:12.405 |
| 6 -                       | 40.362   | 67.9          | 58.953                   | 66.1 |          |                    |              |       |        |              |

| P23 44 B                  |          | Jean-Michel CLERC |                          |      |          | Techno F3          |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:57.573 |          |                   | BEST LAP TIME : 1:58.823 |      |          | DIFFERENCE : 1.250 |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 64.2              | 1:02.837                 | 60.2 | 32.946   | 88.6               | 2:22.878     | 61.30 | 24.055 | 09:03:07.835 |
| 2 -                       | 40.988   | 70.8              | 1:00.356                 | 62.6 | 30.384   | 87.3               | 2:11.728     | 66.49 | 12.905 | 09:05:19.563 |
| 3 -                       | 42.884   | 64.7              | 57.044                   | 65.9 | 28.742   | 100.9              | 2:08.670     | 68.07 | 9.847  | 09:07:28.233 |
| 4 -                       | 38.704   | 73.4              | 56.701                   | 67.3 | 29.445   | 91.8               | 2:04.850     | 70.16 | 6.027  | 09:09:33.083 |
| 5 -                       | 37.845   | 75.9              | 55.315                   | 69.1 | 28.429   | 100.9              | 2:01.589 (2) | 72.04 | 2.766  | 09:11:34.672 |
| 6 -                       | 37.154   | 74.5              | 1:01.082                 | 70.8 | 27.435   | 102.6              | 2:05.671     | 69.70 | 6.848  | 09:13:40.343 |
| 7 -                       | 38.327   | 83.1              | 54.260                   | 68.1 | 29.275   | 100.4              | 2:01.862 (3) | 71.88 | 3.039  | 09:15:42.205 |
| 8 -                       | 36.508   | 79.4              | 53.630                   | 71.0 | 28.685   | 73.9               | 1:58.823 (1) | 73.72 |        | 09:17:41.028 |
| 9 -                       | 40.584   | 73.9              | 56.826                   | 69.9 | 29.509   | 68.6               | 2:06.919     | 69.01 | 8.096  | 09:19:47.947 |

| P24 20 B                  |          | Gregory BERSIHAND        |          | Pygmee F3          |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:11.692 |          | BEST LAP TIME : 2:12.640 |          | DIFFERENCE : 0.948 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 64.6                     | 1:11.320 | 55.4               | 35.340   | 74.8 | 2:38.246     | 55.35 | 25.606 | 09:03:01.790 |
| 2 -                       | 45.171   | 64.4                     | 1:02.520 | 56.1               | 31.286   | 83.2 | 2:18.977 (2) | 63.03 | 6.337  | 09:05:20.767 |
| 3 -                       | 42.292   | 63.9                     | 58.114   | 62.5               | 32.234   | 86.7 | 2:12.640 (1) | 66.04 |        | 09:07:33.407 |
| 4 -                       | 44.957   | 68.3                     | 1:07.873 | 49.2               |          |      |              |       |        |              |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - BEST SECTORS

| SECTOR 1 |    |        | SECTOR 2 |        | SECTOR 3 |        | IDEAL / BEST COMPARISON        |    |             |          |          |       |
|----------|----|--------|----------|--------|----------|--------|--------------------------------|----|-------------|----------|----------|-------|
| POS      | NO | TIME   | NO       | TIME   | NO       | TIME   | POS                            | NO | NAME        | IDEAL    | BEST     | DIFF  |
|          |    |        |          |        |          |        | <div>PERFECT LAP1:37.161</div> |    |             |          |          |       |
| 1        | 88 | 30.652 | 88       | 43.113 | 88       | 23.396 | 1                              | 88 | TROTT       | 1:37.161 | 1:37.482 | 0.321 |
| 2        | 41 | 30.991 | 28       | 43.325 | 41       | 23.447 | 2                              | 28 | TIMMS       | 1:37.918 | 1:37.918 | 0.000 |
| 3        | 11 | 31.044 | 24       | 43.391 | 28       | 23.543 | 3                              | 11 | DRYBROUGH   | 1:38.404 | 1:39.774 | 1.370 |
| 4        | 28 | 31.050 | 11       | 43.633 | 63       | 23.658 | 4                              | 24 | TIMMS       | 1:38.634 | 1:39.026 | 0.392 |
| 5        | 19 | 31.154 | 41       | 44.306 | 19       | 23.672 | 5                              | 41 | SPAGGIARI   | 1:38.744 | 1:39.031 | 0.287 |
| 6        | 24 | 31.339 | 63       | 44.315 | 11       | 23.727 | 6                              | 19 | MUSGRAVE    | 1:39.210 | 1:39.437 | 0.227 |
| 7        | 8  | 31.577 | 19       | 44.384 | 24       | 23.904 | 7                              | 63 | WIDMER      | 1:39.789 | 1:40.724 | 0.935 |
| 8        | 77 | 31.608 | 8        | 44.560 | 8        | 24.087 | 8                              | 8  | CARTER      | 1:40.224 | 1:40.224 | 0.000 |
| 9        | 29 | 31.712 | 93       | 44.978 | 29       | 24.278 | 9                              | 29 | FENNELL     | 1:41.072 | 1:41.072 | 0.000 |
| 10       | 63 | 31.816 | 29       | 45.082 | 93       | 24.471 | 10                             | 93 | FISCHER     | 1:41.488 | 1:41.946 | 0.458 |
| 11       | 21 | 31.858 | 77       | 45.430 | 77       | 24.522 | 11                             | 77 | DEROSSI     | 1:41.560 | 1:42.347 | 0.787 |
| 12       | 89 | 31.964 | 21       | 45.507 | 89       | 24.580 | 12                             | 21 | INGWILLER   | 1:41.962 | 1:42.658 | 0.696 |
| 13       | 93 | 32.039 | 9        | 45.736 | 21       | 24.597 | 13                             | 89 | PANGBORN    | 1:42.679 | 1:43.110 | 0.431 |
| 14       | 5  | 32.213 | 59       | 45.972 | 59       | 24.791 | 14                             | 9  | TART        | 1:43.034 | 1:43.258 | 0.224 |
| 15       | 59 | 32.313 | 89       | 46.135 | 5        | 24.810 | 15                             | 59 | MILICEVIC   | 1:43.076 | 1:43.135 | 0.059 |
| 16       | 9  | 32.457 | 5        | 46.293 | 9        | 24.841 | 16                             | 5  | NICHOLS     | 1:43.316 | 1:43.387 | 0.071 |
| 17       | 6  | 33.362 | 6        | 47.714 | 16       | 25.585 | 17                             | 6  | BOSSON      | 1:46.809 | 1:46.930 | 0.121 |
| 18       | 16 | 34.166 | 16       | 47.756 | 6        | 25.733 | 18                             | 16 | LINSTONE    | 1:47.507 | 1:47.964 | 0.457 |
| 19       | 46 | 34.336 | 57       | 50.502 | 46       | 25.891 | 19                             | 46 | BUFFEY      | 1:50.866 | 1:50.866 | 0.000 |
| 20       | 57 | 34.978 | 46       | 50.639 | 57       | 26.289 | 20                             | 57 | GREEN       | 1:51.769 | 1:51.769 | 0.000 |
| 21       | 31 | 35.480 | 44       | 53.630 | 44       | 27.435 | 21                             | 44 | CLERC       | 1:57.573 | 1:58.823 | 1.250 |
| 22       | 44 | 36.508 | 31       | 54.020 | 31       | 28.539 | 22                             | 31 | DUNSTER     | 1:58.039 | 1:58.498 | 0.459 |
| 23       | 20 | 42.292 | 20       | 58.114 | 20       | 31.286 | 23                             | 20 | BERSIHAND   | 2:11.692 | 2:12.640 | 0.948 |
| 24       |    |        |          |        |          |        | 24                             | 14 | ETHERINGTON |          | 1:51.515 |       |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - BEST SPEEDS

| POS | INTERMEDIATE 1 |           |  | MPH  | INTERMEDIATE 2 |           |  | MPH  | FINISH LINE |           |  | MPH   |
|-----|----------------|-----------|--|------|----------------|-----------|--|------|-------------|-----------|--|-------|
|     | NO             | NAME      |  |      | NO             | NAME      |  |      | NO          | NAME      |  |       |
| 1   | 41             | SPAGGIARI |  | 99.1 | 88             | TROTT     |  | 93.2 | 28          | TIMMS     |  | 116.5 |
| 2   | 88             | TROTT     |  | 98.6 | 24             | TIMMS     |  | 92.4 | 41          | SPAGGIARI |  | 115.3 |
| 3   | 28             | TIMMS     |  | 98.3 | 63             | WIDMER    |  | 92.1 | 88          | TROTT     |  | 114.3 |
| 4   | 11             | DRYBROUGH |  | 97.8 | 28             | TIMMS     |  | 91.9 | 24          | TIMMS     |  | 114.1 |
| 5   | 19             | MUSGRAVE  |  | 96.5 | 41             | SPAGGIARI |  | 91.9 | 8           | CARTER    |  | 114.1 |
| 6   | 89             | PANGBORN  |  | 96.4 | 77             | DEROSS    |  | 91.0 | 5           | NICHOLS   |  | 113.9 |
| 7   | 24             | TIMMS     |  | 96.1 | 19             | MUSGRAVE  |  | 89.7 | 19          | MUSGRAVE  |  | 113.5 |
| 8   | 8              | CARTER    |  | 95.7 | 21             | INGWILLER |  | 88.4 | 63          | WIDMER    |  | 112.7 |
| 9   | 5              | NICHOLS   |  | 95.7 | 29             | FENNELL   |  | 86.4 | 11          | DRYBROUGH |  | 112.4 |
| 10  | 63             | WIDMER    |  | 94.7 | 11             | DRYBROUGH |  | 86.3 | 29          | FENNELL   |  | 111.2 |
| 11  | 21             | INGWILLER |  | 94.3 | 89             | PANGBORN  |  | 86.2 | 89          | PANGBORN  |  | 111.1 |
| 12  | 29             | FENNELL   |  | 93.9 | 9              | TART      |  | 84.6 | 93          | FISCHER   |  | 110.5 |
| 13  | 9              | TART      |  | 93.2 | 93             | FISCHER   |  | 84.3 | 9           | TART      |  | 109.6 |
| 14  | 6              | BOSSON    |  | 92.8 | 6              | BOSSON    |  | 83.4 | 46          | BUFFEY    |  | 109.6 |
| 15  | 77             | DEROSS    |  | 92.5 | 5              | NICHOLS   |  | 83.3 | 59          | MILICEVIC |  | 109.1 |
| 16  | 59             | MILICEVIC |  | 92.0 | 57             | GREEN     |  | 82.5 | 21          | INGWILLER |  | 108.5 |
| 17  | 93             | FISCHER   |  | 91.6 | 8              | CARTER    |  | 81.5 | 16          | LINSTONE  |  | 108.4 |
| 18  | 16             | LINSTONE  |  | 89.7 | 59             | MILICEVIC |  | 78.1 | 77          | DEROSS    |  | 108.0 |
| 19  | 46             | BUFFEY    |  | 88.8 | 16             | LINSTONE  |  | 77.5 | 6           | BOSSON    |  | 107.5 |
| 20  | 31             | DUNSTER   |  | 87.2 | 46             | BUFFEY    |  | 77.4 | 31          | DUNSTER   |  | 104.6 |
| 21  | 44             | CLERC     |  | 83.1 | 31             | DUNSTER   |  | 72.0 | 57          | GREEN     |  | 103.8 |
| 22  | 57             | GREEN     |  | 82.8 | 44             | CLERC     |  | 71.0 | 44          | CLERC     |  | 102.6 |
| 23  | 20             | BERSIHAND |  | 68.3 | 20             | BERSIHAND |  | 62.5 | 20          | BERSIHAND |  | 86.7  |
| 24  |                |           |  |      |                |           |  |      |             |           |  |       |

HSCC Historic Formula 3 Championship

QUALIFYING - RACE 1 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 24                        |
| Planned Start          | 2026-07-11 @ 09:00:00.000 |
| Actual Start           | 2026-07-11 @ 08:59:49.554 |
| Finish Time            | 2026-07-11 @ 09:18:51.692 |
| Track Length           | 2.4332mi.                 |
| Total Laps             | 243                       |
| Total Distance Covered | 591.2893mi.               |

Session Fastest Lap History

| NO | CL | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|------------------|----------|--------------|-----|--------------|
| 41 | B  | Enrico SPAGGIARI | 1:43.137 | 09:03:38.157 | 2   | Lotus 41X    |
| 11 | B  | Ross DRYBROUGH   | 1:41.883 | 09:03:39.057 | 2   | Merlyn Mk14A |
| 88 | B  | Richard TROTT    | 1:40.588 | 09:03:40.749 | 2   | Brabham BT28 |
| 88 | B  | Richard TROTT    | 1:38.494 | 09:05:19.242 | 3   | Brabham BT28 |
| 88 | B  | Richard TROTT    | 1:38.035 | 09:06:57.277 | 4   | Brabham BT28 |
| 28 | B  | Jason TIMMS      | 1:37.918 | 09:12:23.781 | 7   | Brabham BT21 |
| 88 | B  | Richard TROTT    | 1:37.711 | 09:15:11.974 | 9   | Brabham BT28 |
| 88 | B  | Richard TROTT    | 1:37.482 | 09:18:27.728 | 11  | Brabham BT28 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 08:59:49.554 |
| FINISH | 09:18:51.692 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 12         | 22:06.865  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## HSCC Historic Formula 3 Championship

### QUALIFYING - RACE 1 - STATISTICS

**CLASS : A**

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|---------------|----------|--------------|-----|----------|
| 31 | Chris DUNSTER | 1:58.498 | 09:05:05.117 | 2   | Lotus 31 |

## HSCC Historic Formula 3 Championship

### QUALIFYING - RACE 1 - STATISTICS

**CLASS : B**

22 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|----------|--------------|-----|--------------|
| 41 | Enrico SPAGGIARI | 1:43.137 | 09:03:38.157 | 2   | Lotus 41X    |
| 11 | Ross DRYBROUGH   | 1:41.883 | 09:03:39.057 | 2   | Merlyn Mk14A |
| 88 | Richard TROTT    | 1:40.588 | 09:03:40.749 | 2   | Brabham BT28 |
| 88 | Richard TROTT    | 1:38.494 | 09:05:19.242 | 3   | Brabham BT28 |
| 88 | Richard TROTT    | 1:38.035 | 09:06:57.277 | 4   | Brabham BT28 |
| 28 | Jason TIMMS      | 1:37.918 | 09:12:23.781 | 7   | Brabham BT21 |
| 88 | Richard TROTT    | 1:37.711 | 09:15:11.974 | 9   | Brabham BT28 |
| 88 | Richard TROTT    | 1:37.482 | 09:18:27.728 | 11  | Brabham BT28 |

# HSCC Historic Formula 3 Championship

## QUALIFYING - RACE 1 - STATISTICS

CLASS : INV

1 Starters

### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 59 | John MILICEVIC | 1:53.567 | 09:05:02.834 | 2   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:50.048 | 09:06:52.882 | 3   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:45.922 | 09:10:29.995 | 5   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:45.900 | 09:12:15.894 | 6   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:44.418 | 09:15:48.584 | 8   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:43.135 | 09:19:18.814 | 10  | Merlyn Mk20 |

# HSCC Historic Formula 3 Championship

## RACE 1 - GRID (20 minutes)

|        |    |           |                   |  |
|--------|----|-----------|-------------------|--|
|        |    |           | 2:12.640          |  |
|        | 24 | <b>20</b> | Gregory BERSIHAND |  |
|        |    |           | 1:58.498          |  |
|        | 22 | <b>31</b> | Chris DUNSTER     |  |
|        |    |           | 1:51.515          |  |
|        | 20 | <b>14</b> | Simon ETHERINGTON |  |
|        |    |           | 1:47.964          |  |
|        | 18 | <b>16</b> | Mark LINSTONE     |  |
|        |    |           | 1:43.387          |  |
|        | 16 | <b>5</b>  | Steve NICHOLS     |  |
|        |    |           | 1:43.135          |  |
|        | 14 | <b>59</b> | John MILICEVIC    |  |
|        |    |           | 1:42.658          |  |
|        | 12 | <b>21</b> | Ludovic INGWILLER |  |
|        |    |           | 1:41.946          |  |
|        | 10 | <b>93</b> | Roland FISCHER    |  |
|        |    |           | 1:40.724          |  |
|        | 8  | <b>63</b> | Christoph WIDMER  |  |
|        |    |           | 1:39.774          |  |
|        | 6  | <b>11</b> | Ross DRYBROUGH    |  |
|        |    |           | 1:39.031          |  |
|        | 4  | <b>41</b> | Enrico SPAGGIARI  |  |
|        |    |           | 1:37.918          |  |
|        | 2  | <b>28</b> | Jason TIMMS       |  |
| ROW 12 | 23 | <b>44</b> | Jean-Michel CLERC |  |
|        |    |           | 1:58.823          |  |
|        | 21 | <b>57</b> | David GREEN       |  |
|        |    |           | 1:51.769          |  |
| ROW 11 |    |           |                   |  |
|        | 19 | <b>46</b> | Clive BUFFEY      |  |
|        |    |           | 1:50.866          |  |
| ROW 10 |    |           |                   |  |
|        | 17 | <b>6</b>  | Leif BOSSON       |  |
|        |    |           | 1:46.930          |  |
| ROW 9  |    |           |                   |  |
|        | 15 | <b>9</b>  | Andrew TART       |  |
|        |    |           | 1:43.258          |  |
| ROW 8  |    |           |                   |  |
|        | 13 | <b>89</b> | Mark PANGBORN     |  |
|        |    |           | 1:43.110          |  |
| ROW 7  |    |           |                   |  |
|        | 11 | <b>77</b> | Francois DEROSI   |  |
|        |    |           | 1:42.347          |  |
| ROW 6  |    |           |                   |  |
|        | 9  | <b>29</b> | Nick FENNELL      |  |
|        |    |           | 1:41.072          |  |
| ROW 5  |    |           |                   |  |
|        | 7  | <b>8</b>  | Mark CARTER       |  |
|        |    |           | 1:40.224          |  |
| ROW 4  |    |           |                   |  |
|        | 5  | <b>19</b> | Oliver MUSGRAVE   |  |
|        |    |           | 1:39.437          |  |
| ROW 3  |    |           |                   |  |
|        | 3  | <b>24</b> | Jeremey TIMMS     |  |
|        |    |           | 1:39.026          |  |
| ROW 2  |    |           |                   |  |
|        | 1  | <b>88</b> | Richard TROTT     |  |
|        |    |           | 1:37.482          |  |
| ROW 1  |    |           |                   |  |
|        |    |           | <b>Pole</b>       |  |

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

Brands Hatch GP: 2.4332 miles

Clerk Of Course: Julian Floyd

Timekeeper: Richard Lomax



# HSCC Historic Formula 3 Championship

## RACE 1 - CLASSIFICATION

Race Distance: 10 Laps / 24.33 miles

| POS | NO | CL  | PIC | NAME              | ENTRY          | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|----|-----|-----|-------------------|----------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 88 | B   | 1   | Richard TROTT     | Brabham BT28   | 10   | 20:37.758 |          |        | 70.77 | 1:38.041 | 10 | 1   | 0  |
| 2   | 28 | B   | 2   | Jason TIMMS       | Brabham BT21   | 10   | 20:38.309 | 0.551    | 0.551  | 70.74 | 1:37.941 | 10 | 2   | 0  |
| 3   | 11 | B   | 3   | Ross DRYBROUGH    | Merlyn Mk14A   | 10   | 20:39.221 | 1.463    | 0.912  | 70.68 | 1:37.951 | 10 | 6   | 3  |
| 4   | 41 | B   | 4   | Enrico SPAGGIARI  | Lotus 41X      | 10   | 20:39.849 | 2.091    | 0.628  | 70.65 | 1:38.708 | 10 | 4   | 0  |
| 5   | 24 | B   | 5   | Jeremey TIMMS     | Chevron B15    | 10   | 20:41.032 | 3.274    | 1.183  | 70.58 | 1:38.323 | 9  | 3   | -2 |
| 6   | 77 | B   | 6   | Francois DEROSI   | Chevron B17    | 10   | 20:49.723 | 11.965   | 8.691  | 70.09 | 1:39.820 | 8  | 11  | 5  |
| 7   | 63 | B   | 7   | Christoph WIDMER  | Brabham BT18A  | 10   | 20:57.348 | 19.590   | 7.625  | 69.66 | 1:41.377 | 7  | 8   | 1  |
| 8   | 19 | B   | 8   | Oliver MUSGRAVE   | Chevron B15    | 10   | 20:57.518 | 19.760   | 0.170  | 69.65 | 1:39.908 | 10 | 5   | -3 |
| 9   | 29 | B   | 9   | Nick FENNELL      | Tecno F3       | 10   | 20:59.906 | 22.148   | 2.388  | 69.52 | 1:39.769 | 10 | 9   | 0  |
| 10  | 93 | B   | 10  | Roland FISCHER    | Tecno 169      | 10   | 21:06.200 | 28.442   | 6.294  | 69.18 | 1:43.081 | 7  | 10  | 0  |
| 11  | 89 | B   | 11  | Mark PANGBORN     | Brabham BT28   | 10   | 21:10.553 | 32.795   | 4.353  | 68.94 | 1:43.335 | 10 | 13  | 2  |
| 12  | 8  | B   | 12  | Mark CARTER       | Titan Mk3      | 10   | 21:11.113 | 33.355   | 0.560  | 68.91 | 1:43.208 | 10 | 7   | -5 |
| 13  | 5  | B   | 13  | Steve NICHOLS     | Chevron B17    | 10   | 21:28.460 | 50.702   | 17.347 | 67.98 | 1:44.321 | 10 | 16  | 3  |
| 14  | 21 | B   | 14  | Ludovic INGWILLER | Pygme F3       | 10   | 21:28.843 | 51.085   | 0.383  | 67.96 | 1:43.903 | 9  | 12  | -2 |
| 15  | 9  | B   | 15  | Andrew TART       | Merlyn Mk9     | 10   | 21:29.199 | 51.441   | 0.356  | 67.94 | 1:43.789 | 10 | 15  | 0  |
| 16  | 6  | B   | 16  | Leif BOSSON       | Brabham BT28   | 10   | 21:34.264 | 56.506   | 5.065  | 67.68 | 1:46.585 | 10 | 17  | 1  |
| 17  | 59 | INV | 1   | John MILICEVIC    | Merlyn Mk20    | 10   | 21:52.577 | 1:14.819 | 18.313 | 66.73 | 1:47.833 | 8  | 14  | -3 |
| 18  | 14 | B   | 17  | Simon ETHERINGTON | Brabham BT15   | 10   | 22:06.368 | 1:28.610 | 13.791 | 66.04 | 1:50.257 | 10 | 20  | 2  |
| 19  | 57 | B   | 18  | David GREEN       | Titan Mk3      | 10   | 22:07.873 | 1:30.115 | 1.505  | 65.96 | 1:51.561 | 10 | 21  | 2  |
| 20  | 46 | B   | 19  | Clive BUFFEY      | Chevron B15 F3 | 10   | 22:16.253 | 1:38.495 | 8.380  | 65.55 | 1:49.586 | 10 | 19  | -1 |
| 21  | 44 | B   | 20  | Jean-Michel CLERC | Techno F3      | 10   | 22:29.763 | 1:52.005 | 13.510 | 64.89 | 1:55.442 | 9  | 23  | 2  |

