



# DEREK BELL CUP

For 1-litre Formula 3 cars of a type that raced between  
1964 and 1970



79<sup>th</sup> Members Meeting  
Goodwood Motor Circuit  
9<sup>th</sup> / 10<sup>th</sup> April 2022



SPORTS TIMING

TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

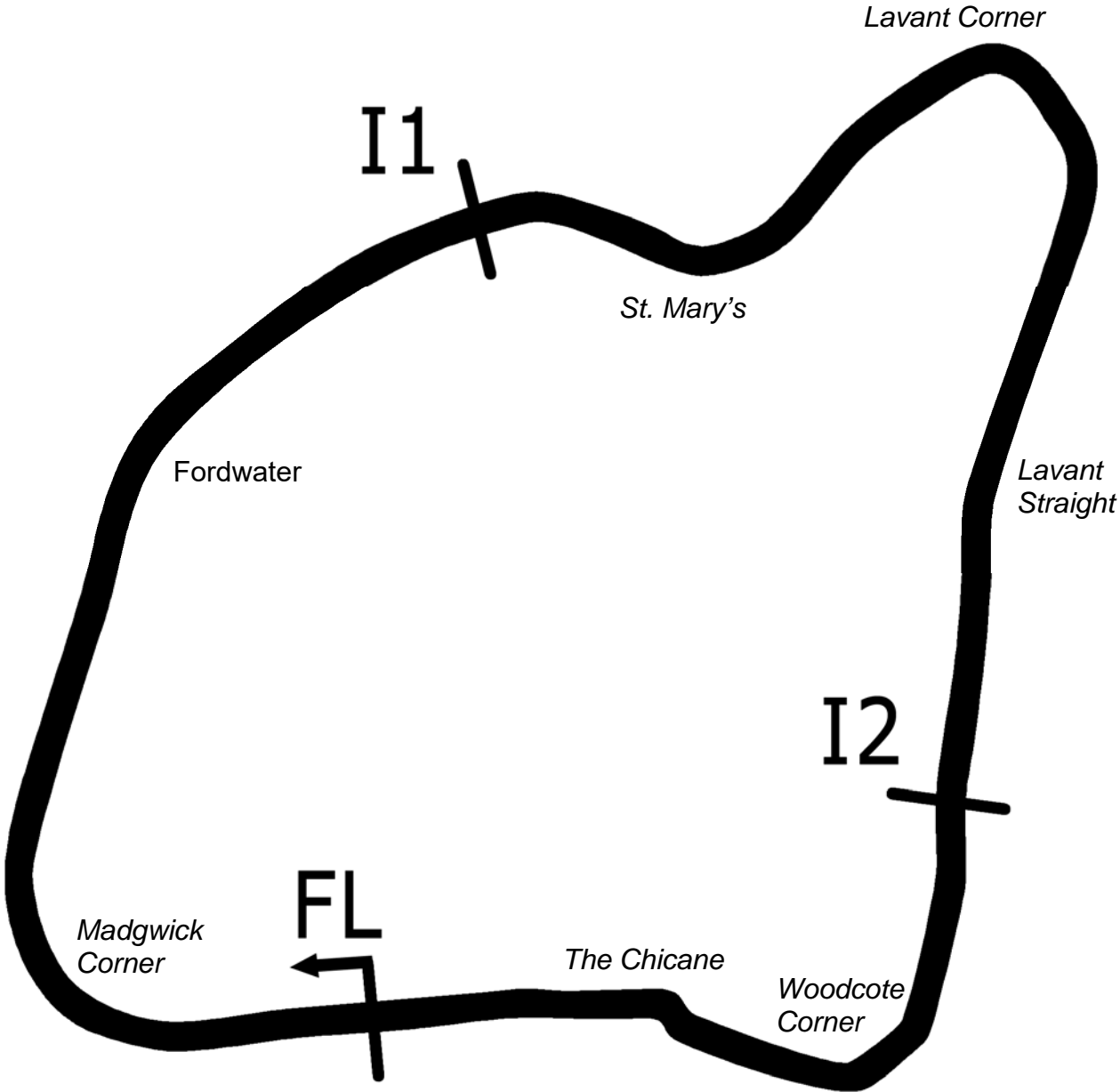
[www.tsl-timing.com](http://www.tsl-timing.com)

# Goodwood



SPORTS TIMING

TIMING SOLUTIONS LTD



Length	2.4000 miles	3862.4 m	
FL		50.89795 N	0.75262 W
I1	1344m	50.85752 N	0.76445 W
I2	2935m	50.86335 N	0.75671 W
Pit Entry	3677m	50.89216 N	0.75302 W
Pit Exit	0m before FL	N	W
Pit Entry–Pit Exit 135m, 9.7s @50kph, 8.1s @60kph			

All results available at [www.tsl-timing.com](http://www.tsl-timing.com)



## 79th Members Meeting

### Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - CLASSIFICATION

POS	NO	NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	25	Andrew HIBBERD (TOR)	Brabham -Ford BT18 - 1966	1:24.603	6	14			102.12
2	26	Steve SEAMAN (MET)	Brabham -Ford BT21 - 1968	1:26.726	8	8	2.123	2.123	99.62
3	2	Jeremy TIMMS (DAR)	Chevron -Ford B15 - 1969	1:27.077	13	13	2.474	0.351	99.22
4	11	Simon ARMER (AUB)	March -Ford 703 - 1970	1:27.278	6	13	2.675	0.201	98.99
5	21	Simon DIFFEY (DAR)	Brabham -Ford BT21 - 1967	1:27.312	7	8	2.709	0.034	98.95
6	65	Peter THOMPSON (MET)	Brabham -Ford BT21A - 1968	1:27.851	6	13	3.248	0.539	98.34
7	8	Paul KITE (AUB)	Chevron -Ford B15C - 1970	1:28.011	7	12	3.408	0.160	98.16
8	41	Enrico SPAGGIARI (MET)	Lotus -Ford 41X - 1968	1:28.225	7	8	3.622	0.214	97.93
9	63	Christoph WIDMER (MET)	Brabham -Ford BT18A - 1966	1:28.573	7	13	3.970	0.348	97.54
10	77	Francois DEROSI (AUB)	Chevron -Ford B17 - 1970	1:29.689	7	13	5.086	1.116	96.33
11	7	James KING (AUB)	Chevron -Ford B17 - 1970	1:29.786	7	8	5.183	0.097	96.22
12	15	Horatio FITZ-SIMON (TOR)	Chevron B15 - 1969	1:30.011	7	10	5.408	0.225	95.98
13	10	Paul WAINE (TOR)	DeSanctis -Ford - 1969	1:30.082	5	7	5.479	0.071	95.91
14	96	Harindra DE SILVA (DAR)	Tecno -Ford - 1969	1:33.918	7	13	9.315	3.836	91.99
15	6	Leif BOSSON (AUB)	Brabham -Ford BT28 - 1970	1:34.152	5	11	9.549	0.234	91.76
16	57	Simon HAUGHTON (AUB)	Chevron -Ford B15 - 1969	1:34.745	11	11	10.142	0.593	91.19
17	17*	Steve NICHOLS (DAR)	Chevron -Ford B17 - 1970	1:37.537	7	12	12.934	2.792	88.58
18	14	Simon ETHERINGTON (MET)	Brabham -Ford BT15 - 1965	1:38.508	2	12	13.905	0.971	87.70
19	5	Bill COWING (DAR)	Ginetta G8 - 1964	1:40.711	7	9	16.108	2.203	85.79
20	16	Werner PIRCHER (TOR)	Lotus -Ford 41 - 1967	1:40.831	11	12	16.228	0.120	85.68
21	24	Andrew THORPE (DAR)	Lotus -Ford 31 - 1964	1:44.494	5	11	19.891	3.663	82.68
22	58	Rachel LOVETT (AUB)	Mertyn -Ford Mk10 - 1968	1:57.908	5	10	33.305	13.414	73.27
23	61	Andy JARVIS (AUB)	March -Ford 703 - 1970			1			

