



# HSCC HISTORIC FORMULA 3

1000c Formula 3 cars 1964-1970



Oulton Park Gold Cup  
Oulton Park International  
29<sup>th</sup> – 31<sup>st</sup> August 2026



**SPORTS TIMING**

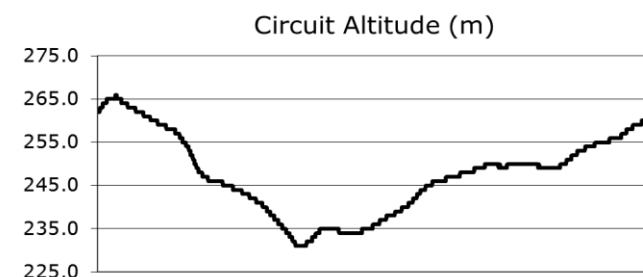
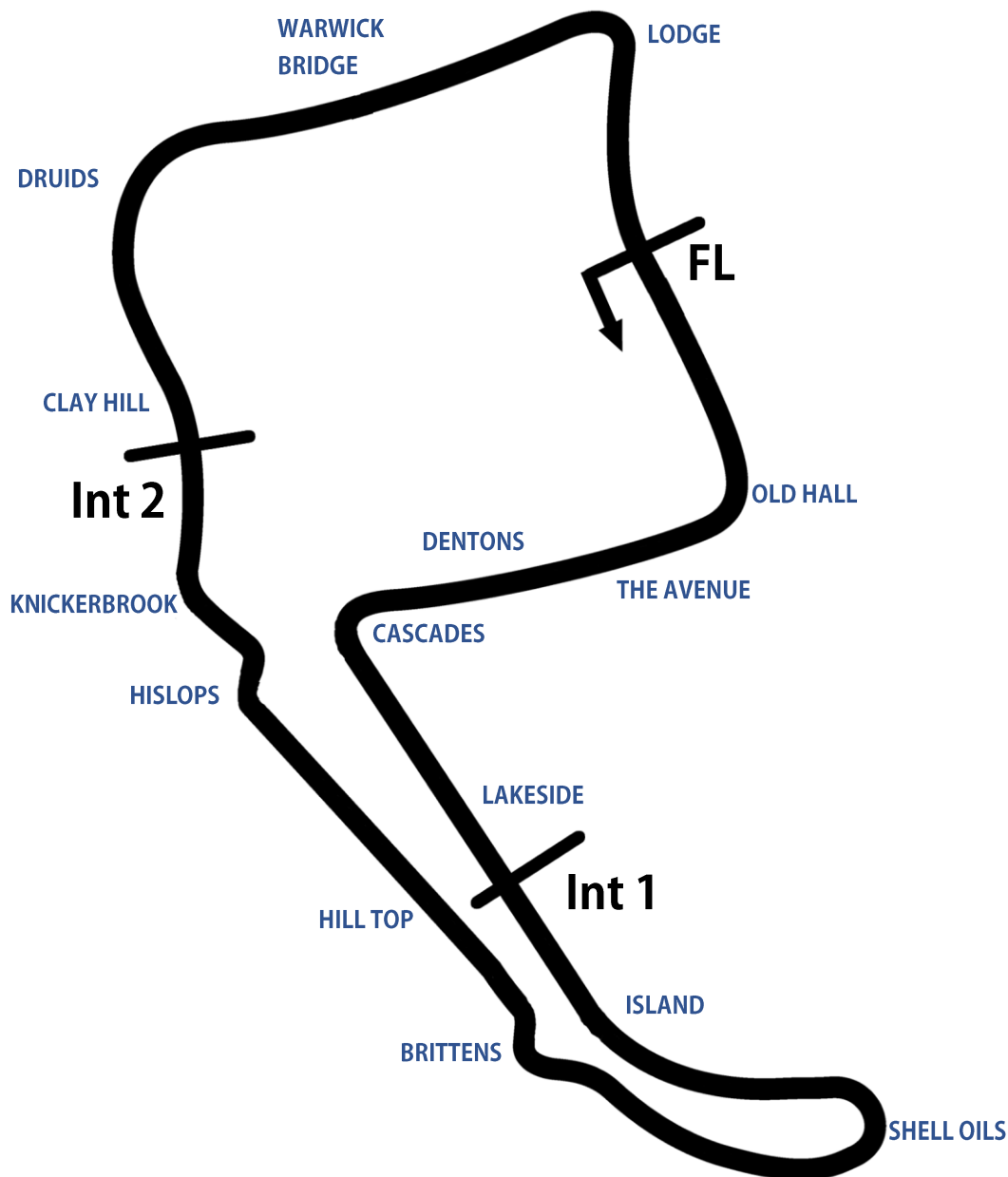
**TIMING SOLUTIONS LTD**

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# Oulton Park International Circuit

Little Budworth, Tarporley, Cheshire, UK



| Length               | 2.6920 miles   4.332 km   4332.4m  |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 53.17997 N | 2.61294 W |
| Int 1                | 1163m                              | 53.17248 N | 2.61631 W |
| Int 2                | 3066m                              | 53.17830 N | 2.62040 W |
| Pit Entry            | 4314m                              | 53.18011 N | 2.61306 W |
| Pit Exit             | 180m after FL                      | 53.17836 N | 2.61232 W |
| Pit Entry - Pit Exit | 199m, 14.3s @ 50kph, 11.9s @ 60kph |            |           |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - CLASSIFICATION

| POS | NO  | NAME              | ENTRY            | TIME     | ON | LAPS | GAP      | DIFF   | MPH   |
|-----|-----|-------------------|------------------|----------|----|------|----------|--------|-------|
| 1   | 3   | Callum GRANT      | Brabham BT21B    | 1:57.925 | 4  | 8    |          |        | 82.18 |
| 2   | 75  | Peter DE LA ROCHE | Alexis Mk17      | 2:00.152 | 4  | 8    | 2.227    | 2.227  | 80.65 |
| 3   | 10  | Charlie MARTIN    | De Sanctis F3 69 | 2:01.256 | 8  | 8    | 3.331    | 1.104  | 79.92 |
| 4   | 11  | Ross DRYBROUGH    | Merlyn Mk14A     | 2:01.453 | 8  | 8    | 3.528    | 0.197  | 79.79 |
| 5   | 28  | Jason TIMMS       | Brabham BT21     | 2:05.754 | 6  | 7    | 7.829    | 4.301  | 77.06 |
| 6   | 5   | Ben COLBURN       | Merlyn Mk10      | 2:05.944 | 5  | 8    | 8.019    | 0.190  | 76.94 |
| 7   | 8   | Mark CARTER       | Titan Mk3        | 2:06.150 | 4  | 7    | 8.225    | 0.206  | 76.82 |
| 8   | 77* | Francois DEROSI   | Chevron B17      | 2:07.731 | 6  | 7    | 9.806    | 1.581  | 75.87 |
| 9   | 29  | Nick FENNELL      | Tecno F3         | 2:10.424 | 6  | 6    | 12.499   | 2.693  | 74.30 |
| 10  | 19  | Oliver MUSGRAVE   | Chevron B15      | 2:16.567 | 2  | 7    | 18.642   | 6.143  | 70.96 |
| 11  | 57  | Matt GREEN        | Titan Mk3        | 2:16.857 | 7  | 7    | 18.932   | 0.290  | 70.81 |
| 12  | 63  | Christoph WIDMER  | Brabham BT18A    | 2:17.664 | 5  | 5    | 19.739   | 0.807  | 70.39 |
| 13  | 96  | Keith MESSER      | Vesey Ford       | 2:19.073 | 5  | 7    | 21.148   | 1.409  | 69.68 |
| 14  | 89  | Mark PANGBORN     | Brabham BT28     | 2:19.346 | 6  | 7    | 21.421   | 0.273  | 69.54 |
| 15  | 41  | Enrico SPAGGIARI  | Lotus 41X        | 2:19.443 | 6  | 7    | 21.518   | 0.097  | 69.50 |
| 16  | 59  | Tony WALLEN       | Lotus 59A        | 2:20.651 | 5  | 6    | 22.726   | 1.208  | 68.90 |
| 17  | 146 | Charles ISCHI     | March 703        | 2:20.880 | 6  | 6    | 22.955   | 0.229  | 68.79 |
| 18  | 67  | Jeremy ROLLASON   | Brabham BT21     | 2:29.417 | 5  | 5    | 31.492   | 8.537  | 64.86 |
| 19  | 6   | Leif BOSSON       | Brabham BT28     | 2:34.948 | 3  | 5    | 37.023   | 5.531  | 62.54 |
| 20  | 55  | Paul DURBAN       | Lotus 41         | 2:36.828 | 5  | 5    | 38.903   | 1.880  | 61.79 |
| 21  | 26  | Steve SEAMAN      | Brabham BT21     | 2:41.647 | 5  | 5    | 43.722   | 4.819  | 59.95 |
| 22  | 46  | Clive BUFFEY      | Chevron B15 F3   | 2:58.902 | 5  | 5    | 1:00.977 | 17.255 | 54.17 |
| 23  | 53  | Jonathan SHARP    | Chevron B17      |          |    | 1    |          |        |       |

\*Car 77 - 1 lap time disallowed, missed chicane.

Weather / Track : Rain / Wet

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

Date: 29/08/2026 Start: 13:34 Finish: 13:57

Oulton Park International: 2.6920 miles

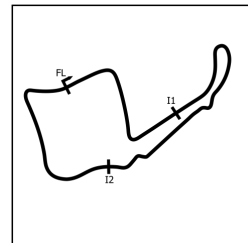
Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - 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 3 B                    |               | Callum GRANT             |               |             | Brabham BT21B      |             |                                        |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 1:57.755 |               | BEST LAP TIME : 1:57.925 |               |             | DIFFERENCE : 0.170 |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH                | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 100.7                    | 59.835        | 91.3        | 34.433             | 97.3        | 13:37:14.210                           |
| 2 -                       | 29.987        | 104.2                    | 57.618        | 92.0        | 33.652             | 98.6        | 2:01.257 79.92 3.332 13:39:15.467      |
| 3 -                       | OUTLAP        | 105.1                    | 56.626        | 92.8        | 33.602             | 98.5        | 9:44.271 16.58 7:46.346 13:48:59.738   |
| 4 -                       | 29.398        | <b>107.2</b>             | <b>55.677</b> | <b>94.5</b> | <b>32.850</b>      | <b>99.8</b> | <b>1:57.925 (1) 82.18 13:50:57.663</b> |
| 5 -                       | 29.584        | 105.3                    | 56.032        | 93.4        | 34.005             | 92.0        | 1:59.621 (2) 81.01 1.696 13:52:57.284  |
| 6 -                       | 29.486        | 106.3                    | 58.972        | 92.5        | 33.865             | 98.3        | 2:02.323 79.22 4.398 13:54:59.607      |
| 7 -                       | 29.259        | 105.8                    | 57.768        | 91.8        | 33.324             | 98.9        | 2:00.351 (3) 80.52 2.426 13:56:59.958  |
| 8 -                       | <b>29.228</b> | 106.0                    | 1:00.759      | 81.2        | 35.537             | 98.1        | 2:05.524 77.20 7.599 13:59:05.482      |

| P2 75 B                   |               | Peter DE LA ROCHE        |               |             | Alexis Mk17        |             |                                        |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 1:58.465 |               | BEST LAP TIME : 2:00.152 |               |             | DIFFERENCE : 1.687 |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH                | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 88.5                     | 1:02.327      | 89.5        | 34.821             | 95.1        | 13:37:16.944                           |
| 2 -                       | 30.033        | 104.5                    | 57.313        | 90.3        | 33.545             | <b>97.3</b> | 2:00.891 (2) 80.16 0.739 13:39:17.835  |
| 3 -                       | OUTLAP        | 102.9                    | 56.783        | <b>91.1</b> | 33.420             | 96.2        | 9:41.098 16.67 7:40.946 13:48:58.933   |
| 4 -                       | 29.464        | 104.6                    | <b>56.025</b> | 88.1        | 34.663             | 96.9        | <b>2:00.152 (1) 80.65 13:50:59.085</b> |
| 5 -                       | 30.880        | 104.8                    | 56.868        | <b>91.1</b> | 33.246             | 97.2        | 2:00.994 (3) 80.09 0.842 13:53:00.079  |
| 6 -                       | 31.402        | <b>105.1</b>             | 1:01.020      | 89.5        | 33.320             | 96.9        | 2:05.742 77.07 5.590 13:55:05.821      |
| 7 -                       | <b>29.243</b> | <b>105.1</b>             | 58.670        | 91.0        | <b>33.197</b>      | 95.3        | 2:01.110 80.02 0.958 13:57:06.931      |
| 8 -                       | 29.539        | 104.3                    | 59.670        | 89.3        | 33.991             | 77.4        | 2:03.200 78.66 3.048 13:59:10.131      |

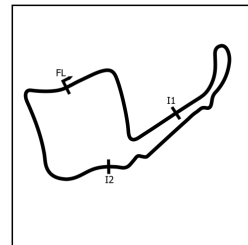
| P3 10 B                   |               | Charlie MARTIN           |               |             | De Sanctis F3 69   |             |                                        |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:01.256 |               | BEST LAP TIME : 2:01.256 |               |             | DIFFERENCE : 0.000 |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH                | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 84.8                     | 1:09.428      | 71.9        | 37.167             | 97.2        | 13:38:15.421                           |
| 2 -                       | 31.734        | 102.2                    | 1:00.327      | 88.7        | 35.773             | <b>98.8</b> | 2:07.834 75.81 6.578 13:40:23.255      |
| 3 -                       | OUTLAP        | 102.2                    | 1:00.432      | <b>92.9</b> | 35.625             | 95.8        | 8:50.693 18.26 6:49.437 13:49:13.948   |
| 4 -                       | 31.827        | <b>106.1</b>             | 59.115        | 92.0        | 34.356             | 97.3        | 2:05.298 77.34 4.042 13:51:19.246      |
| 5 -                       | 30.861        | 102.7                    | 58.003        | 92.1        | 34.155             | 97.8        | 2:03.019 (2) 78.77 1.763 13:53:22.265  |
| 6 -                       | 30.320        | 103.2                    | 59.527        | 91.6        | 34.709             | 97.5        | 2:04.556 (3) 77.80 3.300 13:55:26.821  |
| 7 -                       | 30.282        | 104.2                    | 1:00.297      | 76.0        | 36.108             | 98.1        | 2:06.687 76.49 5.431 13:57:33.508      |
| 8 -                       | <b>29.879</b> | 104.0                    | <b>57.671</b> | 89.9        | <b>33.706</b>      | 98.5        | <b>2:01.256 (1) 79.92 13:59:34.764</b> |

| P4 11 B                   |               | Ross DRYBROUGH           |               |             | Merlyn Mk14A       |             |                                        |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:01.453 |               | BEST LAP TIME : 2:01.453 |               |             | DIFFERENCE : 0.000 |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH                | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 91.3                     | 1:02.728      | 87.1        | 36.856             | 93.3        | 13:37:24.185                           |
| 2 -                       | 31.563        | 101.0                    | 1:00.286      | 91.1        | 35.851             | 95.5        | 2:07.700 75.89 6.247 13:39:31.885      |
| 3 -                       | OUTLAP        | 97.9                     | 1:01.861      | 88.8        | 35.530             | 94.9        | 9:39.628 16.71 7:38.175 13:49:11.513   |
| 4 -                       | 30.689        | 102.2                    | 58.723        | 91.9        | 34.650             | 96.1        | 2:04.062 (3) 78.11 2.609 13:51:15.575  |
| 5 -                       | 30.185        | 104.2                    | 58.538        | 92.0        | 34.535             | 97.1        | 2:03.258 (2) 78.62 1.805 13:53:18.833  |
| 6 -                       | 30.224        | 103.2                    | 1:02.815      | 89.9        | 35.416             | 96.6        | 2:08.455 75.44 7.002 13:55:27.288      |
| 7 -                       | 30.957        | <b>104.6</b>             | 59.446        | 73.5        | 37.155             | 95.7        | 2:07.558 75.97 6.105 13:57:34.846      |
| 8 -                       | <b>30.140</b> | 103.8                    | <b>57.703</b> | <b>93.4</b> | <b>33.610</b>      | <b>98.2</b> | <b>2:01.453 (1) 79.79 13:59:36.299</b> |

| P5 28 B                   |               | Jason TIMMS              |               |             | Brabham BT21       |             |                                        |
|---------------------------|---------------|--------------------------|---------------|-------------|--------------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:05.754 |               | BEST LAP TIME : 2:05.754 |               |             | DIFFERENCE : 0.000 |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME    | MPH                | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 80.5                     | 1:15.459      | 83.4        | 38.076             | 92.3        | 13:38:00.822                           |
| 2 -                       | 32.861        | 99.2                     | 1:02.099      | 89.3        | 35.433             | <b>95.8</b> | 2:10.393 (3) 74.32 4.639 13:40:11.215  |
| 3 -                       | OUTLAP        | 98.5                     | 1:01.148      | 88.5        | 36.037             | 94.3        | 9:02.493 17.86 6:56.739 13:49:13.708   |
| 4 -                       | 31.692        | 103.5                    | 1:08.549      | 84.4        | 36.083             | 95.3        | 2:16.324 71.09 10.570 13:51:30.032     |
| 5 -                       | 31.069        | <b>103.8</b>             | 1:01.385      | <b>89.8</b> | 37.856             | 93.8        | 2:10.310 (2) 74.37 4.556 13:53:40.342  |
| 6 -                       | <b>30.996</b> | 102.6                    | <b>59.754</b> | 89.4        | <b>35.004</b>      | 95.5        | <b>2:05.754 (1) 77.06 13:55:46.096</b> |
| 7 -                       | 35.735        | 99.1                     | 1:07.422      | 84.3        | 38.375             | 89.2        | 2:21.532 68.47 15.778 13:58:07.628     |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - 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

| P6 5 B Ben COLBURN        |               | Merlyn Mk10  |                          |             |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:05.074 |               |              | BEST LAP TIME : 2:05.944 |             |               | DIFFERENCE : 0.870 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 95.3         | 1:11.207                 | 83.5        | 39.908        | 91.6               |                     |              |          | 13:38:14.392        |
| 2 -                       | 32.025        | 98.3         | 1:00.830                 | 86.7        | 35.353        | 95.0               | 2:08.208            | 75.59        | 2.264    | 13:40:22.600        |
| 3 -                       | OUTLAP        | 98.3         | 1:02.536                 | 88.7        | 35.213        | 95.1               | 8:52.388            | 18.20        | 6:46.444 | 13:49:14.988        |
| 4 -                       | 31.496        | 102.9        | <b>59.997</b>            | 89.0        | <b>34.535</b> | <b>96.0</b>        | 2:06.028 (2)        | 76.89        | 0.084    | 13:51:21.016        |
| 5 -                       | 30.706        | 101.9        | 1:00.535                 | 89.0        | 34.703        | 95.3               | <b>2:05.944 (1)</b> | <b>76.94</b> |          | <b>13:53:26.960</b> |
| 6 -                       | <b>30.542</b> | <b>103.7</b> | 1:01.074                 | <b>89.1</b> | 35.107        | 95.0               | 2:06.723 (3)        | 76.47        | 0.779    | 13:55:33.683        |
| 7 -                       | 30.595        | 100.1        | 1:01.101                 | 88.3        | 35.856        | 95.0               | 2:07.552            | 75.97        | 1.608    | 13:57:41.235        |
| 8 -                       | 31.211        | 100.0        | 1:02.452                 | 78.3        | IN PIT        |                    | 2:19.469 P          | 69.48        | 13.525   | 14:00:00.704        |

| P7 8 B Mark CARTER        |               | Titan Mk3    |                          |             |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:05.321 |               |              | BEST LAP TIME : 2:06.150 |             |               | DIFFERENCE : 0.829 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 94.5         | 1:03.459                 | 88.5        | 36.467        | 92.6               |                     |              |          | 13:37:17.555        |
| 2 -                       | 32.083        | 101.5        | 1:03.703                 | 89.1        | 35.931        | 93.8               | 2:11.717 (3)        | 73.57        | 5.567    | 13:39:29.272        |
| 3 -                       | OUTLAP        | 91.5         | 1:03.027                 | 92.1        | 35.589        | 94.2               | 9:43.482            | 16.60        | 7:37.332 | 13:49:12.754        |
| 4 -                       | 32.077        | 102.7        | <b>59.451</b>            | <b>92.6</b> | <b>34.622</b> | <b>98.9</b>        | <b>2:06.150 (1)</b> | <b>76.82</b> |          | <b>13:51:18.904</b> |
| 5 -                       | 31.261        | 100.9        | 1:00.611                 | 92.0        | 35.186        | 95.1               | 2:07.058 (2)        | 76.27        | 0.908    | 13:53:25.962        |
| 6 -                       | <b>31.248</b> | <b>104.6</b> | 1:03.136                 | 89.4        | 44.278        | 73.1               | 2:18.662            | 69.89        | 12.512   | 13:55:44.624        |
| 7 -                       | 34.829        | 101.6        | 1:09.183                 | 88.1        | 38.253        | 95.1               | 2:22.265            | 68.12        | 16.115   | 13:58:06.889        |

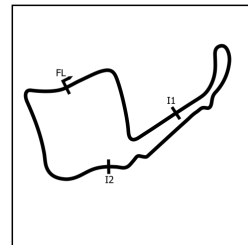
| P8 77 B Francois DEROSI   |               | Chevron B17 |                          |             |               |                    |                     |              |          |                     |
|---------------------------|---------------|-------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:06.999 |               |             | BEST LAP TIME : 2:07.731 |             |               | DIFFERENCE : 0.732 |                     |              |          |                     |
| LAP                       | SECTOR 1      |             | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 91.8        | 1:10.876                 | 83.9        | 39.224        | 93.9               |                     |              |          | 13:38:06.158        |
| 2 -                       | 33.924        | 95.1        | 1:04.622                 | 84.8        | 37.667        | 90.4               | 2:16.213            | 71.14        | 8.482    | 13:40:22.371        |
| 3 -                       | OUTLAP        | <b>99.5</b> | 1:01.528                 | <b>88.0</b> | <b>35.503</b> | 92.6               | 8:54.343            | 18.13        | 6:46.612 | 13:49:16.714        |
| 4 -                       | 31.956        | 97.6        | 1:02.348                 | 86.9        | 35.620        | 92.1               | 2:09.924 D          | 74.59        | 2.193    | 13:51:26.638        |
| 5 -                       | 31.661        | 97.3        | 1:00.575                 | 86.4        | 35.697        | 91.3               | 2:07.933 (2)        | 75.75        | 0.202    | 13:53:34.571        |
| 6 -                       | <b>30.985</b> | 97.2        | <b>1:00.511</b>          | 86.4        | 36.235        | <b>94.3</b>        | <b>2:07.731 (1)</b> | <b>75.87</b> |          | <b>13:55:42.302</b> |
| 7 -                       | 31.846        | 98.5        | 1:06.381                 | 81.6        | 36.016        | 92.4               | 2:14.243 (3)        | 72.19        | 6.512    | 13:57:56.545        |

| P9 29 B Nick FENNELL      |               | Tecno F3     |                          |             |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:10.424 |               |              | BEST LAP TIME : 2:10.424 |             |               | DIFFERENCE : 0.000 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 85.1         | 1:41.468                 | 77.9        | 39.346        | 88.8               |                     |              |          | 13:38:42.424        |
| 2 -                       | OUTLAP        | 89.4         | 1:11.274                 | 77.7        | 42.393        | 80.4               | 11:33.242           | 13.97        | 9:22.818 | 13:50:15.666        |
| 3 -                       | 38.512        | 90.4         | 1:08.574                 | 85.9        | 41.652        | 88.8               | 2:28.738            | 65.15        | 18.314   | 13:52:44.404        |
| 4 -                       | 33.459        | 98.9         | 1:05.926                 | 85.5        | 37.370        | 91.4               | 2:16.755 (3)        | 70.86        | 6.331    | 13:55:01.159        |
| 5 -                       | 33.316        | 97.1         | 1:04.089                 | 86.5        | 36.818        | 92.4               | 2:14.223 (2)        | 72.20        | 3.799    | 13:57:15.382        |
| 6 -                       | <b>31.632</b> | <b>101.2</b> | <b>1:02.659</b>          | <b>86.9</b> | <b>36.133</b> | <b>93.0</b>        | <b>2:10.424 (1)</b> | <b>74.30</b> |          | <b>13:59:25.806</b> |

| P10 19 B Oliver MUSGRAVE  |               | Chevron B15 |                          |             |               |                    |                     |              |          |                     |
|---------------------------|---------------|-------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:14.921 |               |             | BEST LAP TIME : 2:16.567 |             |               | DIFFERENCE : 1.646 |                     |              |          |                     |
| LAP                       | SECTOR 1      |             | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 81.9        | 1:06.597                 | 85.7        | 39.366        | 79.2               |                     |              |          | 13:37:30.820        |
| 2 -                       | 34.933        | 97.5        | <b>1:04.059</b>          | <b>89.3</b> | 37.575        | 94.7               | <b>2:16.567 (1)</b> | <b>70.96</b> |          | <b>13:39:47.387</b> |
| 3 -                       | OUTLAP        | 91.1        | 1:08.412                 | 84.3        | 39.950        | 93.8               | 9:56.850            | 16.23        | 7:40.283 | 13:49:44.237        |
| 4 -                       | 34.468        | 97.6        | 1:05.984                 | 86.0        | 38.542        | 93.4               | 2:18.994            | 69.72        | 2.427    | 13:52:03.231        |
| 5 -                       | 33.823        | <b>99.7</b> | 1:06.477                 | 88.0        | 37.770        | <b>95.7</b>        | 2:18.070 (3)        | 70.19        | 1.503    | 13:54:21.301        |
| 6 -                       | <b>33.420</b> | 97.8        | 1:06.673                 | 85.7        | 38.400        | 94.6               | 2:18.493            | 69.97        | 1.926    | 13:56:39.794        |
| 7 -                       | 33.714        | 98.6        | 1:05.628                 | 88.0        | <b>37.442</b> | 95.3               | 2:16.784 (2)        | 70.85        | 0.217    | 13:58:56.578        |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - 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

| P11 57 B                  |               | Matt GREEN               |                 | Titan Mk3          |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:16.857 |               | BEST LAP TIME : 2:16.857 |                 | DIFFERENCE : 0.000 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       | OUTLAP        | 81.2                     | 1:19.822        | 77.4               | 41.179        | 82.3        |                     |              |          | 13:38:17.786        |
| 2 -                       | 39.371        | 84.4                     | 1:11.565        | 82.2               | 40.358        | 88.7        | 2:31.294            | 64.05        | 14.437   | 13:40:49.080        |
| 3 -                       | OUTLAP        | 90.8                     | 1:10.071        | 81.9               | 40.701        | 89.2        | 8:56.474            | 18.06        | 6:39.617 | 13:49:45.554        |
| 4 -                       | 33.990        | <b>98.3</b>              | 1:07.021        | <b>86.1</b>        | 38.340        | 91.9        | 2:19.351            | 69.54        | 2.494    | 13:52:04.905        |
| 5 -                       | 33.534        | 96.1                     | 1:06.973        | 83.2               | 38.455        | 91.8        | 2:18.962 (2)        | 69.74        | 2.105    | 13:54:23.867        |
| 6 -                       | 33.116        | 94.6                     | 1:07.753        | 83.7               | 38.344        | 92.4        | 2:19.213 (3)        | 69.61        | 2.356    | 13:56:43.080        |
| 7 -                       | <b>32.853</b> | 95.7                     | <b>1:06.522</b> | 83.9               | <b>37.482</b> | <b>93.3</b> | <b>2:16.857 (1)</b> | <b>70.81</b> |          | <b>13:58:59.937</b> |

| P12 63 B                  |               | Christoph WIDMER         |                 | Brabham BT18A      |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:17.502 |               | BEST LAP TIME : 2:17.664 |                 | DIFFERENCE : 0.162 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       | OUTLAP        | 94.7                     | 1:12.533        | 75.2               | 41.632        | 87.1        |                     |              |          | 13:38:26.930        |
| 2 -                       | 35.630        | 98.8                     | 1:11.754        | 75.1               | 42.102        | 89.3        | 2:29.486 (3)        | 64.83        | 11.822   | 13:40:56.416        |
| 3 -                       | OUTLAP        | 96.8                     | 1:08.697        | 79.4               | 39.134        | 90.4        | 8:45.622            | 18.43        | 6:27.958 | 13:49:42.038        |
| 4 -                       | <b>33.773</b> | <b>99.8</b>              | 1:07.315        | 82.9               | 38.639        | <b>92.0</b> | 2:19.727 (2)        | 69.35        | 2.063    | 13:52:01.765        |
| 5 -                       | 33.935        | 99.7                     | <b>1:05.932</b> | <b>85.7</b>        | <b>37.797</b> | 91.3        | <b>2:17.664 (1)</b> | <b>70.39</b> |          | <b>13:54:19.429</b> |
| 6 -                       | 33.982        | 98.1                     |                 |                    |               |             |                     |              |          |                     |