### NOT CLASSIFIED

|     |    |   |  |                   |              |   |          |        |        |       |          |   |    |  |
|-----|----|---|--|-------------------|--------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 20 | B |  | Gregory BERSIHAND | Pygme F3     | 1 | 2:11.982 | 9 Laps | 9 Laps | 66.37 | 2:11.982 | 1 | 24 |  |
| DNF | 16 | B |  | Mark LINSTONE     | Brabham BT21 | 0 |          |        |        |       |          |   | 18 |  |
| DNF | 31 | A |  | Chris DUNSTER     | Lotus 31     | 0 |          |        |        |       |          |   | 22 |  |

### FASTEST LAP

|  |    |     |  |                |              |    |          |  |  |           |  |  |            |  |
|--|----|-----|--|----------------|--------------|----|----------|--|--|-----------|--|--|------------|--|
|  | 28 | B   |  | Jason TIMMS    | Brabham BT21 | 10 | 1:37.941 |  |  | 89.43 mph |  |  | 143.93 kph |  |
|  | 59 | INV |  | John MILICEVIC | Merlyn Mk20  | 8  | 1:47.833 |  |  | 81.23 mph |  |  | 130.73 kph |  |

Weather / Track : Bright / Dry

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

Date: 11/07/2026 Start: 13:40 Finish: 14:00

Brands Hatch GP: 2.4332 miles

Clerk Of Course: Julian Floyd

Timekeeper: Richard Lomax



# HSCC Historic Formula 3 Championship

## RACE 1 - LAP CHART

| LAP 1 @ 13:41:48.206 |        |          | LAP 2 @ 13:43:39.731 |        |          | LAP 3 @ 13:46:47.924 |        |          | LAP 4 @ 13:50:03.299 |        |          | LAP 5 @ 13:52:27.864 |        |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 88                   |        | 1:44.270 | 88                   |        | 1:51.525 | 88                   |        | 3:08.193 | 88                   |        | 3:15.375 | 88                   |        | 2:24.565 |
| 28                   | 3.013  | 1:47.283 | 41                   | 0.733  | 1:49.086 | 41                   | 0.988  | 3:08.448 | 41                   | 0.737  | 3:15.124 | 41                   | 0.391  | 2:24.219 |
| 41                   | 3.172  | 1:47.442 | 28                   | 1.575  | 1:50.087 | 28                   | 1.911  | 3:08.529 | 28                   | 1.948  | 3:15.412 | 28                   | 0.841  | 2:23.458 |
| 24                   | 3.321  | 1:47.591 | 11                   | 2.177  | 1:50.225 | 11                   | 2.836  | 3:08.852 | 11                   | 2.894  | 3:15.433 | 11                   | 1.118  | 2:22.789 |
| 11                   | 3.477  | 1:47.747 | 24                   | 3.624  | 1:51.828 | 24                   | 3.931  | 3:08.500 | 24                   | 3.693  | 3:15.137 | 24                   | 1.906  | 2:22.778 |
| 77                   | 4.199  | 1:48.469 | 77                   | 4.189  | 1:51.515 | 77                   | 4.547  | 3:08.551 | 77                   | 4.245  | 3:15.073 | 77                   | 2.191  | 2:22.511 |
| 93                   | 6.362  | 1:50.632 | 93                   | 4.730  | 1:49.893 | 93                   | 5.450  | 3:08.913 | 93                   | 4.958  | 3:14.883 | 93                   | 3.032  | 2:22.639 |
| 63                   | 6.755  | 1:51.025 | 63                   | 5.320  | 1:50.090 | 63                   | 6.098  | 3:08.971 | 63                   | 5.607  | 3:14.884 | 63                   | 3.863  | 2:22.821 |
| 8                    | 9.020  | 1:53.290 | 8                    | 6.444  | 1:48.949 | 8                    | 7.221  | 3:08.970 | 8                    | 6.707  | 3:14.861 | 8                    | 4.459  | 2:22.317 |
| 89                   | 9.671  | 1:53.941 | 29                   | 7.238  | 1:48.945 | 29                   | 9.085  | 3:10.040 | 29                   | 7.582  | 3:13.872 | 29                   | 4.920  | 2:21.903 |
| 29                   | 9.818  | 1:54.088 | 89                   | 10.616 | 1:52.470 | 89                   | 10.019 | 3:07.596 | 89                   | 8.603  | 3:13.959 | 89                   | 6.167  | 2:22.129 |
| 21                   | 14.425 | 1:58.695 | 19                   | 12.268 | 1:48.331 | 19                   | 10.834 | 3:06.759 | 19                   | 9.268  | 3:13.809 | 19                   | 6.268  | 2:21.565 |
| 19                   | 15.462 | 1:59.732 | 6                    | 19.181 | 1:53.369 | 6                    | 13.464 | 3:02.476 | 6                    | 11.190 | 3:13.101 | 6                    | 9.612  | 2:22.987 |
| 6                    | 17.337 | 2:01.607 | 9                    | 19.675 | 1:53.123 | 9                    | 14.074 | 3:02.592 | 9                    | 12.077 | 3:13.378 | 9                    | 10.040 | 2:22.528 |
| 9                    | 18.077 | 2:02.347 | 59                   | 21.900 | 1:54.519 | 59                   | 15.270 | 3:01.563 | 59                   | 13.244 | 3:13.349 | 59                   | 11.195 | 2:22.516 |
| 59                   | 18.906 | 2:03.176 | 46                   | 32.371 | 2:02.641 | 46                   | 16.623 | 2:52.445 | 46                   | 15.051 | 3:13.803 | 46                   | 14.288 | 2:23.802 |
| 46                   | 21.255 | 2:05.525 | 5                    | 32.570 | 2:00.821 | 5                    | 17.867 | 2:53.490 | 5                    | 15.918 | 3:13.426 | 5                    | 14.426 | 2:23.073 |
| 5                    | 23.274 | 2:07.544 | 57                   | 34.563 | 2:02.602 | 57                   | 18.535 | 2:52.165 | 57                   | 16.344 | 3:13.184 | 21                   | 17.497 | 2:25.382 |
| 57                   | 23.486 | 2:07.756 | 14                   | 35.496 | 2:03.374 | 14                   | 19.341 | 2:52.038 | 21                   | 16.680 | 3:12.225 | 57                   | 17.662 | 2:25.883 |
| 14                   | 23.647 | 2:07.917 | 21                   | 36.355 | 2:13.455 | 21                   | 19.830 | 2:51.668 | 44                   | 17.409 | 3:11.927 | 44                   | 20.424 | 2:27.580 |
| 20                   | 27.712 | 2:11.982 | 44                   | 42.291 | 2:05.554 | 44                   | 20.857 | 2:46.759 | 14                   | 17.943 | 3:13.977 | 14                   | 20.726 | 2:27.348 |
| 44                   | 28.262 | 2:12.532 |                      |        |          | SC                   | 2 Laps | 3:14.940 |                      |        |          |                      |        |          |

# HSCC Historic Formula 3 Championship

## RACE 1 - LAP CHART

| LAP 6 @ 13:54:07.203 |        |          | LAP 7 @ 13:55:46.205 |        |          | LAP 8 @ 13:57:24.835 |          |          | LAP 9 @ 13:59:03.653 |          |          | LAP 10 @ 14:00:41.694 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|-----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 88                   |        | 1:39.339 | 88                   |        | 1:39.002 | 88                   |          | 1:38.630 | 88                   |          | 1:38.818 | 88                    |          | 1:38.041 |
| 41                   | 0.508  | 1:39.456 | 41                   | 0.335  | 1:38.829 | 41                   | 0.900    | 1:39.195 | 28                   | 0.651    | 1:38.161 | 28                    | 0.551    | 1:37.941 |
| 28                   | 0.945  | 1:39.443 | 28                   | 1.137  | 1:39.194 | 28                   | 1.308    | 1:38.801 | 41                   | 1.424    | 1:39.342 | 11                    | 1.463    | 1:37.951 |
| 11                   | 1.108  | 1:39.329 | 11                   | 1.330  | 1:39.224 | 11                   | 1.696    | 1:38.996 | 11                   | 1.553    | 1:38.675 | 41                    | 2.091    | 1:38.708 |
| 24                   | 1.871  | 1:39.304 | 24                   | 1.613  | 1:38.744 | 24                   | 3.181    | 1:40.198 | 24                   | 2.686    | 1:38.323 | 24                    | 3.274    | 1:38.629 |
| 77                   | 3.791  | 1:40.939 | 77                   | 5.627  | 1:40.838 | 77                   | 6.817    | 1:39.820 | 77                   | 9.017    | 1:41.018 | 77                    | 11.965   | 1:40.989 |
| 63                   | 6.667  | 1:42.143 | 63                   | 9.042  | 1:41.377 | 63                   | 12.504   | 1:42.092 | 63                   | 16.080   | 1:42.394 | 63                    | 19.590   | 1:41.551 |
| 93                   | 7.025  | 1:43.332 | 93                   | 11.104 | 1:43.081 | 19                   | 15.513   | 1:40.713 | 19                   | 17.893   | 1:41.198 | 19                    | 19.760   | 1:39.908 |
| 29                   | 10.008 | 1:44.427 | 19                   | 13.430 | 1:42.181 | 93                   | 16.113   | 1:43.639 | 29                   | 20.420   | 1:41.045 | 29                    | 22.148   | 1:39.769 |
| 19                   | 10.251 | 1:43.322 | 29                   | 15.358 | 1:44.352 | 29                   | 18.193   | 1:41.465 | 93                   | 21.822   | 1:44.527 | 93                    | 28.442   | 1:44.661 |
| 8                    | 10.446 | 1:45.326 | 8                    | 16.613 | 1:45.169 | 8                    | 22.857   | 1:44.874 | 89                   | 27.501   | 1:43.436 | 89                    | 32.795   | 1:43.335 |
| 89                   | 11.245 | 1:44.417 | 89                   | 17.499 | 1:45.256 | 89                   | 22.883   | 1:44.014 | 8                    | 28.188   | 1:44.149 | 8                     | 33.355   | 1:43.208 |
| 6                    | 20.013 | 1:49.740 | 6                    | 28.871 | 1:47.860 | 5                    | 37.672   | 1:47.088 | 5                    | 44.422   | 1:45.568 | 5                     | 50.702   | 1:44.321 |
| 9                    | 20.144 | 1:49.443 | 9                    | 29.031 | 1:47.889 | 6                    | 39.390   | 1:49.149 | 21                   | 44.633   | 1:43.903 | 21                    | 51.085   | 1:44.493 |
| 59                   | 20.410 | 1:48.554 | 5                    | 29.214 | 1:45.538 | 21                   | 39.548   | 1:48.312 | 9                    | 45.693   | 1:44.794 | 9                     | 51.441   | 1:43.789 |
| 5                    | 22.678 | 1:47.591 | 21                   | 29.866 | 1:45.776 | 9                    | 39.717   | 1:49.316 | 6                    | 47.962   | 1:47.390 | 6                     | 56.506   | 1:46.585 |
| 21                   | 23.092 | 1:44.934 | 59                   | 31.634 | 1:50.226 | 59                   | 40.837   | 1:47.833 | 59                   | 55.965   | 1:53.946 | 59                    | 1:14.819 | 1:56.895 |
| 46                   | 29.425 | 1:54.476 | 57                   | 48.954 | 1:57.062 | 57                   | 1:03.360 | 1:53.036 | 14                   | 1:16.394 | 1:51.300 | 14                    | 1:28.610 | 1:50.257 |
| 57                   | 30.894 | 1:52.571 | 14                   | 49.919 | 1:52.746 | 14                   | 1:03.912 | 1:52.623 | 57                   | 1:16.595 | 1:52.053 | 57                    | 1:30.115 | 1:51.561 |
| 14                   | 36.175 | 1:54.788 | 44                   | 59.123 | 2:00.119 | 46                   | 1:15.148 | 1:54.432 | 46                   | 1:26.950 | 1:50.620 | 46                    | 1:38.495 | 1:49.586 |
| 44                   | 38.006 | 1:56.921 | 46                   | 59.346 | 2:08.923 | 44                   | 1:16.849 | 1:56.356 | 44                   | 1:33.473 | 1:55.442 | 44                    | 1:52.005 | 1:56.573 |

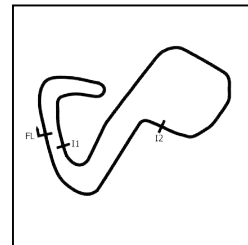
HSCC Historic Formula 3 Championship

RACE 1 - POSITION CHART

|    |             | Lap |    |    |    |    |    |    |    |    |    |    |
|----|-------------|-----|----|----|----|----|----|----|----|----|----|----|
| No | Name        | Pos | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 88 | TROTT       | 1   | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| 28 | TIMMS       | 2   | 28 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 28 | 28 |
| 24 | TIMMS       | 3   | 41 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 41 | 11 |
| 41 | SPAGGIARI   | 4   | 24 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 41 |
| 19 | MUSGRAVE    | 5   | 11 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| 11 | DRYBROUGH   | 6   | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| 8  | CARTER      | 7   | 93 | 93 | 93 | 93 | 93 | 63 | 63 | 63 | 63 | 63 |
| 63 | WIDMER      | 8   | 63 | 63 | 63 | 63 | 63 | 93 | 93 | 19 | 19 | 19 |
| 29 | FENNELL     | 9   | 8  | 8  | 8  | 8  | 8  | 29 | 19 | 93 | 29 | 29 |
| 93 | FISCHER     | 10  | 89 | 29 | 29 | 29 | 29 | 19 | 29 | 29 | 93 | 93 |
| 77 | DEROSSI     | 11  | 29 | 89 | 89 | 89 | 89 | 8  | 8  | 8  | 89 | 89 |
| 21 | INGWILLER   | 12  | 21 | 19 | 19 | 19 | 19 | 89 | 89 | 89 | 8  | 8  |
| 89 | PANGBORN    | 13  | 19 | 6  | 6  | 6  | 6  | 6  | 6  | 5  | 5  | 5  |
| 59 | MILICEVIC   | 14  | 6  | 9  | 9  | 9  | 9  | 9  | 9  | 6  | 21 | 21 |
| 9  | TART        | 15  | 9  | 59 | 59 | 59 | 59 | 59 | 5  | 21 | 9  | 9  |
| 5  | NICHOLS     | 16  | 59 | 46 | 46 | 46 | 46 | 5  | 21 | 9  | 6  | 6  |
| 6  | BOSSON      | 17  | 46 | 5  | 5  | 5  | 5  | 21 | 59 | 59 | 59 | 59 |
| 16 | LINSTONE    | 18  | 5  | 57 | 57 | 57 | 21 | 46 | 57 | 57 | 14 | 14 |
| 46 | BUFFEY      | 19  | 57 | 14 | 14 | 21 | 57 | 57 | 14 | 14 | 57 | 57 |
| 14 | ETHERINGTON | 20  | 14 | 21 | 21 | 44 | 44 | 14 | 44 | 46 | 46 | 46 |
| 57 | GREEN       | 21  | 20 | 44 | 44 | 14 | 14 | 44 | 46 | 44 | 44 | 44 |
| 31 | DUNSTER     | 22  | 44 |    |    |    |    |    |    |    |    |    |
| 44 | CLERC       | 23  |    |    |    |    |    |    |    |    |    |    |
| 20 | BERSIHAND   | 24  |    |    |    |    |    |    |    |    |    |    |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 88 B                   |          | Richard TROTT |          |                          |          | Brabham BT28 |          |                    |       |             |              |  |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------|----------|--------------------|-------|-------------|--------------|--|
| IDEAL LAP TIME : 1:38.041 |          |               |          | BEST LAP TIME : 1:38.041 |          |              |          | DIFFERENCE : 0.000 |       |             |              |  |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |              | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |  |
| 1 -                       |          | 96.5          |          | 44.444                   | 86.5     | 23.680       | 112.9    | 1:44.270           | 84.01 | 6.229       | 13:41:48.206 |  |
| 2 -                       | 31.169   | 99.4          |          | 45.195                   | 76.2     | 35.161       | 60.2     | 1:51.525           | 78.54 | 13.484      | 13:43:39.731 |  |
| 3 -                       | 47.038   | 52.9          |          | 1:30.051                 | 39.3     | 51.104       | 45.4     | 3:08.193           | 46.54 | 1:30.152    | 13:46:47.924 |  |
| 4 -                       | 1:01.946 | 43.1          |          | 1:26.053                 | 40.4     | 47.376       | 46.0     | 3:15.375           | 44.83 | 1:37.334    | 13:50:03.299 |  |
| 5 -                       | 52.060   | 64.0          |          | 1:05.061                 | 50.4     | 27.444       | 110.1    | 2:24.565           | 60.59 | 46.524      | 13:52:27.864 |  |
| 6 -                       | 31.530   | 96.6          |          | 44.194                   | 88.0     | 23.615       | 112.7    | 1:39.339           | 88.18 | 1.298       | 13:54:07.203 |  |
| 7 -                       | 31.145   | 96.9          |          | 44.132                   | 89.4     | 23.725       | 111.8    | 1:39.002           | 88.48 | 0.961       | 13:55:46.205 |  |
| 8 -                       | 31.090   | 96.5          |          | 43.897                   | 88.8     | 23.643       | 112.4    | 1:38.630 (2)       | 88.81 | 0.589       | 13:57:24.835 |  |
| 9 -                       | 31.096   | 95.4          |          | 44.166                   | 86.9     | 23.556       | 113.3    | 1:38.818 (3)       | 88.64 | 0.777       | 13:59:03.653 |  |
| 10 -                      | 30.830   | 98.1          |          | 43.733                   | 88.1     | 23.478       | 104.8    | 1:38.041 (1)       | 89.34 |             | 14:00:41.694 |  |

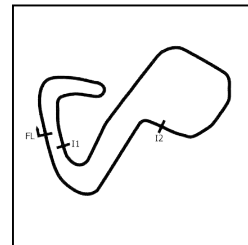
| P2 28 B Jason TIMMS       |          |      |          | Brabham BT21             |          |        |          |                    |       |             |              |
|---------------------------|----------|------|----------|--------------------------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:37.844 |          |      |          | BEST LAP TIME : 1:37.941 |          |        |          | DIFFERENCE : 0.097 |       |             |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 95.0 |          | 45.486                   | 82.7     | 24.455 | 111.6    | 1:47.283           | 81.65 | 9.342       | 13:41:51.219 |
| 2 -                       | 31.926   | 95.4 |          | 45.562                   | 73.8     | 32.599 | 61.0     | 1:50.087           | 79.57 | 12.146      | 13:43:41.306 |
| 3 -                       | 47.831   | 50.9 |          | 1:29.736                 | 37.0     | 50.962 | 44.5     | 3:08.529           | 46.46 | 1:30.588    | 13:46:49.835 |
| 4 -                       | 1:02.000 | 38.5 |          | 1:26.134                 | 39.8     | 47.278 | 42.7     | 3:15.412           | 44.82 | 1:37.471    | 13:50:05.247 |
| 5 -                       | 51.946   | 62.2 |          | 1:04.611                 | 55.2     | 26.901 | 113.9    | 2:23.458           | 61.06 | 45.517      | 13:52:28.705 |
| 6 -                       | 31.693   | 98.2 |          | 44.148                   | 85.4     | 23.602 | 116.5    | 1:39.443           | 88.08 | 1.502       | 13:54:08.148 |
| 7 -                       | 31.368   | 97.2 |          | 44.112                   | 84.0     | 23.714 | 113.9    | 1:39.194           | 88.31 | 1.253       | 13:55:47.342 |
| 8 -                       | 31.609   | 97.8 |          | 43.745                   | 85.2     | 23.447 | 116.3    | 1:38.801 (3)       | 88.66 | 0.860       | 13:57:26.143 |
| 9 -                       | 31.375   | 98.8 |          | 43.301                   | 88.0     | 23.485 | 114.5    | 1:38.161 (2)       | 89.23 | 0.220       | 13:59:04.304 |
| 10 -                      | 31.198   | 98.3 |          | 43.398                   | 87.6     | 23.345 | 115.1    | 1:37.941 (1)       | 89.43 |             | 14:00:42.245 |

| P3 11 B Ross DRYBROUGH    |          |      |          | Merlyn Mk14A             |          |        |          |                    |       |             |              |
|---------------------------|----------|------|----------|--------------------------|----------|--------|----------|--------------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:37.610 |          |      |          | BEST LAP TIME : 1:37.951 |          |        |          | DIFFERENCE : 0.341 |       |             |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 94.2 |          | 44.977                   | 85.7     | 23.967 | 116.3    | 1:47.747           | 81.29 | 9.796       | 13:41:51.683 |
| 2 -                       | 32.841   | 92.4 |          | 45.171                   | 81.1     | 32.213 | 59.8     | 1:50.225           | 79.47 | 12.274      | 13:43:41.908 |
| 3 -                       | 47.846   | 47.2 |          | 1:30.023                 | 36.5     | 50.983 | 45.4     | 3:08.852           | 46.38 | 1:30.901    | 13:46:50.760 |
| 4 -                       | 1:02.212 | 39.1 |          | 1:26.024                 | 45.9     | 47.197 | 41.6     | 3:15.433           | 44.82 | 1:37.482    | 13:50:06.193 |
| 5 -                       | 52.147   | 63.7 |          | 1:04.080                 | 58.7     | 26.562 | 115.7    | 2:22.789           | 61.34 | 44.838      | 13:52:28.982 |
| 6 -                       | 31.715   | 92.6 |          | 44.131                   | 82.7     | 23.483 | 119.4    | 1:39.329           | 88.19 | 1.378       | 13:54:08.311 |
| 7 -                       | 31.537   | 97.2 |          | 44.052                   | 81.7     | 23.635 | 113.5    | 1:39.224           | 88.28 | 1.273       | 13:55:47.535 |
| 8 -                       | 31.573   | 94.9 |          | 43.879                   | 83.5     | 23.544 | 114.7    | 1:38.996 (3)       | 88.48 | 1.045       | 13:57:26.531 |
| 9 -                       | 31.265   | 96.1 |          | 44.146                   | 90.0     | 23.264 | 118.5    | 1:38.675 (2)       | 88.77 | 0.724       | 13:59:05.206 |
| 10 -                      | 31.136   | 95.7 |          | 43.210                   | 89.4     | 23.605 | 113.3    | 1:37.951 (1)       | 89.43 |             | 14:00:43.157 |