\*Car 17 - please fit a working transponder - Motorsport UK Ref Q12.8.1

Weather / Track : Sunny / Dry

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

Goodwood: 2.4000 miles

Date: 09/04/2022 Start: 12:53 Finish: 13:27

Clerk Of Course : David Cartwright

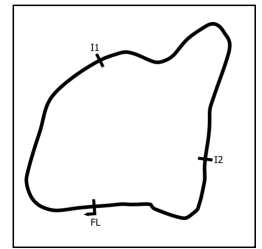
Stewards :

Timekeeper : Gethin Rees

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - 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>P1 25</b>		<b>Andrew HIBBERD (TOR)</b>					Brabham -Ford BT18 - 1966				
IDEAL LAP TIME : 1:24.233		BEST LAP TIME : 1:24.603			DIFFERENCE : 0.370						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		83.3	43.901	75.6	25.532	101.5			12:55:15.193		
2 -	27.534	124.2	36.026	124.5	22.226	102.6	1:25.786 (3)	100.71	1.183	12:56:40.979	
3 -	27.341	125.2	37.007	119.4	24.591	101.6	1:28.939	97.14	4.336	12:58:09.918	
4 -	27.505	107.8	40.356	126.6	26.814	99.5	1:34.675	91.25	10.072	12:59:44.593	
5 -	27.845	123.8	35.625	124.7	22.343	102.7	1:25.813	100.68	1.210	13:01:10.406	
6 -	27.021	125.9	<b>35.219</b>	125.6	22.363	102.6	<b>1:24.603 (1)</b>	<b>102.12</b>		<b>13:02:35.009</b>	
7 -	<b>26.816</b>	127.0	36.482	<b>128.8</b>	23.564	101.9	1:26.862	99.46	2.259	13:04:01.871	
8 -	26.900	125.2	37.109	126.6	22.548	102.9	1:26.557	99.81	1.954	13:05:28.428	
9 -	27.105	125.2	35.393	126.8	<b>22.198</b>	<b>103.8</b>	1:24.696	102.01	0.093	13:06:53.124	
10 -	27.416	102.9	57.880	67.2	IN PIT		15:59.789	P	9.00	14:35.186	13:22:52.913
11 -	OUTLAP	118.7	38.521	126.1	25.235	94.2	1:35.126	90.82	10.523	13:24:28.039	
12 -	28.067	121.7	37.494	<b>128.8</b>	22.537	102.1	1:28.098	98.07	3.495	13:25:56.137	
13 -	27.011	<b>129.0</b>	36.727	126.6	22.816	102.2	1:26.554	99.82	1.951	13:27:22.691	
14 -	27.120	126.6	37.686	125.6	22.627	98.3	1:27.433	98.81	2.830	13:28:50.124	

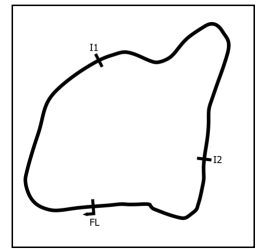
<b>P2 26</b>		<b>Steve SEAMAN (MET)</b>					Brabham -Ford BT21 - 1968			
IDEAL LAP TIME : 1:26.726		BEST LAP TIME : 1:26.726			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		92.0	41.435	122.9	26.328	97.8			12:56:12.102	
2 -	31.581	109.1	38.185	110.3	30.048	91.6	1:39.814	86.56	13.088	12:57:51.916
3 -	29.969	103.0	38.212	126.6	24.720	100.7	1:32.901	93.00	6.175	12:59:24.817
4 -	28.290	117.7	37.441	123.5	24.253	100.1	1:29.984 (3)	96.01	3.258	13:00:54.801
5 -	28.010	<b>121.1</b>	36.757	129.8	24.473	100.9	1:29.240 (2)	96.81	2.514	13:02:24.041
6 -	31.560	108.7	39.467	126.1	24.089	102.1	1:35.116	90.83	8.390	13:03:59.157
7 -	29.114	112.2	37.837	127.0	23.604	103.4	1:30.555	95.41	3.829	13:05:29.712
8 -	<b>27.179</b>	114.1	<b>36.140</b>	<b>132.1</b>	<b>23.407</b>	<b>104.0</b>	<b>1:26.726 (1)</b>	<b>99.62</b>		<b>13:06:56.438</b>

<b>P3 2</b>		<b>Jeremy TIMMS (DAR)</b>					Chevron -Ford B15 - 1969				
IDEAL LAP TIME : 1:26.506		BEST LAP TIME : 1:27.077			DIFFERENCE : 0.571						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		94.2	41.159	120.6	26.165	99.1			12:56:10.863		
2 -	30.371	110.0	39.846	118.7	30.970	94.3	1:41.187	85.38	14.110	12:57:52.050	
3 -	29.492	106.8	38.164	122.4	24.224	101.6	1:31.880	94.03	4.803	12:59:23.930	
4 -	33.421	115.3	37.001	123.3	23.705	102.9	1:34.127	91.79	7.050	13:00:58.057	
5 -	28.145	117.3	36.631	124.0	23.418	103.7	1:28.194 (3)	97.96	1.117	13:02:26.251	
6 -	30.037	107.0	39.848	124.2	23.198	<b>105.8</b>	1:33.083	92.82	6.006	13:03:59.334	
7 -	28.302	116.7	36.858	124.5	23.416	102.2	1:28.576	97.54	1.499	13:05:27.910	
8 -	28.418	116.3	<b>36.445</b>	125.6	22.856	103.8	1:27.719 (2)	98.49	0.642	13:06:55.629	
9 -	27.527	114.5	56.926	62.6	IN PIT		15:48.720	P	9.10	14:21.643	13:22:44.349
10 -	OUTLAP	110.9	42.315	121.5	24.193	98.9	1:39.273	87.03	12.196	13:24:23.622	
11 -	29.113	104.5	39.025	123.1	23.415	102.6	1:31.553	94.37	4.476	13:25:55.175	
12 -	27.903	117.5	37.668	126.6	23.037	103.4	1:28.608	97.50	1.531	13:27:23.783	
13 -	<b>27.263</b>	<b>124.2</b>	37.016	<b>127.0</b>	<b>22.798</b>	103.4	<b>1:27.077 (1)</b>	<b>99.22</b>		<b>13:28:50.860</b>	