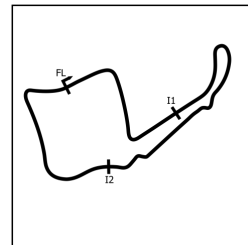
| P13 96 B                  |               | Keith MESSER             |                 | Vesey Ford         |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:17.697 |               | BEST LAP TIME : 2:19.073 |                 | DIFFERENCE : 1.376 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       | OUTLAP        | 71.1                     | 1:19.568        | 61.5               | 45.298        | 80.9        |                     |              |          | 13:38:09.381        |
| 2 -                       | 37.064        | 80.6                     | 1:12.210        | 81.8               | 40.111        | <b>92.6</b> | 2:29.385            | 64.87        | 10.312   | 13:40:38.766        |
| 3 -                       | OUTLAP        | 91.1                     | 1:12.713        | 68.2               | 42.274        | 77.8        | 9:06.844            | 17.72        | 6:47.771 | 13:49:45.610        |
| 4 -                       | 35.019        | 97.3                     | 1:09.109        | 78.6               | 39.913        | 91.9        | 2:24.041            | 67.28        | 4.968    | 13:52:09.651        |
| 5 -                       | 34.611        | 99.8                     | <b>1:05.688</b> | <b>87.3</b>        | <b>38.774</b> | <b>92.6</b> | <b>2:19.073 (1)</b> | <b>69.68</b> |          | <b>13:54:28.724</b> |
| 6 -                       | <b>33.235</b> | <b>101.3</b>             | 1:07.422        | 83.7               | 38.865        | 86.4        | 2:19.522 (2)        | 69.46        | 0.449    | 13:56:48.246        |
| 7 -                       | 33.911        | 100.6                    | 1:07.327        | 83.5               | 41.203        | 80.7        | 2:22.441 (3)        | 68.03        | 3.368    | 13:59:10.687        |

| P14 89 B                  |               | Mark PANGBORN            |                 | Brabham BT28       |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:19.202 |               | BEST LAP TIME : 2:19.346 |                 | DIFFERENCE : 0.144 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       | OUTLAP        | 88.8                     | 1:15.500        | 69.0               | 41.883        | 89.2        |                     |              |          | 13:38:20.637        |
| 2 -                       | 36.852        | 86.9                     | 1:11.994        | 81.9               | 39.867        | 89.4        | 2:28.713            | 65.16        | 9.367    | 13:40:49.350        |
| 3 -                       | OUTLAP        | 88.0                     | 1:10.302        | 72.8               | 41.187        | 85.7        | 8:53.179            | 18.17        | 6:33.833 | 13:49:42.529        |
| 4 -                       | 35.939        | 99.1                     | 1:10.466        | 82.1               | 39.035        | 93.0        | 2:25.440            | 66.63        | 6.094    | 13:52:07.969        |
| 5 -                       | 33.919        | 100.0                    | 1:07.201        | 87.3               | <b>38.336</b> | 92.8        | 2:19.456 (2)        | 69.49        | 0.110    | 13:54:27.425        |
| 6 -                       | <b>33.875</b> | <b>101.6</b>             | 1:07.056        | 86.7               | 38.415        | <b>95.3</b> | <b>2:19.346 (1)</b> | <b>69.54</b> |          | <b>13:56:46.771</b> |
| 7 -                       | 34.875        | 101.0                    | <b>1:06.991</b> | <b>87.7</b>        | 38.741        | 92.0        | 2:20.607 (3)        | 68.92        | 1.261    | 13:59:07.378        |

| P15 41 B                  |               | Enrico SPAGGIARI         |                 | Lotus 41X          |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:18.568 |               | BEST LAP TIME : 2:19.443 |                 | DIFFERENCE : 0.875 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       | OUTLAP        | 94.2                     | 1:12.956        | 76.1               | 40.384        | 91.4        |                     |              |          | 13:38:04.447        |
| 2 -                       | 35.863        | 90.6                     | 1:09.576        | 84.8               | 39.370        | 92.1        | 2:24.809            | 66.92        | 5.366    | 13:40:29.256        |
| 3 -                       | OUTLAP        | 98.6                     | 1:08.462        | 85.0               | 39.450        | <b>93.4</b> | 9:02.871            | 17.85        | 6:43.428 | 13:49:32.127        |
| 4 -                       | 34.641        | 100.9                    | 1:07.247        | 86.5               | 39.004        | 92.8        | 2:20.892 (3)        | 68.78        | 1.449    | 13:51:53.019        |
| 5 -                       | 34.417        | <b>102.1</b>             | 1:07.294        | <b>87.9</b>        | 39.189        | 92.6        | 2:20.900            | 68.78        | 1.457    | 13:54:13.919        |
| 6 -                       | 34.447        | 100.7                    | <b>1:06.220</b> | 84.5               | <b>38.776</b> | 92.9        | <b>2:19.443 (1)</b> | <b>69.50</b> |          | <b>13:56:33.362</b> |
| 7 -                       | <b>33.572</b> | 101.9                    | 1:07.408        | 85.7               | 38.940        | 93.2        | 2:19.920 (2)        | 69.26        | 0.477    | 13:58:53.282        |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - 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

| P16 59 B                  |          | Tony WALLEN |                          | Lotus 59A |          |                    |              |       |          |              |
|---------------------------|----------|-------------|--------------------------|-----------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:19.215 |          |             | BEST LAP TIME : 2:20.651 |           |          | DIFFERENCE : 1.436 |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 98.8        | 1:09.760                 | 68.2      | 44.092   | 90.3               |              |       |          | 13:38:31.148 |
| 2 -                       | OUTLAP   | 83.4        | 1:20.241                 | 60.6      | 44.702   | 71.5               | 11:45.404    | 13.73 | 9:24.753 | 13:50:16.552 |
| 3 -                       | 40.682   | 95.5        | 1:10.708                 | 85.3      | 41.088   | 86.9               | 2:32.478     | 63.55 | 11.827   | 13:52:49.030 |
| 4 -                       | 36.009   | 96.8        | 1:11.898                 | 87.4      | 40.068   | 93.4               | 2:27.975 (3) | 65.49 | 7.324    | 13:55:17.005 |
| 5 -                       | 34.494   | 101.8       | 1:05.671                 | 77.0      | 40.486   | 93.0               | 2:20.651 (1) | 68.90 |          | 13:57:37.656 |
| 6 -                       | 35.073   | 90.6        | 1:06.990                 | 82.3      | 39.050   | 94.7               | 2:21.113 (2) | 68.67 | 0.462    | 13:59:58.769 |

| P17 146 B                 |          | Charles ISCHI            |          | March 703          |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:19.282 |          | BEST LAP TIME : 2:20.880 |          | DIFFERENCE : 1.598 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 97.3                     | 1:11.406 | 72.8               | 44.092   | 86.4 |              |       |          | 13:38:30.320 |
| 2 -                       | OUTLAP   | 74.4                     | 1:20.385 | 67.5               | 44.367   | 75.4 | 11:45.081    | 13.74 | 9:24.201 | 13:50:15.401 |
| 3 -                       | 39.453   | 79.9                     | 1:11.013 | 69.1               | 42.107   | 85.9 | 2:32.573     | 63.51 | 11.693   | 13:52:47.974 |
| 4 -                       | 35.502   | 88.3                     | 1:12.459 | 86.8               | 39.243   | 92.3 | 2:27.204 (3) | 65.83 | 6.324    | 13:55:15.178 |
| 5 -                       | 34.981   | 97.6                     | 1:05.889 | 79.3               | 41.011   | 85.0 | 2:21.881 (2) | 68.30 | 1.001    | 13:57:37.059 |
| 6 -                       | 34.150   | 98.5                     | 1:07.406 | 86.0               | 39.324   | 93.2 | 2:20.880 (1) | 68.79 |          | 13:59:57.939 |

| P18 67 B                  |          | Jeremy ROLLASON |                          |      | Brabham BT21       |      |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|------|--------------------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.325 |          |                 | BEST LAP TIME : 2:29.417 |      | DIFFERENCE : 1.092 |      |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |      | SECTOR 3           |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 82.4            | 1:17.084                 | 70.4 | 44.096             | 82.0 |              |       |          | 13:38:29.731 |
| 2 -                       | OUTLAP   | 79.4            | 1:20.254                 | 72.5 | 43.568             | 84.4 | 11:43.974    | 13.76 | 9:14.557 | 13:50:13.705 |
| 3 -                       | 39.790   | 92.8            | 1:11.755                 | 77.0 | 41.409             | 87.7 | 2:32.954 (2) | 63.36 | 3.537    | 13:52:46.659 |
| 4 -                       | 36.228   | 93.4            | 1:41.445                 | 80.9 | 41.090             | 86.3 | 2:58.763 (3) | 54.21 | 29.346   | 13:55:45.422 |
| 5 -                       | 37.320   | 94.6            | 1:11.303                 | 83.0 | 40.794             | 90.8 | 2:29.417 (1) | 64.86 |          | 13:58:14.839 |

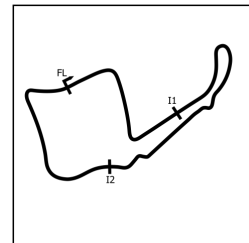
| P19                       |          | 6 B  |                          | Leif BOSSON |          | Brabham BT28       |              |       |          |              |
|---------------------------|----------|------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:34.823 |          |      | BEST LAP TIME : 2:34.948 |             |          | DIFFERENCE : 0.125 |              |       |          |              |
| LAP                       | SECTOR 1 |      | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 83.2 | 1:20.835                 | 67.0        | 47.781   | 78.3               |              |       |          | 13:38:15.637 |
| 2 -                       | OUTLAP   | 77.8 | 1:17.074                 | 70.7        | 44.505   | 84.9               | 11:53.752    | 13.57 | 9:18.804 | 13:50:09.389 |
| 3 -                       | 38.479   | 90.5 | 1:12.866                 | 79.1        | 43.603   | 83.9               | 2:34.948 (1) | 62.54 |          | 13:52:44.337 |
| 4 -                       | 38.354   | 90.1 | 1:18.872                 | 77.5        | 44.531   | 87.1               | 2:41.757 (2) | 59.91 | 6.809    | 13:55:26.094 |
| 5 -                       | 38.873   | 94.5 | 1:16.431                 | 65.4        | 47.517   | 70.9               | 2:42.821 (3) | 59.52 | 7.873    | 13:58:08.915 |

| P20 55 B                  |          | Paul DURBAN |                          | Lotus 41 |                    |      |              |       |          |              |
|---------------------------|----------|-------------|--------------------------|----------|--------------------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.675 |          |             | BEST LAP TIME : 2:36.828 |          | DIFFERENCE : 3.153 |      |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3           |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 73.7        | 1:25.424                 | 53.9     | 50.378             | 70.2 |              |       |          | 13:38:29.866 |
| 2 -                       | OUTLAP   | 90.8        | 1:18.926                 | 65.0     | 46.045             | 79.1 | 11:50.758    | 13.63 | 9:13.930 | 13:50:20.624 |
| 3 -                       | 40.693   | 90.6        | 1:12.910                 | 68.1     | 45.928             | 75.2 | 2:39.531 (3) | 60.74 | 2.703    | 13:53:00.155 |
| 4 -                       | 38.861   | 94.5        | 1:14.835                 | 70.9     | 43.138             | 81.8 | 2:36.834 (2) | 61.79 | 0.006    | 13:55:36.989 |
| 5 -                       | 37.627   | 89.0        | 1:15.240                 | 66.7     | 43.961             | 80.7 | 2:36.828 (1) | 61.79 |          | 13:58:13.817 |

| P21 26 B                  |          | Steve SEAMAN             |          | Brabham BT21       |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:38.875 |          | BEST LAP TIME : 2:41.647 |          | DIFFERENCE : 2.772 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 81.5                     | 1:16.188 | 71.9               | 47.059   | 74.3 |              |       |          | 13:38:17.387 |
| 2 -                       | OUTLAP   | 79.8                     | 1:20.173 | 73.5               | 44.333   | 80.0 | 11:56.220    | 13.53 | 9:14.573 | 13:50:13.607 |
| 3 -                       | 40.821   | 72.3                     | 1:18.550 | 75.8               | 44.973   | 76.2 | 2:44.344 (2) | 58.96 | 2.697    | 13:52:57.951 |
| 4 -                       | 39.501   | 92.9                     | 1:19.809 | 76.5               | 45.650   | 76.9 | 2:44.960 (3) | 58.74 | 3.313    | 13:55:42.911 |
| 5 -                       | 40.309   | 77.9                     | 1:18.152 | 72.3               | 43.186   | 83.6 | 2:41.647 (1) | 59.95 |          | 13:58:24.558 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - 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

| P22 46 B                  |          | Clive BUFFEY |          | Chevron B15 F3           |          |                     |              |       |          |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|---------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:42.610 |          |              |          | BEST LAP TIME : 2:58.902 |          | DIFFERENCE : 16.292 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                     | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 85.7         | 1:45.804 | 58.6                     | 51.142   | 69.7                |              |       |          | 13:38:28.910 |
| 2 -                       | OUTLAP   | 76.5         | 1:18.452 | 67.3                     | 46.621   | 73.4                | 12:27.529    | 12.96 | 9:28.627 | 13:50:56.439 |
| 3 -                       | 40.592   | 81.1         | 1:20.745 | 64.6                     | IN PIT   |                     | 3:04.799 P   | 52.44 | 5.897    | 13:54:01.238 |
| 4 -                       | OUTLAP   | 72.5         | 1:26.314 | 51.9                     | 54.333   | 69.9                | 3:49.608     | 42.20 | 50.706   | 13:57:50.846 |
| 5 -                       | 42.444   | 79.2         | 1:21.402 | 50.7                     | 55.056   | 36.2                | 2:58.902 (1) | 54.17 |          | 14:00:49.748 |

| P23 53 B                  |          | Jonathan SHARP  |          |              |        | Chevron B17 |     |      |              |
|---------------------------|----------|-----------------|----------|--------------|--------|-------------|-----|------|--------------|
| IDEAL LAP TIME : 2:27.721 |          | BEST LAP TIME : |          | DIFFERENCE : |        |             |     |      |              |
| LAP                       | SECTOR 1 | SECTOR 2        |          | SECTOR 3     |        | LAP TIME    | MPH | DIFF | TIME OF DAY  |
| 1 -                       | OUTLAP   | 78.2            | 1:15.559 | 76.5         | 41.785 | 88.8        |     |      | 13:38:25.773 |
| 2 -                       | 35.471   | 95.5            | 1:10.465 | 85.0         |        |             |     |      |              |

HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

QUALIFYING - RACE 5 - 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 LAP1:57.755</div> |     |             |          |          |        |
| 1        | 3   | 29.228 | 3        | 55.677   | 3        | 32.850 | 1                              | 3   | GRANT       | 1:57.755 | 1:57.925 | 0.170  |
| 2        | 75  | 29.243 | 75       | 56.025   | 75       | 33.197 | 2                              | 75  | DE LA ROCHE | 1:58.465 | 2:00.152 | 1.687  |
| 3        | 10  | 29.879 | 10       | 57.671   | 11       | 33.610 | 3                              | 10  | MARTIN      | 2:01.256 | 2:01.256 | 0.000  |
| 4        | 11  | 30.140 | 11       | 57.703   | 10       | 33.706 | 4                              | 11  | DRYBROUGH   | 2:01.453 | 2:01.453 | 0.000  |
| 5        | 5   | 30.542 | 8        | 59.451   | 5        | 34.535 | 5                              | 5   | COLBURN     | 2:05.074 | 2:05.944 | 0.870  |
| 6        | 77  | 30.985 | 28       | 59.754   | 8        | 34.622 | 6                              | 8   | CARTER      | 2:05.321 | 2:06.150 | 0.829  |
| 7        | 28  | 30.996 | 5        | 59.997   | 28       | 35.004 | 7                              | 28  | TIMMS       | 2:05.754 | 2:05.754 | 0.000  |
| 8        | 8   | 31.248 | 77       | 1:00.511 | 77       | 35.503 | 8                              | 77  | DEROSSI     | 2:06.999 | 2:07.731 | 0.732  |
| 9        | 29  | 31.632 | 29       | 1:02.659 | 29       | 36.133 | 9                              | 29  | FENNELL     | 2:10.424 | 2:10.424 | 0.000  |
| 10       | 57  | 32.853 | 19       | 1:04.059 | 19       | 37.442 | 10                             | 19  | MUSGRAVE    | 2:14.921 | 2:16.567 | 1.646  |
| 11       | 96  | 33.235 | 59       | 1:05.671 | 57       | 37.482 | 11                             | 57  | GREEN       | 2:16.857 | 2:16.857 | 0.000  |
| 12       | 19  | 33.420 | 96       | 1:05.688 | 63       | 37.797 | 12                             | 63  | WIDMER      | 2:17.502 | 2:17.664 | 0.162  |
| 13       | 41  | 33.572 | 146      | 1:05.889 | 89       | 38.336 | 13                             | 96  | MESSER      | 2:17.697 | 2:19.073 | 1.376  |
| 14       | 63  | 33.773 | 63       | 1:05.932 | 96       | 38.774 | 14                             | 41  | SPAGGIARI   | 2:18.568 | 2:19.443 | 0.875  |
| 15       | 89  | 33.875 | 41       | 1:06.220 | 41       | 38.776 | 15                             | 89  | PANGBORN    | 2:19.202 | 2:19.346 | 0.144  |
| 16       | 146 | 34.150 | 57       | 1:06.522 | 59       | 39.050 | 16                             | 59  | WALLEN      | 2:19.215 | 2:20.651 | 1.436  |
| 17       | 59  | 34.494 | 89       | 1:06.991 | 146      | 39.243 | 17                             | 146 | ISCHI       | 2:19.282 | 2:20.880 | 1.598  |
| 18       | 53  | 35.471 | 53       | 1:10.465 | 67       | 40.794 | 18                             | 53  | SHARP       |          |          |        |
| 19       | 67  | 36.228 | 67       | 1:11.303 | 53       | 41.785 | 19                             | 67  | ROLLASON    | 2:28.325 | 2:29.417 | 1.092  |
| 20       | 55  | 37.627 | 6        | 1:12.866 | 55       | 43.138 | 20                             | 55  | DURBAN      | 2:33.675 | 2:36.828 | 3.153  |
| 21       | 6   | 38.354 | 55       | 1:12.910 | 26       | 43.186 | 21                             | 6   | BOSSON      | 2:34.823 | 2:34.948 | 0.125  |
| 22       | 26  | 39.501 | 46       | 1:15.422 | 6        | 43.603 | 22                             | 26  | SEAMAN      | 2:38.875 | 2:41.647 | 2.772  |
| 23       | 46  | 40.567 | 26       | 1:16.188 | 46       | 46.621 | 23                             | 46  | BUFFEY      | 2:42.610 | 2:58.902 | 16.292 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## QUALIFYING - RACE 5 - BEST SPEEDS

| INTERMEDIATE 1 |     |             |       | INTERMEDIATE 2 |             |      | FINISH LINE |             |      |
|----------------|-----|-------------|-------|----------------|-------------|------|-------------|-------------|------|
| POS            | NO  | NAME        | MPH   | NO             | NAME        | MPH  | NO          | NAME        | MPH  |
| 1              | 3   | GRANT       | 107.2 | 3              | GRANT       | 94.5 | 3           | GRANT       | 99.8 |
| 2              | 10  | MARTIN      | 106.1 | 11             | DRYBROUGH   | 93.4 | 8           | CARTER      | 98.9 |
| 3              | 75  | DE LA ROCHE | 105.1 | 10             | MARTIN      | 92.9 | 10          | MARTIN      | 98.8 |
| 4              | 11  | DRYBROUGH   | 104.6 | 8              | CARTER      | 92.6 | 11          | DRYBROUGH   | 98.2 |
| 5              | 8   | CARTER      | 104.6 | 75             | DE LA ROCHE | 91.1 | 75          | DE LA ROCHE | 97.3 |
| 6              | 28  | TIMMS       | 103.8 | 28             | TIMMS       | 89.8 | 5           | COLBURN     | 96.0 |
| 7              | 5   | COLBURN     | 103.7 | 19             | MUSGRAVE    | 89.3 | 28          | TIMMS       | 95.8 |
| 8              | 41  | SPAGGIARI   | 102.1 | 5              | COLBURN     | 89.1 | 19          | MUSGRAVE    | 95.7 |
| 9              | 59  | WALLEN      | 101.8 | 77             | DEROSSI     | 88.0 | 89          | PANGBORN    | 95.3 |
| 10             | 89  | PANGBORN    | 101.6 | 41             | SPAGGIARI   | 87.9 | 59          | WALLEN      | 94.7 |
| 11             | 96  | MESSER      | 101.3 | 89             | PANGBORN    | 87.7 | 77          | DEROSSI     | 94.3 |
| 12             | 29  | FENNELL     | 101.2 | 59             | WALLEN      | 87.4 | 41          | SPAGGIARI   | 93.4 |
| 13             | 63  | WIDMER      | 99.8  | 96             | MESSER      | 87.3 | 57          | GREEN       | 93.3 |
| 14             | 19  | MUSGRAVE    | 99.7  | 29             | FENNELL     | 86.9 | 146         | ISCHI       | 93.2 |
| 15             | 77  | DEROSSI     | 99.5  | 146            | ISCHI       | 86.8 | 29          | FENNELL     | 93.0 |
| 16             | 146 | ISCHI       | 98.5  | 57             | GREEN       | 86.1 | 96          | MESSER      | 92.6 |
| 17             | 57  | GREEN       | 98.3  | 63             | WIDMER      | 85.7 | 63          | WIDMER      | 92.0 |
| 18             | 53  | SHARP       | 95.5  | 53             | SHARP       | 85.0 | 67          | ROLLASON    | 90.8 |
| 19             | 67  | ROLLASON    | 94.6  | 67             | ROLLASON    | 83.0 | 53          | SHARP       | 88.8 |
| 20             | 6   | BOSSON      | 94.5  | 6              | BOSSON      | 79.1 | 6           | BOSSON      | 87.1 |
| 21             | 55  | DURBAN      | 94.5  | 26             | SEAMAN      | 76.5 | 26          | SEAMAN      | 83.6 |
| 22             | 26  | SEAMAN      | 92.9  | 55             | DURBAN      | 71.0 | 55          | DURBAN      | 81.8 |
| 23             | 46  | BUFFEY      | 85.7  | 46             | BUFFEY      | 69.2 | 46          | BUFFEY      | 73.4 |

HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

QUALIFYING - RACE 5 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 23                        |
| Planned Start          | 2026-08-29 @ 13:40:00.000 |
| Actual Start           | 2026-08-29 @ 13:34:40.865 |
| Finish Time            | 2026-08-29 @ 13:57:56.544 |
| Track Length           | 2.6920mi.                 |
| Total Laps             | 145                       |
| Total Distance Covered | 390.3441mi.               |

Session Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------------------|----------|--------------|-----|---------------|
| 3  | Callum GRANT      | 2:01.257 | 13:39:15.465 | 2   | Brabham BT21B |
| 75 | Peter DE LA ROCHE | 2:00.891 | 13:39:17.834 | 2   | Alexis Mk17   |
| 3  | Callum GRANT      | 1:57.925 | 13:50:57.660 | 4   | Brabham BT21B |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 13:34:40.865 |
| RED    | 13:41:00.945 |
| GREEN  | 13:46:54.445 |
| FINISH | 13:57:56.544 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 2     | 8          | 20:35.773  |
| Red        | 1     | 0          | 5:53.500   |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - GRID (25 minutes) - AMENDED

|        |    |     |                   |          |    |    |                   |
|--------|----|-----|-------------------|----------|----|----|-------------------|
| ROW 12 | 23 | 14  | Simon ETHERINGTON | 2:58.902 | 22 | 46 | Clive BUFFEY      |
|        |    |     | 2:41.647          |          |    |    |                   |
| ROW 11 | 21 | 26  | Steve SEAMAN      | 2:36.828 | 20 | 55 | Paul DURBAN       |
|        |    |     | 2:34.948          |          |    |    |                   |
| ROW 10 | 19 | 6   | Leif BOSSON       | 2:29.417 | 18 | 67 | Jeremy ROLLASON   |
|        |    |     | 2:20.880          |          |    |    |                   |
| ROW 9  | 17 | 146 | Charles ISCHI     | 2:20.651 | 16 | 59 | Tony WALLEN       |
|        |    |     | 2:19.443          |          |    |    |                   |
| ROW 8  | 15 | 41  | Enrico SPAGGIARI  | 2:19.346 | 14 | 89 | Mark PANGBORN     |
|        |    |     | 2:19.073          |          |    |    |                   |
| ROW 7  | 13 | 96  | Keith MESSER      | 2:17.664 | 12 | 63 | Christoph WIDMER  |
|        |    |     | 2:16.857          |          |    |    |                   |
| ROW 6  | 11 | 57  | Matt GREEN        | 2:16.567 | 10 | 19 | Oliver MUSGRAVE   |
|        |    |     | 2:10.424          |          |    |    |                   |
| ROW 5  | 9  | 29  | Nick FENNELL      | 2:07.731 | 8  | 77 | Francois DEROSI   |
|        |    |     | 2:06.150          |          |    |    |                   |
| ROW 4  | 7  | 8   | Mark CARTER       | 2:05.944 | 6  | 5  | Ben COLBURN       |
|        |    |     | 2:05.754          |          |    |    |                   |
| ROW 3  | 5  | 28  | Jason TIMMS       | 2:01.453 | 4  | 11 | Ross DRYBROUGH    |
|        |    |     | 2:01.256          |          |    |    |                   |
| ROW 2  | 3  | 10  | Charlie MARTIN    | 2:00.152 | 2  | 75 | Peter DE LA ROCHE |
|        |    |     | 1:57.925          |          |    |    |                   |
| ROW 1  | 1  | 3   | Callum GRANT      |          |    |    |                   |
|        |    |     | <b>Pole</b>       |          |    |    |                   |

Car 14 allowed to start from the back of the grid, qualifies under 24 month rule.