| P4                        |          | 41 B |          | Enrico SPAGGIARI         |          |        |          | Lotus 41X          |       |             |              |  |
|---------------------------|----------|------|----------|--------------------------|----------|--------|----------|--------------------|-------|-------------|--------------|--|
| IDEAL LAP TIME : 1:38.443 |          |      |          | BEST LAP TIME : 1:38.708 |          |        |          | DIFFERENCE : 0.265 |       |             |              |  |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY |              |  |
| 1 -                       |          | 97.8 |          | 44.664                   | 83.1     | 24.335 | 112.0    | 1:47.442           | 81.53 | 8.734       | 13:41:51.378 |  |
| 2 -                       | 32.074   | 98.6 |          | 44.820                   | 77.5     | 32.192 | 63.7     | 1:49.086           | 80.30 | 10.378      | 13:43:40.464 |  |
| 3 -                       | 47.205   | 57.8 |          | 1:29.939                 | 38.7     | 51.304 | 46.3     | 3:08.448           | 46.48 | 1:29.740    | 13:46:48.912 |  |
| 4 -                       | 1:02.070 | 41.2 |          | 1:25.669                 | 39.6     | 47.385 | 43.2     | 3:15.124           | 44.89 | 1:36.416    | 13:50:04.036 |  |
| 5 -                       | 52.531   | 61.1 |          | 1:04.411                 | 51.5     | 27.277 | 113.7    | 2:24.219           | 60.73 | 45.511      | 13:52:28.255 |  |
| 6 -                       | 31.622   | 99.2 |          | 44.339                   | 89.0     | 23.495 | 115.3    | 1:39.456           | 88.07 | 0.748       | 13:54:07.711 |  |
| 7 -                       | 31.276   | 98.8 |          | 44.007                   | 88.6     | 23.546 | 113.9    | 1:38.829 (2)       | 88.63 | 0.121       | 13:55:46.540 |  |
| 8 -                       | 31.200   | 98.9 |          | 44.452                   | 89.1     | 23.543 | 113.1    | 1:39.195 (3)       | 88.30 | 0.487       | 13:57:25.735 |  |
| 9 -                       | 31.374   | 98.2 |          | 44.458                   | 91.9     | 23.510 | 114.9    | 1:39.342           | 88.17 | 0.634       | 13:59:05.077 |  |
| 10 -                      | 31.021   | 98.9 |          | 44.272                   | 89.9     | 23.415 | 113.1    | 1:38.708 (1)       | 88.74 |             | 14:00:43.785 |  |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P5 24 B                   |          | Jeremey TIMMS |                          |      |          | Chevron B15        |              |       |          |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:38.041 |          |               | BEST LAP TIME : 1:38.323 |      |          | DIFFERENCE : 0.282 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 94.9          | 44.978                   | 87.0 | 24.224   | 116.7              | 1:47.591     | 81.41 | 9.268    | 13:41:51.527 |
| 2 -                       | 32.880   | 95.4          | 47.524                   | 70.8 | 31.424   | 68.4               | 1:51.828     | 78.33 | 13.505   | 13:43:43.355 |
| 3 -                       | 47.211   | 48.3          | 1:30.378                 | 36.8 | 50.911   | 48.0               | 3:08.500     | 46.47 | 1:30.177 | 13:46:51.855 |
| 4 -                       | 1:01.985 | 38.4          | 1:26.352                 | 42.1 | 46.800   | 40.7               | 3:15.137     | 44.89 | 1:36.814 | 13:50:06.992 |
| 5 -                       | 52.316   | 63.3          | 1:03.875                 | 59.8 | 26.587   | 113.5              | 2:22.778     | 61.35 | 44.455   | 13:52:29.770 |
| 6 -                       | 31.654   | 97.3          | 43.946                   | 86.1 | 23.704   | 115.7              | 1:39.304     | 88.21 | 0.981    | 13:54:09.074 |
| 7 -                       | 31.448   | 96.2          | 43.758                   | 82.2 | 23.538   | 115.9              | 1:38.744 (3) | 88.71 | 0.421    | 13:55:47.818 |
| 8 -                       | 31.685   | 97.8          | 45.031                   | 87.9 | 23.482   | 114.7              | 1:40.198     | 87.42 | 1.875    | 13:57:28.016 |
| 9 -                       | 31.120   | 97.2          | 43.699                   | 88.1 | 23.504   | 115.5              | 1:38.323 (1) | 89.09 |          | 13:59:06.339 |
| 10 -                      | 31.250   | 96.0          | 43.439                   | 91.1 | 23.940   | 114.5              | 1:38.629 (2) | 88.81 | 0.306    | 14:00:44.968 |

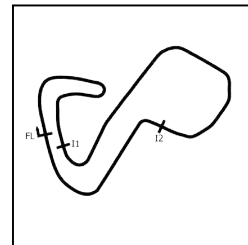
| P6                        |          | 77 B |                          | Francois DEROSI |          |                    | Chevron B17  |       |          |              |
|---------------------------|----------|------|--------------------------|-----------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:39.594 |          |      | BEST LAP TIME : 1:39.820 |                 |          | DIFFERENCE : 0.226 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |                 | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 93.8 | 44.533                   | 89.1            | 23.783   | 110.5              | 1:48.469     | 80.75 | 8.649    | 13:41:52.405 |
| 2 -                       | 32.436   | 91.9 | 47.566                   | 67.7            | 31.513   | 63.7               | 1:51.515     | 78.55 | 11.695   | 13:43:43.920 |
| 3 -                       | 47.328   | 52.8 | 1:30.412                 | 33.7            | 50.811   | 50.8               | 3:08.551     | 46.45 | 1:28.731 | 13:46:52.471 |
| 4 -                       | 1:02.189 | 36.3 | 1:26.453                 | 42.3            | 46.431   | 39.2               | 3:15.073     | 44.90 | 1:35.253 | 13:50:07.544 |
| 5 -                       | 52.729   | 55.5 | 1:03.261                 | 61.7            | 26.521   | 112.9              | 2:22.511     | 61.46 | 42.691   | 13:52:30.055 |
| 6 -                       | 32.175   | 93.7 | 44.436                   | 89.7            | 24.328   | 106.5              | 1:40.939 (3) | 86.78 | 1.119    | 13:54:10.994 |
| 7 -                       | 31.741   | 91.5 | 44.637                   | 90.3            | 24.460   | 104.3              | 1:40.838 (2) | 86.87 | 1.018    | 13:55:51.832 |
| 8 -                       | 31.487   | 93.2 | 44.324                   | 92.1            | 24.009   | 106.3              | 1:39.820 (1) | 87.75 |          | 13:57:31.652 |
| 9 -                       | 31.616   | 92.1 | 45.010                   | 92.0            | 24.392   | 105.0              | 1:41.018     | 86.71 | 1.198    | 13:59:12.670 |
| 10 -                      | 31.781   | 92.3 | 44.993                   | 88.7            | 24.215   | 106.5              | 1:40.989     | 86.74 | 1.169    | 14:00:53.659 |

| P7 63 B                   |          | Christoph WIDMER |                          |      |          | Brabham BT18A      |              |       |          |              |
|---------------------------|----------|------------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:41.098 |          |                  | BEST LAP TIME : 1:41.377 |      |          | DIFFERENCE : 0.279 |              |       |          |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 89.9             | 46.490                   | 81.2 | 24.456   | 112.2              | 1:51.025     | 78.89 | 9.648    | 13:41:54.961 |
| 2 -                       | 32.867   | 93.8             | 47.879                   | 72.3 | 29.344   | 70.4               | 1:50.090     | 79.56 | 8.713    | 13:43:45.051 |
| 3 -                       | 47.244   | 53.3             | 1:31.076                 | 32.2 | 50.651   | 54.6               | 3:08.971     | 46.35 | 1:27.594 | 13:46:54.022 |
| 4 -                       | 1:02.079 | 35.3             | 1:26.826                 | 40.7 | 45.979   | 46.4               | 3:14.884     | 44.94 | 1:33.507 | 13:50:08.906 |
| 5 -                       | 52.868   | 50.1             | 1:03.138                 | 67.3 | 26.815   | 110.3              | 2:22.821     | 61.33 | 41.444   | 13:52:31.727 |
| 6 -                       | 32.888   | 93.9             | 44.959                   | 88.4 | 24.296   | 110.0              | 1:42.143     | 85.76 | 0.766    | 13:54:13.870 |
| 7 -                       | 32.073   | 94.2             | 45.128                   | 89.9 | 24.176   | 108.7              | 1:41.377 (1) | 86.40 |          | 13:55:55.247 |
| 8 -                       | 32.418   | 93.2             | 45.491                   | 87.1 | 24.183   | 108.9              | 1:42.092 (3) | 85.80 | 0.715    | 13:57:37.339 |
| 9 -                       | 32.512   | 93.7             | 45.610                   | 89.2 | 24.272   | 109.2              | 1:42.394     | 85.55 | 1.017    | 13:59:19.733 |
| 10 -                      | 32.526   | 94.2             | 44.942                   | 90.4 | 24.083   | 109.6              | 1:41.551 (2) | 86.26 | 0.174    | 14:01:01.284 |

| P8 19 B                   |          | Oliver MUSGRAVE |                          |      |          | Chevron B15        |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:39.908 |          |                 | BEST LAP TIME : 1:39.908 |      |          | DIFFERENCE : 0.000 |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 90.4            | 48.852                   | 64.7 | 24.795   | 111.1              | 1:59.732     | 73.16 | 19.824   | 13:42:03.668 |
| 2 -                       | 33.052   | 95.4            | 48.518                   | 76.2 | 26.761   | 101.9              | 1:48.331     | 80.86 | 8.423    | 13:43:51.999 |
| 3 -                       | 43.907   | 75.7            | 1:30.492                 | 31.5 | 52.360   | 51.9               | 3:06.759     | 46.90 | 1:26.851 | 13:46:58.758 |
| 4 -                       | 1:00.759 | 31.7            | 1:26.575                 | 35.2 | 46.475   | 39.3               | 3:13.809     | 45.19 | 1:33.901 | 13:50:12.567 |
| 5 -                       | 52.303   | 67.6            | 1:02.698                 | 64.2 | 26.564   | 113.7              | 2:21.565     | 61.87 | 41.657   | 13:52:34.132 |
| 6 -                       | 31.809   | 96.0            | 46.022                   | 83.0 | 25.491   | 109.8              | 1:43.322     | 84.78 | 3.414    | 13:54:17.454 |
| 7 -                       | 32.116   | 97.1            | 45.643                   | 88.3 | 24.422   | 109.6              | 1:42.181     | 85.72 | 2.273    | 13:55:59.635 |
| 8 -                       | 31.450   | 94.9            | 45.006                   | 87.2 | 24.257   | 109.4              | 1:40.713 (2) | 86.97 | 0.805    | 13:57:40.348 |
| 9 -                       | 31.610   | 94.7            | 45.398                   | 87.2 | 24.190   | 110.1              | 1:41.198 (3) | 86.56 | 1.290    | 13:59:21.546 |
| 10 -                      | 31.399   | 96.0            | 44.548                   | 87.2 | 23.961   | 109.8              | 1:39.908 (1) | 87.67 |          | 14:01:01.454 |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P9 29 B                   |          | Nick FENNELL |                          | Tecno F3 |          |                    |              |          |          |              |              |
|---------------------------|----------|--------------|--------------------------|----------|----------|--------------------|--------------|----------|----------|--------------|--------------|
| IDEAL LAP TIME : 1:39.769 |          |              | BEST LAP TIME : 1:39.769 |          |          | DIFFERENCE : 0.000 |              |          |          |              |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH      | DIFF     | TIME OF DAY  |              |
| 1 -                       |          | 90.5         |                          | 46.760   | 78.2     | 24.741             | 112.5        | 1:54.088 | 76.78    | 14.319       | 13:41:58.024 |
| 2 -                       | 32.324   | 92.4         | 48.503                   | 64.9     | 28.118   | 74.9               | 1:48.945     | 80.40    | 9.176    | 13:43:46.969 |              |
| 3 -                       | 46.781   | 62.4         | 1:31.291                 | 30.6     | 51.968   | 50.3               | 3:10.040     | 46.09    | 1:30.271 | 13:46:57.009 |              |
| 4 -                       | 1:00.966 | 34.2         | 1:26.743                 | 36.9     | 46.163   | 41.8               | 3:13.872     | 45.18    | 1:34.103 | 13:50:10.881 |              |
| 5 -                       | 52.122   | 59.1         | 1:03.416                 | 59.1     | 26.365   | 111.6              | 2:21.903     | 61.73    | 42.134   | 13:52:32.784 |              |
| 6 -                       | 32.619   | 91.5         | 46.234                   | 85.5     | 25.574   | 108.2              | 1:44.427     | 83.88    | 4.658    | 13:54:17.211 |              |
| 7 -                       | 32.268   | 94.3         | 47.374                   | 85.8     | 24.710   | 108.2              | 1:44.352     | 83.94    | 4.583    | 13:56:01.563 |              |
| 8 -                       | 31.626   | 94.3         | 45.408                   | 85.3     | 24.431   | 109.8              | 1:41.465 (3) | 86.33    | 1.696    | 13:57:43.028 |              |
| 9 -                       | 31.416   | 94.6         | 45.147                   | 83.0     | 24.482   | 109.4              | 1:41.045 (2) | 86.69    | 1.276    | 13:59:24.073 |              |
| 10 -                      | 31.282   | 94.9         | 44.477                   | 85.3     | 24.010   | 109.2              | 1:39.769 (1) | 87.80    |          | 14:01:03.842 |              |

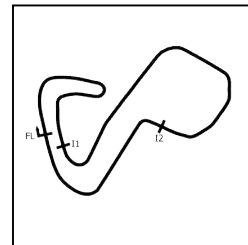
| P10 93 B Roland FISCHER   |          |      |          | Tecno 169                |          |       |                    |       |          |              |
|---------------------------|----------|------|----------|--------------------------|----------|-------|--------------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:42.059 |          |      |          | BEST LAP TIME : 1:43.081 |          |       | DIFFERENCE : 1.022 |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |       | LAP TIME           | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 93.2 | 45.274   | 80.1                     | 24.476   | 110.7 | 1:50.632           | 79.17 | 7.551    | 13:41:54.568 |
| 2 -                       | 32.341   | 89.8 | 46.978   | 73.1                     | 30.574   | 62.7  | 1:49.893           | 79.71 | 6.812    | 13:43:44.461 |
| 3 -                       | 47.352   | 51.9 | 1:30.599 | 32.6                     | 50.962   | 47.9  | 3:08.913           | 46.36 | 1:25.832 | 13:46:53.374 |
| 4 -                       | 1:02.045 | 34.9 | 1:26.444 | 39.8                     | 46.394   | 39.7  | 3:14.883           | 44.94 | 1:31.802 | 13:50:08.257 |
| 5 -                       | 52.829   | 54.7 | 1:03.068 | 66.0                     | 26.742   | 109.1 | 2:22.639           | 61.41 | 39.558   | 13:52:30.896 |
| 6 -                       | 32.309   | 90.9 | 45.526   | 78.7                     | 25.497   | 111.2 | 1:43.332 (2)       | 84.77 | 0.251    | 13:54:14.228 |
| 7 -                       | 32.412   | 89.8 | 45.731   | 84.9                     | 24.938   | 107.5 | 1:43.081 (1)       | 84.98 |          | 13:55:57.309 |
| 8 -                       | 32.338   | 84.3 | 45.960   | 82.3                     | 25.341   | 107.3 | 1:43.639 (3)       | 84.52 | 0.558    | 13:57:40.948 |
| 9 -                       | 32.635   | 86.1 | 46.729   | 81.9                     | 25.163   | 110.3 | 1:44.527           | 83.80 | 1.446    | 13:59:25.475 |
| 10 -                      | 32.541   | 83.9 | 47.018   | 78.2                     | 25.102   | 106.5 | 1:44.661           | 83.69 | 1.580    | 14:01:10.136 |

| P11 89 B                  |          | Mark PANGBORN |          |                          |          | Brabham BT28       |              |       |          |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:43.092 |          |               |          | BEST LAP TIME : 1:43.335 |          | DIFFERENCE : 0.243 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 93.8          | 46.984   | 79.6                     | 24.931   | 110.0              | 1:53.941     | 76.87 | 10.606   | 13:41:57.877 |
| 2 -                       | 33.319   | 93.7          | 50.597   | 63.0                     | 28.554   | 100.6              | 1:52.470     | 77.88 | 9.135    | 13:43:50.347 |
| 3 -                       | 44.153   | 67.4          | 1:31.213 | 29.8                     | 52.230   | 50.8               | 3:07.596     | 46.69 | 1:24.261 | 13:46:57.943 |
| 4 -                       | 1:01.019 | 32.4          | 1:26.501 | 35.3                     | 46.439   | 39.5               | 3:13.959     | 45.16 | 1:30.624 | 13:50:11.902 |
| 5 -                       | 52.004   | 62.6          | 1:03.035 | 58.7                     | 27.090   | 109.6              | 2:22.129     | 61.63 | 38.794   | 13:52:34.031 |
| 6 -                       | 32.919   | 90.3          | 46.653   | 81.6                     | 24.845   | 112.2              | 1:44.417     | 83.89 | 1.082    | 13:54:18.448 |
| 7 -                       | 32.266   | 95.8          | 47.533   | 77.0                     | 25.457   | 109.4              | 1:45.256     | 83.22 | 1.921    | 13:56:03.704 |
| 8 -                       | 32.149   | 95.1          | 46.910   | 80.1                     | 24.955   | 110.0              | 1:44.014 (3) | 84.21 | 0.679    | 13:57:47.718 |
| 9 -                       | 32.235   | 94.2          | 46.330   | 82.1                     | 24.871   | 109.4              | 1:43.436 (2) | 84.68 | 0.101    | 13:59:31.154 |
| 10 -                      | 32.391   | 94.6          | 46.098   | 87.6                     | 24.846   | 109.6              | 1:43.335 (1) | 84.77 |          | 14:01:14.489 |

| P12 8 B                   |          | Mark CARTER |          |                          |          | Titan Mk3          |              |       |          |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:42.903 |          |             |          | BEST LAP TIME : 1:43.208 |          | DIFFERENCE : 0.305 |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 89.8        | 46.843   | 78.3                     | 25.143   | 110.9              | 1:53.290     | 77.32 | 10.082   | 13:41:57.226 |
| 2 -                       | 32.007   | 92.4        | 49.245   | 64.5                     | 27.697   | 74.0               | 1:48.949     | 80.40 | 5.741    | 13:43:46.175 |
| 3 -                       | 46.752   | 61.0        | 1:31.237 | 30.4                     | 50.981   | 54.3               | 3:08.970     | 46.35 | 1:25.762 | 13:46:55.145 |
| 4 -                       | 1:01.904 | 35.5        | 1:26.684 | 41.6                     | 46.273   | 44.4               | 3:14.861     | 44.95 | 1:31.653 | 13:50:10.006 |
| 5 -                       | 52.510   | 54.9        | 1:03.137 | 63.4                     | 26.670   | 112.5              | 2:22.317     | 61.55 | 39.109   | 13:52:32.323 |
| 6 -                       | 32.804   | 92.5        | 46.497   | 77.4                     | 26.025   | 109.6              | 1:45.326     | 83.16 | 2.118    | 13:54:17.649 |
| 7 -                       | 32.636   | 94.2        | 47.662   | 77.7                     | 24.871   | 111.2              | 1:45.169     | 83.29 | 1.961    | 13:56:02.818 |
| 8 -                       | 32.587   | 92.6        | 46.999   | 75.3                     | 25.288   | 109.6              | 1:44.874 (3) | 83.52 | 1.666    | 13:57:47.692 |
| 9 -                       | 33.047   | 93.2        | 46.311   | 80.3                     | 24.791   | 112.7              | 1:44.149 (2) | 84.10 | 0.941    | 13:59:31.841 |
| 10 -                      | 32.312   | 93.5        | 46.295   | 78.4                     | 24.601   | 110.7              | 1:43.208 (1) | 84.87 |          | 14:01:15.049 |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13                       |          | 5 B  |          | Steve NICHOLS            |          | Chevron B17        |              |       |          |              |  |
|---------------------------|----------|------|----------|--------------------------|----------|--------------------|--------------|-------|----------|--------------|--|
| IDEAL LAP TIME : 1:44.321 |          |      |          | BEST LAP TIME : 1:44.321 |          | DIFFERENCE : 0.000 |              |       |          |              |  |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |  |
| 1 -                       |          | 93.8 | 49.823   | 71.6                     | 25.165   | 111.4              | 2:07.544     | 68.68 | 23.223   | 13:42:11.480 |  |
| 2 -                       | 33.227   | 95.4 | 58.750   | 65.2                     | 28.844   | 100.0              | 2:00.821     | 72.50 | 16.500   | 13:44:12.301 |  |
| 3 -                       | 36.665   | 85.4 | 1:24.352 | 47.6                     | 52.473   | 35.1               | 2:53.490     | 50.49 | 1:09.169 | 13:47:05.791 |  |
| 4 -                       | 1:01.530 | 55.5 | 1:24.541 | 37.8                     | 47.355   | 30.1               | 3:13.426     | 45.28 | 1:29.105 | 13:50:19.217 |  |
| 5 -                       | 55.641   | 63.8 | 1:00.401 | 68.0                     | 27.031   | 107.7              | 2:23.073     | 61.22 | 38.752   | 13:52:42.290 |  |
| 6 -                       | 34.519   | 94.5 | 47.720   | 68.1                     | 25.352   | 112.4              | 1:47.591     | 81.41 | 3.270    | 13:54:29.881 |  |
| 7 -                       | 33.573   | 96.2 | 47.038   | 76.0                     | 24.927   | 112.2              | 1:45.538 (2) | 83.00 | 1.217    | 13:56:15.419 |  |
| 8 -                       | 34.032   | 93.8 | 47.823   | 78.1                     | 25.233   | 112.0              | 1:47.088     | 81.80 | 2.767    | 13:58:02.507 |  |
| 9 -                       | 33.010   | 96.1 | 47.313   | 75.8                     | 25.245   | 110.7              | 1:45.568 (3) | 82.97 | 1.247    | 13:59:48.075 |  |
| 10 -                      | 32.747   | 95.7 | 46.664   | 82.5                     | 24.910   | 111.1              | 1:44.321 (1) | 83.97 |          | 14:01:32.396 |  |