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### OFFICIAL PRACTICE - RACE 7 - 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 11		Simon ARMER (AUB)					March -Ford 703 - 1970			
IDEAL LAP TIME : 1:26.695		BEST LAP TIME : 1:27.278			DIFFERENCE : 0.583					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		94.5	39.699	118.9	26.333	99.4			12:55:28.411	
2 -	28.798	117.3	37.799	118.3	24.015	<b>100.3</b>	1:30.612	95.35	3.334	12:56:59.023
3 -	28.145	117.9	37.211	118.9	23.755	96.9	1:29.111	96.95	1.833	12:58:28.134
4 -	28.405	102.4	38.300	120.2	25.181	99.8	1:31.886	94.02	4.608	13:00:00.020
5 -	28.104	118.5	36.335	120.0	23.979	<b>100.3</b>	1:28.418	97.71	1.140	13:01:28.438
6 -	<b>27.552</b>	117.9	36.133	120.6	23.593	100.1	<b>1:27.278 (1)</b>	<b>98.99</b>		<b>13:02:55.716</b>
7 -	28.071	119.4	<b>35.996</b>	121.5	23.411	99.8	1:27.478 (2)	98.76	0.200	13:04:23.194
8 -	29.342	117.9	36.125	121.5	<b>23.147</b>	100.1	1:28.614	97.50	1.336	13:05:51.808
9 -	27.667	117.7	36.144	<b>122.6</b>	23.760	99.2	1:27.571 (3)	98.66	0.293	13:07:19.379
10 -	27.805	104.8	55.706	69.3	IN PIT		15:34.380 P	9.24	14:07.102	13:22:53.759
11 -	OUTLAP	109.1	38.882	120.6	25.372	99.5	1:36.579	89.46	9.301	13:24:30.338
12 -	27.579	<b>120.0</b>	38.022	<b>122.6</b>	24.977	98.5	1:30.578	95.38	3.300	13:26:00.916
13 -	27.715	118.7	37.326	121.5	24.162	99.5	1:29.203	96.85	1.925	13:27:30.119

P5 21		Simon DIFFEY (DAR)					Brabham -Ford BT21 - 1967			
IDEAL LAP TIME : 1:27.201		BEST LAP TIME : 1:27.312			DIFFERENCE : 0.111					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		92.0	42.866	121.7	27.159	98.5			12:56:21.730	
2 -	29.975	113.9	39.685	122.9	24.252	100.4	1:33.912	92.00	6.600	12:57:55.642
3 -	29.559	122.4	37.789	125.6	23.183	102.4	1:30.531	95.43	3.219	12:59:26.173
4 -	<b>27.591</b>	121.3	36.705	123.8	23.185	101.6	1:27.481 (2)	98.76	0.169	13:00:53.654
5 -	27.734	125.2	36.993	125.9	IN PIT		1:54.704 P	75.32	27.392	13:02:48.358
6 -	OUTLAP	125.9	36.738	<b>127.3</b>	23.364	100.9	1:30.009	95.99	2.697	13:04:18.367
7 -	27.702	123.8	<b>36.689</b>	127.0	<b>22.921</b>	<b>103.2</b>	<b>1:27.312 (1)</b>	<b>98.95</b>		<b>13:05:45.679</b>
8 -	27.732	<b>126.1</b>	37.741	125.2	23.011	101.8	1:28.484 (3)	97.64	1.172	13:07:14.163

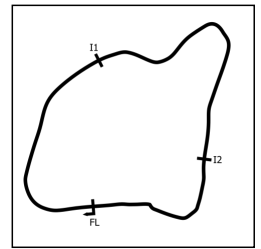
P6 65		Peter THOMPSON (MET)					Brabham -Ford BT21A - 1968			
IDEAL LAP TIME : 1:26.488		BEST LAP TIME : 1:27.851			DIFFERENCE : 1.363					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		102.6	40.556	118.7	25.020	98.1			12:55:41.764	
2 -	28.422	112.4	39.176	122.4	23.762	102.4	1:31.360	94.57	3.509	12:57:13.124
3 -	28.235	115.9	37.396	124.5	23.923	84.0	1:29.554	96.47	1.703	12:58:42.678
4 -	28.261	118.9	37.572	125.2	24.765	102.7	1:30.598	95.36	2.747	13:00:13.276
5 -	27.810	<b>122.2</b>	37.220	125.2	<b>22.963</b>	103.7	1:27.993 (2)	98.18	0.142	13:01:41.269
6 -	<b>27.436</b>	121.3	37.394	124.5	23.021	<b>104.3</b>	<b>1:27.851 (1)</b>	<b>98.34</b>		<b>13:03:09.120</b>
7 -	27.611	119.4	<b>36.089</b>	<b>125.6</b>	24.591	102.1	1:28.291 (3)	97.85	0.440	13:04:37.411
8 -	28.084	119.6	38.269	121.5	23.181	103.2	1:29.534	96.49	1.683	13:06:06.945
9 -	38.096	61.9	1:13.456	52.7	IN PIT		16:53.200 P	8.52	15:25.349	13:23:00.145
10 -	OUTLAP	89.4	41.364	120.2	24.423	99.1	1:40.138	86.28	12.287	13:24:40.283
11 -	28.957	113.1	38.954	122.9	23.411	101.8	1:31.322	94.61	3.471	13:26:11.605
12 -	29.064	112.2	38.416	123.1	24.284	100.4	1:31.764	94.15	3.913	13:27:43.369
13 -	29.311	111.4	39.229	105.3	26.936	77.7	1:35.476	90.49	7.625	13:29:18.845