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

Oulton Park International: 2.6920 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - GRID (25 minutes)

|        |    |            |                  |    |           |                   |  |
|--------|----|------------|------------------|----|-----------|-------------------|--|
|        |    |            | 2:58.902         | 22 | <b>46</b> | Clive BUFFEY      |  |
| ROW 11 | 21 | <b>26</b>  | Steve SEAMAN     |    |           |                   |  |
|        |    |            | 2:41.647         |    |           |                   |  |
|        |    |            | 2:36.828         | 20 | <b>55</b> | Paul DURBAN       |  |
| ROW 10 | 19 | <b>6</b>   | Leif BOSSON      |    |           |                   |  |
|        |    |            | 2:34.948         |    |           |                   |  |
|        |    |            | 2:29.417         | 18 | <b>67</b> | Jeremy ROLLASON   |  |
| ROW 9  | 17 | <b>146</b> | Charles ISCHI    |    |           |                   |  |
|        |    |            | 2:20.880         |    |           |                   |  |
|        |    |            | 2:20.651         | 16 | <b>59</b> | Tony WALLEN       |  |
| ROW 8  | 15 | <b>41</b>  | Enrico SPAGGIARI |    |           |                   |  |
|        |    |            | 2:19.443         |    |           |                   |  |
|        |    |            | 2:19.346         | 14 | <b>89</b> | Mark PANGBORN     |  |
| ROW 7  | 13 | <b>96</b>  | Keith MESSER     |    |           |                   |  |
|        |    |            | 2:19.073         |    |           |                   |  |
|        |    |            | 2:17.664         | 12 | <b>63</b> | Christoph WIDMER  |  |
| ROW 6  | 11 | <b>57</b>  | Matt GREEN       |    |           |                   |  |
|        |    |            | 2:16.857         |    |           |                   |  |
|        |    |            | 2:16.567         | 10 | <b>19</b> | Oliver MUSGRAVE   |  |
| ROW 5  | 9  | <b>29</b>  | Nick FENNELL     |    |           |                   |  |
|        |    |            | 2:10.424         |    |           |                   |  |
|        |    |            | 2:07.731         | 8  | <b>77</b> | Francois DEROSI   |  |
| ROW 4  | 7  | <b>8</b>   | Mark CARTER      |    |           |                   |  |
|        |    |            | 2:06.150         |    |           |                   |  |
|        |    |            | 2:05.944         | 6  | <b>5</b>  | Ben COLBURN       |  |
| ROW 3  | 5  | <b>28</b>  | Jason TIMMS      |    |           |                   |  |
|        |    |            | 2:05.754         |    |           |                   |  |
|        |    |            | 2:01.453         | 4  | <b>11</b> | Ross DRYBROUGH    |  |
| ROW 2  | 3  | <b>10</b>  | Charlie MARTIN   |    |           |                   |  |
|        |    |            | 2:01.256         |    |           |                   |  |
|        |    |            | 2:00.152         | 2  | <b>75</b> | Peter DE LA ROCHE |  |
| ROW 1  | 1  | <b>3</b>   | Callum GRANT     |    |           |                   |  |
|        |    |            | 1:57.925         |    |           |                   |  |
|        |    |            | <b>Pole</b>      |    |           |                   |  |

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

Oulton Park International: 2.6920 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - CLASSIFICATION

Race Distance: 12 Laps / 32.30 miles

| POS            | NO  | NAME              | ENTRY            | LAPS | TIME      | GAP      | DIFF     | MPH       | BEST     | ON | GRD | ↑↓         |
|----------------|-----|-------------------|------------------|------|-----------|----------|----------|-----------|----------|----|-----|------------|
| 1              | 3   | Callum GRANT      | Brabham BT21B    | 12   | 24:09.157 |          |          | 80.25     | 1:59.207 | 10 | 1   | 0          |
| 2              | 11  | Ross DRYBROUGH    | Merlyn Mk14A     | 12   | 24:26.996 | 17.839   | 17.839   | 79.27     | 2:00.022 | 10 | 4   | 2          |
| 3              | 5   | Ben COLBURN       | Merlyn Mk10      | 12   | 24:33.566 | 24.409   | 6.570    | 78.92     | 2:00.483 | 11 | 6   | 3          |
| 4              | 29  | Nick FENNELL      | Tecno F3         | 12   | 25:12.626 | 1:03.469 | 39.060   | 76.88     | 2:03.418 | 10 | 9   | 5          |
| 5              | 8   | Mark CARTER       | Titan Mk3        | 12   | 25:12.724 | 1:03.567 | 0.098    | 76.87     | 2:03.553 | 9  | 7   | 2          |
| 6              | 75  | Peter DE LA ROCHE | Alexis Mk17      | 12   | 25:21.707 | 1:12.550 | 8.983    | 76.42     | 2:02.772 | 12 | 2   | -4         |
| 7              | 28  | Jason TIMMS       | Brabham BT21     | 12   | 25:33.750 | 1:24.593 | 12.043   | 75.82     | 2:02.955 | 11 | 5   | -2         |
| 8              | 10  | Charlie MARTIN    | De Sanctis F3 69 | 12   | 25:34.696 | 1:25.539 | 0.946    | 75.77     | 2:03.919 | 11 | 3   | -5         |
| 9              | 77  | Francois DEROSSI  | Chevron B17      | 12   | 25:35.115 | 1:25.958 | 0.419    | 75.75     | 2:03.894 | 11 | 8   | -1         |
| 10             | 19  | Oliver MUSGRAVE   | Chevron B15      | 12   | 25:39.277 | 1:30.120 | 4.162    | 75.55     | 2:05.111 | 9  | 10  | 0          |
| 11             | 41  | Enrico SPAGGIARI  | Lotus 41X        | 11   | 24:25.591 | 1 Lap    | 1 Lap    | 72.73     | 2:08.973 | 9  | 15  | 4          |
| 12             | 59  | Tony WALLEN       | Lotus 59A        | 11   | 24:27.851 | 1 Lap    | 2.260    | 72.62     | 2:08.215 | 9  | 16  | 4          |
| 13             | 146 | Charles ISCHI     | March 703        | 11   | 25:08.463 | 1 Lap    | 40.612   | 70.67     | 2:11.238 | 9  | 17  | 4          |
| 14             | 67  | Jeremy ROLLASON   | Brabham BT21     | 11   | 25:21.247 | 1 Lap    | 12.784   | 70.07     | 2:14.888 | 10 | 18  | 4          |
| 15             | 96  | Keith MESSER      | Vesey Ford       | 11   | 25:22.943 | 1 Lap    | 1.696    | 69.99     | 2:15.174 | 5  | 13  | -2         |
| 16             | 89  | Mark PANGBORN     | Brabham BT28     | 11   | 25:42.163 | 1 Lap    | 19.220   | 69.12     | 2:10.663 | 9  | 14  | -2         |
| 17             | 63  | Christoph WIDMER  | Brabham BT18A    | 11   | 25:57.288 | 1 Lap    | 15.125   | 68.45     | 2:14.664 | 11 | 12  | -5         |
| 18             | 55  | Paul DURBAN       | Lotus 41         | 10   | 24:11.150 | 2 Laps   | 1 Lap    | 66.78     | 2:17.638 | 10 | 20  | 2          |
| 19             | 26  | Steve SEAMAN      | Brabham BT21     | 10   | 24:40.487 | 2 Laps   | 29.337   | 65.46     | 2:20.212 | 8  | 21  | 2          |
| 20             | 6   | Leif BOSSON       | Brabham BT28     | 10   | 24:41.146 | 2 Laps   | 0.659    | 65.43     | 2:20.545 | 4  | 19  | -1         |
| 21             | 46  | Clive BUFFEY      | Chevron B15 F3   | 10   | 25:20.558 | 2 Laps   | 39.412   | 63.73     | 2:25.402 | 6  | 22  | 1          |
| 22             | 14  | Simon ETHERINGTON | Brabham BT15     | 10   | 26:20.759 | 2 Laps   | 1:00.201 | 61.30     | 2:31.254 | 8  | 23  | 1          |
| NOT CLASSIFIED |     |                   |                  |      |           |          |          |           |          |    |     |            |
| DNF            | 57  | Matt GREEN        | Titan Mk3        | 7    | 16:33.660 | 5 Laps   | 3 Laps   | 68.27     | 2:16.140 | 5  | 11  |            |
| FASTEST LAP    |     |                   |                  |      |           |          |          |           |          |    |     |            |
|                | 3   | Callum GRANT      | Brabham BT21B    | 10   | 1:59.207  |          |          | 81.29 mph |          |    |     | 130.83 kph |

Weather / Track : Overcast / Wet

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

Date: 30/08/2026 Start: 14:24 Finish: 14:48

Oulton Park International: 2.6920 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - LAP CHART

| LAP 1 @ 14:26:18.894 |        |          | LAP 2 @ 14:28:18.537 |          |          | LAP 3 @ 14:30:18.547 |          |          | LAP 4 @ 14:32:18.239 |          |          | LAP 5 @ 14:34:17.751 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 3                    |        | 2:06.399 | 3                    |          | 1:59.643 | 3                    |          | 2:00.010 | 3                    |          | 1:59.692 | 3                    |          | 1:59.512 |
| 5                    | 3.685  | 2:10.084 | 5                    | 5.521    | 2:01.479 | 5                    | 6.894    | 2:01.383 | 46                   | 1 Lap    | 2:49.891 | 11                   | 10.148   | 2:00.500 |
| 11                   | 7.040  | 2:13.439 | 11                   | 8.178    | 2:00.781 | 11                   | 8.625    | 2:00.457 | 11                   | 9.160    | 2:00.227 | 5                    | 14.127   | 2:04.249 |
| 75                   | 9.814  | 2:16.213 | 75                   | 18.175   | 2:08.004 | 8                    | 25.310   | 2:06.989 | 5                    | 9.390    | 2:02.188 | 26                   | 1 Lap    | 2:27.685 |
| 8                    | 11.274 | 2:17.673 | 8                    | 18.331   | 2:06.700 | 29                   | 26.238   | 2:07.272 | 14                   | 1 Lap    | 2:39.779 | 46                   | 1 Lap    | 2:28.853 |
| 29                   | 11.850 | 2:18.249 | 29                   | 18.976   | 2:06.769 | 75                   | 28.761   | 2:10.596 | 8                    | 30.770   | 2:05.152 | 8                    | 36.194   | 2:04.936 |
| 10                   | 12.272 | 2:18.671 | 10                   | 24.249   | 2:11.620 | 10                   | 33.295   | 2:09.056 | 29                   | 31.197   | 2:04.651 | 29                   | 37.229   | 2:05.544 |
| 77                   | 12.737 | 2:19.136 | 19                   | 25.053   | 2:11.249 | 19                   | 34.447   | 2:09.404 | 75                   | 36.210   | 2:07.141 | 75                   | 43.028   | 2:06.330 |
| 19                   | 13.447 | 2:19.846 | 77                   | 25.399   | 2:12.305 | 77                   | 34.842   | 2:09.453 | 10                   | 41.034   | 2:07.431 | 10                   | 49.072   | 2:07.550 |
| 28                   | 14.530 | 2:20.929 | 28                   | 26.253   | 2:11.366 | 28                   | 35.296   | 2:09.053 | 19                   | 42.676   | 2:07.921 | 19                   | 50.891   | 2:07.727 |
| 63                   | 17.572 | 2:23.971 | 89                   | 36.462   | 2:16.418 | 89                   | 51.341   | 2:14.889 | 77                   | 43.065   | 2:07.915 | 77                   | 51.364   | 2:07.811 |
| 89                   | 19.687 | 2:26.086 | 59                   | 36.972   | 2:16.584 | 59                   | 51.676   | 2:14.714 | 28                   | 44.316   | 2:08.712 | 28                   | 53.277   | 2:08.473 |
| 59                   | 20.031 | 2:26.430 | 41                   | 38.644   | 2:16.873 | 41                   | 52.147   | 2:13.513 | 41                   | 1:04.906 | 2:12.451 | 14                   | 1 Lap    | 2:39.482 |
| 41                   | 21.414 | 2:27.813 | 67                   | 42.564   | 2:18.386 | 67                   | 1:01.163 | 2:18.609 | 89                   | 1:05.225 | 2:13.576 | 41                   | 1:16.833 | 2:11.439 |
| 67                   | 23.821 | 2:30.220 | 96                   | 42.969   | 2:18.302 | 96                   | 1:01.584 | 2:18.625 | 59                   | 1:05.965 | 2:13.981 | 89                   | 1:17.112 | 2:11.399 |
| 96                   | 24.310 | 2:30.709 | 146                  | 44.128   | 2:18.967 | 146                  | 1:01.925 | 2:17.807 | 67                   | 1:18.928 | 2:17.457 | 59                   | 1:17.951 | 2:11.498 |
| 146                  | 24.804 | 2:31.203 | 57                   | 53.176   | 2:20.810 | 57                   | 1:09.539 | 2:16.373 | 96                   | 1:19.360 | 2:17.468 | 96                   | 1:35.022 | 2:15.174 |
| 6                    | 29.878 | 2:36.277 | 6                    | 54.079   | 2:23.844 | 6                    | 1:16.926 | 2:22.857 | 146                  | 1:20.317 | 2:18.084 | 67                   | 1:37.246 | 2:17.830 |
| 57                   | 32.009 | 2:38.408 | 55                   | 59.847   | 2:26.611 | 55                   | 1:25.067 | 2:25.230 | 57                   | 1:29.980 | 2:20.133 | 146                  | 1:37.357 | 2:16.552 |
| 55                   | 32.879 | 2:39.278 | 63                   | 1:09.203 | 2:51.274 | 63                   | 1:28.648 | 2:19.455 | 6                    | 1:37.779 | 2:20.545 | 57                   | 1:46.608 | 2:16.140 |
| 46                   | 40.299 | 2:46.698 | 46                   | 1:12.095 | 2:31.439 | 26                   | 1:48.673 | 2:29.657 | 55                   | 1:52.437 | 2:27.062 |                      |          |          |
| 26                   | 49.671 | 2:56.070 | 26                   | 1:19.026 | 2:28.998 |                      |          |          | 63                   | 1:52.665 | 2:23.709 |                      |          |          |
| 14                   | 52.533 | 2:58.932 | 14                   | 1:33.982 | 2:41.092 |                      |          |          |                      |          |          |                      |          |          |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - LAP CHART

| LAP 6 @ 14:36:17.697 |          |          | LAP 7 @ 14:38:18.317 |          |          | LAP 8 @ 14:40:22.481 |          |            | LAP 9 @ 14:42:22.028 |          |          | LAP 10 @ 14:44:21.235 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|------------|----------------------|----------|----------|-----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 3                    |          | 1:59.946 | 3                    |          | 2:00.620 | 3                    |          | 2:04.164   | 3                    |          | 1:59.547 | 3                     |          | 1:59.207 |
| 6                    | 1 Lap    | 2:22.042 | 57                   | 1 Lap    | 2:17.430 | 96                   | 1 Lap    | 2:18.875   | 11                   | 15.446   | 2:06.520 | 11                    | 16.261   | 2:00.022 |
| 11                   | 12.238   | 2:02.036 | 11                   | 12.038   | 2:00.420 | 146                  | 1 Lap    | 2:18.716   | 5                    | 19.877   | 2:03.090 | 46                    | 2 Laps   | 2:26.253 |
| 63                   | 1 Lap    | 2:19.667 | 5                    | 18.894   | 2:03.407 | 89                   | 1 Lap    | 2:43.606   | 146                  | 1 Lap    | 2:13.669 | 5                     | 21.673   | 2:01.003 |
| 5                    | 16.107   | 2:01.926 | 63                   | 1 Lap    | 2:18.450 | 67                   | 1 Lap    | 2:17.722   | 89                   | 1 Lap    | 2:14.715 | 146                   | 1 Lap    | 2:11.238 |
| 55                   | 1 Lap    | 2:26.550 | 55                   | 1 Lap    | 2:24.123 | 11                   | 8.473    | 2:00.599   | 96                   | 1 Lap    | 2:18.409 | 89                    | 1 Lap    | 2:10.663 |
| 29                   | 41.135   | 2:03.852 | 29                   | 44.820   | 2:04.305 | 5                    | 16.334   | 2:01.604   | 67                   | 1 Lap    | 2:17.440 | 67                    | 1 Lap    | 2:15.670 |
| 8                    | 41.488   | 2:05.240 | 8                    | 45.015   | 2:04.147 | 57                   | 1 Lap    | 2:24.366 P | 14                   | 2 Laps   | 2:38.011 | 96                    | 1 Lap    | 2:16.754 |
| 26                   | 1 Lap    | 2:24.631 | 6                    | 1 Lap    | 2:52.602 | 63                   | 1 Lap    | 2:16.125   | 29                   | 48.656   | 2:03.728 | 29                    | 52.867   | 2:03.418 |
| 75                   | 49.901   | 2:06.819 | 75                   | 56.720   | 2:07.439 | 29                   | 44.475   | 2:03.819   | 8                    | 48.859   | 2:03.553 | 8                     | 53.578   | 2:03.926 |
| 10                   | 55.403   | 2:06.277 | 10                   | 1:01.938 | 2:07.155 | 8                    | 44.853   | 2:04.002   | 63                   | 1 Lap    | 2:17.105 | 75                    | 1:05.687 | 2:03.933 |
| 19                   | 58.305   | 2:07.360 | 77                   | 1:03.967 | 2:05.683 | 75                   | 57.696   | 2:05.140   | 75                   | 1:00.961 | 2:02.812 | 14                    | 2 Laps   | 2:31.254 |
| 77                   | 58.904   | 2:07.486 | 19                   | 1:04.077 | 2:06.392 | 55                   | 1 Lap    | 2:23.593   | 10                   | 1:10.908 | 2:06.435 | 77                    | 1:16.267 | 2:04.258 |
| 28                   | 1:01.791 | 2:08.460 | 28                   | 1:06.948 | 2:05.777 | 10                   | 1:04.020 | 2:06.246   | 77                   | 1:11.216 | 2:06.488 | 10                    | 1:17.680 | 2:05.979 |
| 46                   | 1 Lap    | 2:32.029 | 26                   | 1 Lap    | 2:27.284 | 77                   | 1:04.275 | 2:04.472   | 19                   | 1:12.403 | 2:05.111 | 63                    | 1 Lap    | 2:16.819 |
| 14                   | 1 Lap    | 2:31.604 | 46                   | 1 Lap    | 2:25.402 | 19                   | 1:06.839 | 2:06.926   | 28                   | 1:12.586 | 2:03.614 | 28                    | 1:17.839 | 2:04.460 |
| 41                   | 1:27.621 | 2:10.734 | 41                   | 1:39.201 | 2:12.200 | 28                   | 1:08.519 | 2:05.735   | 55                   | 1 Lap    | 2:21.756 | 19                    | 1:18.942 | 2:05.746 |
| 89                   | 1:28.216 | 2:11.050 | 59                   | 1:40.707 | 2:12.652 | 6                    | 1 Lap    | 2:29.022   | 6                    | 1 Lap    | 2:24.453 | 55                    | 1 Lap    | 2:19.309 |
| 59                   | 1:28.675 | 2:10.670 | 14                   | 1 Lap    | 2:34.411 | 26                   | 1 Lap    | 2:22.552   | 26                   | 1 Lap    | 2:20.212 |                       |          |          |
| 96                   | 1:52.111 | 2:17.035 |                      |          |          | 41                   | 1:46.259 | 2:11.222   | 41                   | 1:55.685 | 2:08.973 |                       |          |          |
| 146                  | 1:52.466 | 2:15.055 |                      |          |          | 59                   | 1:47.506 | 2:10.963   | 59                   | 1:56.174 | 2:08.215 |                       |          |          |
| 67                   | 1:54.772 | 2:17.472 |                      |          |          | 46                   | 1 Lap    | 2:26.671   |                      |          |          |                       |          |          |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - LAP CHART

| LAP 11 @ 14:46:22.288 |          |          | LAP 12 @ 14:48:21.652 |          |          |
|-----------------------|----------|----------|-----------------------|----------|----------|
| NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 3                     |          | 2:01.053 | 3                     |          | 1:59.364 |
| 41                    | 1 Lap    | 2:10.203 | 55                    | 2 Laps   | 2:17.638 |
| 6                     | 2 Laps   | 2:25.343 | 41                    | 1 Lap    | 2:10.170 |
| 59                    | 1 Lap    | 2:11.374 | 11                    | 17.839   | 2:01.076 |
| 26                    | 2 Laps   | 2:22.638 | 59                    | 1 Lap    | 2:10.770 |
| 11                    | 16.127   | 2:00.919 | 5                     | 24.409   | 2:02.670 |
| 5                     | 21.103   | 2:00.483 | 26                    | 2 Laps   | 2:20.760 |
| 46                    | 2 Laps   | 2:25.662 | 6                     | 2 Laps   | 2:24.161 |
| 146                   | 1 Lap    | 2:13.768 | 146                   | 1 Lap    | 2:13.404 |
| 67                    | 1 Lap    | 2:14.888 | 29                    | 1:03.469 | 2:06.149 |
| 29                    | 56.684   | 2:04.870 | 8                     | 1:03.567 | 2:06.028 |
| 8                     | 56.903   | 2:04.378 | 46                    | 2 Laps   | 2:27.660 |
| 96                    | 1 Lap    | 2:15.395 | 67                    | 1 Lap    | 2:15.553 |
| 75                    | 1:09.142 | 2:04.508 | 75                    | 1:12.550 | 2:02.772 |
| 77                    | 1:19.108 | 2:03.894 | 96                    | 1 Lap    | 2:16.197 |
| 28                    | 1:19.741 | 2:02.955 | 28                    | 1:24.593 | 2:04.216 |
| 10                    | 1:20.546 | 2:03.919 | 10                    | 1:25.539 | 2:04.357 |
| 89                    | 1 Lap    | 2:48.835 | 77                    | 1:25.958 | 2:06.214 |
| 19                    | 1:23.814 | 2:05.925 | 19                    | 1:30.120 | 2:05.670 |
| 63                    | 1 Lap    | 2:16.049 | 89                    | 1 Lap    | 2:10.926 |
| 14                    | 2 Laps   | 2:34.236 | 63                    | 1 Lap    | 2:14.664 |
|                       |          |          | 14                    | 2 Laps   | 2:31.958 |

HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

RACE 5 - POSITION CHART WITH INTERMEDIATES

|     |             | Lap |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |              |              |              |
|-----|-------------|-----|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|
| No  | Name        | Pos | L0 - Int1-M | L0 - Int2-M | L1 - Finish | L1 - Int1-M | L1 - Int2-M | L2 - Finish | L2 - Int1-M | L2 - Int2-M | L3 - Finish | L3 - Int1-M | L3 - Int2-M | L4 - Finish | L4 - Int1-M | L4 - Int2-M | L5 - Finish | L5 - Int1-M | L5 - Int2-M | L6 - Finish | L6 - Int1-M | L6 - Int2-M | L7 - Finish | L7 - Int1-M | L7 - Int2-M | L8 - Finish | L8 - Int1-M | L8 - Int2-M | L9 - Finish | L9 - Int1-M | L9 - Int2-M | L10 - Finish | L10 - Int1-M | L10 - Int2-M |
| 3   | GRANT       | 1   | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3            | 3            |              |
| 75  | DE LA ROCHE | 2   | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11           | 11           |              |
| 10  | MARTIN      | 3   | 75          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5           | 5            | 5            | 5            |
| 11  | DRYBROUGH   | 4   | 11          | 75          | 75          | 75          | 75          | 75          | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29           | 29           | 29           |
| 28  | TIMMS       | 5   | 10          | 10          | 8           | 8           | 8           | 8           | 75          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8            | 8            | 8            |
| 5   | COLBURN     | 6   | 77          | 8           | 29          | 29          | 29          | 29          | 29          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75           | 75           | 75           |
| 8   | CARTER      | 7   | 8           | 77          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 77          | 77          | 77           | 77           | 77           |
| 77  | DEROSS      | 8   | 19          | 29          | 77          | 77          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 10          | 10          | 10           | 10           | 28           |
| 29  | FENNELL     | 9   | 29          | 19          | 19          | 19          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 28          | 28          | 28           | 28           | 10           |
| 19  | MUSGRAVE    | 10  | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 19          | 19          | 19           | 19           | 19           |
| 57  | GREEN       | 11  | 63          | 63          | 63          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41           | 41           | 41           |
| 63  | WIDMER      | 12  | 89          | 89          | 89          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 41          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59           | 59           | 59           |
| 96  | MESSER      | 13  | 59          | 59          | 59          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 96          | 96          | 96          | 96          | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146          | 146          | 146          |
| 89  | PANGBORN    | 14  | 41          | 41          | 41          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 146         | 146         | 146         | 146         | 89          | 89          | 89          | 89          | 89          | 67          | 67           | 67           | 67           |
| 41  | SPAGGIARI   | 15  | 67          | 67          | 67          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 67          | 67          | 67          | 67          | 146         | 146         | 89          | 89          | 89          | 89          | 96          | 96          | 67          | 67          | 67          | 96          | 96          | 96           | 96           | 96           |
| 59  | WALLEN      | 16  | 96          | 96          | 96          | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 96          | 96          | 96          | 89          | 89          | 89           | 89           | 89           |
| 146 | ISCHI       | 17  | 146         | 146         | 146         | 6           | 6           | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63           | 63           | 63           |
| 67  | ROLLASON    | 18  | 6           | 6           | 6           | 57          | 57          | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 63          | 63          | 63          | 63          | 63          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55           | 55           | 55           |
| 6   | BOSSON      | 19  | 55          | 57          | 57          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 63          | 63          | 63          | 55          | 55          | 55          | 55          | 55          | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6            | 26           |              |
| 55  | DURBAN      | 20  | 26          | 55          | 55          | 46          | 46          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 55          | 55          | 55          | 6           | 6           | 6           | 6           | 6           | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26           | 6            |              |
| 26  | SEAMAN      | 21  | 57          | 26          | 46          | 63          | 63          | 46          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 26          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46           | 46           |              |
| 46  | BUFFEY      | 22  | 46          | 46          | 26          | 26          | 26          | 26          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14           | 14           |              |
| 14  | ETHERINGTON | 23  | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14           | 14           |              |

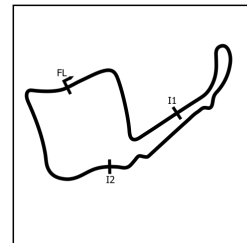
# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - POSITION CHART WITH INTERMEDIATES

| No  | Name        | Lap | L11 - Finish | L11 - Int-M | L11 - Int2-M | L12 - Finish |
|-----|-------------|-----|--------------|-------------|--------------|--------------|
|     |             | Pos |              |             |              |              |
| 3   | GRANT       | 1   | 3            | 3           | 3            | 3            |
| 75  | DE LA ROCHE | 2   | 11           | 11          | 11           | 11           |
| 10  | MARTIN      | 3   | 5            | 5           | 5            | 5            |
| 11  | DRYBROUGH   | 4   | 29           | 29          | 29           | 29           |
| 28  | TIMMS       | 5   | 8            | 8           | 8            | 8            |
| 5   | COLBURN     | 6   | 75           | 75          | 75           | 75           |
| 8   | CARTER      | 7   | 77           | 77          | 28           | 28           |
| 77  | DEROSS      | 8   | 28           | 28          | 10           | 10           |
| 29  | FENNELL     | 9   | 10           | 10          | 77           | 77           |
| 19  | MUSGRAVE    | 10  | 19           | 19          | 19           | 19           |
| 57  | GREEN       | 11  | 41           |             |              |              |
| 63  | WIDMER      | 12  | 59           |             |              |              |
| 96  | MESSER      | 13  | 146          |             |              |              |
| 89  | PANGBORN    | 14  | 67           |             |              |              |
| 41  | SPAGGIARI   | 15  | 96           |             |              |              |
| 59  | WALLEN      | 16  | 89           |             |              |              |
| 146 | ISCHI       | 17  | 63           |             |              |              |
| 67  | ROLLASON    | 18  |              |             |              |              |
| 6   | BOSSON      | 19  |              |             |              |              |
| 55  | DURBAN      | 20  |              |             |              |              |
| 26  | SEAMAN      | 21  |              |             |              |              |
| 46  | BUFFEY      | 22  |              |             |              |              |
| 14  | ETHERINGTON | 23  |              |             |              |              |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

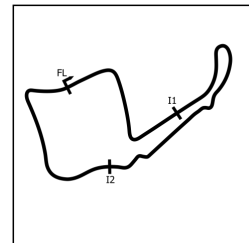
| P1                        |          | 3 B   |                          | Callum GRANT |          | Brabham BT21B      |              |       |       |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:58.807 |          |       | BEST LAP TIME : 1:59.207 |              |          | DIFFERENCE : 0.400 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 104.3 | 56.599                   | 93.2         | 33.269   | 98.5               | 2:06.399     | 76.67 | 7.192 | 14:26:18.894 |
| 2 -                       | 29.514   | 105.5 | 56.817                   | 93.7         | 33.312   | 98.5               | 1:59.643     | 81.00 | 0.436 | 14:28:18.537 |
| 3 -                       | 29.601   | 104.8 | 56.989                   | 92.1         | 33.420   | 98.2               | 2:00.010     | 80.75 | 0.803 | 14:30:18.547 |
| 4 -                       | 29.675   | 104.5 | 56.771                   | 92.6         | 33.246   | 99.4               | 1:59.692     | 80.96 | 0.485 | 14:32:18.239 |
| 5 -                       | 29.483   | 105.3 | 56.978                   | 92.6         | 33.051   | 98.5               | 1:59.512 (3) | 81.09 | 0.305 | 14:34:17.751 |
| 6 -                       | 29.483   | 104.8 | 57.136                   | 91.6         | 33.327   | 98.8               | 1:59.946     | 80.79 | 0.739 | 14:36:17.697 |
| 7 -                       | 29.506   | 104.8 | 56.823                   | 91.4         | 34.291   | 98.6               | 2:00.620     | 80.34 | 1.413 | 14:38:18.317 |
| 8 -                       | 29.767   | 105.6 | 1:01.116                 | 92.4         | 33.281   | 98.3               | 2:04.164     | 78.05 | 4.957 | 14:40:22.481 |
| 9 -                       | 29.776   | 104.5 | 56.611                   | 92.0         | 33.160   | 98.9               | 1:59.547     | 81.06 | 0.340 | 14:42:22.028 |
| 10 -                      | 29.253   | 105.8 | 56.925                   | 92.1         | 33.029   | 99.7               | 1:59.207 (1) | 81.29 |       | 14:44:21.235 |
| 11 -                      | 29.288   | 106.0 | 58.315                   | 92.3         | 33.450   | 98.5               | 2:01.053     | 80.05 | 1.846 | 14:46:22.288 |
| 12 -                      | 29.557   | 104.6 | 56.525                   | 91.4         | 33.282   | 98.3               | 1:59.364 (2) | 81.19 | 0.157 | 14:48:21.652 |

| P2                        |          | 11 B  |                          | Ross DRYBROUGH |          | Merlyn Mk14A       |              |       |        |              |
|---------------------------|----------|-------|--------------------------|----------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:58.849 |          |       | BEST LAP TIME : 2:00.022 |                |          | DIFFERENCE : 1.173 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.9 | 1:00.778                 | 90.8           | 34.388   | 97.9               | 2:13.439     | 72.62 | 13.417 | 14:26:25.934 |
| 2 -                       | 30.141   | 104.6 | 56.591                   | 94.3           | 34.049   | 99.7               | 2:00.781     | 80.23 | 0.759  | 14:28:26.715 |
| 3 -                       | 29.879   | 102.7 | 56.806                   | 93.2           | 33.772   | 99.7               | 2:00.457     | 80.45 | 0.435  | 14:30:27.172 |
| 4 -                       | 29.390   | 104.0 | 56.462                   | 92.8           | 34.375   | 96.6               | 2:00.227 (2) | 80.60 | 0.205  | 14:32:27.399 |
| 5 -                       | 30.151   | 102.6 | 56.812                   | 93.5           | 33.537   | 96.5               | 2:00.500     | 80.42 | 0.478  | 14:34:27.899 |
| 6 -                       | 29.872   | 103.4 | 57.453                   | 93.5           | 34.711   | 97.2               | 2:02.036     | 79.41 | 2.014  | 14:36:29.935 |
| 7 -                       | 30.118   | 102.6 | 56.665                   | 93.0           | 33.637   | 97.5               | 2:00.420 (3) | 80.47 | 0.398  | 14:38:30.355 |
| 8 -                       | 29.994   | 104.2 | 57.047                   | 93.3           | 33.558   | 100.7              | 2:00.599     | 80.35 | 0.577  | 14:40:30.954 |
| 9 -                       | 31.897   | 102.2 | 1:01.554                 | 93.3           | 33.069   | 98.6               | 2:06.520     | 76.59 | 6.498  | 14:42:37.474 |
| 10 -                      | 29.888   | 103.4 | 56.390                   | 93.4           | 33.744   | 96.1               | 2:00.022 (1) | 80.74 |        | 14:44:37.496 |
| 11 -                      | 29.961   | 103.4 | 57.199                   | 93.3           | 33.759   | 96.1               | 2:00.919     | 80.14 | 0.897  | 14:46:38.415 |
| 12 -                      | 29.830   | 105.5 | 57.915                   | 92.4           | 33.331   | 97.6               | 2:01.076     | 80.04 | 1.054  | 14:48:39.491 |

| P3                        |          | 5 B   |                          | Ben COLBURN |          | Merlyn Mk10        |              |       |       |              |
|---------------------------|----------|-------|--------------------------|-------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:00.404 |          |       | BEST LAP TIME : 2:00.483 |             |          | DIFFERENCE : 0.079 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 100.0 | 58.280                   | 89.7        | 33.857   | 94.9               | 2:10.084     | 74.50 | 9.601 | 14:26:22.579 |
| 2 -                       | 30.123   | 100.4 | 57.659                   | 90.1        | 33.697   | 96.0               | 2:01.479     | 79.77 | 0.996 | 14:28:24.058 |
| 3 -                       | 30.141   | 100.4 | 57.518                   | 90.0        | 33.724   | 95.5               | 2:01.383 (3) | 79.84 | 0.900 | 14:30:25.441 |
| 4 -                       | 30.150   | 101.0 | 58.050                   | 91.8        | 33.988   | 98.1               | 2:02.188     | 79.31 | 1.705 | 14:32:27.629 |
| 5 -                       | 30.432   | 102.6 | 58.448                   | 90.1        | 35.369   | 95.8               | 2:04.249     | 77.99 | 3.766 | 14:34:31.878 |
| 6 -                       | 30.088   | 101.2 | 57.520                   | 90.9        | 34.318   | 96.5               | 2:01.926     | 79.48 | 1.443 | 14:36:33.804 |
| 7 -                       | 31.625   | 98.1  | 57.865                   | 89.9        | 33.917   | 96.5               | 2:03.407     | 78.53 | 2.924 | 14:38:37.211 |
| 8 -                       | 29.835   | 101.3 | 57.712                   | 90.3        | 34.057   | 95.8               | 2:01.604     | 79.69 | 1.121 | 14:40:38.815 |
| 9 -                       | 29.931   | 101.9 | 59.170                   | 92.5        | 33.989   | 96.0               | 2:03.090     | 78.73 | 2.607 | 14:42:41.905 |
| 10 -                      | 29.949   | 100.7 | 57.574                   | 90.6        | 33.480   | 97.1               | 2:01.003 (2) | 80.09 | 0.520 | 14:44:42.908 |
| 11 -                      | 29.904   | 101.0 | 57.089                   | 90.4        | 33.490   | 97.1               | 2:00.483 (1) | 80.43 |       | 14:46:43.391 |
| 12 -                      | 29.897   | 94.2  | 58.816                   | 86.7        | 33.957   | 96.1               | 2:02.670     | 79.00 | 2.187 | 14:48:46.061 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

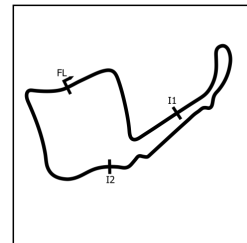
| P4                        |               | 29 B         |                          | Nick FENNELL |               | Tecno F3           |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.505 |               |              | BEST LAP TIME : 2:03.418 |              |               | DIFFERENCE : 0.913 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 98.8         | 1:01.971                 | 85.7         | 35.379        | 95.8               | 2:18.249            | 70.10        | 14.831 | 14:26:30.744        |
| 2 -                       | 31.063        | 103.5        | 1:00.712                 | 92.3         | 34.994        | 95.7               | 2:06.769            | 76.44        | 3.351  | 14:28:37.513        |
| 3 -                       | 31.941        | <b>104.8</b> | 1:00.690                 | 90.9         | 34.641        | 96.5               | 2:07.272            | 76.14        | 3.854  | 14:30:44.785        |
| 4 -                       | 30.538        | 104.6        | 59.754                   | 92.0         | 34.359        | 96.5               | 2:04.651            | 77.74        | 1.233  | 14:32:49.436        |
| 5 -                       | 30.907        | 104.0        | 1:00.267                 | <b>92.5</b>  | 34.370        | <b>98.2</b>        | 2:05.544            | 77.19        | 2.126  | 14:34:54.980        |
| 6 -                       | 30.378        | 104.6        | 59.027                   | 91.6         | 34.447        | 95.3               | 2:03.852            | 78.24        | 0.434  | 14:36:58.832        |
| 7 -                       | <b>30.352</b> | 102.7        | 59.186                   | 91.3         | 34.767        | 97.5               | 2:04.305            | 77.96        | 0.887  | 14:39:03.137        |
| 8 -                       | 30.863        | 102.4        | <b>58.466</b>            | 90.4         | 34.490        | 96.5               | 2:03.819 <b>(3)</b> | 78.26        | 0.401  | 14:41:06.956        |
| 9 -                       | 30.835        | 101.8        | 58.852                   | 90.0         | 34.041        | 96.5               | 2:03.728 <b>(2)</b> | 78.32        | 0.310  | 14:43:10.684        |
| <b>10 -</b>               | 30.529        | 103.0        | 59.202                   | 90.0         | <b>33.687</b> | 96.1               | <b>2:03.418 (1)</b> | <b>78.52</b> |        | <b>14:45:14.102</b> |
| 11 -                      | 31.120        | 103.2        | 58.632                   | 90.6         | 35.118        | 94.5               | 2:04.870            | 77.61        | 1.452  | 14:47:18.972        |
| 12 -                      | 32.069        | 100.4        | 59.476                   | 86.2         | 34.604        | 95.5               | 2:06.149            | 76.82        | 2.731  | 14:49:25.121        |

| P5                        |               | 8 B          |                          | Mark CARTER |               | Titan Mk3          |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.008 |               |              | BEST LAP TIME : 2:03.553 |             |               | DIFFERENCE : 0.545 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 104.2        | 1:02.361                 | 86.4        | 35.235        | 96.8               | 2:17.673            | 70.39        | 14.120 | 14:26:30.168        |
| 2 -                       | 31.309        | 105.1        | 59.641                   | 89.8        | 35.750        | 96.5               | 2:06.700            | 76.49        | 3.147  | 14:28:36.868        |
| 3 -                       | 32.266        | 103.2        | 1:00.060                 | 91.3        | 34.663        | 97.6               | 2:06.989            | 76.31        | 3.436  | 14:30:43.857        |
| 4 -                       | 31.065        | 104.2        | 59.867                   | <b>94.2</b> | 34.220        | 97.1               | 2:05.152            | 77.43        | 1.599  | 14:32:49.009        |
| 5 -                       | 30.993        | 104.3        | 59.683                   | 93.8        | 34.260        | 98.3               | 2:04.936            | 77.57        | 1.383  | 14:34:53.945        |
| 6 -                       | 31.054        | 103.4        | 1:00.079                 | 91.9        | 34.107        | 96.9               | 2:05.240            | 77.38        | 1.687  | 14:36:59.185        |
| 7 -                       | <b>30.914</b> | <b>106.0</b> | 58.850                   | 82.5        | 34.383        | 97.1               | 2:04.147            | 78.06        | 0.594  | 14:39:03.332        |
| 8 -                       | 31.307        | <b>106.0</b> | 58.524                   | 93.4        | 34.171        | 98.8               | 2:04.002 <b>(3)</b> | 78.15        | 0.449  | 14:41:07.334        |
| <b>9 -</b>                | 31.174        | 104.8        | <b>58.410</b>            | 91.0        | 33.969        | 98.3               | <b>2:03.553 (1)</b> | <b>78.43</b> |        | <b>14:43:10.887</b> |
| 10 -                      | 31.058        | 104.8        | 58.949                   | 92.5        | 33.919        | 99.4               | 2:03.926 <b>(2)</b> | 78.20        | 0.373  | 14:45:14.813        |
| 11 -                      | 31.852        | 102.9        | 58.842                   | 91.3        | <b>33.684</b> | 96.1               | 2:04.378            | 77.91        | 0.825  | 14:47:19.191        |
| 12 -                      | 32.862        | 103.2        | 58.704                   | 86.0        | 34.462        | <b>100.0</b>       | 2:06.028            | 76.89        | 2.475  | 14:49:25.219        |

| P6                        |               | 75 B         |                          | Peter DE LA ROCHE |               | Alexis Mk17        |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|-------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.528 |               |              | BEST LAP TIME : 2:02.772 |                   |               | DIFFERENCE : 0.244 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |                   | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 102.4        | 1:01.039                 | 87.9              | 37.095        | 95.1               | 2:16.213            | 71.14        | 13.441 | 14:26:28.708        |
| 2 -                       | 31.985        | 102.7        | 1:00.118                 | 90.1              | 35.901        | 96.0               | 2:08.004            | 75.71        | 5.232  | 14:28:36.712        |
| 3 -                       | 32.581        | 105.1        | 1:02.627                 | 91.3              | 35.388        | 97.5               | 2:10.596            | 74.20        | 7.824  | 14:30:47.308        |
| 4 -                       | 31.530        | 100.7        | 59.913                   | 89.3              | 35.698        | 95.1               | 2:07.141            | 76.22        | 4.369  | 14:32:54.449        |
| 5 -                       | 31.487        | 103.5        | 59.659                   | 89.5              | 35.184        | 96.9               | 2:06.330            | 76.71        | 3.558  | 14:35:00.779        |
| 6 -                       | 31.289        | 103.4        | 59.990                   | 89.2              | 35.540        | 94.9               | 2:06.819            | 76.41        | 4.047  | 14:37:07.598        |
| 7 -                       | 31.816        | 104.3        | 59.915                   | 87.2              | 35.708        | 95.8               | 2:07.439            | 76.04        | 4.667  | 14:39:15.037        |
| 8 -                       | 31.369        | 103.2        | 58.629                   | 89.9              | 35.142        | 97.2               | 2:05.140            | 77.44        | 2.368  | 14:41:20.177        |
| 9 -                       | 30.573        | 103.2        | <b>57.352</b>            | <b>92.8</b>       | <b>34.887</b> | 98.9               | 2:02.812 <b>(2)</b> | 78.91        | 0.040  | 14:43:22.989        |
| 10 -                      | 30.994        | 104.8        | 57.997                   | 91.5              | 34.942        | 97.6               | 2:03.933 <b>(3)</b> | 78.19        | 1.161  | 14:45:26.922        |
| 11 -                      | 31.907        | 105.3        | 57.713                   | 89.3              | 34.888        | 97.8               | 2:04.508            | 77.83        | 1.736  | 14:47:31.430        |
| <b>12 -</b>               | <b>30.289</b> | <b>105.8</b> | 57.547                   | 92.3              | 34.936        | <b>99.1</b>        | <b>2:02.772 (1)</b> | <b>78.93</b> |        | <b>14:49:34.202</b> |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

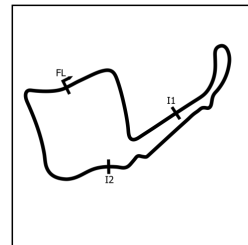
| P7 28 B                   |          | Jason TIMMS |          | Brabham BT21             |          |                    |              |       |        |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:02.477 |          |             |          | BEST LAP TIME : 2:02.955 |          | DIFFERENCE : 0.478 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.5        | 1:03.400 | 88.6                     | 36.397   | 96.8               | 2:20.929     | 68.76 | 17.974 | 14:26:33.424 |
| 2 -                       | 32.715   | 100.4       | 1:02.209 | 89.7                     | 36.442   | 96.8               | 2:11.366     | 73.77 | 8.411  | 14:28:44.790 |
| 3 -                       | 32.487   | 104.8       | 1:00.868 | 90.8                     | 35.698   | 100.1              | 2:09.053     | 75.09 | 6.098  | 14:30:53.843 |
| 4 -                       | 31.787   | 105.5       | 1:01.119 | 91.4                     | 35.806   | 96.6               | 2:08.712     | 75.29 | 5.757  | 14:33:02.555 |
| 5 -                       | 31.760   | 103.8       | 1:00.830 | 91.1                     | 35.883   | 95.1               | 2:08.473     | 75.43 | 5.518  | 14:35:11.028 |
| 6 -                       | 32.718   | 102.4       | 59.783   | 90.1                     | 35.959   | 96.6               | 2:08.460     | 75.44 | 5.505  | 14:37:19.488 |
| 7 -                       | 31.285   | 104.0       | 58.956   | 91.1                     | 35.536   | 97.5               | 2:05.777     | 77.05 | 2.822  | 14:39:25.265 |
| 8 -                       | 31.467   | 103.7       | 59.040   | 91.6                     | 35.228   | 98.6               | 2:05.735     | 77.07 | 2.780  | 14:41:31.000 |
| 9 -                       | 30.617   | 106.6       | 58.559   | 92.5                     | 34.438   | 101.2              | 2:03.614 (2) | 78.39 | 0.659  | 14:43:34.614 |
| 10 -                      | 30.774   | 106.8       | 58.611   | 92.3                     | 35.075   | 97.8               | 2:04.460     | 77.86 | 1.505  | 14:45:39.074 |
| 11 -                      | 30.908   | 108.4       | 57.595   | 93.4                     | 34.452   | 99.1               | 2:02.955 (1) | 78.81 |        | 14:47:42.029 |
| 12 -                      | 30.499   | 106.6       | 59.334   | 93.5                     | 34.383   | 97.9               | 2:04.216 (3) | 78.01 | 1.261  | 14:49:46.245 |

| P8 10 B                   |          | Charlie MARTIN |          | De Sanctis F3 69         |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:03.553 |          |                |          | BEST LAP TIME : 2:03.919 |          | DIFFERENCE : 0.366 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 103.5          | 1:02.520 | 90.3                     | 36.514   | 98.1               | 2:18.671     | 69.88 | 14.752 | 14:26:31.166 |
| 2 -                       | 33.162   | 102.9          | 1:02.499 | 91.0                     | 35.959   | 97.1               | 2:11.620     | 73.63 | 7.701  | 14:28:42.786 |
| 3 -                       | 32.069   | 102.4          | 1:01.046 | 91.0                     | 35.941   | 98.2               | 2:09.056     | 75.09 | 5.137  | 14:30:51.842 |
| 4 -                       | 31.620   | 103.4          | 1:00.037 | 90.9                     | 35.774   | 98.1               | 2:07.431     | 76.05 | 3.512  | 14:32:59.273 |
| 5 -                       | 32.037   | 103.7          | 59.869   | 90.9                     | 35.644   | 97.3               | 2:07.550     | 75.98 | 3.631  | 14:35:06.823 |
| 6 -                       | 31.343   | 103.5          | 59.406   | 86.5                     | 35.528   | 97.5               | 2:06.277     | 76.74 | 2.358  | 14:37:13.100 |
| 7 -                       | 31.672   | 103.0          | 1:00.145 | 92.3                     | 35.338   | 98.1               | 2:07.155     | 76.21 | 3.236  | 14:39:20.255 |
| 8 -                       | 31.592   | 104.3          | 59.480   | 91.9                     | 35.174   | 98.2               | 2:06.246     | 76.76 | 2.327  | 14:41:26.501 |
| 9 -                       | 32.231   | 103.2          | 58.688   | 92.1                     | 35.516   | 97.6               | 2:06.435     | 76.65 | 2.516  | 14:43:32.936 |
| 10 -                      | 31.904   | 105.3          | 59.005   | 92.6                     | 35.070   | 97.1               | 2:05.979 (3) | 76.92 | 2.060  | 14:45:38.915 |
| 11 -                      | 31.030   | 106.1          | 58.379   | 93.3                     | 34.510   | 100.3              | 2:03.919 (1) | 78.20 |        | 14:47:42.834 |
| 12 -                      | 31.264   | 107.3          | 58.949   | 92.1                     | 34.144   | 101.0              | 2:04.357 (2) | 77.93 | 0.438  | 14:49:47.191 |

| P9 77 B                   |          | Francois DEROSI |                          |      |          | Chevron B17        |              |       |        |              |
|---------------------------|----------|-----------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:02.818 |          |                 | BEST LAP TIME : 2:03.894 |      |          | DIFFERENCE : 1.076 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.8           | 1:02.609                 | 85.4 | 36.555   | 96.5               | 2:19.136     | 69.65 | 15.242 | 14:26:31.631 |
| 2 -                       | 32.891   | 101.2           | 1:03.304                 | 88.8 | 36.110   | 97.1               | 2:12.305     | 73.24 | 8.411  | 14:28:43.936 |
| 3 -                       | 31.938   | 101.5           | 1:01.599                 | 89.2 | 35.916   | 97.1               | 2:09.453     | 74.86 | 5.559  | 14:30:53.389 |
| 4 -                       | 31.916   | 99.8            | 1:00.033                 | 88.1 | 35.966   | 95.8               | 2:07.915     | 75.76 | 4.021  | 14:33:01.304 |
| 5 -                       | 32.133   | 96.8            | 1:00.534                 | 88.8 | 35.144   | 95.1               | 2:07.811     | 75.82 | 3.917  | 14:35:09.115 |
| 6 -                       | 31.210   | 101.2           | 59.700                   | 90.8 | 36.576   | 97.5               | 2:07.486     | 76.01 | 3.592  | 14:37:16.601 |
| 7 -                       | 30.522   | 105.8           | 59.496                   | 88.3 | 35.665   | 94.9               | 2:05.683     | 77.10 | 1.789  | 14:39:22.284 |
| 8 -                       | 30.421   | 102.2           | 58.860                   | 88.4 | 35.191   | 96.4               | 2:04.472 (3) | 77.85 | 0.578  | 14:41:26.756 |
| 9 -                       | 32.567   | 101.6           | 59.224                   | 90.5 | 34.697   | 96.6               | 2:06.488     | 76.61 | 2.594  | 14:43:33.244 |
| 10 -                      | 31.177   | 100.0           | 58.284                   | 90.3 | 34.797   | 95.5               | 2:04.258 (2) | 77.99 | 0.364  | 14:45:37.502 |
| 11 -                      | 30.617   | 100.6           | 58.357                   | 90.5 | 34.920   | 95.3               | 2:03.894 (1) | 78.22 |        | 14:47:41.396 |
| 12 -                      | 30.626   | 98.8            | 1:01.475                 | 88.6 | 34.113   | 98.3               | 2:06.214     | 76.78 | 2.320  | 14:49:47.610 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

| P10 19 B                  |               | Oliver MUSGRAVE |                          |             |               |                    | Chevron B15         |              |        |                     |
|---------------------------|---------------|-----------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.394 |               |                 | BEST LAP TIME : 2:05.111 |             |               | DIFFERENCE : 0.717 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 100.7           | 1:02.451                 | 91.6        | 36.515        | 98.5               | 2:19.846            | 69.29        | 14.735 | 14:26:32.341        |
| 2 -                       | 32.730        | 102.1           | 1:02.412                 | 91.1        | 36.107        | 97.5               | 2:11.249            | 73.83        | 6.138  | 14:28:43.590        |
| 3 -                       | 32.113        | 102.1           | 1:01.256                 | 91.3        | 36.035        | 98.3               | 2:09.404            | 74.89        | 4.293  | 14:30:52.994        |
| 4 -                       | 32.137        | 101.8           | 59.956                   | 91.0        | 35.828        | 97.8               | 2:07.921            | 75.76        | 2.810  | 14:33:00.915        |
| 5 -                       | 31.769        | 102.4           | 59.751                   | 91.0        | 36.207        | 97.6               | 2:07.727            | 75.87        | 2.616  | 14:35:08.642        |
| 6 -                       | 31.280        | 103.2           | 59.399                   | 91.3        | 36.681        | 97.9               | 2:07.360            | 76.09        | 2.249  | 14:37:16.002        |
| 7 -                       | <b>31.039</b> | 103.5           | 59.356                   | 92.1        | 35.997        | 97.8               | 2:06.392            | 76.67        | 1.281  | 14:39:22.394        |
| 8 -                       | 31.650        | 103.5           | 1:00.239                 | 91.8        | 35.037        | <b>98.8</b>        | 2:06.926            | 76.35        | 1.815  | 14:41:29.320        |
| 9 -                       | 31.361        | 101.6           | <b>58.691</b>            | 92.4        | 35.059        | 98.1               | <b>2:05.111 (1)</b> | <b>77.46</b> |        | <b>14:43:34.431</b> |
| 10 -                      | 31.486        | <b>105.8</b>    | 58.963                   | <b>92.6</b> | 35.297        | 97.3               | 2:05.746 <b>(3)</b> | 77.07        | 0.635  | 14:45:40.177        |
| 11 -                      | 31.967        | 102.7           | 58.719                   | 91.3        | 35.239        | 96.1               | 2:05.925            | 76.96        | 0.814  | 14:47:46.102        |
| 12 -                      | 31.057        | 104.6           | 59.949                   | 91.4        | <b>34.664</b> | 98.1               | 2:05.670 <b>(2)</b> | 77.11        | 0.559  | 14:49:51.772        |