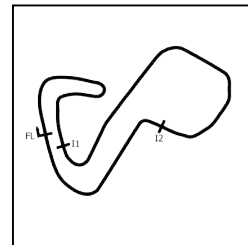
| P14 21 B                  |          | Ludovic INGWILLER        |          | Pygmee F3          |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:43.338 |          | BEST LAP TIME : 1:43.903 |          | DIFFERENCE : 0.565 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 89.4                     | 49.163   | 68.0               | 24.652   | 107.2 | 1:58.695     | 73.80 | 14.792   | 13:42:02.631 |
| 2 -                       | 47.569   | 93.9                     | 56.089   | 50.2               | 29.797   | 97.9  | 2:13.455     | 65.63 | 29.552   | 13:44:16.086 |
| 3 -                       | 37.603   | 85.2                     | 1:22.372 | 42.1               | 51.693   | 37.2  | 2:51.668     | 51.02 | 1:07.765 | 13:47:07.754 |
| 4 -                       | 1:02.206 | 70.2                     | 1:23.028 | 35.9               | 46.991   | 30.0  | 3:12.225     | 45.57 | 1:28.322 | 13:50:19.979 |
| 5 -                       | 56.835   | 57.3                     | 1:01.339 | 62.0               | 27.208   | 104.6 | 2:25.382     | 60.25 | 41.479   | 13:52:45.361 |
| 6 -                       | 33.039   | 92.0                     | 47.251   | 81.1               | 24.644   | 110.9 | 1:44.934 (3) | 83.47 | 1.031    | 13:54:30.295 |
| 7 -                       | 32.571   | 94.2                     | 47.899   | 76.6               | 25.306   | 110.3 | 1:45.776     | 82.81 | 1.873    | 13:56:16.071 |
| 8 -                       | 34.176   | 92.3                     | 48.566   | 80.6               | 25.570   | 111.8 | 1:48.312     | 80.87 | 4.409    | 13:58:04.383 |
| 9 -                       | 32.191   | 94.1                     | 46.503   | 75.4               | 25.209   | 111.8 | 1:43.903 (1) | 84.30 |          | 13:59:48.286 |
| 10 -                      | 32.708   | 93.4                     | 46.746   | 82.9               | 25.039   | 111.2 | 1:44.493 (2) | 83.83 | 0.590    | 14:01:32.779 |

| P15                       |          | 9 B  |                          | Andrew TART |          | Merlyn Mk9         |              |       |          |              |
|---------------------------|----------|------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:43.789 |          |      | BEST LAP TIME : 1:43.789 |             |          | DIFFERENCE : 0.000 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 85.4 | 49.891                   | 71.7        | 25.909   | 109.6              | 2:02.347     | 71.59 | 18.558   | 13:42:06.283 |
| 2 -                       | 33.911   | 90.8 | 51.471                   | 72.4        | 27.741   | 103.5              | 1:53.123     | 77.43 | 9.334    | 13:43:59.406 |
| 3 -                       | 40.785   | 76.2 | 1:29.031                 | 37.0        | 52.776   | 40.4               | 3:02.592     | 47.97 | 1:18.803 | 13:47:01.998 |
| 4 -                       | 59.898   | 42.6 | 1:26.065                 | 39.4        | 47.415   | 35.3               | 3:13.378     | 45.29 | 1:29.589 | 13:50:15.376 |
| 5 -                       | 52.859   | 65.9 | 1:02.031                 | 50.7        | 27.638   | 107.3              | 2:22.528     | 61.46 | 38.739   | 13:52:37.904 |
| 6 -                       | 35.089   | 89.3 | 48.550                   | 72.6        | 25.804   | 107.0              | 1:49.443     | 80.04 | 5.654    | 13:54:27.347 |
| 7 -                       | 33.704   | 91.0 | 48.466                   | 78.7        | 25.719   | 107.3              | 1:47.889 (3) | 81.19 | 4.100    | 13:56:15.236 |
| 8 -                       | 34.834   | 90.4 | 49.114                   | 76.7        | 25.368   | 111.8              | 1:49.316     | 80.13 | 5.527    | 13:58:04.552 |
| 9 -                       | 32.950   | 89.5 | 46.694                   | 79.6        | 25.150   | 109.8              | 1:44.794 (2) | 83.59 | 1.005    | 13:59:49.346 |
| 10 -                      | 32.638   | 92.3 | 46.210                   | 78.4        | 24.941   | 112.5              | 1:43.789 (1) | 84.40 |          | 14:01:33.135 |

| P16                       |          | 6 B  |                          | Leif BOSSON |          | Brabham BT28       |              |       |          |              |
|---------------------------|----------|------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:46.248 |          |      | BEST LAP TIME : 1:46.585 |             |          | DIFFERENCE : 0.337 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 88.6 | 50.270                   | 69.1        | 25.943   | 108.0              | 2:01.607     | 72.03 | 15.022   | 13:42:05.543 |
| 2 -                       | 33.532   | 91.4 | 51.900                   | 73.2        | 27.937   | 98.8               | 1:53.369     | 77.26 | 6.784    | 13:43:58.912 |
| 3 -                       | 40.510   | 81.0 | 1:28.594                 | 41.5        | 53.372   | 42.2               | 3:02.476     | 48.00 | 1:15.891 | 13:47:01.388 |
| 4 -                       | 59.220   | 36.9 | 1:26.665                 | 39.6        | 47.216   | 36.5               | 3:13.101     | 45.36 | 1:26.516 | 13:50:14.489 |
| 5 -                       | 52.723   | 69.6 | 1:02.329                 | 60.3        | 27.935   | 105.5              | 2:22.987     | 61.26 | 36.402   | 13:52:37.476 |
| 6 -                       | 34.830   | 89.3 | 48.736                   | 75.3        | 26.174   | 107.7              | 1:49.740     | 79.82 | 3.155    | 13:54:27.216 |
| 7 -                       | 33.405   | 90.3 | 48.407                   | 78.7        | 26.048   | 107.3              | 1:47.860 (3) | 81.21 | 1.275    | 13:56:15.076 |
| 8 -                       | 33.765   | 90.6 | 49.366                   | 77.8        | 26.018   | 108.4              | 1:49.149     | 80.25 | 2.564    | 13:58:04.225 |
| 9 -                       | 34.347   | 92.4 | 47.565                   | 81.1        | 25.478   | 107.5              | 1:47.390 (2) | 81.57 | 0.805    | 13:59:51.615 |
| 10 -                      | 33.205   | 91.9 | 47.598                   | 79.9        | 25.782   | 106.3              | 1:46.585 (1) | 82.18 |          | 14:01:38.200 |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P17 59 INV                |          | John MILICEVIC           |          | Merlyn Mk20        |          |        |          |              |       |             |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|--------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:47.312 |          | BEST LAP TIME : 1:47.833 |          | DIFFERENCE : 0.521 |          |        |          |              |       |             |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |        | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 83.8                     |          | 52.583             | 57.9     | 26.375 | 108.4    | 2:03.176     | 71.11 | 15.343      | 13:42:07.112 |
| 2 -                       |          | 33.376                   | 86.9     | 53.507             | 71.4     | 27.636 | 89.9     | 1:54.519     | 76.49 | 6.686       | 13:44:01.631 |
| 3 -                       |          | 40.230                   | 68.6     | 1:28.616           | 37.5     | 52.717 | 41.3     | 3:01.563     | 48.24 | 1:13.730    | 13:47:03.194 |
| 4 -                       |          | 1:01.847                 | 50.9     | 1:24.338           | 41.8     | 47.164 | 33.9     | 3:13.349     | 45.30 | 1:25.516    | 13:50:16.543 |
| 5 -                       |          | 54.867                   | 69.9     | 1:00.254           | 54.8     | 27.395 | 108.0    | 2:22.516     | 61.46 | 34.683      | 13:52:39.059 |
| 6 -                       |          | 34.618                   | 83.1     | 48.719             | 70.9     | 25.217 | 108.2    | 1:48.554 (2) | 80.69 | 0.721       | 13:54:27.613 |
| 7 -                       |          | 34.032                   | 89.5     | 50.580             | 73.7     | 25.614 | 108.7    | 1:50.226 (3) | 79.47 | 2.393       | 13:56:17.839 |
| 8 -                       |          | 33.577                   | 87.4     | 48.771             | 67.9     | 25.485 | 109.1    | 1:47.833 (1) | 81.23 |             | 13:58:05.672 |
| 9 -                       |          | 36.197                   | 72.8     | 50.462             | 72.2     | 27.287 | 87.4     | 1:53.946     | 76.87 | 6.113       | 13:59:59.618 |
| 10 -                      |          | 36.461                   | 86.1     | 51.680             | 69.6     | 28.754 | 81.7     | 1:56.895     | 74.93 | 9.062       | 14:01:56.513 |

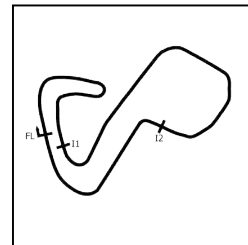
| P18 14 B                  |          | Simon ETHERINGTON |                          |      |          | Brabham BT15       |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:50.257 |          |                   | BEST LAP TIME : 1:50.257 |      |          | DIFFERENCE : 0.000 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 85.8              | 51.848                   | 70.6 | 27.247   | 97.2               | 2:07.917     | 68.48 | 17.660   | 13:42:11.853 |
| 2 -                       | 36.244   | 85.9              | 57.667                   | 52.3 | 29.463   | 94.3               | 2:03.374     | 71.00 | 13.117   | 13:44:15.227 |
| 3 -                       | 37.855   | 82.5              | 1:22.303                 | 42.4 | 51.880   | 36.6               | 2:52.038     | 50.91 | 1:01.781 | 13:47:07.265 |
| 4 -                       | 1:06.129 | 66.5              | 1:21.594                 | 46.2 | 46.254   | 33.9               | 3:13.977     | 45.15 | 1:23.720 | 13:50:21.242 |
| 5 -                       | 58.255   | 53.0              | 1:01.134                 | 58.1 | 27.959   | 103.8              | 2:27.348     | 59.45 | 37.091   | 13:52:48.590 |
| 6 -                       | 37.214   | 87.0              | 50.683                   | 71.1 | 26.891   | 103.5              | 1:54.788     | 76.31 | 4.531    | 13:54:43.378 |
| 7 -                       | 35.349   | 85.7              | 50.448                   | 69.6 | 26.949   | 105.0              | 1:52.746     | 77.69 | 2.489    | 13:56:36.124 |
| 8 -                       | 35.290   | 87.3              | 50.983                   | 66.3 | 26.350   | 104.6              | 1:52.623 (3) | 77.78 | 2.366    | 13:58:28.747 |
| 9 -                       | 35.016   | 85.0              | 49.667                   | 76.4 | 26.617   | 103.4              | 1:51.300 (2) | 78.70 | 1.043    | 14:00:20.047 |
| 10 -                      | 34.775   | 88.1              | 49.135                   | 78.1 | 26.347   | 103.4              | 1:50.257 (1) | 79.44 |          | 14:02:10.304 |

| P19 57 B                  |          | David GREEN              |          | Titan Mk3          |          |        |              |          |          |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|--------|--------------|----------|----------|--------------|--------------|
| IDEAL LAP TIME : 1:50.774 |          | BEST LAP TIME : 1:51.561 |          | DIFFERENCE : 0.787 |          |        |              |          |          |              |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |        | LAP TIME     | MPH      | DIFF     | TIME OF DAY  |              |
| 1 -                       |          | 82.9                     |          | 51.987             | 73.6     | 26.526 | 104.6        | 2:07.756 | 68.56    | 16.195       | 13:42:11.692 |
| 2 -                       | 34.905   | 83.3                     | 58.058   | 57.7               | 29.639   | 97.3   | 2:02.602     | 71.44    | 11.041   | 13:44:14.294 |              |
| 3 -                       | 37.061   | 79.8                     | 1:22.930 | 43.5               | 52.174   | 34.0   | 2:52.165     | 50.88    | 1:00.604 | 13:47:06.459 |              |
| 4 -                       | 1:02.149 | 63.0                     | 1:23.755 | 36.7               | 47.280   | 29.7   | 3:13.184     | 45.34    | 1:21.623 | 13:50:19.643 |              |
| 5 -                       | 56.765   | 57.9                     | 1:01.284 | 65.0               | 27.834   | 101.6  | 2:25.883     | 60.04    | 34.322   | 13:52:45.526 |              |
| 6 -                       | 35.425   | 83.9                     | 50.598   | 77.9               | 26.548   | 104.2  | 1:52.571 (3) | 77.81    | 1.010    | 13:54:38.097 |              |
| 7 -                       | 37.743   | 76.3                     | 52.571   | 77.6               | 26.748   | 103.0  | 1:57.062     | 74.83    | 5.501    | 13:56:35.159 |              |
| 8 -                       | 34.775   | 83.9                     | 52.031   | 73.6               | 26.230   | 103.4  | 1:53.036     | 77.49    | 1.475    | 13:58:28.195 |              |
| 9 -                       | 34.702   | 84.7                     | 50.922   | 79.8               | 26.429   | 105.1  | 1:52.053 (2) | 78.17    | 0.492    | 14:00:20.248 |              |
| 10 -                      | 35.489   | 85.2                     | 49.864   | 77.4               | 26.208   | 103.5  | 1:51.561 (1) | 78.52    |          | 14:02:11.809 |              |

| P20 46 B                  |          | Clive BUFFEY |                          |      |          | Chevron B15 F3     |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:49.171 |          |              | BEST LAP TIME : 1:49.586 |      |          | DIFFERENCE : 0.415 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 86.7         | 51.919                   | 76.3 | 26.254   | <b>110.0</b>       | 2:05.525     | 69.78 | 15.939   | 13:42:09.461 |
| 2 -                       | 34.513   | 88.5         | 58.547                   | 59.1 | 29.581   | 95.7               | 2:02.641     | 71.42 | 13.055   | 13:44:12.102 |
| 3 -                       | 36.236   | 80.1         | 1:23.287                 | 40.3 | 52.922   | 42.8               | 2:52.445     | 50.79 | 1:02.859 | 13:47:04.547 |
| 4 -                       | 1:01.734 | 51.1         | 1:24.491                 | 40.9 | 47.578   | 33.5               | 3:13.803     | 45.19 | 1:24.217 | 13:50:18.350 |
| 5 -                       | 54.629   | 60.6         | 1:01.639                 | 65.1 | 27.534   | 107.8              | 2:23.802     | 60.91 | 34.216   | 13:52:42.152 |
| 6 -                       | 35.747   | 84.2         | 52.085                   | 78.3 | 26.644   | 108.4              | 1:54.476     | 76.52 | 4.890    | 13:54:36.628 |
| 7 -                       | 49.110   | 71.3         | 52.592                   | 74.5 | 27.221   | 100.6              | 2:08.923     | 67.94 | 19.337   | 13:56:45.551 |
| 8 -                       | 37.020   | 81.1         | 51.329                   | 77.8 | 26.083   | 108.2              | 1:54.432 (3) | 76.55 | 4.846    | 13:58:39.983 |
| 9 -                       | 33.967   | 90.5         | 50.725                   | 79.7 | 25.928   | 107.0              | 1:50.620 (2) | 79.18 | 1.034    | 14:00:30.603 |
| 10 -                      | 34.382   | 86.2         | 49.592                   | 81.0 | 25.612   | 96.5               | 1:49.586 (1) | 79.93 |          | 14:02:20.189 |

# HSCC Historic Formula 3 Championship

## RACE 1 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P21 44 B                  |          | Jean-Michel CLERC        |          |      | Techno F3          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|------|--------------------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:54.053 |          | BEST LAP TIME : 1:55.442 |          |      | DIFFERENCE : 1.389 |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |      | SECTOR 3           |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | 78.8     |                          | 53.748   |      | 76.2               |       | 2:12.532     | 66.09 | 17.090   | 13:42:16.468 |
| 2 -                       | 38.424   | 78.4                     | 57.378   | 66.9 | 29.752             | 96.9  | 2:05.554     | 69.76 | 10.112   | 13:44:22.022 |
| 3 -                       | 37.799   | 77.8                     | 1:17.314 | 40.1 | 51.646             | 39.2  | 2:46.759     | 52.52 | 51.317   | 13:47:08.781 |
| 4 -                       | 1:03.420 | 66.7                     | 1:21.831 | 38.0 | 46.676             | 32.7  | 3:11.927     | 45.64 | 1:16.485 | 13:50:20.708 |
| 5 -                       | 57.838   | 51.5                     | 1:01.023 | 62.5 | 28.719             | 101.3 | 2:27.580     | 59.35 | 32.138   | 13:52:48.288 |
| 6 -                       | 38.146   | 84.2                     | 51.542   | 74.4 | 27.233             | 103.2 | 1:56.921     | 74.92 | 1.479    | 13:54:45.209 |
| 7 -                       | 38.436   | 78.5                     | 53.877   | 69.1 | 27.806             | 101.5 | 2:00.119     | 72.92 | 4.677    | 13:56:45.328 |
| 8 -                       | 36.844   | 80.6                     | 52.869   | 72.0 | 26.643             | 103.2 | 1:56.356 (2) | 75.28 | 0.914    | 13:58:41.684 |
| 9 -                       | 35.868   | 84.0                     | 52.754   | 72.8 | 26.820             | 102.1 | 1:55.442 (1) | 75.88 |          | 14:00:37.126 |
| 10 -                      | 36.249   | 79.9                     | 53.163   | 68.2 | 27.161             | 101.9 | 1:56.573 (3) | 75.14 | 1.131    | 14:02:33.699 |

| P22 20 B         |          | Gregory BERSIHAND        |          |  | Pygmee F3    |  |              |       |      |              |
|------------------|----------|--------------------------|----------|--|--------------|--|--------------|-------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:11.982 |          |  | DIFFERENCE : |  |              |       |      |              |
| LAP              | SECTOR 1 |                          | SECTOR 2 |  | SECTOR 3     |  | LAP TIME     | MPH   | DIFF | TIME OF DAY  |
| 1 -              | 84.4     |                          | 54.264   |  | 70.3         |  | 2:11.982 (1) | 66.37 |      | 13:42:15.918 |

| P23 16 B         |          | Mark LINSTONE   |          |  | Brabham BT21 |  |          |     |      |             |
|------------------|----------|-----------------|----------|--|--------------|--|----------|-----|------|-------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |          |  | DIFFERENCE : |  |          |     |      |             |
| LAP              | SECTOR 1 |                 | SECTOR 2 |  | SECTOR 3     |  | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 -              | 87.0     |                 |          |  |              |  |          |     |      |             |

HSCC Historic Formula 3 Championship

RACE 1 - BEST SECTORS

| SECTOR 1 |    |        | SECTOR 2 |        | SECTOR 3 |        | IDEAL / BEST COMPARISON        |    |             |          |          |       |
|----------|----|--------|----------|--------|----------|--------|--------------------------------|----|-------------|----------|----------|-------|
| POS      | NO | TIME   | NO       | TIME   | NO       | TIME   | POS                            | NO | NAME        | IDEAL    | BEST     | DIFF  |
|          |    |        |          |        |          |        | <div>PERFECT LAP1:37.304</div> |    |             |          |          |       |
| 1        | 88 | 30.830 | 11       | 43.210 | 11       | 23.264 | 1                              | 11 | DRYBROUGH   | 1:37.610 | 1:37.951 | 0.341 |
| 2        | 41 | 31.021 | 28       | 43.301 | 28       | 23.345 | 2                              | 28 | TIMMS       | 1:37.844 | 1:37.941 | 0.097 |
| 3        | 24 | 31.120 | 24       | 43.439 | 41       | 23.415 | 3                              | 88 | TROTT       | 1:38.041 | 1:38.041 | 0.000 |
| 4        | 11 | 31.136 | 88       | 43.733 | 88       | 23.478 | 4                              | 24 | TIMMS       | 1:38.041 | 1:38.323 | 0.282 |
| 5        | 28 | 31.198 | 41       | 44.007 | 24       | 23.482 | 5                              | 41 | SPAGGIARI   | 1:38.443 | 1:38.708 | 0.265 |
| 6        | 29 | 31.282 | 77       | 44.324 | 77       | 23.783 | 6                              | 77 | DEROSSİ     | 1:39.594 | 1:39.820 | 0.226 |
| 7        | 19 | 31.399 | 29       | 44.477 | 19       | 23.961 | 7                              | 29 | FENNELL     | 1:39.769 | 1:39.769 | 0.000 |
| 8        | 77 | 31.487 | 19       | 44.548 | 29       | 24.010 | 8                              | 19 | MUSGRAVE    | 1:39.908 | 1:39.908 | 0.000 |
| 9        | 8  | 32.007 | 63       | 44.942 | 63       | 24.083 | 9                              | 63 | WIDMER      | 1:41.098 | 1:41.377 | 0.279 |
| 10       | 63 | 32.073 | 93       | 45.274 | 93       | 24.476 | 10                             | 93 | FISCHER     | 1:42.059 | 1:43.081 | 1.022 |
| 11       | 89 | 32.149 | 89       | 46.098 | 8        | 24.601 | 11                             | 8  | CARTER      | 1:42.903 | 1:43.208 | 0.305 |
| 12       | 21 | 32.191 | 9        | 46.210 | 21       | 24.644 | 12                             | 89 | PANGBORN    | 1:43.092 | 1:43.335 | 0.243 |
| 13       | 93 | 32.309 | 8        | 46.295 | 89       | 24.845 | 13                             | 21 | INGWILLER   | 1:43.338 | 1:43.903 | 0.565 |
| 14       | 9  | 32.638 | 21       | 46.503 | 5        | 24.910 | 14                             | 9  | TART        | 1:43.789 | 1:43.789 | 0.000 |
| 15       | 5  | 32.747 | 5        | 46.664 | 9        | 24.941 | 15                             | 5  | NICHOLS     | 1:44.321 | 1:44.321 | 0.000 |
| 16       | 6  | 33.205 | 6        | 47.565 | 59       | 25.217 | 16                             | 6  | BOSSON      | 1:46.248 | 1:46.585 | 0.337 |
| 17       | 59 | 33.376 | 59       | 48.719 | 6        | 25.478 | 17                             | 59 | MILICEVIC   | 1:47.312 | 1:47.833 | 0.521 |
| 18       | 46 | 33.967 | 14       | 49.135 | 46       | 25.612 | 18                             | 46 | BUFFEY      | 1:49.171 | 1:49.586 | 0.415 |
| 19       | 57 | 34.702 | 46       | 49.592 | 57       | 26.208 | 19                             | 14 | ETHERINGTON | 1:50.257 | 1:50.257 | 0.000 |
| 20       | 14 | 34.775 | 57       | 49.864 | 14       | 26.347 | 20                             | 57 | GREEN       | 1:50.774 | 1:51.561 | 0.787 |
| 21       | 44 | 35.868 | 44       | 51.542 | 44       | 26.643 | 21                             | 44 | CLERC       | 1:54.053 | 1:55.442 | 1.389 |
| 22       |    |        | 20       | 54.264 | 20       | 27.651 | 22                             | 20 | BERSIHAND   |          | 2:11.982 |       |
| 23       |    |        |          |        |          |        |                                |    |             |          |          |       |
| 24       |    |        |          |        |          |        |                                |    |             |          |          |       |