P7 8		Paul KITE (AUB)					Chevron -Ford B15C - 1970			
IDEAL LAP TIME : 1:27.893		BEST LAP TIME : 1:28.011			DIFFERENCE : 0.118					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		94.3	46.374	109.6	25.713	99.2			12:55:55.376	
2 -	29.634	114.7	37.867	125.6	23.789	103.0	1:31.290	94.64	3.279	12:57:26.666
3 -	27.980	110.5	41.344	123.3	23.954	102.9	1:33.278	92.62	5.267	12:58:59.944
4 -	28.199	115.9	38.357	126.1	23.739	102.9	1:30.295	95.68	2.284	13:00:30.239
5 -	28.231	99.2	38.801	<b>127.8</b>	24.479	103.7	1:31.511	94.41	3.500	13:02:01.750
6 -	27.778	117.5	37.239	127.0	23.555	103.8	1:28.572 (3)	97.54	0.561	13:03:30.322
7 -	27.670	<b>123.1</b>	37.031	<b>127.8</b>	<b>23.310</b>	<b>104.2</b>	<b>1:28.011 (1)</b>	<b>98.16</b>		<b>13:04:58.333</b>
8 -	<b>27.604</b>	121.1	<b>36.979</b>	126.8	23.486	103.2	1:28.069 (2)	98.10	0.058	13:06:26.402
9 -	28.369	117.3	47.718	83.8	IN PIT		16:10.883 P	8.89	14:42.872	13:22:37.285
10 -	OUTLAP	94.2	42.073	116.7	24.785	100.6	1:41.193	85.38	13.182	13:24:18.478
11 -	30.020	96.0	45.267	105.8	27.576	86.0	1:42.863	83.99	14.852	13:26:01.341
12 -	34.047	97.3	41.835	106.1	29.132	86.5	1:45.014	82.27	17.003	13:27:46.355

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - 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>P8 41</b>		<b>Enrico SPAGGIARI (MET)</b>					Lotus -Ford 41X - 1968			
IDEAL LAP TIME : 1:27.758		BEST LAP TIME : 1:28.225			DIFFERENCE : 0.467					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	90.4	45.395	118.9	26.800	98.1		12:55:54.716			
2 -	30.967	107.3	40.244	124.0	24.615	99.5	1:35.826	90.16	7.601	12:57:30.542
3 -	29.736	109.6	39.534	125.4	23.976	<b>102.9</b>	1:33.246	92.65	5.021	12:59:03.788
4 -	30.457	119.6	38.722	125.4	23.536	101.8	1:32.715	93.18	4.490	13:00:36.503
5 -	29.263	122.2	39.173	124.5	23.546	102.2	1:31.982	93.93	3.757	13:02:08.485
6 -	29.119	122.6	37.595	125.9	23.571	102.1	1:30.285 (3)	95.69	2.060	13:03:38.770
7 -	27.616	124.7	37.703	126.6	<b>22.906</b>	<b>102.9</b>	<b>1:28.225 (1)</b>	<b>97.93</b>		<b>13:05:06.995</b>
8 -	<b>27.465</b>	<b>126.3</b>	<b>37.387</b>	<b>127.3</b>	23.658	102.7	1:28.510 (2)	97.61	0.285	13:06:35.505

<b>P9 63</b>		<b>Christoph WIDMER (MET)</b>					Brahm -Ford BT18A - 1966			
IDEAL LAP TIME : 1:27.053		BEST LAP TIME : 1:28.573			DIFFERENCE : 1.520					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	89.0	43.805	117.3	26.252	97.3		12:55:35.435			
2 -	29.931	113.1	39.095	121.5	24.774	98.9	1:33.800	92.11	5.227	12:57:09.235
3 -	28.746	120.0	37.895	122.9	24.077	100.0	1:30.718	95.24	2.145	12:58:39.953
4 -	28.428	121.5	38.053	120.2	24.530	100.4	1:31.011	94.93	2.438	13:00:10.964
5 -	28.394	120.0	37.915	122.4	23.493	<b>101.2</b>	1:29.802 (2)	96.21	1.229	13:01:40.766
6 -	28.237	116.3	38.372	122.2	<b>23.321</b>	100.9	1:29.930 (3)	96.07	1.357	13:03:10.696
7 -	27.384	<b>123.3</b>	<b>36.458</b>	<b>127.3</b>	24.731	100.0	<b>1:28.573 (1)</b>	<b>97.54</b>		<b>13:04:39.269</b>
8 -	<b>27.274</b>	122.4	38.498	125.4	25.096	99.1	1:30.868	95.08	2.295	13:06:10.137
9 -	38.538	72.9	1:09.525	56.0	IN PIT		16:52.311 P	8.53	15:23.738	13:23:02.448
10 -	OUTLAP	98.9	43.421	121.1	24.723	97.9	1:41.461	85.15	12.888	13:24:43.909
11 -	29.046	112.5	39.637	123.8	24.036	99.7	1:32.719	93.18	4.146	13:26:16.628
12 -	28.328	119.8	38.580	118.5	24.262	100.0	1:31.170	94.76	2.597	13:27:47.798
13 -	28.354	122.4	37.414	115.1	31.233	90.8	1:37.001	89.07	8.428	13:29:24.799

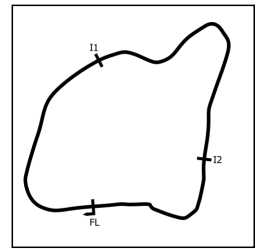
<b>P10 77</b>		<b>Francois DEROSI (AUB)</b>					Chevron -Ford B17 - 1970			
IDEAL LAP TIME : 1:29.390		BEST LAP TIME : 1:29.689			DIFFERENCE : 0.299					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	78.9	43.452	109.8	26.580	98.5		12:55:20.847			
2 -	30.334	103.2	39.682	111.2	24.789	99.5	1:34.805	91.13	5.116	12:56:55.652
3 -	29.924	108.4	40.582	112.7	23.823	100.6	1:34.329	91.59	4.640	12:58:29.981
4 -	28.940	<b>116.7</b>	39.146	115.9	23.787	<b>101.2</b>	1:31.873	94.04	2.184	13:00:01.854
5 -	29.720	113.9	38.326	111.4	24.412	99.2	1:32.458	93.44	2.769	13:01:34.312
6 -	28.979	108.0	38.047	<b>118.3</b>	<b>23.241</b>	100.9	1:30.267 (2)	95.71	0.578	13:03:04.579
7 -	<b>28.302</b>	115.5	<b>37.847</b>	<b>118.3</b>	23.540	100.4	<b>1:29.689 (1)</b>	<b>96.33</b>		<b>13:04:34.268</b>
8 -	28.316	106.5	39.573	115.9	23.622	97.6	1:31.511 (3)	94.41	1.822	13:06:05.779
9 -	29.216	104.8	46.110	118.1	IN PIT		16:07.511 P	8.93	14:37.822	13:22:13.290
10 -	OUTLAP	87.8	41.825	115.7	24.824	94.5	1:43.350	83.59	13.661	13:23:56.640
11 -	29.944	110.0	39.309	115.7	24.232	98.6	1:33.485	92.42	3.796	13:25:30.125
12 -	29.892	109.1	40.048	111.8	24.961	98.2	1:34.901	91.04	5.212	13:27:05.026
13 -	29.635	110.5	39.602	114.7	24.314	99.7	1:33.551	92.35	3.862	13:28:38.577