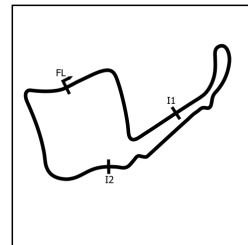
| P11 41 B                  |               | Enrico SPAGGIARI |                          |             |               | Lotus 41X          |                     |              |        |                     |
|---------------------------|---------------|------------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.535 |               |                  | BEST LAP TIME : 2:08.973 |             |               | DIFFERENCE : 0.438 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                  | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 101.2            | 1:05.787                 | 84.5        | 37.888        | 95.5               | 2:27.813            | 65.56        | 18.840 | 14:26:40.308        |
| 2 -                       | 34.043        | 103.7            | 1:05.255                 | 90.1        | 37.575        | 96.0               | 2:16.873            | 70.80        | 7.900  | 14:28:57.181        |
| 3 -                       | 32.923        | <b>105.1</b>     | 1:03.438                 | 87.6        | 37.152        | 97.1               | 2:13.513            | 72.58        | 4.540  | 14:31:10.694        |
| 4 -                       | 33.502        | 104.2            | 1:02.568                 | 89.7        | 36.381        | 97.1               | 2:12.451            | 73.16        | 3.478  | 14:33:23.145        |
| 5 -                       | 32.558        | 101.9            | 1:02.346                 | 90.8        | 36.535        | 96.6               | 2:11.439            | 73.73        | 2.466  | 14:35:34.584        |
| 6 -                       | 32.266        | 103.2            | 1:01.968                 | 89.5        | 36.500        | 96.8               | 2:10.734            | 74.12        | 1.761  | 14:37:45.318        |
| 7 -                       | 33.552        | 102.4            | 1:01.844                 | 89.5        | 36.804        | 96.8               | 2:12.200            | 73.30        | 3.227  | 14:39:57.518        |
| 8 -                       | 32.423        | 103.4            | 1:02.175                 | 90.1        | 36.624        | 97.2               | 2:11.222            | 73.85        | 2.249  | 14:42:08.740        |
| 9 -                       | 32.214        | 103.8            | <b>1:00.897</b>          | 90.1        | <b>35.862</b> | 97.2               | <b>2:08.973 (1)</b> | <b>75.14</b> |        | <b>14:44:17.713</b> |
| 10 -                      | <b>31.776</b> | 104.3            | 1:02.069                 | <b>91.8</b> | 36.358        | 96.8               | 2:10.203 (3)        | 74.43        | 1.230  | 14:46:27.916        |
| 11 -                      | 32.417        | 103.5            | 1:01.858                 | 89.1        | 35.895        | <b>97.3</b>        | 2:10.170 (2)        | 74.45        | 1.197  | 14:48:38.086        |

| P12 59 B                  |          | Tony WALLEN |                          |      |          | Lotus 59A          |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:07.484 |          |             | BEST LAP TIME : 2:08.215 |      |          | DIFFERENCE : 0.731 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 99.5        | 1:04.786                 | 79.8 | 37.954   | 94.5               | 2:26.430     | 66.18 | 18.215 | 14:26:38.925 |
| 2 -                       | 34.320   | 102.9       | 1:05.038                 | 89.1 | 37.226   | 92.9               | 2:16.584     | 70.95 | 8.369  | 14:28:55.509 |
| 3 -                       | 33.713   | 101.9       | 1:03.161                 | 90.5 | 37.840   | 95.1               | 2:14.714     | 71.93 | 6.499  | 14:31:10.223 |
| 4 -                       | 33.209   | 99.1        | 1:03.971                 | 91.1 | 36.801   | 97.9               | 2:13.981     | 72.33 | 5.766  | 14:33:24.204 |
| 5 -                       | 32.858   | 102.4       | 1:02.363                 | 92.4 | 36.277   | 98.1               | 2:11.498     | 73.69 | 3.283  | 14:35:35.702 |
| 6 -                       | 32.681   | 103.5       | 1:01.690                 | 91.4 | 36.299   | 98.2               | 2:10.670 (2) | 74.16 | 2.455  | 14:37:46.372 |
| 7 -                       | 35.409   | 101.0       | 1:01.182                 | 90.8 | 36.061   | 98.5               | 2:12.652     | 73.05 | 4.437  | 14:39:59.024 |
| 8 -                       | 32.470   | 103.7       | 1:01.024                 | 86.1 | 37.469   | 91.8               | 2:10.963     | 74.00 | 2.748  | 14:42:09.987 |
| 9 -                       | 31.968   | 104.2       | 1:00.614                 | 91.6 | 35.633   | 97.1               | 2:08.215 (1) | 75.58 |        | 14:44:18.202 |
| 10 -                      | 32.037   | 101.3       | 1:02.388                 | 83.4 | 36.949   | 90.6               | 2:11.374     | 73.76 | 3.159  | 14:46:29.576 |
| 11 -                      | 34.735   | 100.3       | 59.883                   | 90.0 | 36.152   | 97.1               | 2:10.770 (3) | 74.10 | 2.555  | 14:48:40.346 |

| P13 146 B                 |          | Charles ISCHI |                          |      |          | March 703          |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:11.238 |          |               | BEST LAP TIME : 2:11.238 |      |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 93.9          | 1:07.232                 | 88.3 | 37.682   | 96.4               | 2:31.203     | 64.09 | 19.965 | 14:26:43.698 |
| 2 -                       | 34.932   | 102.6         | 1:05.728                 | 84.9 | 38.307   | 95.5               | 2:18.967     | 69.73 | 7.729  | 14:29:02.665 |
| 3 -                       | 33.415   | 101.0         | 1:05.930                 | 81.5 | 38.462   | 95.8               | 2:17.807     | 70.32 | 6.569  | 14:31:20.472 |
| 4 -                       | 33.524   | 91.3          | 1:05.686                 | 80.9 | 38.874   | 95.0               | 2:18.084     | 70.18 | 6.846  | 14:33:38.556 |
| 5 -                       | 33.319   | 101.6         | 1:05.476                 | 83.1 | 37.757   | 95.3               | 2:16.552     | 70.97 | 5.314  | 14:35:55.108 |
| 6 -                       | 34.197   | 92.8          | 1:03.842                 | 89.4 | 37.016   | 94.7               | 2:15.055     | 71.75 | 3.817  | 14:38:10.163 |
| 7 -                       | 35.404   | 100.6         | 1:05.718                 | 81.9 | 37.594   | 91.1               | 2:18.716     | 69.86 | 7.478  | 14:40:28.879 |
| 8 -                       | 33.448   | 99.4          | 1:03.713                 | 89.8 | 36.508   | 95.1               | 2:13.669 (3) | 72.50 | 2.431  | 14:42:42.548 |
| 9 -                       | 32.534   | 100.4         | 1:02.846                 | 88.5 | 35.858   | 94.1               | 2:11.238 (1) | 73.84 |        | 14:44:53.786 |
| 10 -                      | 32.827   | 99.5          | 1:03.465                 | 87.7 | 37.476   | 92.5               | 2:13.768     | 72.44 | 2.530  | 14:47:07.554 |
| 11 -                      | 33.444   | 98.6          | 1:03.323                 | 88.0 | 36.637   | 94.1               | 2:13.404 (2) | 72.64 | 2.166  | 14:49:20.958 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

| P14 67 B                  |               | Jeremy ROLLASON |                          |             |               | Brabham BT21       |                     |              |        |                     |
|---------------------------|---------------|-----------------|--------------------------|-------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.540 |               |                 | BEST LAP TIME : 2:14.888 |             |               | DIFFERENCE : 0.348 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2                 |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 102.2           | 1:06.538                 | 86.8        | 38.318        | 94.7               | 2:30.220            | 64.51        | 15.332 | 14:26:42.715        |
| 2 -                       | 34.475        | 100.4           | 1:05.859                 | 85.0        | 38.052        | 94.7               | 2:18.386            | 70.03        | 3.498  | 14:29:01.101        |
| 3 -                       | 33.832        | 101.3           | 1:06.463                 | 83.8        | 38.314        | 95.4               | 2:18.609            | 69.91        | 3.721  | 14:31:19.710        |
| 4 -                       | 33.612        | 100.7           | 1:05.620                 | 86.0        | 38.225        | 94.3               | 2:17.457            | 70.50        | 2.569  | 14:33:37.167        |
| 5 -                       | 33.806        | 99.7            | 1:05.966                 | 86.1        | 38.058        | 95.0               | 2:17.830            | 70.31        | 2.942  | 14:35:54.997        |
| 6 -                       | 33.972        | 102.2           | 1:05.552                 | 88.6        | 37.948        | 96.0               | 2:17.472            | 70.49        | 2.584  | 14:38:12.469        |
| 7 -                       | 34.080        | 101.8           | 1:06.261                 | 89.0        | 37.381        | 97.3               | 2:17.722            | 70.36        | 2.834  | 14:40:30.191        |
| 8 -                       | 33.621        | <b>103.5</b>    | 1:06.411                 | 87.3        | 37.408        | <b>98.1</b>        | 2:17.440            | 70.51        | 2.552  | 14:42:47.631        |
| 9 -                       | <b>33.603</b> | 102.2           | 1:04.821                 | 89.0        | 37.246        | 95.0               | 2:15.670 (3)        | 71.43        | 0.782  | 14:45:03.301        |
| <b>10 -</b>               | 33.951        | 101.3           | <b>1:04.167</b>          | 88.6        | <b>36.770</b> | 96.8               | <b>2:14.888 (1)</b> | <b>71.84</b> |        | <b>14:47:18.189</b> |
| 11 -                      | 34.068        | 99.8            | 1:04.423                 | <b>89.3</b> | 37.062        | 95.3               | 2:15.553 (2)        | 71.49        | 0.665  | 14:49:33.742        |

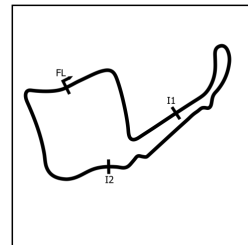
| P15 96 B                  |          | Keith MESSER |                          |      |          | Vesey Ford         |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:13.851 |          |              | BEST LAP TIME : 2:15.174 |      |          | DIFFERENCE : 1.323 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 93.3         | 1:07.061                 | 86.8 | 37.826   | 96.1               | 2:30.709     | 64.30 | 15.535 | 14:26:43.204 |
| 2 -                       | 34.797   | 99.1         | 1:05.950                 | 87.7 | 37.555   | 96.4               | 2:18.302     | 70.07 | 3.128  | 14:29:01.506 |
| 3 -                       | 33.646   | 94.9         | 1:06.489                 | 83.3 | 38.490   | 91.3               | 2:18.625     | 69.91 | 3.451  | 14:31:20.131 |
| 4 -                       | 33.590   | 95.7         | 1:05.554                 | 85.2 | 38.324   | 94.7               | 2:17.468     | 70.49 | 2.294  | 14:33:37.599 |
| 5 -                       | 33.354   | 100.3        | 1:04.281                 | 84.6 | 37.539   | 91.9               | 2:15.174 (1) | 71.69 |        | 14:35:52.773 |
| 6 -                       | 32.728   | 98.8         | 1:05.981                 | 83.6 | 38.326   | 93.4               | 2:17.035     | 70.72 | 1.861  | 14:38:09.808 |
| 7 -                       | 34.992   | 98.9         | 1:06.171                 | 84.3 | 37.712   | 91.4               | 2:18.875     | 69.78 | 3.701  | 14:40:28.683 |
| 8 -                       | 33.101   | 98.3         | 1:08.025                 | 81.0 | 37.283   | 92.6               | 2:18.409     | 70.01 | 3.235  | 14:42:47.092 |
| 9 -                       | 34.656   | 90.4         | 1:04.853                 | 88.8 | 37.245   | 96.1               | 2:16.754     | 70.86 | 1.580  | 14:45:03.846 |
| 10 -                      | 33.959   | 100.7        | 1:03.878                 | 89.1 | 37.558   | 83.7               | 2:15.395 (2) | 71.57 | 0.221  | 14:47:19.241 |
| 11 -                      | 34.329   | 97.2         | 1:04.569                 | 87.1 | 37.299   | 94.3               | 2:16.197 (3) | 71.15 | 1.023  | 14:49:35.438 |

| P16 89 B                  |          | Mark PANGBORN |                          |      |          | Brabham BT28       |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:10.300 |          |               | BEST LAP TIME : 2:10.663 |      |          | DIFFERENCE : 0.363 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.5         | 1:04.908                 | 83.8 | 38.056   | 94.2               | 2:26.086     | 66.33 | 15.423 | 14:26:38.581 |
| 2 -                       | 33.710   | 102.2         | 1:04.828                 | 87.6 | 37.880   | 94.6               | 2:16.418     | 71.04 | 5.755  | 14:28:54.999 |
| 3 -                       | 33.760   | 101.5         | 1:03.255                 | 88.8 | 37.874   | 95.5               | 2:14.889     | 71.84 | 4.226  | 14:31:09.888 |
| 4 -                       | 33.023   | 101.6         | 1:03.210                 | 88.4 | 37.343   | 94.9               | 2:13.576     | 72.55 | 2.913  | 14:33:23.464 |
| 5 -                       | 32.490   | 100.3         | 1:02.485                 | 90.5 | 36.424   | 97.2               | 2:11.399     | 73.75 | 0.736  | 14:35:34.863 |
| 6 -                       | 32.398   | 104.0         | 1:02.390                 | 90.9 | 36.262   | 98.6               | 2:11.050 (3) | 73.95 | 0.387  | 14:37:45.913 |
| 7 -                       | 1:00.388 | 103.0         | 1:05.634                 | 88.8 | 37.584   | 96.6               | 2:43.606     | 59.23 | 32.943 | 14:40:29.519 |
| 8 -                       | 33.058   | 104.3         | 1:04.926                 | 90.0 | 36.731   | 97.2               | 2:14.715     | 71.93 | 4.052  | 14:42:44.234 |
| 9 -                       | 31.977   | 104.0         | 1:02.381                 | 91.8 | 36.305   | 97.2               | 2:10.663 (1) | 74.17 |        | 14:44:54.897 |
| 10 -                      | 1:08.185 | 97.9          | 1:02.796                 | 89.5 | 37.854   | 93.5               | 2:48.835     | 57.40 | 38.172 | 14:47:43.732 |
| 11 -                      | 32.603   | 103.7         | 1:02.074                 | 91.4 | 36.249   | 97.3               | 2:10.926 (2) | 74.02 | 0.263  | 14:49:54.658 |

| P17 63 B                  |          | Christoph WIDMER |                          |      |          | Brabham BT18A      |              |       |        |              |
|---------------------------|----------|------------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:14.664 |          |                  | BEST LAP TIME : 2:14.664 |      |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.9            | 1:04.649                 | 82.4 | 37.620   | 91.6               | 2:23.971     | 67.31 | 9.307  | 14:26:36.466 |
| 2 -                       | 1:04.932 | 96.9             | 1:06.262                 | 76.7 | 40.080   | 88.5               | 2:51.274     | 56.58 | 36.610 | 14:29:27.740 |
| 3 -                       | 34.929   | 99.2             | 1:06.193                 | 82.6 | 38.333   | 93.7               | 2:19.455     | 69.49 | 4.791  | 14:31:47.195 |
| 4 -                       | 34.529   | 100.4            | 1:09.453                 | 77.8 | 39.727   | 93.2               | 2:23.709     | 67.43 | 9.045  | 14:34:10.904 |
| 5 -                       | 34.876   | 99.5             | 1:06.105                 | 83.6 | 38.686   | 85.5               | 2:19.667     | 69.38 | 5.003  | 14:36:30.571 |
| 6 -                       | 34.780   | 93.3             | 1:05.643                 | 85.2 | 38.027   | 90.4               | 2:18.450     | 69.99 | 3.786  | 14:38:49.021 |
| 7 -                       | 33.784   | 100.4            | 1:04.364                 | 85.5 | 37.977   | 92.9               | 2:16.125 (3) | 71.19 | 1.461  | 14:41:05.146 |
| 8 -                       | 34.712   | 99.5             | 1:04.872                 | 84.9 | 37.521   | 90.8               | 2:17.105     | 70.68 | 2.441  | 14:43:22.251 |
| 9 -                       | 34.318   | 100.1            | 1:04.173                 | 86.7 | 38.328   | 90.3               | 2:16.819     | 70.83 | 2.155  | 14:45:39.070 |
| 10 -                      | 34.122   | 103.2            | 1:03.907                 | 86.9 | 38.020   | 90.5               | 2:16.049 (2) | 71.23 | 1.385  | 14:47:55.119 |
| 11 -                      | 33.763   | 100.7            | 1:03.595                 | 85.7 | 37.306   | 93.7               | 2:14.664 (1) | 71.96 |        | 14:50:09.783 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

| P18 55 B Paul DURBAN      |          | Lotus 41                 |          |      |                    |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:17.429 |          | BEST LAP TIME : 2:17.638 |          |      | DIFFERENCE : 0.209 |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |      | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 96.6                     | 1:09.640 | 76.7 | 40.758             | 88.8 | 2:39.278     | 60.84 | 21.640 | 14:26:51.773 |
| 2 -                       | 37.393   | 95.7                     | 1:08.455 | 78.6 | 40.763             | 87.1 | 2:26.611     | 66.10 | 8.973  | 14:29:18.384 |
| 3 -                       | 36.722   | 93.2                     | 1:08.541 | 79.2 | 39.967             | 88.8 | 2:25.230     | 66.73 | 7.592  | 14:31:43.614 |
| 4 -                       | 36.654   | 95.1                     | 1:10.234 | 78.6 | 40.174             | 88.8 | 2:27.062     | 65.89 | 9.424  | 14:34:10.676 |
| 5 -                       | 36.742   | 87.7                     | 1:09.460 | 81.5 | 40.348             | 87.9 | 2:26.550     | 66.12 | 8.912  | 14:36:37.226 |
| 6 -                       | 36.126   | 95.7                     | 1:08.638 | 79.4 | 39.359             | 92.1 | 2:24.123     | 67.24 | 6.485  | 14:39:01.349 |
| 7 -                       | 36.430   | 96.1                     | 1:07.805 | 73.9 | 39.358             | 91.8 | 2:23.593     | 67.49 | 5.955  | 14:41:24.942 |
| 8 -                       | 35.951   | 95.0                     | 1:06.201 | 83.4 | 39.604             | 92.3 | 2:21.756 (3) | 68.36 | 4.118  | 14:43:46.698 |
| 9 -                       | 35.210   | 96.2                     | 1:06.181 | 82.4 | 37.918             | 94.1 | 2:19.309 (2) | 69.56 | 1.671  | 14:46:06.007 |
| 10 -                      | 34.641   | 96.8                     | 1:04.870 | 83.9 | 38.127             | 92.0 | 2:17.638 (1) | 70.41 |        | 14:48:23.645 |

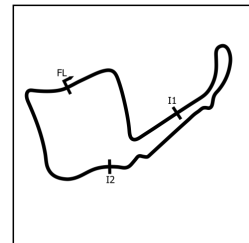
| P19 26 B Steve SEAMAN     |          | Brabham BT21             |          |      |                    |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:19.556 |          | BEST LAP TIME : 2:20.212 |          |      | DIFFERENCE : 0.656 |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |      | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.9                     | 1:09.277 | 80.4 | 56.570             | 87.7 | 2:56.070     | 55.04 | 35.858 | 14:27:08.565 |
| 2 -                       | 36.476   | 93.2                     | 1:10.627 | 78.2 | 41.895             | 88.4 | 2:28.998     | 65.04 | 8.786  | 14:29:37.563 |
| 3 -                       | 38.434   | 89.1                     | 1:10.469 | 78.0 | 40.754             | 88.7 | 2:29.657     | 64.75 | 9.445  | 14:32:07.220 |
| 4 -                       | 36.605   | 98.9                     | 1:10.028 | 76.1 | 41.052             | 88.5 | 2:27.685     | 65.62 | 7.473  | 14:34:34.905 |
| 5 -                       | 36.041   | 98.6                     | 1:09.021 | 84.8 | 39.569             | 84.6 | 2:24.631     | 67.00 | 4.419  | 14:36:59.536 |
| 6 -                       | 36.001   | 99.7                     | 1:10.250 | 79.4 | 41.033             | 92.1 | 2:27.284     | 65.80 | 7.072  | 14:39:26.820 |
| 7 -                       | 35.542   | 99.2                     | 1:07.934 | 80.9 | 39.076             | 92.6 | 2:22.552 (3) | 67.98 | 2.340  | 14:41:49.372 |
| 8 -                       | 34.748   | 99.7                     | 1:07.247 | 83.9 | 38.217             | 93.3 | 2:20.212 (1) | 69.11 |        | 14:44:09.584 |
| 9 -                       | 34.460   | 101.5                    | 1:08.401 | 80.0 | 39.777             | 92.6 | 2:22.638     | 67.94 | 2.426  | 14:46:32.222 |
| 10 -                      | 34.092   | 102.9                    | 1:07.902 | 86.0 | 38.766             | 92.1 | 2:20.760 (2) | 68.84 | 0.548  | 14:48:52.982 |

| P20 6 B Leif BOSSON       |          | Brabham BT28             |          |      |                    |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:20.466 |          | BEST LAP TIME : 2:20.545 |          |      | DIFFERENCE : 0.079 |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |      | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 98.1                     | 1:07.857 | 83.9 | 40.266             | 92.3 | 2:36.277     | 62.01 | 15.732 | 14:26:48.772 |
| 2 -                       | 34.869   | 97.5                     | 1:08.710 | 82.9 | 40.265             | 91.8 | 2:23.844     | 67.37 | 3.299  | 14:29:12.616 |
| 3 -                       | 35.137   | 99.4                     | 1:07.879 | 83.5 | 39.841             | 93.8 | 2:22.857 (3) | 67.83 | 2.312  | 14:31:35.473 |
| 4 -                       | 34.806   | 98.8                     | 1:07.191 | 83.3 | 38.548             | 92.9 | 2:20.545 (1) | 68.95 |        | 14:33:56.018 |
| 5 -                       | 34.727   | 97.8                     | 1:07.489 | 83.6 | 39.826             | 86.4 | 2:22.042 (2) | 68.22 | 1.497  | 14:36:18.060 |
| 6 -                       | 59.499   | 94.6                     | 1:11.403 | 72.8 | 41.700             | 89.1 | 2:52.602     | 56.14 | 32.057 | 14:39:10.662 |
| 7 -                       | 36.559   | 94.9                     | 1:11.850 | 83.1 | 40.613             | 92.3 | 2:29.022     | 65.03 | 8.477  | 14:41:39.684 |
| 8 -                       | 35.990   | 95.8                     | 1:08.586 | 82.8 | 39.877             | 91.4 | 2:24.453     | 67.08 | 3.908  | 14:44:04.137 |
| 9 -                       | 35.728   | 96.5                     | 1:08.027 | 77.8 | 41.588             | 88.4 | 2:25.343     | 66.67 | 4.798  | 14:46:29.480 |
| 10 -                      | 35.087   | 93.3                     | 1:09.132 | 82.0 | 39.942             | 91.9 | 2:24.161     | 67.22 | 3.616  | 14:48:53.641 |