# HSCC Historic Formula 3 Championship

## RACE 1 - BEST SPEEDS

| INTERMEDIATE 1 |    |             |      | INTERMEDIATE 2 |             |      | FINISH LINE |             |       |
|----------------|----|-------------|------|----------------|-------------|------|-------------|-------------|-------|
| POS            | NO | NAME        | MPH  | NO             | NAME        | MPH  | NO          | NAME        | MPH   |
| 1              | 88 | TROTT       | 99.4 | 77             | DEROSSİ     | 92.1 | 11          | DRYBROUGH   | 119.4 |
| 2              | 41 | SPAGGIARI   | 99.2 | 41             | SPAGGIARI   | 91.9 | 24          | TIMMS       | 116.7 |
| 3              | 28 | TIMMS       | 98.8 | 24             | TIMMS       | 91.1 | 28          | TIMMS       | 116.5 |
| 4              | 24 | TIMMS       | 97.8 | 63             | WIDMER      | 90.4 | 41          | SPAGGIARI   | 115.3 |
| 5              | 11 | DRYBROUGH   | 97.2 | 11             | DRYBROUGH   | 90.0 | 19          | MUSGRAVE    | 113.7 |
| 6              | 19 | MUSGRAVE    | 97.1 | 88             | TROTT       | 89.4 | 88          | TROTT       | 113.3 |
| 7              | 5  | NICHOLS     | 96.2 | 19             | MUSGRAVE    | 88.3 | 77          | DEROSSİ     | 112.9 |
| 8              | 89 | PANGBORN    | 95.8 | 28             | TIMMS       | 88.0 | 8           | CARTER      | 112.7 |
| 9              | 29 | FENNELL     | 94.9 | 89             | PANGBORN    | 87.6 | 29          | FENNELL     | 112.5 |
| 10             | 63 | WIDMER      | 94.2 | 29             | FENNELL     | 85.8 | 9           | TART        | 112.5 |
| 11             | 8  | CARTER      | 94.2 | 93             | FISCHER     | 84.9 | 5           | NICHOLS     | 112.4 |
| 12             | 21 | INGWILLER   | 94.2 | 21             | INGWILLER   | 82.9 | 63          | WIDMER      | 112.2 |
| 13             | 77 | DEROSSİ     | 93.8 | 5              | NICHOLS     | 82.5 | 89          | PANGBORN    | 112.2 |
| 14             | 93 | FISCHER     | 93.2 | 6              | BOSSON      | 81.1 | 21          | INGWILLER   | 111.8 |
| 15             | 6  | BOSSON      | 92.4 | 46             | BUFFEY      | 81.0 | 93          | FISCHER     | 111.2 |
| 16             | 9  | TART        | 92.3 | 8              | CARTER      | 80.3 | 46          | BUFFEY      | 110.0 |
| 17             | 46 | BUFFEY      | 90.5 | 57             | GREEN       | 79.8 | 59          | MILICEVIC   | 109.1 |
| 18             | 59 | MILICEVIC   | 89.5 | 9              | TART        | 79.6 | 6           | BOSSON      | 108.4 |
| 19             | 14 | ETHERINGTON | 88.1 | 14             | ETHERINGTON | 78.1 | 57          | GREEN       | 105.1 |
| 20             | 16 | LINSTONE    | 87.0 | 44             | CLERC       | 76.2 | 14          | ETHERINGTON | 105.0 |
| 21             | 57 | GREEN       | 85.2 | 59             | MILICEVIC   | 73.7 | 44          | CLERC       | 104.5 |
| 22             | 20 | BERSIHAND   | 84.4 | 20             | BERSIHAND   | 70.3 | 20          | BERSIHAND   | 99.5  |
| 23             | 44 | CLERC       | 84.2 |                |             |      |             |             |       |
| 24             |    |             |      |                |             |      |             |             |       |

# HSCC Historic Formula 3 Championship

## RACE 1 - STATISTICS

|                               |                           |
|-------------------------------|---------------------------|
| <b>Competitors Started</b>    | 23                        |
| <b>Planned Start</b>          | 2026-07-11 @ 13:40:00.000 |
| <b>Actual Start</b>           | 2026-07-11 @ 13:40:03.935 |
| <b>Finish Time</b>            | 2026-07-11 @ 14:00:41.501 |
| <b>Track Length</b>           | 2.4332mi.                 |
| <b>Total Laps</b>             | 212                       |
| <b>Total Distance Covered</b> | 515.8573mi.               |

### Session Fastest Lap History

| NO | CL | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|------------------|----------|--------------|-----|--------------|
| 88 | B  | Richard TROTT    | 1:44.270 | 13:41:48.225 | 1   | Brabham BT28 |
| 88 | B  | Richard TROTT    | 1:39.339 | 13:54:07.223 | 6   | Brabham BT28 |
| 11 | B  | Ross DRYBROUGH   | 1:39.329 | 13:54:08.263 | 6   | Merlyn Mk14A |
| 24 | B  | Jeremey TIMMS    | 1:39.304 | 13:54:09.104 | 6   | Chevron B15  |
| 88 | B  | Richard TROTT    | 1:39.002 | 13:55:46.225 | 7   | Brabham BT28 |
| 41 | B  | Enrico SPAGGIARI | 1:38.829 | 13:55:46.564 | 7   | Lotus 41X    |
| 24 | B  | Jeremey TIMMS    | 1:38.744 | 13:55:47.849 | 7   | Chevron B15  |
| 88 | B  | Richard TROTT    | 1:38.630 | 13:57:24.855 | 8   | Brabham BT28 |
| 28 | B  | Jason TIMMS      | 1:38.161 | 13:59:04.326 | 9   | Brabham BT21 |
| 88 | B  | Richard TROTT    | 1:38.041 | 14:00:41.715 | 10  | Brabham BT28 |
| 28 | B  | Jason TIMMS      | 1:37.941 | 14:00:42.266 | 10  | Brabham BT21 |

### Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|----|---------------|----------|----------|-------------|--------------|
| 88 | B  | Richard TROTT | 1        | 10       | 24.33 miles | Brabham BT28 |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 13:40:03.935 |
| SAFETY | 13:42:51.668 |
| GREEN  | 13:52:24.387 |
| FINISH | 14:00:41.501 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 2     | 7          | 13:04.509  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 1     | 3          | 9:32.718   |
| FCY        | 0     | 0          | 0.000      |

# HSCC Historic Formula 3 Championship

## RACE 1 - STATISTICS

**CLASS : B**

**22 Starters**

### Fastest Lap History

| NO | NAME             | LAP TIME        | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|-----------------|--------------|-----|--------------|
| 88 | Richard TROTT    | <b>1:44.270</b> | 13:41:48.225 | 1   | Brabham BT28 |
| 88 | Richard TROTT    | <b>1:39.339</b> | 13:54:07.223 | 6   | Brabham BT28 |
| 11 | Ross DRYBROUGH   | <b>1:39.329</b> | 13:54:08.263 | 6   | Merlyn Mk14A |
| 24 | Jeremey TIMMS    | <b>1:39.304</b> | 13:54:09.104 | 6   | Chevron B15  |
| 88 | Richard TROTT    | <b>1:39.002</b> | 13:55:46.225 | 7   | Brabham BT28 |
| 41 | Enrico SPAGGIARI | <b>1:38.829</b> | 13:55:46.564 | 7   | Lotus 41X    |
| 24 | Jeremey TIMMS    | <b>1:38.744</b> | 13:55:47.849 | 7   | Chevron B15  |
| 88 | Richard TROTT    | <b>1:38.630</b> | 13:57:24.855 | 8   | Brabham BT28 |
| 28 | Jason TIMMS      | <b>1:38.161</b> | 13:59:04.326 | 9   | Brabham BT21 |
| 88 | Richard TROTT    | <b>1:38.041</b> | 14:00:41.715 | 10  | Brabham BT28 |
| 28 | Jason TIMMS      | <b>1:37.941</b> | 14:00:42.266 | 10  | Brabham BT21 |

### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|---------------|----------|----------|-------------|--------------|
| 88 | Richard TROTT | 1        | 10       | 24.33 miles | Brabham BT28 |

## HSCC Historic Formula 3 Championship

### RACE 1 - STATISTICS

**CLASS : INV**

1 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|-----------------|--------------|-----|-------------|
| 59 | John MILICEVIC | <b>2:03.176</b> | 13:42:07.136 | 1   | Merlyn Mk20 |
| 59 | John MILICEVIC | <b>1:54.519</b> | 13:44:01.631 | 2   | Merlyn Mk20 |
| 59 | John MILICEVIC | <b>1:48.554</b> | 13:54:27.639 | 6   | Merlyn Mk20 |
| 59 | John MILICEVIC | <b>1:47.833</b> | 13:58:05.697 | 8   | Merlyn Mk20 |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----------------|----------|----------|-------------|-------------|
| 59 | John MILICEVIC | 1        | 10       | 24.33 miles | Merlyn Mk20 |

# HSCC Historic Formula 3 Championship

## RACE 11 - GRID (20 minutes)

|        |    |           |                   |           |                   |  |
|--------|----|-----------|-------------------|-----------|-------------------|--|
|        |    |           | 24                | <b>31</b> | Chris DUNSTER     |  |
|        |    |           |                   |           | 2:11.982          |  |
|        |    |           | 22                | <b>20</b> | Gregory BERSIHAND |  |
|        |    |           |                   |           | 1:51.561          |  |
|        |    |           | 20                | <b>57</b> | David GREEN       |  |
|        |    |           |                   |           | 1:49.586          |  |
|        |    |           | 18                | <b>46</b> | Clive BUFFEY      |  |
|        |    |           |                   |           | 1:46.585          |  |
|        |    |           | 16                | <b>6</b>  | Leif BOSSON       |  |
|        |    |           |                   |           | 1:43.903          |  |
|        |    |           | 14                | <b>21</b> | Ludovic INGWILLER |  |
|        |    |           |                   |           | 1:43.335          |  |
|        |    |           | 12                | <b>89</b> | Mark PANGBORN     |  |
|        |    |           |                   |           | 1:43.081          |  |
|        |    |           | 10                | <b>93</b> | Roland FISCHER    |  |
|        |    |           |                   |           | 1:39.908          |  |
|        |    |           | 8                 | <b>19</b> | Oliver MUSGRAVE   |  |
|        |    |           |                   |           | 1:39.769          |  |
|        |    |           | 6                 | <b>29</b> | Nick FENNELL      |  |
|        |    |           |                   |           | 1:38.323          |  |
|        |    |           | 4                 | <b>24</b> | Jeremy TIMMS      |  |
|        |    |           |                   |           | 1:37.951          |  |
|        |    |           | 2                 | <b>11</b> | Ross DRYBROUGH    |  |
| ROW 12 | 23 | <b>16</b> | Mark LINSTONE     |           |                   |  |
|        |    |           |                   |           | 1:55.442          |  |
| ROW 11 | 21 | <b>44</b> | Jean-Michel CLERC |           |                   |  |
|        |    |           |                   |           | 1:50.257          |  |
| ROW 10 | 19 | <b>14</b> | Simon ETHERINGTON |           |                   |  |
|        |    |           |                   |           | 1:47.833          |  |
| ROW 9  | 17 | <b>59</b> | John MILICEVIC    |           |                   |  |
|        |    |           |                   |           | 1:44.321          |  |
| ROW 8  | 15 | <b>5</b>  | Steve NICHOLS     |           |                   |  |
|        |    |           |                   |           | 1:43.789          |  |
| ROW 7  | 13 | <b>9</b>  | Andrew TART       |           |                   |  |
|        |    |           |                   |           | 1:43.208          |  |
| ROW 6  | 11 | <b>8</b>  | Mark CARTER       |           |                   |  |
|        |    |           |                   |           | 1:41.377          |  |
| ROW 5  | 9  | <b>63</b> | Christoph WIDMER  |           |                   |  |
|        |    |           |                   |           | 1:39.820          |  |
| ROW 4  | 7  | <b>77</b> | Francois DEROSSI  |           |                   |  |
|        |    |           |                   |           | 1:38.708          |  |
| ROW 3  | 5  | <b>41</b> | Enrico SPAGGIARI  |           |                   |  |
|        |    |           |                   |           | 1:38.041          |  |
| ROW 2  | 3  | <b>88</b> | Richard TROTT     |           |                   |  |
|        |    |           |                   |           | 1:37.941          |  |
| ROW 1  | 1  | <b>28</b> | Jason TIMMS       |           |                   |  |
|        |    |           |                   |           | <b>Pole</b>       |  |

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

Brands Hatch GP: 2.4332 miles

Clerk Of Course: Julian Floyd

Timekeeper: Richard Lomax



# HSCC Historic Formula 3 Championship

## RACE 11 - CLASSIFICATION

Race Distance: 9 Laps / 21.89 miles

| POS | NO | CL  | PIC | NAME              | ENTRY          | LAPS | TIME      | GAP    | DIFF  | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|----|-----|-----|-------------------|----------------|------|-----------|--------|-------|-------|----------|----|-----|----|
| 1   | 88 | B   | 1   | Richard TROTT     | Brabham BT28   | 9    | 20:42.024 |        |       | 63.47 | 1:37.831 | 4  | 3   | 2  |
| 2   | 28 | B   | 2   | Jason TIMMS       | Brabham BT21   | 9    | 20:42.779 | 0.755  | 0.755 | 63.43 | 1:39.513 | 6  | 1   | -1 |
| 3   | 11 | B   | 3   | Ross DRYBROUGH    | Merlyn Mk14A   | 9    | 20:43.950 | 1.926  | 1.171 | 63.37 | 1:38.972 | 4  | 2   | -1 |
| 4   | 41 | B   | 4   | Enrico SPAGGIARI  | Lotus 41X      | 9    | 20:44.223 | 2.199  | 0.273 | 63.36 | 1:39.466 | 4  | 5   | 1  |
| 5   | 19 | B   | 5   | Oliver MUSGRAVE   | Chevron B15    | 9    | 20:44.843 | 2.819  | 0.620 | 63.33 | 1:39.274 | 4  | 8   | 3  |
| 6   | 29 | B   | 6   | Nick FENNELL      | Tecno F3       | 9    | 20:46.090 | 4.066  | 1.247 | 63.26 | 1:39.139 | 6  | 6   | 0  |
| 7   | 93 | B   | 7   | Roland FISCHER    | Tecno 169      | 9    | 20:47.635 | 5.611  | 1.545 | 63.19 | 1:40.740 | 5  | 10  | 3  |
| 8   | 21 | B   | 8   | Ludovic INGWILLER | Pygmee F3      | 9    | 20:48.814 | 6.790  | 1.179 | 63.13 | 1:42.471 | 2  | 14  | 6  |
| 9   | 8  | B   | 9   | Mark CARTER       | Titan Mk3      | 9    | 20:49.289 | 7.265  | 0.475 | 63.10 | 1:41.474 | 4  | 11  | 2  |
| 10  | 89 | B   | 10  | Mark PANGBORN     | Brabham BT28   | 9    | 20:50.682 | 8.658  | 1.393 | 63.03 | 1:43.596 | 4  | 12  | 2  |
| 11  | 9  | B   | 11  | Andrew TART       | Merlyn Mk9     | 9    | 20:51.440 | 9.416  | 0.758 | 62.99 | 1:43.499 | 4  | 13  | 2  |
| 12  | 5  | B   | 12  | Steve NICHOLS     | Chevron B17    | 9    | 20:53.759 | 11.735 | 2.319 | 62.88 | 1:45.091 | 5  | 15  | 3  |
| 13  | 16 | B   | 13  | Mark LINSTONE     | Brabham BT21   | 9    | 20:54.565 | 12.541 | 0.806 | 62.84 | 1:48.147 | 4  | 23  | 10 |
| 14  | 6  | B   | 14  | Leif BOSSON       | Brabham BT28   | 9    | 20:57.059 | 15.035 | 2.494 | 62.71 | 1:47.724 | 4  | 16  | 2  |
| 15  | 59 | INV | 1   | John MILICEVIC    | Merlyn Mk20    | 9    | 20:58.883 | 16.859 | 1.824 | 62.62 | 1:45.196 | 6  | 17  | 2  |
| 16  | 46 | B   | 15  | Clive BUFFEY      | Chevron B15 F3 | 9    | 21:00.784 | 18.760 | 1.901 | 62.53 | 1:49.917 | 6  | 18  | 2  |
| 17  | 57 | B   | 16  | David GREEN       | Titan Mk3      | 9    | 21:01.839 | 19.815 | 1.055 | 62.47 | 1:50.331 | 2  | 20  | 3  |
| 18  | 14 | B   | 17  | Simon ETHERINGTON | Brabham BT15   | 9    | 21:02.645 | 20.621 | 0.806 | 62.43 | 1:51.067 | 6  | 19  | 1  |
| 19  | 44 | B   | 18  | Jean-Michel CLERC | Techno F3      | 9    | 21:03.767 | 21.743 | 1.122 | 62.38 | 1:50.070 | 5  | 21  | 2  |
| 20  | 20 | B   | 19  | Gregory BERSIHAND | Pygmee F3      | 8    | 20:47.710 | 1 Lap  | 1 Lap | 56.16 | 1:58.735 | 4  | 22  | 2  |

### NOT CLASSIFIED

|     |    |   |  |                  |               |   |           |        |        |       |          |   |    |  |
|-----|----|---|--|------------------|---------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 24 | B |  | Jeremy TIMMS     | Chevron B15   | 8 | 16:25.332 | 1 Lap  |        | 71.12 | 1:40.287 | 5 | 4  |  |
| DNF | 63 | B |  | Christoph WIDMER | Brabham BT18A | 5 | 8:36.530  | 4 Laps | 3 Laps | 84.79 | 1:40.897 | 5 | 9  |  |
| DNF | 77 | B |  | Francois DEROSI  | Chevron B17   | 5 | 8:36.557  | 4 Laps | 0.027  | 84.79 | 1:41.151 | 5 | 7  |  |
| DNF | 31 | A |  | Chris DUNSTER    | Lotus 31      | 2 | 4:13.759  | 7 Laps | 3 Laps | 69.04 | 2:02.150 | 2 | 24 |  |

### FASTEST LAP

|    |     |  |  |                |              |   |          |  |  |           |  |            |  |  |
|----|-----|--|--|----------------|--------------|---|----------|--|--|-----------|--|------------|--|--|
| 88 | B   |  |  | Richard TROTT  | Brabham BT28 | 4 | 1:37.831 |  |  | 89.54 mph |  | 144.10 kph |  |  |
| 59 | INV |  |  | John MILICEVIC | Merlyn Mk20  | 6 | 1:45.196 |  |  | 83.27 mph |  | 134.01 kph |  |  |
| 31 | A   |  |  | Chris DUNSTER  | Lotus 31     | 2 | 2:02.150 |  |  | 71.71 mph |  | 115.41 kph |  |  |

Weather / Track : Bright / Dry

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

Date: 12/07/2026 Start: 11:11 Finish: 11:31

Brands Hatch GP: 2.4332 miles

Clerk Of Course: Julian Floyd

Timekeeper: Richard Lomax



# HSCC Historic Formula 3 Championship

## RACE 11 - LAP CHART

| LAP 1 @ 11:12:55.423 |        |          | LAP 2 @ 11:14:36.183 |        |          | LAP 3 @ 11:16:17.111 |          |          | LAP 4 @ 11:17:54.942 |          |          | LAP 5 @ 11:19:34.346 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 28                   |        | 1:48.357 | 24                   |        | 1:40.299 | 88                   |          | 1:40.085 | 88                   |          | 1:37.831 | 88                   |          | 1:39.404 |
| 11                   | 0.057  | 1:48.414 | 28                   | 0.195  | 1:40.955 | 28                   | 0.134    | 1:40.867 | 11                   | 1.758    | 1:38.972 | 28                   | 2.237    | 1:39.602 |
| 88                   | 0.249  | 1:48.606 | 11                   | 0.597  | 1:41.300 | 11                   | 0.617    | 1:40.948 | 28                   | 2.039    | 1:39.736 | 11                   | 2.382    | 1:40.028 |
| 24                   | 0.461  | 1:48.818 | 88                   | 0.843  | 1:41.354 | 41                   | 0.912    | 1:40.390 | 41                   | 2.547    | 1:39.466 | 41                   | 2.674    | 1:39.531 |
| 41                   | 1.249  | 1:49.606 | 41                   | 1.450  | 1:40.961 | 19                   | 2.049    | 1:40.999 | 19                   | 3.492    | 1:39.274 | 19                   | 3.607    | 1:39.519 |
| 77                   | 1.615  | 1:49.972 | 19                   | 1.978  | 1:40.964 | 29                   | 2.763    | 1:40.685 | 29                   | 4.647    | 1:39.715 | 29                   | 4.410    | 1:39.167 |
| 19                   | 1.774  | 1:50.131 | 77                   | 2.119  | 1:41.264 | 77                   | 4.102    | 1:42.911 | 77                   | 7.530    | 1:41.259 | 63                   | 9.250    | 1:40.897 |
| 63                   | 2.949  | 1:51.306 | 29                   | 3.006  | 1:40.754 | 63                   | 4.171    | 1:41.095 | 63                   | 7.757    | 1:41.417 | 77                   | 9.277    | 1:41.151 |
| 29                   | 3.012  | 1:51.369 | 63                   | 4.004  | 1:41.815 | 93                   | 6.108    | 1:41.981 | 93                   | 9.795    | 1:41.518 | 93                   | 11.131   | 1:40.740 |
| 93                   | 3.788  | 1:52.145 | 93                   | 5.055  | 1:42.027 | 21                   | 9.864    | 1:43.743 | 21                   | 14.774   | 1:42.741 | 21                   | 18.476   | 1:43.106 |
| 21                   | 5.338  | 1:53.695 | 21                   | 7.049  | 1:42.471 | 89                   | 15.442   | 1:44.807 | 89                   | 21.207   | 1:43.596 | 89                   | 25.583   | 1:43.780 |
| 89                   | 7.424  | 1:55.781 | 89                   | 11.563 | 1:44.899 | 9                    | 15.608   | 1:44.449 | 9                    | 21.276   | 1:43.499 | 9                    | 25.923   | 1:44.051 |
| 9                    | 7.793  | 1:56.150 | 9                    | 12.087 | 1:45.054 | 8                    | 19.006   | 1:43.832 | 8                    | 22.649   | 1:41.474 | 8                    | 26.581   | 1:43.336 |
| 6                    | 12.414 | 2:00.771 | 8                    | 16.102 | 1:44.408 | 5                    | 29.202   | 1:49.037 | 5                    | 36.505   | 1:45.134 | 5                    | 42.192   | 1:45.091 |
| 8                    | 12.454 | 2:00.811 | 6                    | 20.717 | 1:49.063 | 16                   | 30.969   | 1:50.982 | 16                   | 41.285   | 1:48.147 | 16                   | 50.247   | 1:48.366 |
| 16                   | 12.716 | 2:01.073 | 16                   | 20.915 | 1:48.959 | 6                    | 32.234   | 1:52.445 | 6                    | 42.127   | 1:47.724 | 6                    | 51.095   | 1:48.372 |
| 59                   | 13.080 | 2:01.437 | 5                    | 21.093 | 1:46.017 | 59                   | 32.375   | 1:50.690 | 59                   | 42.282   | 1:47.738 | 24                   | 51.870   | 1:40.287 |
| 5                    | 15.836 | 2:04.193 | 59                   | 22.613 | 1:50.293 | 46                   | 40.002   | 1:51.972 | 24                   | 50.987   | 1:42.330 | 59                   | 59.134   | 1:56.256 |
| 46                   | 18.444 | 2:06.801 | 46                   | 28.958 | 1:51.274 | 57                   | 41.070   | 1:52.752 | 46                   | 53.102   | 1:50.931 | 46                   | 1:03.980 | 1:50.282 |
| 14                   | 19.354 | 2:07.711 | 57                   | 29.246 | 1:50.331 | 14                   | 43.926   | 1:53.112 | 57                   | 55.539   | 1:52.300 | 57                   | 1:08.177 | 1:52.042 |
| 57                   | 19.675 | 2:08.032 | 14                   | 31.742 | 1:53.148 | 24                   | 46.488   | 2:27.416 | 14                   | 57.580   | 1:51.485 | 14                   | 1:09.408 | 1:51.232 |
| 44                   | 22.786 | 2:11.143 | 44                   | 36.676 | 1:54.650 | 44                   | 52.153   | 1:56.405 | 44                   | 1:06.445 | 1:52.123 | 44                   | 1:17.111 | 1:50.070 |
| 31                   | 23.252 | 2:11.609 | 20                   | 42.344 | 1:59.052 | 20                   | 1:01.046 | 1:59.630 | 20                   | 1:21.950 | 1:58.735 |                      |          |          |
| 20                   | 24.052 | 2:12.409 | 31                   | 44.642 | 2:02.150 |                      |          |          |                      |          |          |                      |          |          |