<b>P11 7</b>		<b>James KING (AUB)</b>					Chevron -Ford B17 - 1970			
IDEAL LAP TIME : 1:29.555		BEST LAP TIME : 1:29.786			DIFFERENCE : 0.231					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	87.6	43.708	119.4	27.040	97.1		12:55:50.015			
2 -	30.312	114.1	39.670	122.4	25.097	98.9	1:35.079	90.87	5.293	12:57:25.094
3 -	29.140	116.9	39.687	122.6	25.224	98.3	1:34.051	91.86	4.265	12:58:59.145
4 -	29.513	115.9	38.834	<b>125.6</b>	24.721	<b>99.7</b>	1:33.068	92.83	3.282	13:00:32.213
5 -	28.396	119.6	38.542	124.9	25.075	99.2	1:32.013	93.89	2.227	13:02:04.226
6 -	28.343	<b>124.2</b>	37.634	124.9	24.693	98.6	1:30.670 (2)	95.29	0.884	13:03:34.896
7 -	28.030	122.6	<b>37.626</b>	<b>125.6</b>	<b>24.130</b>	<b>99.7</b>	<b>1:29.786 (1)</b>	<b>96.22</b>		<b>13:05:04.682</b>
8 -	<b>27.799</b>	123.1	38.714	123.8	24.447	99.1	1:30.960 (3)	94.98	1.174	13:06:35.642

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - 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

P12 15		Horatio FITZ-SIMON (TOR)					Chevron B15 - 1969			
IDEAL LAP TIME : 1:28.642		BEST LAP TIME : 1:30.011			DIFFERENCE : 1.369					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		93.8	43.606	106.0	27.602	93.8			12:55:25.983	
2 -	30.016	105.3	40.614	108.2	25.139	96.6	1:35.769	90.21	5.758	12:57:01.752
3 -	28.632	114.3	38.258	111.1	24.392	98.3	1:31.282 (3)	94.65	1.271	12:58:33.034
4 -	28.496	111.2	38.435	109.8	24.086	97.2	1:31.017 (2)	94.92	1.006	13:00:04.051
5 -	30.417	114.5	37.275	118.3	24.099	98.8	1:31.791	94.12	1.780	13:01:35.842
6 -	28.326	95.3	39.421	118.9	<b>23.565</b>	98.6	1:31.312	94.62	1.301	13:03:07.154
7 -	28.040	118.5	<b>37.090</b>	118.5	24.881	97.8	<b>1:30.011 (1)</b>	<b>95.98</b>		<b>13:04:37.165</b>
8 -	28.781	<b>121.3</b>	38.469	116.7	24.444	<b>98.9</b>	1:31.694	94.22	1.683	13:06:08.859
9 -	39.217	74.9	1:10.031	55.5	IN PIT		16:55.227 P	8.51	15:25.216	13:23:04.086
10 -	OUTLAP	91.3	43.474	<b>119.1</b>	25.738	95.8	1:43.132	83.77	13.121	13:24:47.218

P13 10		Paul WAINE (TOR)					DeSanctis -Ford - 1969			
IDEAL LAP TIME : 1:29.145		BEST LAP TIME : 1:30.082			DIFFERENCE : 0.937					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		83.6	46.548	113.5	26.240	98.6			12:56:26.478	
2 -	30.290	105.1	43.339	118.1	26.084	<b>100.1</b>	1:39.713	86.64	9.631	12:58:06.191
3 -	30.980	102.7	41.079	121.1	26.686	99.4	1:38.745	87.49	8.663	12:59:44.936
4 -	30.767	110.7	37.560	<b>121.7</b>	24.166	99.2	1:32.493	93.41	2.411	13:01:17.429
5 -	28.901	117.1	37.368	118.7	<b>23.813</b>	97.9	<b>1:30.082 (1)</b>	<b>95.91</b>		<b>13:02:47.511</b>
6 -	<b>28.354</b>	116.5	<b>36.978</b>	120.4	25.562	94.5	1:30.894 (3)	95.05	0.812	13:04:18.405
7 -	28.434	<b>118.3</b>	37.321	120.0	24.482	89.5	1:30.237 (2)	95.74	0.155	13:05:48.642

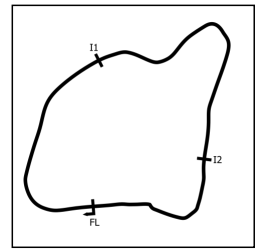
P14 96		Harindra DE SILVA (DAR)					Tecno -Ford - 1969			
IDEAL LAP TIME : 1:32.339		BEST LAP TIME : 1:33.918			DIFFERENCE : 1.579					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		84.9	45.168	119.8	27.463	90.9			12:55:28.726	
2 -	31.965	104.2	40.433	122.6	25.109	100.1	1:37.507	88.60	3.589	12:57:06.233
3 -	29.773	114.5	40.101	104.2	25.064	100.3	1:34.938 (3)	91.00	1.020	12:58:41.171
4 -	29.223	<b>120.6</b>	40.306	125.9	27.876	97.6	1:37.405	88.70	3.487	13:00:18.576
5 -	31.491	113.1	39.246	123.1	24.819	100.1	1:35.556	90.41	1.638	13:01:54.132
6 -	29.192	113.1	39.940	123.3	25.166	99.5	1:34.298 (2)	91.62	0.380	13:03:28.430
7 -	30.706	112.9	<b>38.701</b>	125.6	<b>24.511</b>	<b>101.3</b>	<b>1:33.918 (1)</b>	<b>91.99</b>		<b>13:05:02.348</b>
8 -	<b>29.127</b>	106.5	41.295	118.7	26.499	99.4	1:36.921	89.14	3.003	13:06:39.269
9 -	29.486	113.1	50.468	73.4	IN PIT		16:01.627 P	8.98	14:27.709	13:22:40.896
10 -	OUTLAP	94.3	44.924	124.2	25.499	100.1	1:44.599	82.60	10.681	13:24:25.495
11 -	30.371	99.5	41.297	<b>126.6</b>	25.198	<b>101.3</b>	1:36.866	89.19	2.948	13:26:02.361
12 -	30.833	120.4	40.449	123.8	28.387	76.6	1:39.669	86.68	5.751	13:27:42.030
13 -	31.199	107.3	40.088	96.1	28.453	99.1	1:39.740	86.62	5.822	13:29:21.770