| P21 46 B Clive BUFFEY     |          | Chevron B15 F3           |          |      |                    |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:24.670 |          | BEST LAP TIME : 2:25.402 |          |      | DIFFERENCE : 0.732 |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |      | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 92.5                     | 1:12.028 | 74.9 | 43.140             | 83.7 | 2:46.698     | 58.13 | 21.296 | 14:26:59.193 |
| 2 -                       | 37.126   | 89.2                     | 1:10.992 | 74.8 | 43.321             | 85.4 | 2:31.439     | 63.99 | 6.037  | 14:29:30.632 |
| 3 -                       | 53.909   | 86.5                     | 1:12.176 | 74.0 | 43.806             | 79.7 | 2:49.891     | 57.04 | 24.489 | 14:32:20.523 |
| 4 -                       | 37.834   | 81.2                     | 1:09.843 | 75.3 | 41.176             | 86.4 | 2:28.853     | 65.10 | 3.451  | 14:34:49.376 |
| 5 -                       | 36.270   | 80.7                     | 1:11.725 | 75.4 | 44.034             | 88.0 | 2:32.029     | 63.74 | 6.627  | 14:37:21.405 |
| 6 -                       | 36.103   | 94.3                     | 1:09.021 | 79.0 | 40.278             | 88.7 | 2:25.402 (1) | 66.65 |        | 14:39:46.807 |
| 7 -                       | 35.888   | 95.1                     | 1:08.504 | 77.2 | 42.279             | 84.8 | 2:26.671     | 66.07 | 1.269  | 14:42:13.478 |
| 8 -                       | 36.338   | 91.3                     | 1:09.552 | 80.4 | 40.363             | 88.5 | 2:26.253 (3) | 66.26 | 0.851  | 14:44:39.731 |
| 9 -                       | 36.418   | 89.7                     | 1:08.910 | 82.7 | 40.334             | 83.0 | 2:25.662 (2) | 66.53 | 0.260  | 14:47:05.393 |
| 10 -                      | 35.970   | 86.9                     | 1:09.777 | 60.3 | 41.913             | 84.6 | 2:27.660     | 65.63 | 2.258  | 14:49:33.053 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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

| P22 14 B                  |          | Simon ETHERINGTON |                          |      |                    | Brabham BT15 |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|------|--------------------|--------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.706 |          |                   | BEST LAP TIME : 2:31.254 |      | DIFFERENCE : 0.548 |              |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |      | SECTOR 3           |              | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 88.5              | 1:16.722                 | 72.6 | 48.253             | 80.7         | 2:58.932     | 54.16 | 27.678 | 14:27:11.427 |
| 2 -                       | 40.748   | 86.7              | 1:15.541                 | 77.6 | 44.803             | 79.7         | 2:41.092     | 60.16 | 9.838  | 14:29:52.519 |
| 3 -                       | 39.723   | 86.2              | 1:15.937                 | 74.1 | 44.119             | 83.0         | 2:39.779     | 60.65 | 8.525  | 14:32:32.298 |
| 4 -                       | 38.680   | 90.6              | 1:15.445                 | 76.2 | 45.357             | 79.0         | 2:39.482     | 60.76 | 8.228  | 14:35:11.780 |
| 5 -                       | 37.868   | 91.6              | 1:11.728                 | 78.4 | 42.008             | 84.5         | 2:31.604 (2) | 63.92 | 0.350  | 14:37:43.384 |
| 6 -                       | 38.976   | 88.1              | 1:11.436                 | 80.9 | 43.999             | 84.7         | 2:34.411     | 62.76 | 3.157  | 14:40:17.795 |
| 7 -                       | 38.322   | 89.9              | 1:16.401                 | 75.1 | 43.288             | 85.0         | 2:38.011     | 61.33 | 6.757  | 14:42:55.806 |
| 8 -                       | 37.791   | 86.4              | 1:11.644                 | 78.7 | 41.819             | 83.7         | 2:31.254 (1) | 64.07 |        | 14:45:27.060 |
| 9 -                       | 38.412   | 93.5              | 1:13.681                 | 76.9 | 42.143             | 84.3         | 2:34.236     | 62.83 | 2.982  | 14:48:01.296 |
| 10 -                      | 37.451   | 88.1              | 1:11.742                 | 76.6 | 42.765             | 81.1         | 2:31.958 (3) | 63.77 | 0.704  | 14:50:33.254 |

| P23 57 B                  |          | Matt GREEN |                          | Titan Mk3 |          |                    |              |       |        |              |
|---------------------------|----------|------------|--------------------------|-----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:14.949 |          |            | BEST LAP TIME : 2:16.140 |           |          | DIFFERENCE : 1.191 |              |       |        |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 97.1       | 1:05.998                 | 82.4      | 42.164   | 90.9               | 2:38.408     | 61.17 | 22.268 | 14:26:50.903 |
| 2 -                       | 33.891   | 94.1       | 1:08.064                 | 88.3      | 38.855   | 92.9               | 2:20.810     | 68.82 | 4.670  | 14:29:11.713 |
| 3 -                       | 32.922   | 97.8       | 1:06.321                 | 87.2      | 37.130   | 94.6               | 2:16.373 (2) | 71.06 | 0.233  | 14:31:28.086 |
| 4 -                       | 34.116   | 96.4       | 1:07.046                 | 86.3      | 38.971   | 92.1               | 2:20.133     | 69.15 | 3.993  | 14:33:48.219 |
| 5 -                       | 32.962   | 96.4       | 1:05.993                 | 87.8      | 37.185   | 93.9               | 2:16.140 (1) | 71.18 |        | 14:36:04.359 |
| 6 -                       | 32.399   | 101.5      | 1:05.420                 | 82.1      | 39.611   | 66.9               | 2:17.430 (3) | 70.51 | 1.290  | 14:38:21.789 |
| 7 -                       | 33.359   | 96.1       | 1:07.055                 | 84.5      | IN PIT   |                    | 2:24.366 P   | 67.13 | 8.226  | 14:40:46.155 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - 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 | 1:58.672 |          |       |
| 1        | 3   | 29.253 | 11       | 56.390   | 3        | 33.029 | 1                       | 3   | GRANT       | 1:58.807 | 1:59.207 | 0.400 |
| 2        | 11  | 29.390 | 3        | 56.525   | 11       | 33.069 | 2                       | 11  | DRYBROUGH   | 1:58.849 | 2:00.022 | 1.173 |
| 3        | 5   | 29.835 | 5        | 57.089   | 5        | 33.480 | 3                       | 5   | COLBURN     | 2:00.404 | 2:00.483 | 0.079 |
| 4        | 75  | 30.289 | 75       | 57.352   | 8        | 33.684 | 4                       | 28  | TIMMS       | 2:02.477 | 2:02.955 | 0.478 |
| 5        | 29  | 30.352 | 28       | 57.595   | 29       | 33.687 | 5                       | 29  | FENNELL     | 2:02.505 | 2:03.418 | 0.913 |
| 6        | 77  | 30.421 | 77       | 58.284   | 77       | 34.113 | 6                       | 75  | DE LA ROCHE | 2:02.528 | 2:02.772 | 0.244 |
| 7        | 28  | 30.499 | 10       | 58.379   | 10       | 34.144 | 7                       | 77  | DEROSSI     | 2:02.818 | 2:03.894 | 1.076 |
| 8        | 8   | 30.914 | 8        | 58.410   | 28       | 34.383 | 8                       | 8   | CARTER      | 2:03.008 | 2:03.553 | 0.545 |
| 9        | 10  | 31.030 | 29       | 58.466   | 19       | 34.664 | 9                       | 10  | MARTIN      | 2:03.553 | 2:03.919 | 0.366 |
| 10       | 19  | 31.039 | 19       | 58.691   | 75       | 34.887 | 10                      | 19  | MUSGRAVE    | 2:04.394 | 2:05.111 | 0.717 |
| 11       | 41  | 31.776 | 59       | 59.883   | 59       | 35.633 | 11                      | 59  | WALLEN      | 2:07.484 | 2:08.215 | 0.731 |
| 12       | 59  | 31.968 | 41       | 1:00.897 | 146      | 35.858 | 12                      | 41  | SPAGGIARI   | 2:08.535 | 2:08.973 | 0.438 |
| 13       | 89  | 31.977 | 89       | 1:02.074 | 41       | 35.862 | 13                      | 89  | PANGBORN    | 2:10.300 | 2:10.663 | 0.363 |
| 14       | 57  | 32.399 | 146      | 1:02.846 | 89       | 36.249 | 14                      | 146 | ISCHI       | 2:11.238 | 2:11.238 | 0.000 |
| 15       | 146 | 32.534 | 63       | 1:03.595 | 67       | 36.770 | 15                      | 96  | MESSER      | 2:13.851 | 2:15.174 | 1.323 |
| 16       | 96  | 32.728 | 96       | 1:03.878 | 57       | 37.130 | 16                      | 67  | ROLLASON    | 2:14.540 | 2:14.888 | 0.348 |
| 17       | 67  | 33.603 | 67       | 1:04.167 | 96       | 37.245 | 17                      | 63  | WIDMER      | 2:14.664 | 2:14.664 | 0.000 |
| 18       | 63  | 33.763 | 55       | 1:04.870 | 63       | 37.306 | 18                      | 57  | GREEN       | 2:14.949 | 2:16.140 | 1.191 |
| 19       | 26  | 34.092 | 57       | 1:05.420 | 55       | 37.918 | 19                      | 55  | DURBAN      | 2:17.429 | 2:17.638 | 0.209 |
| 20       | 55  | 34.641 | 6        | 1:07.191 | 26       | 38.217 | 20                      | 26  | SEAMAN      | 2:19.556 | 2:20.212 | 0.656 |
| 21       | 6   | 34.727 | 26       | 1:07.247 | 6        | 38.548 | 21                      | 6   | BOSSON      | 2:20.466 | 2:20.545 | 0.079 |
| 22       | 46  | 35.888 | 46       | 1:08.504 | 46       | 40.278 | 22                      | 46  | BUFFEY      | 2:24.670 | 2:25.402 | 0.732 |
| 23       | 14  | 37.451 | 14       | 1:11.436 | 14       | 41.819 | 23                      | 14  | ETHERINGTON | 2:30.706 | 2:31.254 | 0.548 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - BEST SPEEDS

| INTERMEDIATE 1 |     |             |       | INTERMEDIATE 2 |             |      | FINISH LINE |             |       |
|----------------|-----|-------------|-------|----------------|-------------|------|-------------|-------------|-------|
| POS            | NO  | NAME        | MPH   | NO             | NAME        | MPH  | NO          | NAME        | MPH   |
| 1              | 28  | TIMMS       | 108.4 | 11             | DRYBROUGH   | 94.3 | 28          | TIMMS       | 101.2 |
| 2              | 10  | MARTIN      | 107.3 | 8              | CARTER      | 94.2 | 10          | MARTIN      | 101.0 |
| 3              | 3   | GRANT       | 106.0 | 3              | GRANT       | 93.7 | 11          | DRYBROUGH   | 100.7 |
| 4              | 8   | CARTER      | 106.0 | 28             | TIMMS       | 93.5 | 8           | CARTER      | 100.0 |
| 5              | 75  | DE LA ROCHE | 105.8 | 10             | MARTIN      | 93.3 | 3           | GRANT       | 99.7  |
| 6              | 77  | DEROSS      | 105.8 | 75             | DE LA ROCHE | 92.8 | 75          | DE LA ROCHE | 99.1  |
| 7              | 19  | MUSGRAVE    | 105.8 | 19             | MUSGRAVE    | 92.6 | 19          | MUSGRAVE    | 98.8  |
| 8              | 11  | DRYBROUGH   | 105.5 | 5              | COLBURN     | 92.5 | 89          | PANGBORN    | 98.6  |
| 9              | 41  | SPAGGIARI   | 105.1 | 29             | FENNELL     | 92.5 | 59          | WALLEN      | 98.5  |
| 10             | 29  | FENNELL     | 104.8 | 59             | WALLEN      | 92.4 | 77          | DEROSS      | 98.3  |
| 11             | 89  | PANGBORN    | 104.3 | 41             | SPAGGIARI   | 91.8 | 29          | FENNELL     | 98.2  |
| 12             | 59  | WALLEN      | 104.2 | 89             | PANGBORN    | 91.8 | 5           | COLBURN     | 98.1  |
| 13             | 67  | ROLLASON    | 103.5 | 77             | DEROSS      | 90.8 | 67          | ROLLASON    | 98.1  |
| 14             | 63  | WIDMER      | 103.2 | 146            | ISCHI       | 89.8 | 41          | SPAGGIARI   | 97.3  |
| 15             | 26  | SEAMAN      | 102.9 | 67             | ROLLASON    | 89.3 | 146         | ISCHI       | 96.4  |
| 16             | 5   | COLBURN     | 102.6 | 96             | MESSER      | 89.1 | 96          | MESSER      | 96.4  |
| 17             | 146 | ISCHI       | 102.6 | 57             | GREEN       | 88.3 | 57          | GREEN       | 94.6  |
| 18             | 57  | GREEN       | 101.5 | 63             | WIDMER      | 86.9 | 55          | DURBAN      | 94.1  |
| 19             | 96  | MESSER      | 100.7 | 26             | SEAMAN      | 86.0 | 6           | BOSSON      | 93.8  |
| 20             | 6   | BOSSON      | 99.4  | 55             | DURBAN      | 83.9 | 63          | WIDMER      | 93.7  |
| 21             | 55  | DURBAN      | 96.8  | 6              | BOSSON      | 83.9 | 26          | SEAMAN      | 93.3  |
| 22             | 46  | BUFFEY      | 95.1  | 46             | BUFFEY      | 82.7 | 46          | BUFFEY      | 88.7  |
| 23             | 14  | ETHERINGTON | 93.5  | 14             | ETHERINGTON | 80.9 | 14          | ETHERINGTON | 85.0  |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 5 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 23                        |
| Planned Start          | 2026-08-30 @ 14:15:00.000 |
| Actual Start           | 2026-08-30 @ 14:24:12.495 |
| Finish Time            | 2026-08-30 @ 14:48:15.818 |
| Track Length           | 2.6920mi.                 |
| Total Laps             | 254                       |
| Total Distance Covered | 683.7752mi.               |

### Session Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|--------------|----------|--------------|-----|---------------|
| 3  | Callum GRANT | 2:06.399 | 14:26:18.890 | 1   | Brabham BT21B |
| 3  | Callum GRANT | 1:59.643 | 14:28:18.533 | 2   | Brabham BT21B |
| 3  | Callum GRANT | 1:59.512 | 14:34:17.747 | 5   | Brabham BT21B |
| 3  | Callum GRANT | 1:59.207 | 14:44:21.231 | 10  | Brabham BT21B |

### Session Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE       |
|----|--------------|----------|----------|-------------|---------------|
| 3  | Callum GRANT | 1        | 12       | 32.30 miles | Brabham BT21B |

### Flag History

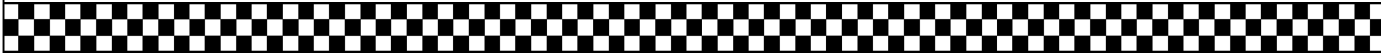
| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:24:12.495 |
| FINISH | 14:48:15.818 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 12         | 26:37.806  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - GRID (25 minutes)

|                                                                                      |    |                                         |    |                                         |
|--------------------------------------------------------------------------------------|----|-----------------------------------------|----|-----------------------------------------|
| ROW 12                                                                               | 23 | 2:31.254<br><b>14</b> Simon ETHERINGTON | 22 | 2:25.402<br><b>46</b> Clive BUFFEY      |
| ROW 11                                                                               | 21 | 2:20.545<br><b>6</b> Leif BOSSON        | 20 | 2:20.212<br><b>26</b> Steve SEAMAN      |
| ROW 10                                                                               | 19 | 2:17.638<br><b>55</b> Paul DURBAN       | 18 | 2:16.140<br><b>57</b> Matt GREEN        |
| ROW 9                                                                                | 17 | 2:15.174<br><b>96</b> Keith MESSER      | 16 | 2:14.888<br><b>67</b> Jeremy ROLLASON   |
| ROW 8                                                                                | 15 | 2:14.664<br><b>63</b> Christoph WIDMER  | 14 | 2:11.238<br><b>146</b> Charles ISCHI    |
| ROW 7                                                                                | 13 | 2:10.663<br><b>89</b> Mark PANGBORN     | 12 | 2:08.973<br><b>41</b> Enrico SPAGGIARI  |
| ROW 6                                                                                | 11 | 2:08.215<br><b>59</b> Tony WALLEN       | 10 | 2:05.111<br><b>19</b> Oliver MUSGRAVE   |
| ROW 5                                                                                | 9  | 2:03.919<br><b>10</b> Charlie MARTIN    | 8  | 2:03.894<br><b>77</b> Francois DEROSI   |
| ROW 4                                                                                | 7  | 2:03.553<br><b>8</b> Mark CARTER        | 6  | 2:03.418<br><b>29</b> Nick FENNELL      |
| ROW 3                                                                                | 5  | 2:02.955<br><b>28</b> Jason TIMMS       | 4  | 2:02.772<br><b>75</b> Peter DE LA ROCHE |
| ROW 2                                                                                | 3  | 2:00.483<br><b>5</b> Ben COLBURN        | 2  | 2:00.022<br><b>11</b> Ross DRYBROUGH    |
| ROW 1                                                                                | 1  | 1:59.207<br><b>3</b> Callum GRANT       |    |                                         |
| Pole                                                                                 |    |                                         |    |                                         |
|  |    |                                         |    |                                         |

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

Oulton Park International: 2.6920 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - CLASSIFICATION

Race Distance: 8 Laps / 21.53 miles

| POS | NO  | NAME              | ENTRY            | LAPS | TIME      | GAP             | DIFF   | MPH   | BEST            | ON | GRD | ↑↓ |
|-----|-----|-------------------|------------------|------|-----------|-----------------|--------|-------|-----------------|----|-----|----|
| 1   | 10  | Charlie MARTIN    | De Sanctis F3 69 | 8    | 18:50.848 |                 |        | 68.55 | <b>2:00.502</b> | 3  | 9   | 8  |
| 2   | 28  | Jason TIMMS       | Brabham BT21     | 8    | 18:53.769 | <b>2.921</b>    | 2.921  | 68.38 | <b>2:02.865</b> | 4  | 5   | 3  |
| 3   | 8   | Mark CARTER       | Titan Mk3        | 8    | 19:01.762 | <b>10.914</b>   | 7.993  | 67.90 | <b>2:03.824</b> | 3  | 7   | 4  |
| 4   | 77  | Francois DEROSI   | Chevron B17      | 8    | 19:03.009 | <b>12.161</b>   | 1.247  | 67.83 | <b>2:05.962</b> | 3  | 8   | 4  |
| 5   | 19  | Oliver MUSGRAVE   | Chevron B15      | 8    | 19:09.902 | <b>19.054</b>   | 6.893  | 67.42 | <b>2:10.684</b> | 4  | 10  | 5  |
| 6   | 59  | Tony WALLEN       | Lotus 59A        | 8    | 19:10.398 | <b>19.550</b>   | 0.496  | 67.39 | <b>2:10.564</b> | 4  | 11  | 5  |
| 7   | 41  | Enrico SPAGGIARI  | Lotus 41X        | 8    | 19:14.370 | <b>23.522</b>   | 3.972  | 67.16 | <b>2:18.455</b> | 8  | 12  | 5  |
| 8   | 57  | Matt GREEN        | Titan Mk3        | 8    | 19:16.467 | <b>25.619</b>   | 2.097  | 67.04 | <b>2:16.068</b> | 4  | 18  | 10 |
| 9   | 146 | Charles ISCHI     | March 703        | 8    | 19:20.269 | <b>29.421</b>   | 3.802  | 66.82 | <b>2:17.273</b> | 2  | 14  | 5  |
| 10  | 96  | Keith MESSER      | Vesey Ford       | 8    | 19:21.328 | <b>30.480</b>   | 1.059  | 66.76 | <b>2:17.866</b> | 3  | 17  | 7  |
| 11  | 63  | Christoph WIDMER  | Brabham BT18A    | 8    | 19:23.019 | <b>32.171</b>   | 1.691  | 66.66 | <b>2:20.083</b> | 3  | 15  | 4  |
| 12  | 67  | Jeremy ROLLASON   | Brabham BT21     | 8    | 19:57.506 | <b>1:06.658</b> | 34.487 | 64.74 | <b>2:24.207</b> | 3  | 16  | 4  |
| 13  | 55  | Paul DURBAN       | Lotus 41         | 7    | 19:21.841 | <b>1 Lap</b>    | 1 Lap  | 58.38 | <b>2:25.195</b> | 2  | 19  | 6  |
| 14  | 14  | Simon ETHERINGTON | Brabham BT15     | 7    | 19:37.161 | <b>1 Lap</b>    | 15.320 | 57.62 | <b>2:37.872</b> | 3  | 23  | 9  |

### NOT CLASSIFIED

|     |    |                   |                |   |           |                 |        |       |                 |   |    |  |
|-----|----|-------------------|----------------|---|-----------|-----------------|--------|-------|-----------------|---|----|--|
| DNF | 3  | Callum GRANT      | Brabham BT21B  | 8 | 18:47.401 | <b>000 Laps</b> | 0.000  | 68.76 | <b>1:57.934</b> | 3 | 1  |  |
| DNF | 89 | Mark PANGBORN     | Brabham BT28   | 8 | 19:17.106 | <b>26.258</b>   | 29.705 | 67.00 | <b>2:17.593</b> | 4 | 13 |  |
| DNF | 46 | Clive BUFFEY      | Chevron B15 F3 | 7 | 19:32.969 | <b>1 Lap</b>    | 1 Lap  | 57.83 | <b>2:33.842</b> | 3 | 22 |  |
| DNF | 75 | Peter DE LA ROCHE | Alexis Mk17    | 4 | 8:00.422  | <b>4 Laps</b>   | 3 Laps | 80.68 | <b>1:57.309</b> | 4 | 4  |  |
| DNF | 11 | Ross DRYBROUGH    | Merlyn Mk14A   | 4 | 8:15.427  | <b>4 Laps</b>   | 15.005 | 78.24 | <b>2:01.654</b> | 4 | 2  |  |
| DNF | 29 | Nick FENNELL      | Tecno F3       | 3 | 6:23.986  | <b>5 Laps</b>   | 1 Lap  | 75.71 | <b>2:04.377</b> | 2 | 6  |  |
| DNF | 5  | Ben COLBURN       | Merlyn Mk10    | 0 |           |                 |        |       |                 |   | 3  |  |

### NOT STARTED

|    |    |              |              |  |  |  |  |  |  |  |    |  |
|----|----|--------------|--------------|--|--|--|--|--|--|--|----|--|
| NS | 26 | Steve SEAMAN | Brabham BT21 |  |  |  |  |  |  |  | 20 |  |
| NS | 6  | Leif BOSSON  | Brabham BT28 |  |  |  |  |  |  |  | 21 |  |

### FASTEST LAP

|    |                   |             |   |          |           |            |  |  |  |  |  |  |
|----|-------------------|-------------|---|----------|-----------|------------|--|--|--|--|--|--|
| 75 | Peter DE LA ROCHE | Alexis Mk17 | 4 | 1:57.309 | 82.61 mph | 132.95 kph |  |  |  |  |  |  |
|----|-------------------|-------------|---|----------|-----------|------------|--|--|--|--|--|--|