# HSCC Historic Formula 3 Championship

## RACE 11 - LAP CHART

| LAP 6 @ 11:21:13.086 |          |          | LAP 7 @ 11:22:51.907 |          |          | LAP 8 @ 11:27:15.742 |        |          | LAP 9 @ 11:31:49.090 |        |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 88                   |          | 1:38.740 | 88                   |          | 1:38.821 | 88                   |        | 4:23.835 | 88                   |        | 4:33.348 |
| 28                   | 3.010    | 1:39.513 | 28                   | 7.937    | 1:43.748 | 28                   | 1.114  | 4:17.012 | 28                   | 0.755  | 4:32.989 |
| 11                   | 3.400    | 1:39.758 | 11                   | 9.715    | 1:45.136 | 11                   | 2.537  | 4:16.657 | 11                   | 1.926  | 4:32.737 |
| 20                   | 1 Lap    | 1:59.848 | 41                   | 12.808   | 1:47.913 | 41                   | 3.803  | 4:14.830 | 41                   | 2.199  | 4:31.744 |
| 41                   | 3.716    | 1:39.782 | 19                   | 14.283   | 1:48.425 | 19                   | 4.373  | 4:13.925 | 19                   | 2.819  | 4:31.794 |
| 19                   | 4.679    | 1:39.812 | 29                   | 14.867   | 1:48.879 | 29                   | 5.438  | 4:14.406 | 29                   | 4.066  | 4:31.976 |
| 29                   | 4.809    | 1:39.139 | 20                   | 1 Lap    | 2:13.745 | 20                   | 1 Lap  | 3:51.836 | 93                   | 5.611  | 4:31.203 |
| 93                   | 14.203   | 1:41.812 | 93                   | 39.312   | 2:03.930 | 93                   | 7.756  | 3:52.279 | 20                   | 1 Lap  | 4:32.455 |
| 21                   | 22.661   | 1:42.925 | 21                   | 40.618   | 1:56.778 | 21                   | 8.836  | 3:52.053 | 21                   | 6.790  | 4:31.302 |
| 8                    | 30.866   | 1:43.025 | 8                    | 40.787   | 1:48.742 | 8                    | 9.976  | 3:53.024 | 8                    | 7.265  | 4:30.637 |
| 89                   | 31.176   | 1:44.333 | 89                   | 42.266   | 1:49.911 | 89                   | 11.056 | 3:52.625 | 89                   | 8.658  | 4:30.950 |
| 9                    | 31.496   | 1:44.313 | 9                    | 42.725   | 1:50.050 | 9                    | 12.749 | 3:53.859 | 9                    | 9.416  | 4:30.015 |
| 5                    | 49.530   | 1:46.078 | 5                    | 1:07.973 | 1:57.264 | 5                    | 16.155 | 3:32.017 | 5                    | 11.735 | 4:28.928 |
| 24                   | 54.544   | 1:41.414 | 24                   | 1:09.842 | 1:54.119 | 24                   | 16.656 | 3:30.649 | 16                   | 12.541 | 4:28.563 |
| 16                   | 1:00.022 | 1:48.515 | 16                   | 1:17.564 | 1:56.363 | 16                   | 17.326 | 3:23.597 | 6                    | 15.035 | 4:29.291 |
| 6                    | 1:00.953 | 1:48.598 | 6                    | 1:19.045 | 1:56.913 | 6                    | 19.092 | 3:23.882 | 59                   | 16.859 | 4:29.271 |
| 59                   | 1:05.590 | 1:45.196 | 59                   | 1:31.779 | 2:05.010 | 59                   | 20.936 | 3:12.992 | 46                   | 18.760 | 4:29.916 |
| 46                   | 1:15.157 | 1:49.917 | 46                   | 1:34.881 | 1:58.545 | 46                   | 22.192 | 3:11.146 | 57                   | 19.815 | 4:30.348 |
| 57                   | 1:21.353 | 1:51.916 | 57                   | 1:38.456 | 1:55.924 | 57                   | 22.815 | 3:08.194 | 14                   | 20.621 | 4:29.954 |
| 14                   | 1:21.735 | 1:51.067 | 14                   | 1:40.412 | 1:57.498 | 14                   | 24.015 | 3:07.438 | 44                   | 21.743 | 4:29.816 |
| 44                   | 1:31.506 | 1:53.135 | 44                   | 1:54.571 | 2:01.886 | 44                   | 25.275 | 2:54.539 |                      |        |          |
|                      |          |          |                      |          |          | SC                   | 7 Laps | 4:34.261 |                      |        |          |

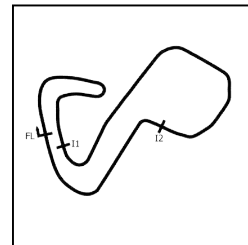
HSCC Historic Formula 3 Championship

RACE 11 - POSITION CHART

| No | Name        | Lap |    |    |    |    |    |    |    |    |    |
|----|-------------|-----|----|----|----|----|----|----|----|----|----|
|    |             | Pos | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| 28 | TIMMS       | 1   | 28 | 24 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| 11 | DRYBROUGH   | 2   | 11 | 28 | 28 | 11 | 28 | 28 | 28 | 28 | 28 |
| 88 | TROTT       | 3   | 88 | 11 | 11 | 28 | 11 | 11 | 11 | 11 | 11 |
| 24 | TIMMS       | 4   | 24 | 88 | 41 | 41 | 41 | 41 | 41 | 41 | 41 |
| 41 | SPAGGIARI   | 5   | 41 | 41 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 29 | FENNELL     | 6   | 77 | 19 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 77 | DEROSSİ     | 7   | 19 | 77 | 77 | 77 | 63 | 93 | 93 | 93 | 93 |
| 19 | MUSGRAVE    | 8   | 63 | 29 | 63 | 63 | 77 | 21 | 21 | 21 | 21 |
| 63 | WIDMER      | 9   | 29 | 63 | 93 | 93 | 93 | 8  | 8  | 8  | 8  |
| 93 | FISCHER     | 10  | 93 | 93 | 21 | 21 | 21 | 89 | 89 | 89 | 89 |
| 8  | CARTER      | 11  | 21 | 21 | 89 | 89 | 89 | 9  | 9  | 9  | 9  |
| 89 | PANGBORN    | 12  | 89 | 89 | 9  | 9  | 9  | 5  | 5  | 5  | 5  |
| 9  | TART        | 13  | 9  | 9  | 8  | 8  | 8  | 24 | 24 | 24 | 16 |
| 21 | INGWILLER   | 14  | 6  | 8  | 5  | 5  | 5  | 16 | 16 | 16 | 6  |
| 5  | NICHOLS     | 15  | 8  | 6  | 16 | 16 | 16 | 6  | 6  | 6  | 59 |
| 6  | BOSSON      | 16  | 16 | 16 | 6  | 6  | 6  | 59 | 59 | 59 | 46 |
| 59 | MILICEVIC   | 17  | 59 | 5  | 59 | 59 | 24 | 46 | 46 | 46 | 57 |
| 46 | BUFFEY      | 18  | 5  | 59 | 46 | 24 | 59 | 57 | 57 | 57 | 14 |
| 14 | ETHERINGTON | 19  | 46 | 46 | 57 | 46 | 46 | 14 | 14 | 14 | 44 |
| 57 | GREEN       | 20  | 14 | 57 | 14 | 57 | 57 | 44 | 44 | 44 |    |
| 44 | CLERC       | 21  | 57 | 14 | 24 | 14 | 14 | 20 | 20 | 20 |    |
| 20 | BERSIHAND   | 22  | 44 | 44 | 44 | 44 | 44 |    |    |    |    |
| 16 | LINSTONE    | 23  | 31 | 20 | 20 | 20 | 20 |    |    |    |    |
| 31 | DUNSTER     | 24  | 20 | 31 |    |    |    |    |    |    |    |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 88 B                   |          | Richard TROTT |                          |      | Brabham BT28 |                    |              |       |          |              |
|---------------------------|----------|---------------|--------------------------|------|--------------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:37.617 |          |               | BEST LAP TIME : 1:37.831 |      |              | DIFFERENCE : 0.214 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3     |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 87.9          | 46.314                   | 78.2 | 24.068       | 110.7              | 1:48.606     | 80.65 | 10.775   | 11:12:55.672 |
| 2 -                       | 32.392   | 90.5          | 45.166                   | 84.6 | 23.796       | 116.1              | 1:41.354     | 86.42 | 3.523    | 11:14:37.026 |
| 3 -                       | 32.157   | 88.4          | 44.494                   | 83.8 | 23.434       | 112.7              | 1:40.085     | 87.52 | 2.254    | 11:16:17.111 |
| 4 -                       | 30.934   | 96.4          | 43.500                   | 91.3 | 23.397       | 112.9              | 1:37.831 (1) | 89.54 |          | 11:17:54.942 |
| 5 -                       | 30.720   | 97.9          | 44.530                   | 82.9 | 24.154       | 110.3              | 1:39.404     | 88.12 | 1.573    | 11:19:34.346 |
| 6 -                       | 31.299   | 97.8          | 43.777                   | 86.5 | 23.664       | 111.8              | 1:38.740 (2) | 88.71 | 0.909    | 11:21:13.086 |
| 7 -                       | 31.058   | 97.6          | 43.829                   | 83.4 | 23.934       | 110.3              | 1:38.821 (3) | 88.64 | 0.990    | 11:22:51.907 |
| 8 -                       | 45.963   | 17.8          | 2:26.641                 | 26.0 | 1:11.231     | 32.1               | 4:23.835     | 33.20 | 2:46.004 | 11:27:15.742 |
| 9 -                       | 1:19.843 | 37.4          | 2:07.124                 | 29.2 | 1:06.381     | 30.7               | 4:33.348     | 32.04 | 2:55.517 | 11:31:49.090 |

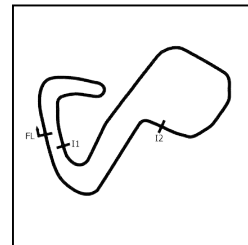
| P2                        |          | 28 B |                          | Jason TIMMS |          | Brabham BT21       |              |       |          |              |
|---------------------------|----------|------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:39.030 |          |      | BEST LAP TIME : 1:39.513 |             |          | DIFFERENCE : 0.483 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 92.4 | 46.171                   | 87.4        | 24.475   | 110.0              | 1:48.357     | 80.84 | 8.844    | 11:12:55.423 |
| 2 -                       | 32.075   | 96.5 | 44.469                   | 88.1        | 24.411   | 113.3              | 1:40.955     | 86.76 | 1.442    | 11:14:36.378 |
| 3 -                       | 32.265   | 94.3 | 44.566                   | 86.7        | 24.036   | 110.5              | 1:40.867     | 86.84 | 1.354    | 11:16:17.245 |
| 4 -                       | 31.669   | 97.2 | 44.533                   | 88.5        | 23.534   | 116.3              | 1:39.736 (3) | 87.83 | 0.223    | 11:17:56.981 |
| 5 -                       | 31.465   | 98.1 | 44.074                   | 83.0        | 24.063   | 110.3              | 1:39.602 (2) | 87.94 | 0.089    | 11:19:36.583 |
| 6 -                       | 31.728   | 95.8 | 44.090                   | 88.6        | 23.695   | 112.4              | 1:39.513 (1) | 88.02 |          | 11:21:16.096 |
| 7 -                       | 31.588   | 96.5 | 44.031                   | 87.8        | 28.129   | 86.2               | 1:43.748     | 84.43 | 4.235    | 11:22:59.844 |
| 8 -                       | 40.158   | 31.6 | 2:25.832                 | 24.8        | 1:11.022 | 30.1               | 4:17.012     | 34.08 | 2:37.499 | 11:27:16.856 |
| 9 -                       | 1:20.054 | 35.4 | 2:07.074                 | 30.0        | 1:05.861 | 31.3               | 4:32.989     | 32.08 | 2:53.476 | 11:31:49.845 |

| P3 11 B                   |          | Ross DRYBROUGH |                          |      |          | Merlyn Mk14A       |              |       |          |              |
|---------------------------|----------|----------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:38.824 |          |                | BEST LAP TIME : 1:38.972 |      |          | DIFFERENCE : 0.148 |              |       |          |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 90.5           | 46.305                   | 80.1 | 24.168   | 112.4              | 1:48.414     | 80.79 | 9.442    | 11:12:55.480 |
| 2 -                       | 31.713   | 96.0           | 45.636                   | 86.7 | 23.951   | 113.9              | 1:41.300     | 86.47 | 2.328    | 11:14:36.780 |
| 3 -                       | 32.173   | 95.0           | 45.055                   | 84.8 | 23.720   | 113.3              | 1:40.948     | 86.77 | 1.976    | 11:16:17.728 |
| 4 -                       | 31.489   | 94.9           | 43.704                   | 89.8 | 23.779   | 111.4              | 1:38.972 (1) | 88.50 |          | 11:17:56.700 |
| 5 -                       | 31.400   | 97.9           | 44.646                   | 82.8 | 23.982   | 110.1              | 1:40.028 (3) | 87.57 | 1.056    | 11:19:36.728 |
| 6 -                       | 31.827   | 96.6           | 44.189                   | 87.2 | 23.742   | 113.7              | 1:39.758 (2) | 87.81 | 0.786    | 11:21:16.486 |
| 7 -                       | 31.463   | 96.4           | 44.173                   | 85.9 | 29.500   | 83.9               | 1:45.136     | 83.31 | 6.164    | 11:23:01.622 |
| 8 -                       | 40.410   | 32.0           | 2:25.424                 | 23.3 | 1:10.823 | 33.3               | 4:16.657     | 34.13 | 2:37.685 | 11:27:18.279 |
| 9 -                       | 1:20.024 | 37.1           | 2:07.013                 | 30.5 | 1:05.700 | 29.4               | 4:32.737     | 32.11 | 2:53.765 | 11:31:51.016 |

| P4 41 B                   |          | Enrico SPAGGIARI |                          |      |          | Lotus 41X          |              |       |          |              |
|---------------------------|----------|------------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:39.032 |          |                  | BEST LAP TIME : 1:39.466 |      |          | DIFFERENCE : 0.434 |              |       |          |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 93.2             | 46.418                   | 78.8 | 24.361   | 114.1              | 1:49.606     | 79.92 | 10.140   | 11:12:56.672 |
| 2 -                       | 31.778   | 96.9             | 45.149                   | 83.6 | 24.034   | 113.9              | 1:40.961     | 86.76 | 1.495    | 11:14:37.633 |
| 3 -                       | 32.050   | 96.2             | 44.855                   | 87.6 | 23.485   | 115.7              | 1:40.390     | 87.25 | 0.924    | 11:16:18.023 |
| 4 -                       | 31.720   | 96.6             | 44.234                   | 88.7 | 23.512   | 114.9              | 1:39.466 (1) | 88.06 |          | 11:17:57.489 |
| 5 -                       | 31.313   | 99.5             | 44.288                   | 80.4 | 23.930   | 114.1              | 1:39.531 (2) | 88.01 | 0.065    | 11:19:37.020 |
| 6 -                       | 31.769   | 98.8             | 44.366                   | 88.3 | 23.647   | 115.3              | 1:39.782 (3) | 87.78 | 0.316    | 11:21:16.802 |
| 7 -                       | 31.445   | 97.9             | 44.304                   | 83.4 | 32.164   | 78.2               | 1:47.913     | 81.17 | 8.447    | 11:23:04.715 |
| 8 -                       | 39.105   | 52.4             | 2:25.098                 | 22.7 | 1:10.627 | 30.8               | 4:14.830     | 34.37 | 2:35.364 | 11:27:19.545 |
| 9 -                       | 1:20.259 | 35.7             | 2:06.623                 | 32.6 | 1:04.862 | 33.1               | 4:31.744     | 32.23 | 2:52.278 | 11:31:51.289 |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P5 19 B                   |                 | Oliver MUSGRAVE          |                 |             |                 |              | Chevron B15         |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|-------------|-----------------|--------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:39.088 |                 | BEST LAP TIME : 1:39.274 |                 |             |                 |              | DIFFERENCE : 0.186  |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |             | SECTOR 3        |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 93.4                     | 45.796          | 84.3        | 24.294          | <b>115.7</b> | 1:50.131            | 79.53        | 10.857   | 11:12:57.197        |
| 2 -                       | 31.892          | 93.2                     | 45.147          | 89.7        | 23.925          | 112.9        | 1:40.964            | 86.76        | 1.690    | 11:14:38.161        |
| 3 -                       | 31.867          | 96.4                     | 44.958          | 91.0        | 24.174          | 110.5        | 1:40.999            | 86.73        | 1.725    | 11:16:19.160        |
| 4 -                       | 31.201          | 97.1                     | <b>44.211</b>   | <b>93.0</b> | <b>23.862</b>   | 112.5        | <b>1:39.274 (1)</b> | <b>88.23</b> |          | <b>11:17:58.434</b> |
| 5 -                       | <b>31.015</b>   | 97.2                     | 44.467          | 90.3        | 24.037          | 110.3        | 1:39.519 (2)        | 88.02        | 0.245    | 11:19:37.953        |
| 6 -                       | 31.214          | 97.2                     | 44.470          | 90.4        | 24.128          | 111.1        | 1:39.812 (3)        | 87.76        | 0.538    | 11:21:17.765        |
| 7 -                       | 31.204          | <b>97.6</b>              | <b>44.431</b>   | <b>89.3</b> | <b>32.790</b>   | <b>77.4</b>  | <b>1:48.425</b>     | 80.79        | 9.151    | <b>11:23:06.190</b> |
| 8 -                       | <b>38.746</b>   | <b>53.5</b>              | <b>2:24.741</b> | <b>23.5</b> | <b>1:10.438</b> | <b>31.5</b>  | <b>4:13.925</b>     | 34.49        | 2:34.651 | <b>11:27:20.115</b> |
| 9 -                       | <b>1:20.431</b> | <b>33.5</b>              | <b>2:06.680</b> | <b>30.8</b> | <b>1:04.683</b> | <b>32.6</b>  | <b>4:31.794</b>     | 32.22        | 2:52.520 | <b>11:31:51.909</b> |

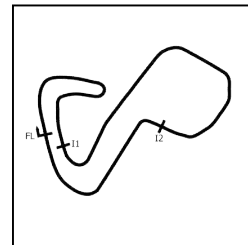
| P6 29 B                   |                 | Nick FENNELL             |                 |             |                 |              | Tecno F3            |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|-------------|-----------------|--------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:38.918 |                 | BEST LAP TIME : 1:39.139 |                 |             |                 |              | DIFFERENCE : 0.221  |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |             | SECTOR 3        |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 90.8                     | 46.198          | 82.5        | 24.119          | 110.9        | 1:51.369            | 78.65        | 12.230   | 11:12:58.435        |
| 2 -                       | 31.656          | 93.9                     | 45.026          | 86.0        | 24.072          | 110.5        | 1:40.754            | 86.94        | 1.615    | 11:14:39.189        |
| 3 -                       | 32.078          | 92.4                     | 44.765          | 84.8        | 23.842          | 111.1        | 1:40.685            | 87.00        | 1.546    | 11:16:19.874        |
| 4 -                       | 31.001          | 94.3                     | 44.672          | <b>88.5</b> | 24.042          | 110.5        | 1:39.715 (3)        | 87.84        | 0.576    | 11:17:59.589        |
| 5 -                       | <b>30.942</b>   | 95.1                     | <b>44.203</b>   | 85.5        | 24.022          | 110.0        | 1:39.167 (2)        | 88.33        | 0.028    | 11:19:38.756        |
| 6 -                       | 31.039          | 96.1                     | 44.327          | 84.8        | <b>23.773</b>   | <b>113.7</b> | <b>1:39.139 (1)</b> | <b>88.35</b> |          | <b>11:21:17.895</b> |
| 7 -                       | 31.525          | <b>96.8</b>              | <b>44.292</b>   | <b>81.5</b> | <b>33.062</b>   | <b>76.0</b>  | <b>1:48.879</b>     | 80.45        | 9.740    | <b>11:23:06.774</b> |
| 8 -                       | <b>39.738</b>   | <b>43.1</b>              | <b>2:23.849</b> | <b>24.0</b> | <b>1:10.819</b> | <b>30.7</b>  | <b>4:14.406</b>     | 34.43        | 2:35.267 | <b>11:27:21.180</b> |
| 9 -                       | <b>1:20.432</b> | <b>31.5</b>              | <b>2:06.755</b> | <b>28.4</b> | <b>1:04.789</b> | <b>29.7</b>  | <b>4:31.976</b>     | 32.20        | 2:52.837 | <b>11:31:53.156</b> |

| P7 93 B                   |                 | Roland FISCHER           |                 |             |                 |              | Tecno 169           |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|-------------|-----------------|--------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:40.555 |                 | BEST LAP TIME : 1:40.740 |                 |             |                 |              | DIFFERENCE : 0.185  |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |             | SECTOR 3        |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 84.9                     | 46.214          | 82.8        | 24.526          | <b>111.2</b> | 1:52.145            | 78.11        | 11.405   | 11:12:59.211        |
| 2 -                       | 32.559          | 93.2                     | 44.995          | <b>90.0</b> | 24.473          | 111.1        | 1:42.027            | 85.85        | 1.287    | 11:14:41.238        |
| 3 -                       | 31.960          | 93.2                     | 45.647          | 89.9        | 24.374          | 109.8        | 1:41.981            | 85.89        | 1.241    | 11:16:23.219        |
| 4 -                       | 31.959          | 92.8                     | 45.320          | 85.3        | 24.239          | 110.7        | 1:41.518 (2)        | 86.28        | 0.778    | 11:18:04.737        |
| 5 -                       | <b>31.748</b>   | <b>95.0</b>              | 44.916          | 84.9        | <b>24.076</b>   | 110.9        | <b>1:40.740 (1)</b> | <b>86.95</b> |          | <b>11:19:45.477</b> |
| 6 -                       | 31.782          | 94.6                     | <b>44.731</b>   | 85.9        | 25.299          | 108.7        | 1:41.812 (3)        | 86.03        | 1.072    | 11:21:27.289        |
| 7 -                       | 31.905          | 90.5                     | <b>53.324</b>   | <b>55.4</b> | <b>38.701</b>   | <b>79.0</b>  | <b>2:03.930</b>     | 70.68        | 23.190   | <b>11:23:31.219</b> |
| 8 -                       | <b>39.775</b>   | <b>76.9</b>              | <b>2:02.013</b> | <b>24.0</b> | <b>1:10.491</b> | <b>29.4</b>  | <b>3:52.279</b>     | 37.71        | 2:11.539 | <b>11:27:23.498</b> |
| 9 -                       | <b>1:21.178</b> | <b>32.6</b>              | <b>2:06.651</b> | <b>27.5</b> | <b>1:03.374</b> | <b>29.7</b>  | <b>4:31.203</b>     | 32.29        | 2:50.463 | <b>11:31:54.701</b> |