P15 6		Leif BOSSON (AUB)					Brabham -Ford BT28 - 1970			
IDEAL LAP TIME : 1:34.152		BEST LAP TIME : 1:34.152			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		83.3	45.773	116.5	28.520	93.8			12:56:21.613	
2 -	33.239	90.8	44.444	116.9	26.103	97.8	1:43.786	83.24	9.634	12:58:05.399
3 -	30.595	105.5	41.116	124.7	27.409	96.9	1:39.120	87.16	4.968	12:59:44.519
4 -	31.553	104.6	40.149	124.5	25.235	96.8	1:36.937	89.13	2.785	13:01:21.456
5 -	<b>29.501</b>	114.3	<b>39.671</b>	<b>125.4</b>	<b>24.980</b>	97.1	<b>1:34.152 (1)</b>	<b>91.76</b>		<b>13:02:55.608</b>
6 -	29.608	<b>120.2</b>	41.774	<b>125.4</b>	25.434	<b>97.9</b>	1:36.816 (3)	89.24	2.664	13:04:32.424
7 -	29.930	109.4	41.825	118.7	25.897	96.2	1:37.652	88.47	3.500	13:06:10.076
8 -	50.792	51.7	1:11.578	66.1	IN PIT		16:55.927 P	8.50	15:21.775	13:23:06.003
9 -	OUTLAP	95.4	47.221	121.3	26.090	95.7	1:49.899	78.61	15.747	13:24:55.902
10 -	30.929	113.9	42.868	123.8	25.773	97.3	1:39.570	86.77	5.418	13:26:35.472
11 -	29.709	106.1	41.048	125.2	25.382	<b>97.9</b>	1:36.139 (2)	89.86	1.987	13:28:11.611

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - 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 57		Simon HAUGHTON (AUB)					Chevron -Ford B15 - 1969			
IDEAL LAP TIME : 1:34.260		BEST LAP TIME : 1:34.745			DIFFERENCE : 0.485					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		77.9	47.551	109.6	28.759	95.5			12:56:20.936	
2 -	33.455	96.9	44.545	117.9	26.993	<b>100.0</b>	1:44.993	82.29	10.248	12:58:05.929
3 -	31.116	104.6	42.154	118.1	26.837	99.1	1:40.107	86.30	5.362	12:59:46.036
4 -	33.049	104.2	40.592	118.1	25.929	98.9	1:39.570	86.77	4.825	13:01:25.606
5 -	30.539	104.8	39.523	117.7	25.712	98.9	1:35.774 (2)	90.21	1.029	13:03:01.380
6 -	30.128	106.3	40.498	118.3	27.499	94.6	1:38.125	88.05	3.380	13:04:39.505
7 -	30.095	110.7	<b>39.455</b>	118.1	27.697	97.8	1:37.247 (3)	88.84	2.502	13:06:16.752
8 -	51.997	47.6	1:11.404	61.6	IN PIT		16:50.862 P	8.54	15:16.117	13:23:07.614
9 -	OUTLAP	98.2	46.777	102.6	28.778	97.1	1:53.829	75.90	19.084	13:25:01.443
10 -	30.127	109.8	41.819	119.1	26.798	98.2	1:38.744	87.49	3.999	13:26:40.187
11 -	<b>29.614</b>	108.2	39.940	<b>120.0</b>	<b>25.191</b>	<b>100.0</b>	<b>1:34.745 (1)</b>	<b>91.19</b>		<b>13:28:14.932</b>

P17 17		Steve NICHOLS (DAR)					Chevron -Ford B17 - 1970			
IDEAL LAP TIME :		BEST LAP TIME : 1:37.537			DIFFERENCE :					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -									12:55:37.691	
2 -							1:43.358	83.59	5.821	12:57:21.049
3 -							1:41.830	84.84	4.293	12:59:02.879
4 -							1:40.841	85.67	3.304	13:00:43.720
5 -							1:39.526	86.81	1.989	13:02:23.246
6 -							1:40.590	85.89	3.053	13:04:03.836
7 -							<b>1:37.537 (1)</b>	<b>88.58</b>		<b>13:05:41.373</b>
8 -							1:38.012 (2)	88.15	0.475	13:07:19.385
9 -					IN PIT		15:38.406 P	9.20	14:00.869	13:22:57.791
10 -	OUTLAP						1:49.360	79.00	11.823	13:24:47.151
11 -							1:41.138	85.42	3.601	13:26:28.289
12 -							1:38.982 (3)	87.28	1.445	13:28:07.271

P18 14		Simon ETHERINGTON (MET)					Brabham -Ford BT15 - 1965			
IDEAL LAP TIME : 1:37.958		BEST LAP TIME : 1:38.508			DIFFERENCE : 0.550					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		105.6	41.994	111.2	27.510	<b>93.3</b>			12:55:38.002	
2 -	30.782	<b>111.2</b>	41.374	114.7	26.352	92.5	<b>1:38.508 (1)</b>	<b>87.70</b>		<b>12:57:16.510</b>
3 -	<b>30.772</b>	102.6	41.864	117.3	26.724	91.4	1:39.360 (3)	86.95	0.852	12:58:55.870
4 -	31.016	102.7	42.493	119.4	<b>26.200</b>	91.9	1:39.709	86.65	1.201	13:00:35.579
5 -	32.000	98.5	42.515	115.1	31.068	92.6	1:45.583	81.83	7.075	13:02:21.162
6 -	32.837	94.5	45.435	112.2	26.990	91.5	1:45.262	82.08	6.754	13:04:06.424
7 -	31.333	108.2	<b>40.986</b>	<b>120.2</b>	26.376	92.6	1:38.695 (2)	87.54	0.187	13:05:45.119
8 -	31.340	106.1	41.683	119.8	26.846	91.5	1:39.869	86.51	1.361	13:07:24.988
9 -	46.491	37.2	1:14.983	52.4	IN PIT		15:36.957 P	9.22	13:58.449	13:23:01.945
10 -	OUTLAP	83.9	47.344	110.0	28.545	92.3	1:53.005	76.45	14.497	13:24:54.950
11 -	32.637	101.9	45.598	115.5	28.344	91.9	1:46.579	81.06	8.071	13:26:41.529
12 -	31.078	105.6	41.699	118.9	26.767	92.9	1:39.544	86.79	1.036	13:28:21.073