**Cars 3, 46 & 89 not running at the showing of the red flag.**

Red Flag (end of session): 11:21

Weather / Track : Showers / Wet

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

Date: 31/08/2026 Start: 10:59 Finish: 11:18

Oulton Park International: 2.6920 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - LAP CHART

| LAP 1 @ 11:01:28.071 |        |          | LAP 2 @ 11:03:26.238 |          |          | LAP 3 @ 11:05:24.172 |          |          | LAP 4 @ 11:07:22.326 |          |          | LAP 5 @ 11:09:23.958 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 3                    |        | 2:05.216 | 3                    |          | 1:58.167 | 3                    |          | 1:57.934 | 3                    |          | 1:58.154 | 3                    |          | 2:01.632 |
| 75                   | 2.217  | 2:07.433 | 75                   | 2.248    | 1:58.198 | 75                   | 1.796    | 1:57.482 | 75                   | 0.951    | 1:57.309 | 55                   | 1 Lap    | 2:28.443 |
| 28                   | 3.654  | 2:08.870 | 10                   | 6.486    | 2:00.509 | 10                   | 9.054    | 2:00.502 | 46                   | 1 Lap    | 2:33.842 | 10                   | 15.347   | 2:04.686 |
| 10                   | 4.144  | 2:09.360 | 11                   | 8.650    | 2:01.805 | 11                   | 12.456   | 2:01.740 | 10                   | 12.293   | 2:01.393 | 28                   | 36.496   | 2:18.081 |
| 11                   | 5.012  | 2:10.228 | 28                   | 10.202   | 2:04.715 | 28                   | 15.336   | 2:03.068 | 14                   | 1 Lap    | 2:37.872 | 46                   | 1 Lap    | 2:43.068 |
| 29                   | 9.285  | 2:14.501 | 29                   | 15.495   | 2:04.377 | 29                   | 22.669   | 2:05.108 | 11                   | 15.956   | 2:01.654 | 14                   | 1 Lap    | 2:41.106 |
| 8                    | 9.934  | 2:15.150 | 8                    | 17.695   | 2:05.928 | 8                    | 23.585   | 2:03.824 | 28                   | 20.047   | 2:02.865 | 77                   | 52.955   | 2:16.137 |
| 77                   | 11.566 | 2:16.782 | 77                   | 20.359   | 2:06.960 | 77                   | 28.387   | 2:05.962 | 77                   | 38.450   | 2:08.217 | 8                    | 53.580   | 2:13.983 |
| 19                   | 15.498 | 2:20.714 | 19                   | 28.442   | 2:11.111 | 19                   | 41.727   | 2:11.219 | 8                    | 41.229   | 2:15.798 | 19                   | 1:10.581 | 2:17.956 |
| 59                   | 16.576 | 2:21.792 | 59                   | 29.211   | 2:10.802 | 59                   | 42.336   | 2:11.059 | 19                   | 54.257   | 2:10.684 | 59                   | 1:11.694 | 2:18.580 |
| 41                   | 22.518 | 2:27.734 | 41                   | 44.928   | 2:20.577 | 41                   | 1:05.624 | 2:18.630 | 59                   | 54.746   | 2:10.564 | 41                   | 1:51.981 | 2:27.045 |
| 89                   | 25.785 | 2:31.001 | 57                   | 47.786   | 2:17.810 | 89                   | 1:08.324 | 2:18.097 | 41                   | 1:26.568 | 2:19.098 | 89                   | 1:55.746 | 2:29.615 |
| 63                   | 26.609 | 2:31.825 | 89                   | 48.161   | 2:20.543 | 146                  | 1:08.781 | 2:17.556 | 89                   | 1:27.763 | 2:17.593 | 146                  | 1:56.341 | 2:29.674 |
| 57                   | 28.143 | 2:33.359 | 146                  | 49.159   | 2:17.273 | 57                   | 1:11.111 | 2:21.259 | 146                  | 1:28.299 | 2:17.672 | 57                   | 2:00.185 | 2:32.792 |
| 146                  | 30.053 | 2:35.269 | 63                   | 49.256   | 2:20.814 | 63                   | 1:11.405 | 2:20.083 | 57                   | 1:29.025 | 2:16.068 | 96                   | 2:03.438 | 2:30.858 |
| 67                   | 30.196 | 2:35.412 | 96                   | 51.841   | 2:18.376 | 96                   | 1:11.773 | 2:17.866 | 63                   | 1:34.159 | 2:20.908 | 63                   | 2:04.557 | 2:32.030 |
| 96                   | 31.632 | 2:36.848 | 67                   | 56.807   | 2:24.778 | 67                   | 1:23.080 | 2:24.207 | 96                   | 1:34.212 | 2:20.593 | 67                   | 2:24.155 | 2:36.604 |
| 55                   | 35.484 | 2:40.700 | 55                   | 1:02.512 | 2:25.195 | 55                   | 1:33.668 | 2:29.090 | 67                   | 1:49.183 | 2:24.257 |                      |          |          |
| 46                   | 48.974 | 2:54.190 | 46                   | 1:26.741 | 2:35.934 |                      |          |          |                      |          |          |                      |          |          |
| 14                   | 50.632 | 2:55.848 | 14                   | 1:30.727 | 2:38.262 |                      |          |          |                      |          |          |                      |          |          |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - LAP CHART

| LAP 6 @ 11:12:50.443 |          |          | LAP 7 @ 11:16:10.056 |        |            | LAP 8 @ 11:18:10.256 |          |          |
|----------------------|----------|----------|----------------------|--------|------------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND | LAP TIME   | NO                   | BEHIND   | LAP TIME |
| <b>3</b>             |          | 3:26.485 | <b>3</b>             |        | 3:19.613   | <b>3</b>             |          | 2:00.200 |
| <b>55</b>            | 1 Lap    | 3:24.884 | <b>55</b>            | 1 Lap  | 3:19.615   | <b>10</b>            | 3.447    | 2:02.820 |
| <b>10</b>            | 1.432    | 3:12.570 | <b>10</b>            | 0.827  | 3:19.008   | <b>28</b>            | 6.368    | 2:05.088 |
| <b>28</b>            | 2.546    | 2:52.535 | <b>28</b>            | 1.480  | 3:18.547   | <b>8</b>             | 14.361   | 2:08.205 |
| <b>46</b>            | 1 Lap    | 2:48.725 | <b>SC</b>            | 6 Laps | 3:23.266 P | <b>77</b>            | 15.608   | 2:09.832 |
| <b>14</b>            | 1 Lap    | 2:45.947 | <b>46</b>            | 1 Lap  | 3:15.262   | <b>19</b>            | 22.501   | 2:16.033 |
| <b>77</b>            | 12.341   | 2:45.871 | <b>77</b>            | 5.976  | 3:13.248   | <b>59</b>            | 22.997   | 2:15.724 |
| <b>8</b>             | 12.809   | 2:45.714 | <b>14</b>            | 1 Lap  | 3:14.187   | <b>41</b>            | 26.969   | 2:18.455 |
| <b>19</b>            | 13.476   | 2:29.380 | <b>8</b>             | 6.356  | 3:13.160   | <b>57</b>            | 29.066   | 2:17.946 |
| <b>59</b>            | 14.375   | 2:29.166 | <b>19</b>            | 6.668  | 3:12.805   | <b>89</b>            | 29.705   | 2:19.821 |
| <b>41</b>            | 48.183   | 2:22.687 | <b>59</b>            | 7.473  | 3:12.711   | <b>146</b>           | 32.868   | 2:22.636 |
| <b>89</b>            | 55.770   | 2:26.509 | <b>41</b>            | 8.714  | 2:40.144   | <b>96</b>            | 33.927   | 2:22.499 |
| <b>146</b>           | 56.541   | 2:26.685 | <b>89</b>            | 10.084 | 2:33.927   | <b>55</b>            | 1 Lap    | 2:33.914 |
| <b>57</b>            | 59.851   | 2:26.151 | <b>146</b>           | 10.432 | 2:33.504   | <b>63</b>            | 35.618   | 2:23.120 |
| <b>96</b>            | 1:04.198 | 2:27.245 | <b>57</b>            | 11.320 | 2:31.082   | <b>46</b>            | 1 Lap    | 2:41.948 |
| <b>63</b>            | 1:04.994 | 2:26.922 | <b>96</b>            | 11.628 | 2:27.043   | <b>14</b>            | 1 Lap    | 2:43.939 |
| <b>67</b>            | 1:33.287 | 2:35.617 | <b>63</b>            | 12.698 | 2:27.317   | <b>67</b>            | 1:10.105 | 2:25.738 |
|                      |          |          | <b>67</b>            | 44.567 | 2:30.893   |                      |          |          |

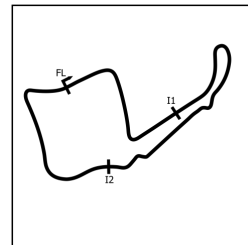
HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

RACE 13 - POSITION CHART WITH INTERMEDIATES

|     |             | Lap |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |
|-----|-------------|-----|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----|
| No  | Name        | Pos | L0 - Int1-M | L0 - Int2-M | L1 - Finish | L1 - Int1-M | L1 - Int2-M | L2 - Finish | L2 - Int1-M | L2 - Int2-M | L3 - Finish | L3 - Int1-M | L3 - Int2-M | L4 - Finish | L4 - Int1-M | L4 - Int2-M | L5 - Finish | L5 - Int1-M | L5 - Int2-M | L6 - Finish | L6 - Int1-M | L6 - Int2-M | L7 - Finish | L7 - Int1-M | L7 - Int2-M | L8 - Finish |     |
| 3   | GRANT       | 1   | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           |     |
| 11  | DRYBROUGH   | 2   | 11          | 11          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 75          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          |     |
| 5   | COLBURN     | 3   | 28          | 75          | 28          | 28          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          |     |
| 75  | DE LA ROCHE | 4   | 75          | 28          | 10          | 10          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 11          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 8           | 8           | 8   |
| 28  | TIMMS       | 5   | 5           | 10          | 11          | 11          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 28          | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 77          | 77          | 77  |
| 29  | FENNELL     | 6   | 10          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 29          | 77          | 77          | 77          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          |     |
| 8   | CARTER      | 7   | 77          | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 8           | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          |     |
| 77  | DEROSS      | 8   | 29          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 19          | 19          | 19          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          |     |
| 10  | MARTIN      | 9   | 8           | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 19          | 59          | 59          | 59          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 89          | 57          |     |
| 19  | MUSGRAVE    | 10  | 19          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 59          | 41          | 41          | 41          | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 146         | 57          | 57          | 89  |
| 59  | WALLEN      | 11  | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 89          | 89          | 89          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 146         | 146         | 146 |
| 41  | SPAGGIARI   | 12  | 59          | 89          | 89          | 89          | 89          | 89          | 57          | 89          | 89          | 89          | 89          | 146         | 146         | 146         | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96          | 96  |
| 89  | PANGBORN    | 13  | 89          | 63          | 63          | 63          | 57          | 89          | 57          | 146         | 146         | 146         | 57          | 57          | 57          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          | 63          |     |
| 146 | ISCHI       | 14  | 63          | 5           | 57          | 57          | 63          | 146         | 146         | 63          | 57          | 57          | 63          | 63          | 96          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          | 67          |     |
| 63  | WIDMER      | 15  | 67          | 67          | 146         | 146         | 146         | 63          | 63          | 57          | 63          | 63          | 96          | 96          | 63          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 10          |             |             |     |
| 67  | ROLLASON    | 16  | 146         | 57          | 67          | 67          | 96          | 96          | 96          | 96          | 96          | 96          | 67          | 67          | 67          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 28          |             |             |     |
| 96  | MESSER      | 17  | 57          | 146         | 96          | 96          | 67          | 67          | 67          | 67          | 67          | 67          | 55          | 55          | 55          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 8           |             |             |     |
| 57  | GREEN       | 18  | 96          | 96          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 46          | 46          | 46          | 55          | 77          |             |             |             |             |             |             |             |             |             |     |
| 55  | DURBAN      | 19  | 55          | 55          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 46          | 14          | 14          | 14          | 14          | 19          |             |             |             |             |             |             |             |             |             |     |
| 26  | SEAMAN      | 20  | 46          | 46          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 59          |             |             |             |             |             |             |             |             |             |             |             |             |             |     |
| 6   | BOSSON      | 21  | 14          | 14          | 57          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |
| 46  | BUFFEY      | 22  | 41          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |
| 14  | ETHERINGTON | 23  | 146         |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - 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                        |          | 10 B  |                          | Charlie MARTIN |          | De Sanctis F3 69   |              |       |          |              |
|---------------------------|----------|-------|--------------------------|----------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:00.256 |          |       | BEST LAP TIME : 2:00.502 |                |          | DIFFERENCE : 0.246 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 106.6 | 57.812                   | 94.2           | 33.721   | 100.3              | 2:09.360     | 74.91 | 8.858    | 11:01:32.215 |
| 2 -                       | 29.958   | 107.5 | 57.376                   | 93.8           | 33.175   | 99.7               | 2:00.509 (2) | 80.41 | 0.007    | 11:03:32.724 |
| 3 -                       | 29.705   | 106.3 | 57.393                   | 93.8           | 33.404   | 99.7               | 2:00.502 (1) | 80.42 |          | 11:05:33.226 |
| 4 -                       | 29.996   | 101.3 | 57.695                   | 93.5           | 33.702   | 98.6               | 2:01.393 (3) | 79.83 | 0.891    | 11:07:34.619 |
| 5 -                       | 30.067   | 104.2 | 58.354                   | 93.4           | 36.265   | 87.8               | 2:04.686     | 77.72 | 4.184    | 11:09:39.305 |
| 6 -                       | 33.197   | 79.1  | 1:38.122                 | 52.3           | 1:01.251 | 49.8               | 3:12.570     | 50.32 | 1:12.068 | 11:12:51.875 |
| 7 -                       | 57.077   | 46.2  | 1:32.512                 | 73.0           | 49.419   | 78.9               | 3:19.008     | 48.69 | 1:18.506 | 11:16:10.883 |
| 8 -                       | 30.954   | 106.3 | 58.225                   | 93.2           | 33.641   | 99.5               | 2:02.820     | 78.90 | 2.318    | 11:18:13.703 |

| P2                        |          | 28 B  |                          | Jason TIMMS |          | Brabham BT21       |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:02.055 |          |       | BEST LAP TIME : 2:02.865 |             |          | DIFFERENCE : 0.810 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 106.6 | 58.994                   | 91.4        | 33.736   | 98.3               | 2:08.870     | 75.20 | 6.005    | 11:01:31.725 |
| 2 -                       | 29.946   | 107.0 | 1:00.933                 | 87.7        | 33.836   | 98.6               | 2:04.715 (3) | 77.70 | 1.850    | 11:03:36.440 |
| 3 -                       | 29.835   | 106.1 | 58.861                   | 91.3        | 34.372   | 94.6               | 2:03.068 (2) | 78.74 | 0.203    | 11:05:39.508 |
| 4 -                       | 30.453   | 105.3 | 58.484                   | 90.5        | 33.928   | 97.2               | 2:02.865 (1) | 78.87 |          | 11:07:42.373 |
| 5 -                       | 31.254   | 102.7 | 1:03.980                 | 82.1        | 42.847   | 68.3               | 2:18.081     | 70.18 | 15.216   | 11:10:00.454 |
| 6 -                       | 42.638   | 57.8  | 1:16.874                 | 71.5        | 53.023   | 49.7               | 2:52.535     | 56.17 | 49.670   | 11:12:52.989 |
| 7 -                       | 57.106   | 43.4  | 1:33.193                 | 78.7        | 48.248   | 81.9               | 3:18.547     | 48.81 | 1:15.682 | 11:16:11.536 |
| 8 -                       | 31.856   | 103.8 | 58.931                   | 90.3        | 34.301   | 96.9               | 2:05.088     | 77.47 | 2.223    | 11:18:16.624 |

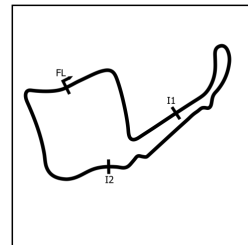
| P3                        |          | 8 B   |                          | Mark CARTER |          | Titan Mk3          |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:03.384 |          |       | BEST LAP TIME : 2:03.824 |             |          | DIFFERENCE : 0.440 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 102.7 | 1:00.567                 | 87.2        | 34.627   | 95.4               | 2:15.150     | 71.70 | 11.326   | 11:01:38.005 |
| 2 -                       | 31.523   | 105.8 | 59.978                   | 89.4        | 34.427   | 96.4               | 2:05.928 (2) | 76.95 | 2.104    | 11:03:43.933 |
| 3 -                       | 31.026   | 104.3 | 58.813                   | 91.0        | 33.985   | 97.9               | 2:03.824 (1) | 78.26 |          | 11:05:47.757 |
| 4 -                       | 30.586   | 106.3 | 1:10.746                 | 86.8        | 34.466   | 97.1               | 2:15.798     | 71.36 | 11.974   | 11:08:03.555 |
| 5 -                       | 30.853   | 105.3 | 1:03.266                 | 79.8        | 39.864   | 68.8               | 2:13.983     | 72.33 | 10.159   | 11:10:17.538 |
| 6 -                       | 39.173   | 68.6  | 1:22.170                 | 70.7        | 44.371   | 72.6               | 2:45.714     | 58.48 | 41.890   | 11:13:03.252 |
| 7 -                       | 51.051   | 38.9  | 1:36.808                 | 70.9        | 45.301   | 82.3               | 3:13.160     | 50.17 | 1:09.336 | 11:16:16.412 |
| 8 -                       | 32.276   | 105.1 | 1:01.215                 | 90.1        | 34.714   | 97.2               | 2:08.205 (3) | 75.59 | 4.381    | 11:18:24.617 |

| P4                        |          | 77 B  |                          | Francois DEROSI |          | Chevron B17        |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-----------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:05.596 |          |       | BEST LAP TIME : 2:05.962 |                 |          | DIFFERENCE : 0.366 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                 | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 100.7 | 1:02.190                 | 88.7            | 35.480   | 95.4               | 2:16.782     | 70.85 | 10.820   | 11:01:39.637 |
| 2 -                       | 31.334   | 100.1 | 1:00.360                 | 88.4            | 35.266   | 93.0               | 2:06.960 (2) | 76.33 | 0.998    | 11:03:46.597 |
| 3 -                       | 30.854   | 99.7  | 59.951                   | 88.5            | 35.157   | 92.8               | 2:05.962 (1) | 76.93 |          | 11:05:52.559 |
| 4 -                       | 30.825   | 101.9 | 1:01.670                 | 88.4            | 35.722   | 91.8               | 2:08.217 (3) | 75.58 | 2.255    | 11:08:00.776 |
| 5 -                       | 31.194   | 100.7 | 1:05.172                 | 84.2            | 39.771   | 73.8               | 2:16.137     | 71.18 | 10.175   | 11:10:16.913 |
| 6 -                       | 39.314   | 71.4  | 1:22.077                 | 72.6            | 44.480   | 76.1               | 2:45.871     | 58.42 | 39.909   | 11:13:02.784 |
| 7 -                       | 50.717   | 39.9  | 1:37.137                 | 67.6            | 45.394   | 83.1               | 3:13.248     | 50.14 | 1:07.286 | 11:16:16.032 |
| 8 -                       | 33.319   | 103.7 | 1:01.693                 | 87.2            | 34.820   | 94.9               | 2:09.832     | 74.64 | 3.870    | 11:18:25.864 |

| P5                        |          | 19 B  |                          | Oliver MUSGRAVE |          | Chevron B15        |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-----------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:10.543 |          |       | BEST LAP TIME : 2:10.684 |                 |          | DIFFERENCE : 0.141 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                 | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 100.6 | 1:03.454                 | 88.4            | 36.179   | 96.9               | 2:20.714     | 68.87 | 10.030   | 11:01:43.569 |
| 2 -                       | 32.100   | 102.1 | 1:02.726                 | 89.4            | 36.285   | 97.1               | 2:11.111 (2) | 73.91 | 0.427    | 11:03:54.680 |
| 3 -                       | 32.449   | 101.2 | 1:02.549                 | 89.2            | 36.221   | 96.9               | 2:11.219 (3) | 73.85 | 0.535    | 11:06:05.899 |
| 4 -                       | 31.996   | 102.7 | 1:02.690                 | 89.0            | 35.998   | 97.1               | 2:10.684 (1) | 74.15 |          | 11:08:16.583 |
| 5 -                       | 32.062   | 102.6 | 1:05.454                 | 79.3            | 40.440   | 82.2               | 2:17.956     | 70.24 | 7.272    | 11:10:34.539 |
| 6 -                       | 34.705   | 86.9  | 1:10.381                 | 72.1            | 44.294   | 73.1               | 2:29.380     | 64.87 | 18.696   | 11:13:03.919 |
| 7 -                       | 51.103   | 37.4  | 1:36.785                 | 67.3            | 44.917   | 84.7               | 3:12.805     | 50.26 | 1:02.121 | 11:16:16.724 |
| 8 -                       | 34.353   | 101.2 | 1:04.890                 | 88.6            | 36.790   | 96.9               | 2:16.033     | 71.24 | 5.349    | 11:18:32.757 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - 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

| P6                        |          | 59 B  |                          | Tony WALLEN |          | Lotus 59A          |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:10.098 |          |       | BEST LAP TIME : 2:10.564 |             |          | DIFFERENCE : 0.466 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 101.8 | 1:03.125                 | 90.9        | 36.479   | 97.9               | 2:21.792     | 68.34 | 11.228   | 11:01:44.647 |
| 2 -                       | 31.971   | 102.6 | 1:02.657                 | 90.3        | 36.174   | 98.1               | 2:10.802 (2) | 74.09 | 0.238    | 11:03:55.449 |
| 3 -                       | 32.701   | 104.0 | 1:02.146                 | 90.8        | 36.212   | 98.2               | 2:11.059 (3) | 73.94 | 0.495    | 11:06:06.508 |
| 4 -                       | 32.437   | 105.1 | 1:02.094                 | 81.3        | 36.033   | 97.8               | 2:10.564 (1) | 74.22 |          | 11:08:17.072 |
| 5 -                       | 32.547   | 102.4 | 1:06.312                 | 84.2        | 39.721   | 74.8               | 2:18.580     | 69.93 | 8.016    | 11:10:35.652 |
| 6 -                       | 34.468   | 93.4  | 1:10.664                 | 76.9        | 44.034   | 74.6               | 2:29.166     | 64.96 | 18.602   | 11:13:04.818 |
| 7 -                       | 51.457   | 37.2  | 1:36.742                 | 65.0        | 44.512   | 95.0               | 3:12.711     | 50.28 | 1:02.147 | 11:16:17.529 |
| 8 -                       | 33.920   | 100.1 | 1:05.046                 | 82.0        | 36.758   | 98.3               | 2:15.724     | 71.40 | 5.160    | 11:18:33.253 |

| P7                        |          | 41 B  |                          | Enrico SPAGGIARI |          | Lotus 41X          |              |       |        |              |
|---------------------------|----------|-------|--------------------------|------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:17.893 |          |       | BEST LAP TIME : 2:18.455 |                  |          | DIFFERENCE : 0.562 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                  | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 103.4 | 1:07.114                 | 85.5             | 38.575   | 94.1               | 2:27.734     | 65.59 | 9.279  | 11:01:50.589 |
| 2 -                       | 34.893   | 101.6 | 1:06.881                 | 85.1             | 38.803   | 95.7               | 2:20.577     | 68.93 | 2.122  | 11:04:11.166 |
| 3 -                       | 34.059   | 102.2 | 1:06.398                 | 86.9             | 38.173   | 96.2               | 2:18.630 (2) | 69.90 | 0.175  | 11:06:29.796 |
| 4 -                       | 33.878   | 103.5 | 1:07.142                 | 85.7             | 38.078   | 96.1               | 2:19.098 (3) | 69.67 | 0.643  | 11:08:48.894 |
| 5 -                       | 36.313   | 88.4  | 1:11.317                 | 84.0             | 39.415   | 92.5               | 2:27.045     | 65.90 | 8.590  | 11:11:15.939 |
| 6 -                       | 34.833   | 101.9 | 1:08.264                 | 83.0             | 39.590   | 93.7               | 2:22.687     | 67.92 | 4.232  | 11:13:38.626 |
| 7 -                       | 34.873   | 101.9 | 1:20.335                 | 64.5             | 44.936   | 96.4               | 2:40.144     | 60.51 | 21.689 | 11:16:18.770 |
| 8 -                       | 34.440   | 103.4 | 1:06.062                 | 85.2             | 37.953   | 96.6               | 2:18.455 (1) | 69.99 |        | 11:18:37.225 |

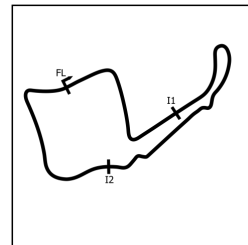
| P8                        |          | 57 B  |                          | Matt GREEN |          | Titan Mk3          |              |       |        |              |
|---------------------------|----------|-------|--------------------------|------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:15.527 |          |       | BEST LAP TIME : 2:16.068 |            |          | DIFFERENCE : 0.541 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 97.3  | 1:08.796                 | 75.2       | 38.410   | 92.6               | 2:33.359     | 63.19 | 17.291 | 11:01:56.214 |
| 2 -                       | 32.967   | 100.0 | 1:06.480                 | 87.0       | 38.363   | 93.8               | 2:17.810 (2) | 70.32 | 1.742  | 11:04:14.024 |
| 3 -                       | 34.496   | 98.2  | 1:08.477                 | 85.9       | 38.286   | 92.5               | 2:21.259     | 68.60 | 5.191  | 11:06:35.283 |
| 4 -                       | 32.718   | 101.3 | 1:05.926                 | 89.0       | 37.424   | 91.9               | 2:16.068 (1) | 71.22 |        | 11:08:51.351 |
| 5 -                       | 38.381   | 63.9  | 1:14.600                 | 78.6       | 39.811   | 88.3               | 2:32.792     | 63.42 | 16.724 | 11:11:24.143 |
| 6 -                       | 34.538   | 86.2  | 1:12.274                 | 83.3       | 39.339   | 90.6               | 2:26.151     | 66.31 | 10.083 | 11:13:50.294 |
| 7 -                       | 34.295   | 93.7  | 1:12.805                 | 66.5       | 43.982   | 93.9               | 2:31.082     | 64.14 | 15.014 | 11:16:21.376 |
| 8 -                       | 35.137   | 97.1  | 1:05.419                 | 83.9       | 37.390   | 93.9               | 2:17.946 (3) | 70.25 | 1.878  | 11:18:39.322 |

| P9                        |          | 146 B |                          | Charles ISCHI |          | March 703          |              |       |        |              |
|---------------------------|----------|-------|--------------------------|---------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:16.248 |          |       | BEST LAP TIME : 2:17.273 |               |          | DIFFERENCE : 1.025 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |               | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.1  | 1:10.124                 | 74.6          | 39.797   | 94.5               | 2:35.269     | 62.41 | 17.996 | 11:01:58.124 |
| 2 -                       | 32.587   | 103.0 | 1:06.444                 | 77.2          | 38.242   | 95.7               | 2:17.273 (1) | 70.59 |        | 11:04:15.397 |
| 3 -                       | 33.589   | 101.2 | 1:06.261                 | 84.6          | 37.706   | 93.9               | 2:17.556 (2) | 70.45 | 0.283  | 11:06:32.953 |
| 4 -                       | 33.313   | 103.4 | 1:06.462                 | 81.9          | 37.897   | 94.5               | 2:17.672 (3) | 70.39 | 0.399  | 11:08:50.625 |
| 5 -                       | 37.072   | 76.8  | 1:11.893                 | 79.3          | 40.709   | 86.3               | 2:29.674     | 64.74 | 12.401 | 11:11:20.299 |
| 6 -                       | 36.547   | 99.2  | 1:09.867                 | 88.6          | 40.271   | 91.5               | 2:26.685     | 66.06 | 9.412  | 11:13:46.984 |
| 7 -                       | 34.556   | 89.5  | 1:14.851                 | 66.3          | 44.097   | 92.5               | 2:33.504     | 63.13 | 16.231 | 11:16:20.488 |
| 8 -                       | 36.425   | 96.9  | 1:05.955                 | 75.0          | 40.256   | 93.5               | 2:22.636     | 67.94 | 5.363  | 11:18:43.124 |