| P8 21 B                   |                 | Ludovic INGWILLER        |                 |             |                 |              | Pygme F3            |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|-------------|-----------------|--------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:42.406 |                 | BEST LAP TIME : 1:42.471 |                 |             |                 |              | DIFFERENCE : 0.065  |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |             | SECTOR 3        |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 91.9                     | 46.459          | 83.7        | 24.781          | 106.3        | 1:53.695            | 77.04        | 11.224   | 11:13:00.761        |
| 2 -                       | 32.249          | <b>93.9</b>              | <b>45.638</b>   | 86.5        | 24.584          | 106.1        | <b>1:42.471 (1)</b> | <b>85.48</b> |          | <b>11:14:43.232</b> |
| 3 -                       | 32.705          | 93.2                     | 46.130          | 85.5        | 24.908          | 105.6        | 1:43.743            | 84.43        | 1.272    | 11:16:26.975        |
| 4 -                       | 32.496          | 93.0                     | 45.699          | <b>86.8</b> | <b>24.546</b>   | <b>107.3</b> | 1:42.741 (2)        | 85.26        | 0.270    | 11:18:09.716        |
| 5 -                       | 32.567          | 93.8                     | 45.933          | 85.7        | 24.606          | 105.0        | 1:43.106            | 84.95        | 0.635    | 11:19:52.822        |
| 6 -                       | <b>32.222</b>   | 93.3                     | 45.784          | 80.4        | 24.919          | 105.3        | 1:42.925 (3)        | 85.10        | 0.454    | 11:21:35.747        |
| 7 -                       | 32.738          | 91.0                     | <b>48.814</b>   | <b>63.6</b> | <b>35.226</b>   | <b>79.7</b>  | <b>1:56.778</b>     | 75.01        | 14.307   | <b>11:23:32.525</b> |
| 8 -                       | <b>39.553</b>   | <b>68.8</b>              | <b>2:02.295</b> | <b>21.4</b> | <b>1:10.205</b> | <b>30.2</b>  | <b>3:52.053</b>     | 37.74        | 2:09.582 | <b>11:27:24.578</b> |
| 9 -                       | <b>1:20.965</b> | <b>32.9</b>              | <b>2:06.511</b> | <b>26.5</b> | <b>1:03.826</b> | <b>29.6</b>  | <b>4:31.302</b>     | 32.28        | 2:48.831 | <b>11:31:55.880</b> |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P9                        |          | 8 B  |          | Mark CARTER              |          | Titan Mk3          |          |              |       |             |              |
|---------------------------|----------|------|----------|--------------------------|----------|--------------------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:41.454 |          |      |          | BEST LAP TIME : 1:41.474 |          | DIFFERENCE : 0.020 |          |              |       |             |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 91.4 |          | 48.189                   | 75.2     | 25.950             | 110.3    | 2:00.811     | 72.50 | 19.337      | 11:13:07.877 |
| 2 -                       | 32.493   | 90.5 |          | 46.848                   | 77.1     | 25.067             | 109.8    | 1:44.408     | 83.90 | 2.934       | 11:14:52.285 |
| 3 -                       | 32.918   | 90.6 |          | 46.144                   | 79.6     | 24.770             | 110.9    | 1:43.832     | 84.36 | 2.358       | 11:16:36.117 |
| 4 -                       | 31.792   | 91.8 |          | 45.496                   | 81.4     | 24.186             | 112.7    | 1:41.474 (1) | 86.32 |             | 11:18:17.591 |
| 5 -                       | 32.104   | 92.6 |          | 46.182                   | 86.7     | 25.050             | 112.0    | 1:43.336 (3) | 84.77 | 1.862       | 11:20:00.927 |
| 6 -                       | 32.383   | 93.7 |          | 45.476                   | 79.7     | 25.166             | 109.6    | 1:43.025 (2) | 85.02 | 1.551       | 11:21:43.952 |
| 7 -                       | 32.138   | 95.4 |          | 48.323                   | 65.5     | 28.281             | 77.9     | 1:48.742     | 80.55 | 7.268       | 11:23:32.694 |
| 8 -                       | 40.053   | 63.3 |          | 2:02.459                 | 21.2     | 1:10.512           | 30.6     | 3:53.024     | 37.59 | 2:11.550    | 11:27:25.718 |
| 9 -                       | 1:20.961 | 33.7 |          | 2:06.257                 | 28.0     | 1:03.419           | 32.7     | 4:30.637     | 32.36 | 2:49.163    | 11:31:56.355 |

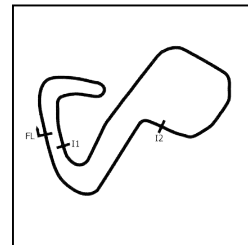
| P10 89 B                  |          | Mark PANGBORN |                          |          |          | Brabham BT28       |          |              |       |             |              |
|---------------------------|----------|---------------|--------------------------|----------|----------|--------------------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:43.358 |          |               | BEST LAP TIME : 1:43.596 |          |          | DIFFERENCE : 0.238 |          |              |       |             |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 91.1          |                          | 48.459   | 85.2     | 25.140             | 108.7    | 1:55.781     | 75.65 | 12.185      | 11:13:02.847 |
| 2 -                       | 32.832   | 93.4          |                          | 46.969   | 88.3     | 25.098             | 107.7    | 1:44.899     | 83.50 | 1.303       | 11:14:47.746 |
| 3 -                       | 33.253   | 94.3          |                          | 46.385   | 84.2     | 25.169             | 108.0    | 1:44.807     | 83.58 | 1.211       | 11:16:32.553 |
| 4 -                       | 32.319   | 94.3          |                          | 46.359   | 85.3     | 24.918             | 109.2    | 1:43.596 (1) | 84.55 |             | 11:18:16.149 |
| 5 -                       | 32.239   | 95.4          |                          | 46.460   | 87.3     | 25.081             | 107.8    | 1:43.780 (2) | 84.40 | 0.184       | 11:19:59.929 |
| 6 -                       | 32.343   | 95.1          |                          | 46.236   | 81.6     | 25.754             | 109.4    | 1:44.333 (3) | 83.96 | 0.737       | 11:21:44.262 |
| 7 -                       | 32.204   | 95.8          |                          | 48.692   | 74.7     | 29.015             | 88.4     | 1:49.911     | 79.69 | 6.315       | 11:23:34.173 |
| 8 -                       | 39.365   | 60.3          |                          | 2:02.775 | 21.2     | 1:10.485           | 29.9     | 3:52.625     | 37.65 | 2:09.029    | 11:27:26.798 |
| 9 -                       | 1:21.035 | 33.9          |                          | 2:05.756 | 28.5     | 1:04.159           | 33.4     | 4:30.950     | 32.33 | 2:47.354    | 11:31:57.748 |

| P11 9 B                   |          | Andrew TART |                          |      |          |                    | Merlyn Mk9   |       |          |              |
|---------------------------|----------|-------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:42.972 |          |             | BEST LAP TIME : 1:43.499 |      |          | DIFFERENCE : 0.527 |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 90.5        | 48.004                   | 78.0 | 25.062   | 109.2              | 1:56.150     | 75.41 | 12.651   | 11:13:03.216 |
| 2 -                       | 32.997   | 90.0        | 47.027                   | 83.9 | 25.030   | 107.8              | 1:45.054     | 83.38 | 1.555    | 11:14:48.270 |
| 3 -                       | 33.593   | 92.5        | 45.945                   | 80.1 | 24.911   | 112.5              | 1:44.449     | 83.86 | 0.950    | 11:16:32.719 |
| 4 -                       | 33.010   | 90.4        | 45.926                   | 80.3 | 24.563   | 111.8              | 1:43.499 (1) | 84.63 |          | 11:18:16.218 |
| 5 -                       | 33.173   | 92.3        | 46.125                   | 82.8 | 24.753   | 110.1              | 1:44.051 (2) | 84.18 | 0.552    | 11:20:00.269 |
| 6 -                       | 33.247   | 91.0        | 45.657                   | 75.1 | 25.409   | 111.4              | 1:44.313 (3) | 83.97 | 0.814    | 11:21:44.582 |
| 7 -                       | 32.752   | 93.4        | 49.072                   | 73.8 | 28.226   | 87.1               | 1:50.050     | 79.59 | 6.551    | 11:23:34.632 |
| 8 -                       | 39.539   | 62.0        | 2:03.141                 | 20.7 | 1:11.179 | 33.6               | 3:53.859     | 37.45 | 2:10.360 | 11:27:28.491 |
| 9 -                       | 1:20.809 | 32.5        | 2:06.041                 | 28.3 | 1:03.165 | 39.1               | 4:30.015     | 32.44 | 2:46.516 | 11:31:58.506 |

| P12                       |          | 5 B  |                          | Steve NICHOLS |          |                    | Chevron B17 |              |       |             |              |
|---------------------------|----------|------|--------------------------|---------------|----------|--------------------|-------------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:44.865 |          |      | BEST LAP TIME : 1:45.091 |               |          | DIFFERENCE : 0.226 |             |              |       |             |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |               | SECTOR 3 |                    | LAP TIME    | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 92.8 |                          | 49.489        | 74.5     | 25.375             | 110.9       | 2:04.193     | 70.53 | 19.102      | 11:13:11.259 |
| 2 -                       | 33.075   |      |                          | 47.767        | 74.7     | 25.175             | 110.3       | 1:46.017 (3) | 82.62 | 0.926       | 11:14:57.276 |
| 3 -                       | 36.286   |      |                          | 47.707        | 77.9     | 25.044             | 109.8       | 1:49.037     | 80.33 | 3.946       | 11:16:46.313 |
| 4 -                       | 33.041   | 94.5 |                          | 47.184        | 80.0     | 24.909             | 111.4       | 1:45.134 (2) | 83.32 | 0.043       | 11:18:31.447 |
| 5 -                       | 32.772   |      |                          | 47.242        | 77.2     | 25.077             | 109.6       | 1:45.091 (1) | 83.35 |             | 11:20:16.538 |
| 6 -                       | 33.002   |      |                          | 47.877        | 73.8     | 25.199             | 110.0       | 1:46.078     | 82.57 | 0.987       | 11:22:02.616 |
| 7 -                       | 32.973   |      |                          | 55.231        | 57.8     | 29.060             | 100.0       | 1:57.264     | 74.70 | 12.173      | 11:23:59.880 |
| 8 -                       | 35.927   | 86.1 |                          | 1:42.661      | 26.3     | 1:13.429           | 20.8        | 3:32.017     | 41.31 | 1:46.926    | 11:27:31.897 |
| 9 -                       | 1:20.137 | 40.6 |                          | 2:04.959      | 26.2     | 1:03.832           | 29.2        | 4:28.928     | 32.57 | 2:43.837    | 11:32:00.825 |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 16 B                  |          | Mark LINSTONE |                          |      |          | Brabham BT21       |              |       |          |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:47.888 |          |               | BEST LAP TIME : 1:48.147 |      |          | DIFFERENCE : 0.259 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          |               | 49.238                   | 74.8 | 25.729   | 110.1              | 2:01.073     | 72.35 | 12.926   | 11:13:08.139 |
| 2 -                       | 34.297   |               | 48.705                   | 75.4 | 25.957   | 109.8              | 1:48.959     | 80.39 | 0.812    | 11:14:57.098 |
| 3 -                       | 35.506   |               | 49.660                   | 77.9 | 25.816   | 107.7              | 1:50.982     | 78.93 | 2.835    | 11:16:48.080 |
| 4 -                       | 33.994   | 90.1          | 48.264                   | 74.3 | 25.889   | 107.8              | 1:48.147 (1) | 80.99 |          | 11:18:36.227 |
| 5 -                       | 34.384   | 87.3          | 48.211                   | 74.6 | 25.771   | 105.6              | 1:48.366 (2) | 80.83 | 0.219    | 11:20:24.593 |
| 6 -                       | 34.197   |               | 48.214                   | 73.9 | 26.104   | 106.8              | 1:48.515 (3) | 80.72 | 0.368    | 11:22:13.108 |
| 7 -                       | 33.948   | 86.7          | 53.914                   | 72.0 | 28.501   | 90.0               | 1:56.363     | 75.28 | 8.216    | 11:24:09.471 |
| 8 -                       | 35.808   | 84.5          | 1:35.852                 | 30.0 | 1:11.937 | 24.8               | 3:23.597     | 43.02 | 1:35.450 | 11:27:33.068 |
| 9 -                       | 1:21.437 | 34.0          | 2:03.735                 | 29.9 | 1:03.391 | 28.9               | 4:28.563     | 32.61 | 2:40.416 | 11:32:01.631 |

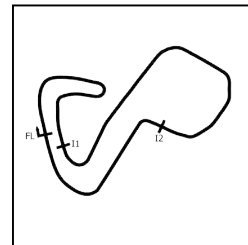
| P14                       |          | 6 B  |                          | Leif BOSSON |          | Brabham BT28       |              |       |          |              |
|---------------------------|----------|------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:47.418 |          |      | BEST LAP TIME : 1:47.724 |             |          | DIFFERENCE : 0.306 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          |      | 49.340                   | 77.4        | 26.322   | 107.0              | 2:00.771     | 72.53 | 13.047   | 11:13:07.837 |
| 2 -                       | 34.049   |      | 48.770                   | 79.0        | 26.244   | 106.8              | 1:49.063     | 80.31 | 1.339    | 11:14:56.900 |
| 3 -                       | 37.303   |      | 49.274                   | 78.5        | 25.868   | 107.8              | 1:52.445     | 77.90 | 4.721    | 11:16:49.345 |
| 4 -                       | 33.843   | 90.5 | 48.162                   | 80.8        | 25.719   | 109.8              | 1:47.724 (1) | 81.31 |          | 11:18:37.069 |
| 5 -                       | 33.994   |      | 48.726                   | 78.6        | 25.652   | 108.5              | 1:48.372 (2) | 80.83 | 0.648    | 11:20:25.441 |
| 6 -                       | 34.072   | 92.4 | 48.642                   | 84.0        | 25.884   | 108.0              | 1:48.598 (3) | 80.66 | 0.874    | 11:22:14.039 |
| 7 -                       | 33.604   |      | 54.957                   | 71.3        | 28.352   | 103.7              | 1:56.913     | 74.92 | 9.189    | 11:24:10.952 |
| 8 -                       | 36.585   | 82.8 | 1:35.504                 | 31.3        | 1:11.793 | 28.0               | 3:23.882     | 42.96 | 1:36.158 | 11:27:34.834 |
| 9 -                       | 1:22.287 | 31.2 | 2:03.754                 | 37.8        | 1:03.250 | 29.8               | 4:29.291     | 32.52 | 2:41.567 | 11:32:04.125 |

| P15 59 INV                |               | John MILICEVIC |                          | Merlyn Mk20 |               |                    |                     |              |          |                     |
|---------------------------|---------------|----------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:45.196 |               |                | BEST LAP TIME : 1:45.196 |             |               | DIFFERENCE : 0.000 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 82.7           | 49.556                   | 67.6        | 25.331        | <b>110.5</b>       | 2:01.437            | 72.13        | 16.241   | 11:13:08.503        |
| 2 -                       | 36.703        | 67.3           | 48.223                   | 74.7        | 25.367        | 107.0              | 1:50.293 (3)        | 79.42        | 5.097    | 11:14:58.796        |
| 3 -                       | 35.813        | 84.8           | 49.255                   | 71.8        | 25.622        | 108.9              | 1:50.690            | 79.13        | 5.494    | 11:16:49.486        |
| 4 -                       | 34.222        | 87.7           | 48.191                   | 73.6        | 25.325        | 108.4              | 1:47.738 (2)        | 81.30        | 2.542    | 11:18:37.224        |
| 5 -                       | 36.457        | 72.3           | 53.471                   | 60.3        | 26.328        | 105.5              | 1:56.256            | 75.34        | 11.060   | 11:20:33.480        |
| 6 -                       | <b>32.962</b> | <b>91.5</b>    | <b>46.930</b>            | <b>77.4</b> | <b>25.304</b> | 105.8              | <b>1:45.196 (1)</b> | <b>83.27</b> |          | <b>11:22:18.676</b> |
| 7 -                       | 36.684        | 71.3           | 56.084                   | 56.2        | 32.242        | 89.7               | 2:05.010            | 70.07        | 19.814   | 11:24:23.686        |
| 8 -                       | 36.550        | 83.1           | 1:24.231                 | 31.4        | 1:12.211      | 25.7               | 3:12.992            | 45.38        | 1:27.796 | 11:27:36.678        |
| 9 -                       | 1:22.252      | 28.7           | 2:03.770                 | 35.8        | 1:03.249      | 28.7               | 4:29.271            | 32.53        | 2:44.075 | 11:32:05.949        |

| P16 46 B                  |               | Clive BUFFEY |                          |             |               | Chevron B15 F3     |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:49.118 |               |              | BEST LAP TIME : 1:49.917 |             |               | DIFFERENCE : 0.799 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 82.7         | 52.755                   | 79.0        | 26.321        | <b>108.9</b>       | 2:06.801            | 69.08        | 16.884   | 11:13:13.867        |
| 2 -                       | 34.297        | 86.0         | 50.381                   | 81.7        | 26.596        | 95.8               | 1:51.274            | 78.72        | 1.357    | 11:15:05.141        |
| 3 -                       | 35.934        | 85.1         | 50.295                   | 80.6        | <b>25.743</b> | 108.2              | 1:51.972            | 78.23        | 2.055    | 11:16:57.113        |
| 4 -                       | <b>33.733</b> | <b>90.0</b>  | 49.759                   | <b>82.3</b> | 27.439        | 102.6              | 1:50.931 (3)        | 78.96        | 1.014    | 11:18:48.044        |
| 5 -                       | 34.472        | 84.5         | <b>49.642</b>            | 78.3        | 26.168        | 106.0              | 1:50.282 (2)        | 79.43        | 0.365    | 11:20:38.326        |
| 6 -                       | 33.766        | 88.5         | 49.686                   | 73.8        | 26.465        | 106.6              | <b>1:49.917 (1)</b> | <b>79.69</b> |          | <b>11:22:28.243</b> |
| 7 -                       | 35.580        | 81.3         | 53.817                   | 63.8        | 29.148        | 95.3               | 1:58.545            | 73.89        | 8.628    | 11:24:26.788        |
| 8 -                       | 37.509        | 75.4         | 1:21.628                 | 29.2        | 1:12.009      | 27.6               | 3:11.146            | 45.82        | 1:21.229 | 11:27:37.934        |
| 9 -                       | 1:22.421      | 31.6         | 2:03.533                 | 32.7        | 1:03.962      | 32.3               | 4:29.916            | 32.45        | 2:39.999 | 11:32:07.850        |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| <b>P17 57 B David GREEN</b> Titan Mk3<br>IDEAL LAP TIME : 1:49.651 BEST LAP TIME : 1:50.331 DIFFERENCE : 0.680 |               |             |               |             |               |              |                     |              |          |                     |
|----------------------------------------------------------------------------------------------------------------|---------------|-------------|---------------|-------------|---------------|--------------|---------------------|--------------|----------|---------------------|
| LAP                                                                                                            | SECTOR 1      |             | SECTOR 2      |             | SECTOR 3      |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                                            |               | 79.5        | 53.226        | 76.0        | 26.376        | <b>107.2</b> | 2:08.032            | 68.41        | 17.701   | 11:13:15.098        |
| 2 -                                                                                                            | 34.967        | 83.2        | <b>48.991</b> | <b>80.6</b> | 26.373        | 102.7        | <b>1:50.331 (1)</b> | <b>79.39</b> |          | <b>11:15:05.429</b> |
| 3 -                                                                                                            | 36.876        | <b>85.3</b> | 49.776        | 79.8        | 26.100        | 105.0        | 1:52.752            | 77.69        | 2.421    | 11:16:58.181        |
| 4 -                                                                                                            | 35.055        | 84.0        | 50.540        | 77.5        | 26.705        | 104.0        | 1:52.300            | 78.00        | 1.969    | 11:18:50.481        |
| 5 -                                                                                                            | 36.351        | 84.4        | 49.800        | 80.3        | <b>25.891</b> | 101.9        | 1:52.042 <b>(3)</b> | 78.18        | 1.711    | 11:20:42.523        |
| 6 -                                                                                                            | <b>34.769</b> | 83.3        | 49.845        | 75.3        | 27.302        | <b>102.1</b> | <b>1:51.916 (2)</b> | 78.27        | 1.585    | <b>11:22:34.439</b> |
| 7 -                                                                                                            | 35.321        | <b>82.0</b> | <b>51.613</b> | <b>60.9</b> | 28.990        | 99.2         | 1:55.924            | 75.56        | 5.593    | 11:24:30.363        |
| 8 -                                                                                                            | 35.950        | 75.4        | 1:20.138      | 31.5        | 1:12.106      | <b>27.7</b>  | 3:08.194            | 46.54        | 1:17.863 | 11:27:38.557        |
| 9 -                                                                                                            | 1:23.175      | 28.8        | 2:03.259      | 36.7        | 1:03.914      | 29.2         | 4:30.348            | 32.40        | 2:40.017 | 11:32:08.905        |

| <b>P18 14 B Simon ETHERINGTON</b> Brabham BT15<br>IDEAL LAP TIME : 1:50.604 BEST LAP TIME : 1:51.067 DIFFERENCE : 0.463 |               |             |               |             |               |              |                     |              |          |                     |
|-------------------------------------------------------------------------------------------------------------------------|---------------|-------------|---------------|-------------|---------------|--------------|---------------------|--------------|----------|---------------------|
| LAP                                                                                                                     | SECTOR 1      |             | SECTOR 2      |             | SECTOR 3      |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                                                     |               | 81.7        | 52.716        | 74.8        | 26.640        | <b>105.6</b> | 2:07.711            | 68.59        | 16.644   | 11:13:14.777        |
| 2 -                                                                                                                     | 35.915        | 83.6        | 50.311        | 73.1        | 26.922        | 102.2        | 1:53.148            | 77.41        | 2.081    | 11:15:07.925        |
| 3 -                                                                                                                     | 36.081        | <b>88.4</b> | 50.136        | <b>78.8</b> | 26.895        | 103.7        | 1:53.112            | 77.44        | 2.045    | 11:17:01.037        |
| 4 -                                                                                                                     | <b>34.853</b> | 85.8        | 49.856        | 71.1        | 26.776        | 102.6        | 1:51.485 <b>(3)</b> | 78.57        | 0.418    | 11:18:52.522        |
| 5 -                                                                                                                     | 35.017        | 86.2        | 49.855        | 70.4        | <b>26.360</b> | 104.3        | 1:51.232 <b>(2)</b> | 78.75        | 0.165    | 11:20:43.754        |
| 6 -                                                                                                                     | 34.931        | 85.1        | <b>49.391</b> | 69.6        | 26.745        | <b>104.8</b> | <b>1:51.067 (1)</b> | <b>78.86</b> |          | <b>11:22:34.821</b> |
| 7 -                                                                                                                     | 36.671        | <b>74.2</b> | <b>51.752</b> | <b>63.6</b> | 29.075        | 97.2         | 1:57.498            | 74.55        | 6.431    | 11:24:32.319        |
| 8 -                                                                                                                     | 35.593        | 77.9        | 1:19.970      | 31.2        | 1:11.875      | <b>28.0</b>  | 3:07.438            | 46.73        | 1:16.371 | 11:27:39.757        |
| 9 -                                                                                                                     | 1:24.153      | 26.2        | 2:02.399      | 35.1        | 1:03.402      | 28.3         | 4:29.954            | 32.44        | 2:38.887 | 11:32:09.711        |