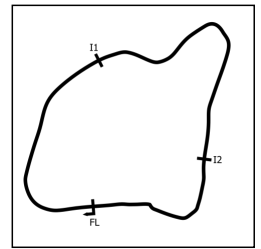
P19 5		Bill COWING (DAR)					Ginetta G8 - 1964			
IDEAL LAP TIME : 1:39.804		BEST LAP TIME : 1:40.711			DIFFERENCE : 0.907					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		78.6	48.680	92.5	29.141	77.0			12:56:23.636	
2 -	35.499	92.3	45.134	101.3	29.347	84.6	1:49.980	78.55	9.269	12:58:13.616
3 -	37.694	99.2	43.079	111.2	27.223	<b>92.0</b>	1:47.996	80.00	7.285	13:00:01.612
4 -	35.409	92.5	44.806	112.2	27.112	90.1	1:47.327	80.50	6.616	13:01:48.939
5 -	32.006	107.7	43.124	110.1	26.662	90.6	1:41.792 (3)	84.87	1.081	13:03:30.731
6 -	<b>31.222</b>	109.2	43.862	<b>112.5</b>	<b>26.159</b>	89.5	1:41.243 (2)	85.33	0.532	13:05:11.974
7 -	31.950	<b>110.0</b>	<b>42.423</b>	112.2	26.338	89.4	<b>1:40.711 (1)</b>	<b>85.79</b>		<b>13:06:52.685</b>
8 -	32.877	101.0	57.579	64.5	IN PIT		16:03.985 P	8.96	14:23.274	13:22:56.670
9 -	OUTLAP	68.4	50.933	110.5	27.680	89.5	1:57.088	73.79	16.377	13:24:53.758



# 79th Members Meeting

## Derek Bell Cup

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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>P20 16</b>		<b>Werner PIRCHER (TOR)</b>				Lotus -Ford 41 - 1967				
IDEAL LAP TIME : 1:39.729		BEST LAP TIME : 1:40.831		DIFFERENCE : 1.102						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.9	50.170	102.1	29.515	90.6			12:55:58.785	
2 -	35.205	87.9	47.327	100.4	31.565	91.6	1:54.097	75.72	13.266	12:57:52.882
3 -	37.435	92.6	45.619	104.5	28.723	88.3	1:51.777	77.29	10.946	12:59:44.659
4 -	35.250	89.3	43.100	117.1	27.935	95.0	1:46.285	81.29	5.454	13:01:30.944
5 -	32.953	90.8	44.339	107.7	27.324	95.1	1:44.616	82.58	3.785	13:03:15.560
6 -	32.612	96.9	42.861	118.5	27.123	95.4	1:42.596	84.21	1.765	13:04:58.156
7 -	31.903	103.0	42.564	117.1	26.583	95.4	1:41.050 (3)	85.50	0.219	13:06:39.206
8 -	32.709	102.6	52.407	80.9	IN PIT		16:02.486 P	8.97	14:21.655	13:22:41.692
9 -	OUTLAP	<b>106.8</b>	44.666	117.9	27.030	94.1	1:46.074	81.45	5.243	13:24:27.766
10 -	31.811	94.2	42.570	<b>120.6</b>	26.667	95.5	1:41.048 (2)	85.50	0.217	13:26:08.814
<b>11 -</b>	<b>32.442</b>	<b>89.4</b>	<b>42.171</b>	<b>120.6</b>	<b>26.218</b>	<b>97.3</b>	<b>1:40.831 (1)</b>	<b>85.68</b>		<b>13:27:49.645</b>
12 -	<b>31.340</b>	93.2	42.606	90.5	28.388	95.0	1:42.334	84.42	1.503	13:29:31.979

<b>P21 24</b>		<b>Andrew THORPE (DAR)</b>				Lotus -Ford 31 - 1964				
IDEAL LAP TIME : 1:43.004		BEST LAP TIME : 1:44.494		DIFFERENCE : 1.490						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.7	48.603	98.2	30.922	89.9			12:56:31.381	
2 -	35.064	77.7	45.611	104.5	29.288	92.0	1:49.963	78.57	5.469	12:58:21.344
3 -	34.436	83.9	49.823	101.8	33.003	89.3	1:57.262	73.68	12.768	13:00:18.606
4 -	34.012	86.3	43.907	112.2	30.587	92.4	1:48.506	79.62	4.012	13:02:07.112
<b>5 -</b>	<b>32.976</b>	<b>96.1</b>	<b>42.772</b>	<b>115.1</b>	<b>28.746</b>	<b>91.5</b>	<b>1:44.494 (1)</b>	<b>82.68</b>		<b>13:03:51.606</b>
6 -	32.463	<b>96.2</b>	44.477	112.7	<b>28.192</b>	92.1	1:45.132 (2)	82.18	0.638	13:05:36.738
7 -	32.148	93.4	45.399	105.3	28.639	<b>92.9</b>	1:46.186 (3)	81.36	1.692	13:07:22.924
8 -	45.560	44.2	1:16.790	55.5	IN PIT		15:36.654 P	9.22	13:52.160	13:22:59.578
9 -	OUTLAP	70.1	52.168	92.5	32.623	89.3	2:05.318	68.94	20.824	13:25:04.896
10 -	<b>32.040</b>	94.2	47.237	103.8	31.639	89.4	1:50.916	77.89	6.422	13:26:55.812
11 -	32.691	85.3	46.920	108.5	28.624	90.8	1:48.235	79.82	3.741	13:28:44.047

<b>P22 58</b>		<b>Rachel LOVETT (AUB)</b>				Merlyn -Ford Mk10 - 1968				
IDEAL LAP TIME : 1:57.252		BEST LAP TIME : 1:57.908		DIFFERENCE : 0.656						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		76.3	54.452	93.2	35.553	85.3			12:56:08.701	
2 -	40.181	77.2	52.605	96.5	34.868	87.2	2:07.654	67.68	9.746	12:58:16.355
3 -	38.483	73.1	50.371	100.7	33.487	82.8	2:02.341	70.62	4.433	13:00:18.696
4 -	38.728	75.6	51.141	98.6	33.049	81.4	2:02.918	70.29	5.010	13:02:21.614
<b>5 -</b>	<b>36.815</b>	<b>81.2</b>	<b>48.443</b>	<b>105.3</b>	<b>32.650</b>	<b>77.2</b>	<b>1:57.908 (1)</b>	<b>73.27</b>		<b>13:04:19.522</b>
6 -	37.132	<b>85.1</b>	49.315	91.6	33.243	86.9	1:59.690 (3)	72.18	1.782	13:06:19.212
7 -	36.819	83.5	52.037	77.5	IN PIT		16:29.851 P	8.72	14:31.943	13:22:49.063
8 -	OUTLAP	66.5	56.673	98.3	36.412	83.7	2:18.726	62.28	20.818	13:25:07.789
9 -	37.798	68.9	50.545	<b>106.8</b>	33.371	<b>90.5</b>	2:01.714	70.98	3.806	13:27:09.503
10 -	<b>36.159</b>	75.4	48.506	102.1	33.501	89.0	1:58.166 (2)	73.11	0.258	13:29:07.669