| P10                       |          | 96 B  |                          | Keith MESSER |          | Vesey Ford         |              |       |        |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:16.935 |          |       | BEST LAP TIME : 2:17.866 |              |          | DIFFERENCE : 0.931 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 93.2  | 1:09.140                 | 83.4         | 40.634   | 91.5               | 2:36.848     | 61.78 | 18.982 | 11:01:59.703 |
| 2 -                       | 34.301   | 100.6 | 1:05.622                 | 86.8         | 38.453   | 88.6               | 2:18.376 (2) | 70.03 | 0.510  | 11:04:18.079 |
| 3 -                       | 32.931   | 100.6 | 1:06.553                 | 84.9         | 38.382   | 90.3               | 2:17.866 (1) | 70.29 |        | 11:06:35.945 |
| 4 -                       | 34.290   | 99.2  | 1:07.803                 | 83.5         | 38.500   | 92.5               | 2:20.593 (3) | 68.93 | 2.727  | 11:08:56.538 |
| 5 -                       | 36.170   | 76.6  | 1:13.784                 | 73.6         | 40.904   | 79.7               | 2:30.858     | 64.24 | 12.992 | 11:11:27.396 |
| 6 -                       | 34.958   | 91.3  | 1:11.137                 | 75.4         | 41.150   | 77.6               | 2:27.245     | 65.81 | 9.379  | 11:13:54.641 |
| 7 -                       | 35.308   | 86.7  | 1:08.295                 | 67.7         | 43.440   | 93.4               | 2:27.043     | 65.90 | 9.177  | 11:16:21.684 |
| 8 -                       | 35.523   | 96.9  | 1:08.177                 | 86.4         | 38.799   | 91.1               | 2:22.499     | 68.00 | 4.633  | 11:18:44.183 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - 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

| P11 63 B                  |          | Christoph WIDMER |                          |      |          | Brabham BT18A      |              |       |        |              |
|---------------------------|----------|------------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:19.427 |          |                  | BEST LAP TIME : 2:20.083 |      |          | DIFFERENCE : 0.656 |              |       |        |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 100.1            | 1:08.458                 | 74.3 | 38.923   | 92.1               | 2:31.825     | 63.83 | 11.742 | 11:01:54.680 |
| 2 -                       | 33.980   | 103.5            | 1:07.830                 | 84.7 | 39.004   | 92.4               | 2:20.814 (2) | 68.82 | 0.731  | 11:04:15.494 |
| 3 -                       | 34.376   | 102.7            | 1:06.778                 | 86.4 | 38.929   | 90.9               | 2:20.083 (1) | 69.18 |        | 11:06:35.577 |
| 4 -                       | 34.375   | 102.2            | 1:07.864                 | 85.0 | 38.669   | 90.4               | 2:20.908 (3) | 68.77 | 0.825  | 11:08:56.485 |
| 5 -                       | 37.464   | 85.8             | 1:13.943                 | 80.2 | 40.623   | 90.1               | 2:32.030     | 63.74 | 11.947 | 11:11:28.515 |
| 6 -                       | 35.506   | 101.9            | 1:11.119                 | 81.9 | 40.297   | 90.0               | 2:26.922     | 65.96 | 6.839  | 11:13:55.437 |
| 7 -                       | 35.593   | 100.3            | 1:08.917                 | 83.0 | 42.807   | 92.0               | 2:27.317     | 65.78 | 7.234  | 11:16:22.754 |
| 8 -                       | 34.862   | 100.3            | 1:09.407                 | 83.8 | 38.851   | 91.9               | 2:23.120     | 67.71 | 3.037  | 11:18:45.874 |

| P12 67 B                  |          | Jeremy ROLLASON |                          |      |          | Brabham BT21       |              |       |        |              |
|---------------------------|----------|-----------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:23.470 |          |                 | BEST LAP TIME : 2:24.207 |      |          | DIFFERENCE : 0.737 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.3           | 1:09.865                 | 76.4 | 40.624   | 91.0               | 2:35.412     | 62.35 | 11.205 | 11:01:58.267 |
| 2 -                       | 35.517   | 101.6           | 1:09.299                 | 82.3 | 39.962   | 93.5               | 2:24.778 (3) | 66.93 | 0.571  | 11:04:23.045 |
| 3 -                       | 34.773   | 100.9           | 1:09.456                 | 81.8 | 39.978   | 92.9               | 2:24.207 (1) | 67.20 |        | 11:06:47.252 |
| 4 -                       | 34.705   | 101.0           | 1:10.086                 | 83.1 | 39.466   | 86.2               | 2:24.257 (2) | 67.18 | 0.050  | 11:09:11.509 |
| 5 -                       | 40.240   | 85.9            | 1:13.975                 | 74.3 | 42.389   | 84.8               | 2:36.604     | 61.88 | 12.397 | 11:11:48.113 |
| 6 -                       | 37.411   | 91.6            | 1:16.408                 | 75.6 | 41.798   | 89.3               | 2:35.617     | 62.27 | 11.410 | 11:14:23.730 |
| 7 -                       | 37.347   | 95.1            | 1:12.635                 | 81.8 | 40.911   | 92.3               | 2:30.893     | 64.22 | 6.686  | 11:16:54.623 |
| 8 -                       | 35.716   | 100.0           | 1:10.230                 | 82.2 | 39.792   | 93.3               | 2:25.738     | 66.49 | 1.531  | 11:19:20.361 |

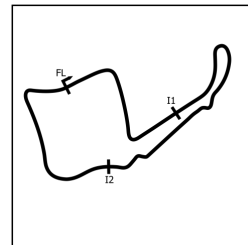
| P13 55 B                  |          | Paul DURBAN |                          |      |          | Lotus 41           |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:25.195 |          |             | BEST LAP TIME : 2:25.195 |      |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 93.7        | 1:10.969                 | 69.5 | 40.869   | 90.6               | 2:40.700     | 60.30 | 15.505 | 11:02:03.555 |
| 2 -                       | 35.578   | 98.6        | 1:08.895                 | 79.8 | 40.722   | 90.0               | 2:25.195 (1) | 66.74 |        | 11:04:28.750 |
| 3 -                       | 36.811   | 95.5        | 1:11.525                 | 80.6 | 40.754   | 86.1               | 2:29.090 (3) | 65.00 | 3.895  | 11:06:57.840 |
| 4 -                       | 36.116   | 94.7        | 1:10.433                 | 80.3 | 41.894   | 76.6               | 2:28.443 (2) | 65.28 | 3.248  | 11:09:26.283 |
| 5 -                       | 43.212   | 53.8        | 1:40.376                 | 53.4 | 1:01.296 | 53.3               | 3:24.884     | 47.30 | 59.689 | 11:12:51.167 |
| 6 -                       | 56.770   | 45.6        | 1:33.063                 | 70.6 | 49.782   | 79.2               | 3:19.615     | 48.54 | 54.420 | 11:16:10.782 |
| 7 -                       | 37.415   | 96.4        | 1:14.035                 | 71.3 | 42.464   | 86.2               | 2:33.914     | 62.96 | 8.719  | 11:18:44.696 |

| P14 14 B                  |          | Simon ETHERINGTON |                          |      |          | Brabham BT15       |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:36.992 |          |                   | BEST LAP TIME : 2:37.872 |      |          | DIFFERENCE : 0.880 |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 92.5              | 1:15.849                 | 72.7 | 46.746   | 80.8               | 2:55.848     | 55.11 | 17.976 | 11:02:18.703 |
| 2 -                       | 39.330   | 93.5              | 1:15.317                 | 73.5 | 43.615   | 83.1               | 2:38.262 (2) | 61.23 | 0.390  | 11:04:56.965 |
| 3 -                       | 38.766   | 92.3              | 1:14.611                 | 67.0 | 44.495   | 76.7               | 2:37.872 (1) | 61.38 |        | 11:07:34.837 |
| 4 -                       | 39.448   | 91.9              | 1:16.661                 | 71.9 | 44.997   | 81.4               | 2:41.106 (3) | 60.15 | 3.234  | 11:10:15.943 |
| 5 -                       | 39.149   | 80.3              | 1:22.554                 | 72.5 | 44.244   | 80.7               | 2:45.947     | 58.39 | 8.075  | 11:13:01.890 |
| 6 -                       | 50.786   | 42.8              | 1:37.587                 | 66.3 | 45.814   | 80.8               | 3:14.187     | 49.90 | 36.315 | 11:16:16.077 |
| 7 -                       | 41.371   | 82.1              | 1:18.026                 | 73.8 | 44.542   | 78.8               | 2:43.939     | 59.11 | 6.067  | 11:19:00.016 |

| P15 3 B                   |          | Callum GRANT |                          |      |          | Brabham BT21B      |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:57.776 |          |              | BEST LAP TIME : 1:57.934 |      |          | DIFFERENCE : 0.158 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 106.1        | 56.752                   | 92.3 | 33.140   | 99.1               | 2:05.216     | 77.39 | 7.282    | 11:01:28.071 |
| 2 -                       | 29.173   | 107.3        | 56.041                   | 92.5 | 32.953   | 99.8               | 1:58.167 (3) | 82.01 | 0.233    | 11:03:26.238 |
| 3 -                       | 29.242   | 107.7        | 55.912                   | 92.5 | 32.780   | 99.5               | 1:57.934 (1) | 82.17 |          | 11:05:24.172 |
| 4 -                       | 29.087   | 107.2        | 56.161                   | 92.4 | 32.906   | 99.4               | 1:58.154 (2) | 82.02 | 0.220    | 11:07:22.326 |
| 5 -                       | 29.084   | 107.3        | 56.360                   | 92.4 | 36.188   | 68.4               | 2:01.632     | 79.67 | 3.698    | 11:09:23.958 |
| 6 -                       | 44.685   | 51.7         | 1:40.437                 | 51.5 | 1:01.363 | 49.0               | 3:26.485     | 46.93 | 1:28.551 | 11:12:50.443 |
| 7 -                       | 56.741   | 47.4         | 1:32.658                 | 66.4 | 50.214   | 82.5               | 3:19.613     | 48.55 | 1:21.679 | 11:16:10.056 |
| 8 -                       | 30.223   | 106.3        | 56.677                   | 91.4 | 33.300   | 99.7               | 2:00.200     | 80.62 | 2.266    | 11:18:10.256 |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - 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>P16 89 B</b>           |               | <b>Mark PANGBORN</b>     |                 | Brabham BT28       |               |             |                     |              |             |                     |
| IDEAL LAP TIME : 2:17.307 |               | BEST LAP TIME : 2:17.593 |                 | DIFFERENCE : 0.286 |               |             |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 100.4                    | 1:08.609        | 77.1               | 38.568        | 95.1        | 2:31.001            | 64.18        | 13.408      | 11:01:53.856        |
| 2 -                       | 34.008        | 101.5                    | 1:07.573        | <b>88.3</b>        | 38.962        | 91.9        | 2:20.543            | 68.95        | 2.950       | 11:04:14.399        |
| 3 -                       | 33.888        | 100.6                    | <b>1:06.514</b> | 87.7               | <b>37.695</b> | <b>96.6</b> | 2:18.097 (2)        | 70.17        | 0.504       | 11:06:32.496        |
| 4 -                       | <b>33.098</b> | <b>103.5</b>             | 1:06.649        | <b>88.3</b>        | 37.846        | 96.4        | <b>2:17.593 (1)</b> | <b>70.43</b> |             | <b>11:08:50.089</b> |
| 5 -                       | 36.526        | 82.2                     | 1:12.264        | 83.2               | 40.825        | 87.3        | 2:29.615            | 64.77        | 12.022      | 11:11:19.704        |
| 6 -                       | 35.702        | 92.6                     | 1:10.609        | 83.6               | 40.198        | 92.8        | 2:26.509            | 66.14        | 8.916       | 11:13:46.213        |
| 7 -                       | 34.623        | 97.9                     | 1:14.502        | 69.7               | 44.802        | 90.1        | 2:33.927            | 62.96        | 16.334      | 11:16:20.140        |
| 8 -                       | 33.997        | 101.5                    | 1:07.478        | 85.9               | 38.346        | 96.0        | 2:19.821 (3)        | 69.31        | 2.228       | 11:18:39.961        |

|                           |               |                          |                 |                    |               |             |                     |              |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| <b>P17 46 B</b>           |               | <b>Clive BUFFEY</b>      |                 | Chevron B15 F3     |               |             |                     |              |             |                     |
| IDEAL LAP TIME : 2:32.886 |               | BEST LAP TIME : 2:33.842 |                 | DIFFERENCE : 0.956 |               |             |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 88.8                     | 1:15.710        | 68.7               | 47.180        | 82.4        | 2:54.190            | 55.63        | 20.348      | 11:02:17.045        |
| 2 -                       | 38.245        | 88.8                     | 1:14.277        | 76.0               | 43.412        | <b>84.5</b> | 2:35.934 (2)        | 62.15        | 2.092       | 11:04:52.979        |
| 3 -                       | <b>37.666</b> | <b>89.4</b>              | <b>1:12.050</b> | <b>76.1</b>        | 44.126        | 79.9        | <b>2:33.842 (1)</b> | <b>62.99</b> |             | <b>11:07:26.821</b> |
| 4 -                       | 38.624        | 86.0                     | 1:18.010        | 67.7               | 46.434        | 75.6        | 2:43.068            | 59.43        | 9.226       | 11:10:09.889        |
| 5 -                       | 40.014        | 70.4                     | 1:21.964        | 69.7               | 46.747        | 70.5        | 2:48.725            | 57.43        | 14.883      | 11:12:58.614        |
| 6 -                       | 52.924        | 43.2                     | 1:36.482        | 65.9               | 45.856        | 78.6        | 3:15.262            | 49.63        | 41.420      | 11:16:13.876        |
| 7 -                       | 40.727        | 73.6                     | 1:18.051        | 72.8               | <b>43.170</b> | 82.2        | 2:41.948 (3)        | 59.84        | 8.106       | 11:18:55.824        |

|                           |               |                          |               |                    |               |             |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| <b>P18 75 B</b>           |               | <b>Peter DE LA ROCHE</b> |               | Alexis Mk17        |               |             |                     |              |             |                     |
| IDEAL LAP TIME : 1:57.113 |               | BEST LAP TIME : 1:57.309 |               | DIFFERENCE : 0.196 |               |             |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2      |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 107.3                    | 57.797        | <b>94.3</b>        | 33.138        | 97.9        | 2:07.433            | 76.04        | 10.124      | 11:01:30.288        |
| 2 -                       | 29.069        | 107.7                    | 56.373        | 92.8               | 32.756        | 98.9        | 1:58.198 (3)        | 81.99        | 0.889       | 11:03:28.486        |
| 3 -                       | <b>28.732</b> | <b>108.2</b>             | 56.006        | 92.1               | <b>32.744</b> | <b>99.7</b> | 1:57.482 (2)        | 82.49        | 0.173       | 11:05:25.968        |
| 4 -                       | 28.834        | 106.8                    | <b>55.637</b> | 92.5               | 32.838        | 98.5        | <b>1:57.309 (1)</b> | <b>82.61</b> |             | <b>11:07:23.277</b> |
| 5 -                       | 28.862        | 107.8                    |               |                    |               |             |                     |              |             |                     |

|                           |               |                          |               |                    |               |             |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| <b>P19 11 B</b>           |               | <b>Ross DRYBROUGH</b>    |               | Merlyn Mk14A       |               |             |                     |              |             |                     |
| IDEAL LAP TIME : 2:01.553 |               | BEST LAP TIME : 2:01.654 |               | DIFFERENCE : 0.101 |               |             |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2      |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 105.1                    | 58.215        | 92.6               | 36.041        | 96.0        | 2:10.228            | 74.41        | 8.574       | 11:01:33.083        |
| 2 -                       | 29.881        | <b>107.2</b>             | <b>57.971</b> | <b>92.8</b>        | 33.953        | <b>98.3</b> | 2:01.805 (3)        | 79.56        | 0.151       | 11:03:34.888        |
| 3 -                       | <b>29.653</b> | 106.3                    | 58.078        | 91.1               | 34.009        | 97.1        | 2:01.740 (2)        | 79.60        | 0.086       | 11:05:36.628        |
| 4 -                       | 29.733        | 106.0                    | 57.992        | 92.4               | <b>33.929</b> | 97.8        | <b>2:01.654 (1)</b> | <b>79.66</b> |             | <b>11:07:38.282</b> |
| 5 -                       | 30.061        | 105.6                    |               |                    |               |             |                     |              |             |                     |

|                           |               |                          |               |                    |               |             |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| <b>P20 29 B</b>           |               | <b>Nick FENNELL</b>      |               | Tecno F3           |               |             |                     |              |             |                     |
| IDEAL LAP TIME : 2:04.377 |               | BEST LAP TIME : 2:04.377 |               | DIFFERENCE : 0.000 |               |             |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2      |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 103.2                    | 1:00.598      | 89.9               | 34.462        | 96.4        | 2:14.501 (3)        | 72.05        | 10.124      | 11:01:37.356        |
| 2 -                       | <b>30.243</b> | <b>104.3</b>             | <b>59.889</b> | 89.3               | <b>34.245</b> | 96.8        | <b>2:04.377 (1)</b> | <b>77.91</b> |             | <b>11:03:41.733</b> |
| 3 -                       | 30.493        | 103.7                    | 1:00.231      | <b>90.4</b>        | 34.384        | <b>97.2</b> | 2:05.108 (2)        | 77.46        | 0.731       | 11:05:46.841        |
| 4 -                       | 30.336        | 103.4                    |               |                    |               |             |                     |              |             |                     |

|                  |          |                    |                 |              |          |          |     |      |             |  |
|------------------|----------|--------------------|-----------------|--------------|----------|----------|-----|------|-------------|--|
| <b>P21 5 B</b>   |          | <b>Ben COLBURN</b> |                 | Merlyn Mk10  |          |          |     |      |             |  |
| IDEAL LAP TIME : |          | BEST LAP TIME :    |                 | DIFFERENCE : |          |          |     |      |             |  |
| LAP              | SECTOR 1 |                    | SECTOR 2        |              | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |  |
| 1 -              |          | <b>103.8</b>       | <b>1:15.724</b> | <b>42.7</b>  |          |          |     |      |             |  |

HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

RACE 13 - 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 | 1:57.113 |       |
| 1        | 75  | 28.732 | 75       | 55.637   | 75       | 32.744 | 1                       | 75  | DE LA ROCHE | 1:57.113    | 1:57.309 | 0.196 |
| 2        | 3   | 29.084 | 3        | 55.912   | 3        | 32.780 | 2                       | 3   | GRANT       | 1:57.776    | 1:57.934 | 0.158 |
| 3        | 11  | 29.653 | 10       | 57.376   | 10       | 33.175 | 3                       | 10  | MARTIN      | 2:00.256    | 2:00.502 | 0.246 |
| 4        | 10  | 29.705 | 11       | 57.971   | 28       | 33.736 | 4                       | 11  | DRYBROUGH   | 2:01.553    | 2:01.654 | 0.101 |
| 5        | 28  | 29.835 | 28       | 58.484   | 11       | 33.929 | 5                       | 28  | TIMMS       | 2:02.055    | 2:02.865 | 0.810 |
| 6        | 29  | 30.243 | 8        | 58.813   | 8        | 33.985 | 6                       | 8   | CARTER      | 2:03.384    | 2:03.824 | 0.440 |
| 7        | 8   | 30.586 | 29       | 59.889   | 29       | 34.245 | 7                       | 29  | FENNELL     | 2:04.377    | 2:04.377 | 0.000 |
| 8        | 77  | 30.825 | 77       | 59.951   | 77       | 34.820 | 8                       | 77  | DEROSSI     | 2:05.596    | 2:05.962 | 0.366 |
| 9        | 59  | 31.971 | 59       | 1:02.094 | 19       | 35.998 | 9                       | 59  | WALLEN      | 2:10.098    | 2:10.564 | 0.466 |
| 10       | 19  | 31.996 | 19       | 1:02.549 | 59       | 36.033 | 10                      | 19  | MUSGRAVE    | 2:10.543    | 2:10.684 | 0.141 |
| 11       | 146 | 32.587 | 57       | 1:05.419 | 57       | 37.390 | 11                      | 57  | GREEN       | 2:15.527    | 2:16.068 | 0.541 |
| 12       | 57  | 32.718 | 96       | 1:05.622 | 89       | 37.695 | 12                      | 146 | ISCHI       | 2:16.248    | 2:17.273 | 1.025 |
| 13       | 96  | 32.931 | 146      | 1:05.955 | 146      | 37.706 | 13                      | 96  | MESSER      | 2:16.935    | 2:17.866 | 0.931 |
| 14       | 89  | 33.098 | 41       | 1:06.062 | 41       | 37.953 | 14                      | 89  | PANGBORN    | 2:17.307    | 2:17.593 | 0.286 |
| 15       | 41  | 33.878 | 89       | 1:06.514 | 96       | 38.382 | 15                      | 41  | SPAGGIARI   | 2:17.893    | 2:18.455 | 0.562 |
| 16       | 63  | 33.980 | 63       | 1:06.778 | 63       | 38.669 | 16                      | 63  | WIDMER      | 2:19.427    | 2:20.083 | 0.656 |
| 17       | 67  | 34.705 | 55       | 1:08.895 | 67       | 39.466 | 17                      | 67  | ROLLASON    | 2:23.470    | 2:24.207 | 0.737 |
| 18       | 55  | 35.578 | 67       | 1:09.299 | 55       | 40.722 | 18                      | 55  | DURBAN      | 2:25.195    | 2:25.195 | 0.000 |
| 19       | 46  | 37.666 | 46       | 1:12.050 | 46       | 43.170 | 19                      | 46  | BUFFEY      | 2:32.886    | 2:33.842 | 0.956 |
| 20       | 14  | 38.766 | 14       | 1:14.611 | 14       | 43.615 | 20                      | 14  | ETHERINGTON | 2:36.992    | 2:37.872 | 0.880 |
| 21       |     |        | 5        | 1:15.724 |          |        |                         |     |             |             |          |       |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - BEST SPEEDS

| INTERMEDIATE 1 |     |             |       | INTERMEDIATE 2 |             |      | FINISH LINE |             |       |
|----------------|-----|-------------|-------|----------------|-------------|------|-------------|-------------|-------|
| POS            | NO  | NAME        | MPH   | NO             | NAME        | MPH  | NO          | NAME        | MPH   |
| 1              | 75  | DE LA ROCHE | 108.2 | 75             | DE LA ROCHE | 94.3 | 10          | MARTIN      | 100.3 |
| 2              | 3   | GRANT       | 107.7 | 10             | MARTIN      | 94.2 | 3           | GRANT       | 99.8  |
| 3              | 10  | MARTIN      | 107.5 | 11             | DRYBROUGH   | 92.8 | 75          | DE LA ROCHE | 99.7  |
| 4              | 11  | DRYBROUGH   | 107.2 | 3              | GRANT       | 92.5 | 28          | TIMMS       | 98.6  |
| 5              | 28  | TIMMS       | 107.0 | 28             | TIMMS       | 91.4 | 59          | WALLEN      | 98.3  |
| 6              | 8   | CARTER      | 106.3 | 8              | CARTER      | 91.0 | 11          | DRYBROUGH   | 98.3  |
| 7              | 59  | WALLEN      | 105.1 | 59             | WALLEN      | 90.9 | 8           | CARTER      | 97.9  |
| 8              | 29  | FENNELL     | 104.3 | 29             | FENNELL     | 90.4 | 29          | FENNELL     | 97.2  |
| 9              | 5   | COLBURN     | 103.8 | 19             | MUSGRAVE    | 89.4 | 19          | MUSGRAVE    | 97.1  |
| 10             | 77  | DEROSS      | 103.7 | 57             | GREEN       | 89.0 | 41          | SPAGGIARI   | 96.6  |
| 11             | 41  | SPAGGIARI   | 103.5 | 77             | DEROSS      | 88.7 | 89          | PANGBORN    | 96.6  |
| 12             | 63  | WIDMER      | 103.5 | 146            | ISCHI       | 88.6 | 146         | ISCHI       | 95.7  |
| 13             | 89  | PANGBORN    | 103.5 | 89             | PANGBORN    | 88.3 | 77          | DEROSS      | 95.4  |
| 14             | 146 | ISCHI       | 103.4 | 41             | SPAGGIARI   | 86.9 | 57          | GREEN       | 93.9  |
| 15             | 19  | MUSGRAVE    | 102.7 | 96             | MESSER      | 86.8 | 67          | ROLLASON    | 93.5  |
| 16             | 67  | ROLLASON    | 101.6 | 63             | WIDMER      | 86.4 | 96          | MESSER      | 93.4  |
| 17             | 57  | GREEN       | 101.3 | 67             | ROLLASON    | 83.1 | 63          | WIDMER      | 92.4  |
| 18             | 96  | MESSER      | 100.6 | 55             | DURBAN      | 80.6 | 55          | DURBAN      | 90.6  |
| 19             | 55  | DURBAN      | 98.6  | 46             | BUFFEY      | 76.1 | 46          | BUFFEY      | 84.5  |
| 20             | 14  | ETHERINGTON | 93.5  | 14             | ETHERINGTON | 73.8 | 14          | ETHERINGTON | 83.1  |
| 21             | 46  | BUFFEY      | 89.4  | 5              | COLBURN     | 42.7 |             |             |       |
| 22             |     |             |       |                |             |      |             |             |       |
| 23             |     |             |       |                |             |      |             |             |       |

# HSCC Historic Formula 3 Championship 'Sir Jackie Stewart Trophy'

## RACE 13 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 21                        |
| Planned Start          | 2026-08-31 @ 10:50:00.000 |
| Actual Start           | 2026-08-31 @ 10:59:22.854 |
| Finish Time            | 2026-08-31 @ 11:18:10.255 |
| Track Length           | 2.6920mi.                 |
| Total Laps             | 145                       |
| Total Distance Covered | 390.3441mi.               |

### Session Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------------------|----------|--------------|-----|---------------|
| 3  | Callum GRANT      | 2:05.216 | 11:01:28.069 | 1   | Brabham BT21B |
| 3  | Callum GRANT      | 1:58.167 | 11:03:26.235 | 2   | Brabham BT21B |
| 3  | Callum GRANT      | 1:57.934 | 11:05:24.170 | 3   | Brabham BT21B |
| 75 | Peter DE LA ROCHE | 1:57.482 | 11:05:25.965 | 3   | Alexis Mk17   |
| 75 | Peter DE LA ROCHE | 1:57.309 | 11:07:23.275 | 4   | Alexis Mk17   |

### Session Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE       |
|----|--------------|----------|----------|-------------|---------------|
| 3  | Callum GRANT | 1        | 8        | 21.53 miles | Brabham BT21B |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:59:22.854 |
| SAFETY | 11:09:02.862 |
| GREEN  | 11:16:08.570 |
| FINISH | 11:18:10.255 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 2     | 6          | 16:15.005  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 1     | 2          | 7:05.708   |
| FCY        | 0     | 0          | 0.000      |