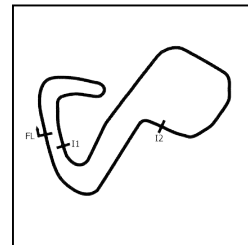
| <b>P19 44 B Jean-Michel CLERC</b> Techno F3<br>IDEAL LAP TIME : 1:50.070 BEST LAP TIME : 1:50.070 DIFFERENCE : 0.000 |               |             |               |             |               |              |                     |              |          |                     |
|----------------------------------------------------------------------------------------------------------------------|---------------|-------------|---------------|-------------|---------------|--------------|---------------------|--------------|----------|---------------------|
| LAP                                                                                                                  | SECTOR 1      |             | SECTOR 2      |             | SECTOR 3      |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                                                  |               | <b>85.4</b> | 53.591        | 74.7        | 28.015        | 101.3        | 2:11.143            | 66.79        | 21.073   | 11:13:18.209        |
| 2 -                                                                                                                  | 35.645        | 82.0        | 52.042        | 71.4        | 26.963        | 96.4         | 1:54.650            | 76.40        | 4.580    | 11:15:12.859        |
| 3 -                                                                                                                  | 38.025        | 81.7        | 51.811        | 75.7        | 26.569        | <b>102.1</b> | 1:56.405            | 75.25        | 6.335    | 11:17:09.264        |
| 4 -                                                                                                                  | 35.102        | 81.6        | 50.471        | 75.2        | 26.550        | <b>102.1</b> | 1:52.123 <b>(2)</b> | 78.12        | 2.053    | 11:19:01.387        |
| 5 -                                                                                                                  | <b>34.186</b> | <b>85.4</b> | <b>49.711</b> | <b>77.5</b> | <b>26.173</b> | 101.8        | <b>1:50.070 (1)</b> | <b>79.58</b> |          | <b>11:20:51.457</b> |
| 6 -                                                                                                                  | 34.646        | 84.3        | 50.556        | 70.9        | 27.933        | <b>85.5</b>  | 1:53.135 <b>(3)</b> | 77.42        | 3.065    | 11:22:44.592        |
| 7 -                                                                                                                  | 37.500        | <b>79.3</b> | <b>53.861</b> | <b>57.8</b> | 30.525        | <b>88.8</b>  | 2:01.886            | 71.86        | 11.816   | 11:24:46.478        |
| 8 -                                                                                                                  | 37.333        | 76.6        | 1:05.948      | 33.0        | 1:11.258      | <b>28.9</b>  | 2:54.539            | 50.18        | 1:04.469 | 11:27:41.017        |
| 9 -                                                                                                                  | 1:24.385      | 26.8        | 2:02.691      | 33.2        | 1:02.740      | 28.9         | 4:29.816            | 32.46        | 2:39.746 | 11:32:10.833        |

| <b>P20 20 B Gregory BERSIHAND</b> Pygme F3<br>IDEAL LAP TIME : 1:58.004 BEST LAP TIME : 1:58.735 DIFFERENCE : 0.731 |               |             |               |             |               |              |                     |              |          |                     |
|---------------------------------------------------------------------------------------------------------------------|---------------|-------------|---------------|-------------|---------------|--------------|---------------------|--------------|----------|---------------------|
| LAP                                                                                                                 | SECTOR 1      |             | SECTOR 2      |             | SECTOR 3      |              | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                                                 |               | 74.8        | 54.932        | 68.8        | <b>27.627</b> | <b>100.7</b> | 2:12.409            | 66.15        | 13.674   | 11:13:19.475        |
| 2 -                                                                                                                 | 37.634        | 76.6        | 53.699        | 68.1        | 27.719        | 95.8         | 1:59.052 <b>(2)</b> | 73.57        | 0.317    | 11:15:18.527        |
| 3 -                                                                                                                 | 38.384        | 81.0        | <b>53.070</b> | 69.2        | 28.176        | 96.0         | 1:59.630 <b>(3)</b> | 73.22        | 0.895    | 11:17:18.157        |
| 4 -                                                                                                                 | 37.621        | 77.5        | 53.464        | 70.0        | 27.650        | 96.2         | <b>1:58.735 (1)</b> | <b>73.77</b> |          | <b>11:19:16.892</b> |
| 5 -                                                                                                                 | 37.388        | 78.1        | 53.472        | 66.5        | 28.988        | 86.5         | 1:59.848            | 73.09        | 1.113    | 11:21:16.740        |
| 6 -                                                                                                                 | <b>37.307</b> | <b>81.3</b> | <b>55.739</b> | <b>70.6</b> | 40.699        | <b>77.4</b>  | 2:13.745            | 65.49        | 15.010   | 11:23:30.485        |
| 7 -                                                                                                                 | 39.129        | <b>77.2</b> | 2:02.113      | 23.9        | 1:10.594      | <b>30.9</b>  | 3:51.836            | 37.78        | 1:53.101 | 11:27:22.321        |
| 8 -                                                                                                                 | 1:20.878      | 32.6        | 2:06.909      | 28.2        | 1:04.668      | 28.2         | 4:32.455            | 32.15        | 2:33.720 | 11:31:54.776        |

# HSCC Historic Formula 3 Championship

## RACE 11 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P21 24 B                  |          | Jeremey TIMMS |                          |      |          |                    | Chevron B15  |       |          |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:40.200 |          |               | BEST LAP TIME : 1:40.287 |      |          | DIFFERENCE : 0.087 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 90.8          | 46.245                   | 77.5 | 23.997   | 116.3              | 1:48.818     | 80.49 | 8.531    | 11:12:55.884 |
| 2 -                       | 32.045   | 96.9          | 44.392                   | 89.3 | 23.862   | 110.5              | 1:40.299 (2) | 87.33 | 0.012    | 11:14:36.183 |
| 3 -                       | 1:18.101 | 91.0          | 45.249                   | 89.1 | 24.066   | 112.2              | 2:27.416     | 59.42 | 47.129   | 11:17:03.599 |
| 4 -                       | 32.183   | 94.5          | 45.739                   | 87.7 | 24.408   | 111.4              | 1:42.330     | 85.60 | 2.043    | 11:18:45.929 |
| 5 -                       | 31.999   | 95.5          | 44.339                   | 86.1 | 23.949   | 113.7              | 1:40.287 (1) | 87.34 |          | 11:20:26.216 |
| 6 -                       | 32.613   | 93.5          | 44.360                   | 88.5 | 24.441   | 110.9              | 1:41.414 (3) | 86.37 | 1.127    | 11:22:07.630 |
| 7 -                       | 32.017   | 85.8          | 52.787                   | 66.4 | 29.315   | 88.4               | 1:54.119     | 76.76 | 13.832   | 11:24:01.749 |
| 8 -                       | 35.455   | 83.3          | 1:42.468                 | 29.6 | 1:12.726 | 26.1               | 3:30.649     | 41.58 | 1:50.362 | 11:27:32.398 |
| 9 -                       | 1:21.067 | 33.8          | 2:04.056                 | 28.4 |          |                    |              |       |          |              |

| P22 63 B                  |          | Christoph WIDMER |                          |      |          |                    | Brabham BT18A |       |        |              |
|---------------------------|----------|------------------|--------------------------|------|----------|--------------------|---------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:40.288 |          |                  | BEST LAP TIME : 1:40.897 |      |          | DIFFERENCE : 0.609 |               |       |        |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME      | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.1             | 46.126                   | 84.5 | 24.454   | 110.3              | 1:51.306      | 78.70 | 10.409 | 11:12:58.372 |
| 2 -                       | 32.932   | 94.1             | 44.890                   | 88.6 | 23.993   | 111.2              | 1:41.815      | 86.03 | 0.918  | 11:14:40.187 |
| 3 -                       | 32.127   | 95.5             | 45.042                   | 88.0 | 23.926   | 112.9              | 1:41.095 (2)  | 86.64 | 0.198  | 11:16:21.282 |
| 4 -                       | 31.875   | 95.0             | 45.761                   | 89.4 | 23.781   | 114.7              | 1:41.417 (3)  | 86.37 | 0.520  | 11:18:02.699 |
| 5 -                       | 32.484   | 95.5             | 44.796                   | 89.7 | 23.617   | 113.5              | 1:40.897 (1)  | 86.81 |        | 11:19:43.596 |
| 6 -                       | 32.240   | 93.7             | 45.033                   | 90.3 |          |                    |               |       |        |              |

| P23 77 B                  |               | Francois DEROSI          |               |             |               |              | Chevron B17         |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.420 |               | BEST LAP TIME : 1:41.151 |               |             |               |              | DIFFERENCE : 0.731  |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2      |             | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | <b>94.3</b>   |                          | 46.087        | 83.4        | 24.476        | <b>112.2</b> | 1:49.972            | 79.65        | 8.821 | 11:12:57.038        |
| 2 -                       | 31.851        |                          | 44.995        | 87.8        | 24.418        | 107.5        | 1:41.264 (3)        | 86.50        | 0.113 | 11:14:38.302        |
| 3 -                       | 32.685        |                          | 45.894        | 90.4        | 24.332        | 105.0        | 1:42.911            | 85.12        | 1.760 | 11:16:21.213        |
| 4 -                       | 32.481        | 93.4                     | <b>44.714</b> | 90.6        | <b>24.064</b> | 106.8        | 1:41.259 (2)        | 86.50        | 0.108 | 11:18:02.472        |
| 5 -                       | <b>31.642</b> |                          | 45.206        | 90.1        | 24.303        | 105.3        | <b>1:41.151 (1)</b> | <b>86.60</b> |       | <b>11:19:43.623</b> |
| 6 -                       | 32.277        |                          | 45.114        | <b>94.1</b> |               |              |                     |              |       |                     |

| P24 31 A                  |               | Chris DUNSTER            |               |             |               |             | Lotus 31            |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.306 |               | BEST LAP TIME : 2:02.150 |               |             |               |             | DIFFERENCE : 1.844  |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2      |             | SECTOR 3      |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | <b>83.2</b>   |                          | <b>52.292</b> | <b>72.7</b> | <b>29.201</b> | 72.6        | 2:11.609 (2)        | 66.55        | 9.459 | 11:13:18.675        |
| 2 -                       | <b>38.813</b> |                          | 53.754        | 68.4        | 29.583        | <b>76.3</b> | <b>2:02.150 (1)</b> | <b>71.71</b> |       | <b>11:15:20.825</b> |
| 3 -                       | 38.993        | 72.0                     | 57.778        | 63.0        |               |             |                     |              |       |                     |

# HSCC Historic Formula 3 Championship

## RACE 11 - BEST SECTORS

| SECTOR 1 |    |        | SECTOR 2 |        | SECTOR 3 |        | IDEAL / BEST COMPARISON |    |             |          |          |       |
|----------|----|--------|----------|--------|----------|--------|-------------------------|----|-------------|----------|----------|-------|
| POS      | NO | TIME   | NO       | TIME   | NO       | TIME   | POS                     | NO | NAME        | IDEAL    | BEST     | DIFF  |
|          |    |        |          |        |          |        |                         |    | PERFECT LAP |          | 1:37.617 |       |
| 1        | 88 | 30.720 | 88       | 43.500 | 88       | 23.397 | 1                       | 88 | TROTT       | 1:37.617 | 1:37.831 | 0.214 |
| 2        | 29 | 30.942 | 11       | 43.704 | 41       | 23.485 | 2                       | 11 | DRYBROUGH   | 1:38.824 | 1:38.972 | 0.148 |
| 3        | 19 | 31.015 | 28       | 44.031 | 28       | 23.534 | 3                       | 29 | FENNELL     | 1:38.918 | 1:39.139 | 0.221 |
| 4        | 41 | 31.313 | 29       | 44.203 | 63       | 23.617 | 4                       | 28 | TIMMS       | 1:39.030 | 1:39.513 | 0.483 |
| 5        | 11 | 31.400 | 19       | 44.211 | 11       | 23.720 | 5                       | 41 | SPAGGIARI   | 1:39.032 | 1:39.466 | 0.434 |
| 6        | 28 | 31.465 | 41       | 44.234 | 29       | 23.773 | 6                       | 19 | MUSGRAVE    | 1:39.088 | 1:39.274 | 0.186 |
| 7        | 77 | 31.642 | 24       | 44.339 | 19       | 23.862 | 7                       | 24 | TIMMS       | 1:40.200 | 1:40.287 | 0.087 |
| 8        | 93 | 31.748 | 77       | 44.714 | 24       | 23.862 | 8                       | 63 | WIDMER      | 1:40.288 | 1:40.897 | 0.609 |
| 9        | 8  | 31.792 | 93       | 44.731 | 77       | 24.064 | 9                       | 77 | DEROSSI     | 1:40.420 | 1:41.151 | 0.731 |
| 10       | 63 | 31.875 | 63       | 44.796 | 93       | 24.076 | 10                      | 93 | FISCHER     | 1:40.555 | 1:40.740 | 0.185 |
| 11       | 24 | 31.999 | 8        | 45.476 | 8        | 24.186 | 11                      | 8  | CARTER      | 1:41.454 | 1:41.474 | 0.020 |
| 12       | 89 | 32.204 | 21       | 45.638 | 21       | 24.546 | 12                      | 21 | INGWILLER   | 1:42.406 | 1:42.471 | 0.065 |
| 13       | 21 | 32.222 | 9        | 45.657 | 9        | 24.563 | 13                      | 9  | TART        | 1:42.972 | 1:43.499 | 0.527 |
| 14       | 9  | 32.752 | 89       | 46.236 | 5        | 24.909 | 14                      | 89 | PANGBORN    | 1:43.358 | 1:43.596 | 0.238 |
| 15       | 5  | 32.772 | 59       | 46.930 | 89       | 24.918 | 15                      | 5  | NICHOLS     | 1:44.865 | 1:45.091 | 0.226 |
| 16       | 59 | 32.962 | 5        | 47.184 | 59       | 25.304 | 16                      | 59 | MILICEVIC   | 1:45.196 | 1:45.196 | 0.000 |
| 17       | 6  | 33.604 | 6        | 48.162 | 6        | 25.652 | 17                      | 6  | BOSSON      | 1:47.418 | 1:47.724 | 0.306 |
| 18       | 46 | 33.733 | 16       | 48.211 | 16       | 25.729 | 18                      | 16 | LINSTONE    | 1:47.888 | 1:48.147 | 0.259 |
| 19       | 16 | 33.948 | 57       | 48.991 | 46       | 25.743 | 19                      | 46 | BUFFEY      | 1:49.118 | 1:49.917 | 0.799 |
| 20       | 44 | 34.186 | 14       | 49.391 | 57       | 25.891 | 20                      | 57 | GREEN       | 1:49.651 | 1:50.331 | 0.680 |
| 21       | 57 | 34.769 | 46       | 49.642 | 44       | 26.173 | 21                      | 44 | CLERC       | 1:50.070 | 1:50.070 | 0.000 |
| 22       | 14 | 34.853 | 44       | 49.711 | 14       | 26.360 | 22                      | 14 | ETHERINGTON | 1:50.604 | 1:51.067 | 0.463 |
| 23       | 20 | 37.307 | 31       | 52.292 | 20       | 27.627 | 23                      | 20 | BERSIHAND   | 1:58.004 | 1:58.735 | 0.731 |
| 24       | 31 | 38.813 | 20       | 53.070 | 31       | 29.201 | 24                      | 31 | DUNSTER     | 2:00.306 | 2:02.150 | 1.844 |

# HSCC Historic Formula 3 Championship

## RACE 11 - BEST SPEEDS

| INTERMEDIATE 1 |    |             |      | INTERMEDIATE 2 |             |      | FINISH LINE |             |       |
|----------------|----|-------------|------|----------------|-------------|------|-------------|-------------|-------|
| POS            | NO | NAME        | MPH  | NO             | NAME        | MPH  | NO          | NAME        | MPH   |
| 1              | 41 | SPAGGIARI   | 99.5 | 77             | DEROSSİ     | 94.1 | 28          | TIMMS       | 116.3 |
| 2              | 28 | TIMMS       | 98.1 | 19             | MUSGRAVE    | 93.0 | 24          | TIMMS       | 116.3 |
| 3              | 88 | TROTT       | 97.9 | 88             | TROTT       | 91.3 | 88          | TROTT       | 116.1 |
| 4              | 11 | DRYBROUGH   | 97.9 | 63             | WIDMER      | 90.3 | 41          | SPAGGIARI   | 115.7 |
| 5              | 19 | MUSGRAVE    | 97.6 | 93             | FISCHER     | 90.0 | 19          | MUSGRAVE    | 115.7 |
| 6              | 24 | TIMMS       | 96.9 | 11             | DRYBROUGH   | 89.8 | 63          | WIDMER      | 114.7 |
| 7              | 29 | FENNELL     | 96.8 | 24             | TIMMS       | 89.3 | 11          | DRYBROUGH   | 113.9 |
| 8              | 89 | PANGBORN    | 95.8 | 41             | SPAGGIARI   | 88.7 | 29          | FENNELL     | 113.7 |
| 9              | 63 | WIDMER      | 95.5 | 28             | TIMMS       | 88.6 | 8           | CARTER      | 112.7 |
| 10             | 8  | CARTER      | 95.4 | 29             | FENNELL     | 88.5 | 9           | TART        | 112.5 |
| 11             | 93 | FISCHER     | 95.0 | 89             | PANGBORN    | 88.3 | 77          | DEROSSİ     | 112.2 |
| 12             | 5  | NICHOLS     | 94.5 | 21             | INGWILLER   | 86.8 | 5           | NICHOLS     | 111.4 |
| 13             | 77 | DEROSSİ     | 94.3 | 8              | CARTER      | 86.7 | 93          | FISCHER     | 111.2 |
| 14             | 21 | INGWILLER   | 93.9 | 6              | BOSSON      | 84.0 | 59          | MILICEVIC   | 110.5 |
| 15             | 9  | TART        | 93.4 | 9              | TART        | 83.9 | 16          | LINSTONE    | 110.1 |
| 16             | 6  | BOSSON      | 92.4 | 46             | BUFFEY      | 82.3 | 6           | BOSSON      | 109.8 |
| 17             | 59 | MILICEVIC   | 91.5 | 57             | GREEN       | 80.6 | 89          | PANGBORN    | 109.4 |
| 18             | 16 | LINSTONE    | 90.1 | 5              | NICHOLS     | 80.0 | 46          | BUFFEY      | 108.9 |
| 19             | 46 | BUFFEY      | 90.0 | 14             | ETHERINGTON | 78.8 | 21          | INGWILLER   | 107.3 |
| 20             | 14 | ETHERINGTON | 88.4 | 16             | LINSTONE    | 77.9 | 57          | GREEN       | 107.2 |
| 21             | 44 | CLERC       | 85.4 | 44             | CLERC       | 77.5 | 14          | ETHERINGTON | 105.6 |
| 22             | 57 | GREEN       | 85.3 | 59             | MILICEVIC   | 77.4 | 44          | CLERC       | 102.1 |
| 23             | 31 | DUNSTER     | 83.2 | 31             | DUNSTER     | 72.7 | 20          | BERSIHAND   | 100.7 |
| 24             | 20 | BERSIHAND   | 81.3 | 20             | BERSIHAND   | 70.6 | 31          | DUNSTER     | 76.3  |

# HSCC Historic Formula 3 Championship

## RACE 11 - STATISTICS

|                               |                           |
|-------------------------------|---------------------------|
| <b>Competitors Started</b>    | 24                        |
| <b>Planned Start</b>          | 2026-07-12 @ 11:10:00.000 |
| <b>Actual Start</b>           | 2026-07-12 @ 11:11:07.065 |
| <b>Finish Time</b>            | 2026-07-12 @ 11:31:46.753 |
| <b>Track Length</b>           | 2.4332mi.                 |
| <b>Total Laps</b>             | 200                       |
| <b>Total Distance Covered</b> | 486.6579mi.               |

### Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|---------------|----------|--------------|-----|--------------|
| 28 | B  | Jason TIMMS   | 1:48.357 | 11:12:55.446 | 1   | Brabham BT21 |
| 24 | B  | Jeremey TIMMS | 1:40.299 | 11:14:36.214 | 2   | Chevron B15  |
| 88 | B  | Richard TROTT | 1:40.085 | 11:16:17.130 | 3   | Brabham BT28 |
| 88 | B  | Richard TROTT | 1:37.831 | 11:17:54.961 | 4   | Brabham BT28 |

### Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|----|---------------|----------|----------|-------------|--------------|
| 28 | B  | Jason TIMMS   | 1        | 1        | 2.43 miles  | Brabham BT21 |
| 24 | B  | Jeremey TIMMS | 2        | 1        | 2.43 miles  | Chevron B15  |
| 88 | B  | Richard TROTT | 3        | 7        | 17.03 miles | Brabham BT28 |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:11:07.065 |
| SAFETY | 11:22:29.977 |
| FINISH | 11:31:46.753 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 6          | 11:22.911  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 1     | 2          | 9:16.776   |
| FCY        | 0     | 0          | 0.000      |

## HSCC Historic Formula 3 Championship

### RACE 11 - STATISTICS

**CLASS : A**

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|----|---------------|-----------------|--------------|-----|----------|
| 31 | Chris DUNSTER | <b>2:11.609</b> | 11:13:18.701 | 1   | Lotus 31 |
| 31 | Chris DUNSTER | <b>2:02.150</b> | 11:15:20.850 | 2   | Lotus 31 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE  |
|----|---------------|----------|----------|------------|----------|
| 31 | Chris DUNSTER | 1        | 2        | 4.86 miles | Lotus 31 |

## HSCC Historic Formula 3 Championship

### RACE 11 - STATISTICS

**CLASS : B**

22 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME        | TIME OF DAY  | LAP | VEHICLE      |
|----|---------------|-----------------|--------------|-----|--------------|
| 28 | Jason TIMMS   | <b>1:48.357</b> | 11:12:55.446 | 1   | Brabham BT21 |
| 24 | Jeremey TIMMS | <b>1:40.299</b> | 11:14:36.214 | 2   | Chevron B15  |
| 88 | Richard TROTT | <b>1:40.085</b> | 11:16:17.130 | 3   | Brabham BT28 |
| 88 | Richard TROTT | <b>1:37.831</b> | 11:17:54.961 | 4   | Brabham BT28 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|---------------|----------|----------|-------------|--------------|
| 28 | Jason TIMMS   | 1        | 1        | 2.43 miles  | Brabham BT21 |
| 24 | Jeremey TIMMS | 2        | 1        | 2.43 miles  | Chevron B15  |
| 88 | Richard TROTT | 3        | 7        | 17.03 miles | Brabham BT28 |

## HSCC Historic Formula 3 Championship

### RACE 11 - STATISTICS

CLASS : INV

1 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 59 | John MILICEVIC | 2:01.437 | 11:13:08.527 | 1   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:50.293 | 11:14:58.821 | 2   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:47.738 | 11:18:37.249 | 4   | Merlyn Mk20 |
| 59 | John MILICEVIC | 1:45.196 | 11:22:18.700 | 6   | Merlyn Mk20 |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----------------|----------|----------|-------------|-------------|
| 59 | John MILICEVIC | 1        | 9        | 21.89 miles | Merlyn Mk20 |