<b>P23 61</b>		<b>Andy JARVIS (AUB)</b>				March -Ford 703 - 1970			
IDEAL LAP TIME : 1:42.035		BEST LAP TIME :		DIFFERENCE :					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
<b>1 -</b>	<b>92.6</b>	<b>42.858</b>	<b>117.3</b>	<b>30.334</b>	<b>90.1</b>				<b>12:56:08.858</b>

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - BEST SECTORS

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
													<b>PERFECT LAP</b>	<b>1:24.233</b>	
1	25	HIBBERD (TOR)	26.816	25	HIBBERD (TOR)	35.219	25	HIBBERD (TOR)	22.198	1	25	HIBBERD (TOR)	1:24.233	1:24.603	0.370
2	26	SEAMAN (MET)	27.179	11	ARMER (AUB)	35.996	2	TIMMS (DAR)	22.798	2	65	THOMPSON (MET)	1:26.488	1:27.851	1.363
3	2	TIMMS (DAR)	27.263	65	THOMPSON (MET)	36.089	41	SPAGGIARI (MET)	22.906	3	2	TIMMS (DAR)	1:26.506	1:27.077	0.571
4	63	WIDMER (MET)	27.274	26	SEAMAN (MET)	36.140	21	DIFFEY (DAR)	22.921	4	11	ARMER (AUB)	1:26.695	1:27.278	0.583
5	65	THOMPSON (MET)	27.436	2	TIMMS (DAR)	36.445	65	THOMPSON (MET)	22.963	5	26	SEAMAN (MET)	1:26.726	1:26.726	0.000
6	41	SPAGGIARI (MET)	27.465	63	WIDMER (MET)	36.458	11	ARMER (AUB)	23.147	6	63	WIDMER (MET)	1:27.053	1:28.573	1.520
7	11	ARMER (AUB)	27.552	21	DIFFEY (DAR)	36.689	77	DEROSSO (AUB)	23.241	7	21	DIFFEY (DAR)	1:27.201	1:27.312	0.111
8	21	DIFFEY (DAR)	27.591	10	WAINES (TOR)	36.978	8	KITE (AUB)	23.310	8	41	SPAGGIARI (MET)	1:27.758	1:28.225	0.467
9	8	KITE (AUB)	27.604	8	KITE (AUB)	36.979	63	WIDMER (MET)	23.321	9	8	KITE (AUB)	1:27.893	1:28.011	0.118
10	7	KING (AUB)	27.799	15	FITZ-SIMON (TOR)	37.090	26	SEAMAN (MET)	23.407	10	15	FITZ-SIMON (TOR)	1:28.642	1:30.011	1.369
11	15	FITZ-SIMON (TOR)	27.987	41	SPAGGIARI (MET)	37.387	15	FITZ-SIMON (TOR)	23.565	11	10	WAINES (TOR)	1:29.145	1:30.082	0.937
12	77	DEROSSO (AUB)	28.302	7	KING (AUB)	37.626	10	WAINES (TOR)	23.813	12	77	DEROSSO (AUB)	1:29.390	1:29.689	0.299
13	10	WAINES (TOR)	28.354	77	DEROSSO (AUB)	37.847	7	KING (AUB)	24.130	13	7	KING (AUB)	1:29.555	1:29.786	0.231
14	96	DE SILVA (DAR)	29.127	96	DE SILVA (DAR)	38.701	96	DE SILVA (DAR)	24.511	14	96	DE SILVA (DAR)	1:32.339	1:33.918	1.579
15	6	BOSSON (AUB)	29.501	57	HAUGHTON (AUB)	39.455	6	BOSSON (AUB)	24.980	15	6	BOSSON (AUB)	1:34.152	1:34.152	0.000
16	57	HAUGHTON (AUB)	29.614	6	BOSSON (AUB)	39.671	57	HAUGHTON (AUB)	25.191	16	57	HAUGHTON (AUB)	1:34.260	1:34.745	0.485
17	14	ETHERINGTON (MET)	30.772	61	JARVIS (AUB)	40.694	5	COWING (DAR)	26.159	17	14	ETHERINGTON (MET)	1:37.958	1:38.508	0.550
18	61	JARVIS (AUB)	31.007	14	ETHERINGTON (MET)	40.986	14	ETHERINGTON (MET)	26.200	18	16	PIRCHER (TOR)	1:39.729	1:40.831	1.102
19	5	COWING (DAR)	31.222	16	PIRCHER (TOR)	42.171	16	PIRCHER (TOR)	26.218	19	5	COWING (DAR)	1:39.804	1:40.711	0.907
20	16	PIRCHER (TOR)	31.340	5	COWING (DAR)	42.423	24	THORPE (DAR)	28.192	20	61	JARVIS (AUB)	1:42.035		
21	24	THORPE (DAR)	32.040	24	THORPE (DAR)	42.772	61	JARVIS (AUB)	30.334	21	24	THORPE (DAR)	1:43.004	1:44.494	1.490
22	58	LOVETT (AUB)	36.159	58	LOVETT (AUB)	48.443	58	LOVETT (AUB)	32.650	22	58	LOVETT (AUB)	1:57.252	1:57.908	0.656
23										23	17	NICHOLS (DAR)		1:37.537	

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	25	HIBBERD (TOR)	129.0	26	SEAMAN (MET)	132.1	2	TIMMS (DAR)	105.8
2	41	SPAGGIARI (MET)	126.3	25	HIBBERD (TOR)	128.8	65	THOMPSON (MET)	104.3
3	21	DIFFEY (DAR)	126.1	8	KITE (AUB)	127.8	8	KITE (AUB)	104.2
4	2	TIMMS (DAR)	124.2	21	DIFFEY (DAR)	127.3	26	SEAMAN (MET)	104.0
5	7	KING (AUB)	124.2	41	SPAGGIARI (MET)	127.3	25	HIBBERD (TOR)	103.8
6	63	WIDMER (MET)	123.3	63	WIDMER (MET)	127.3	21	DIFFEY (DAR)	103.2
7	8	KITE (AUB)	123.1	2	TIMMS (DAR)	127.0	41	SPAGGIARI (MET)	102.9
8	65	THOMPSON (MET)	122.2	96	DE SILVA (DAR)	126.6	96	DE SILVA (DAR)	101.3
9	15	FITZ-SIMON (TOR)	121.3	65	THOMPSON (MET)	125.6	63	WIDMER (MET)	101.2
10	26	SEAMAN (MET)	121.1	7	KING (AUB)	125.6	77	DEROSSI (AUB)	101.2
11	96	DE SILVA (DAR)	120.6	6	BOSSON (AUB)	125.4	11	ARMER (AUB)	100.3
12	6	BOSSON (AUB)	120.2	11	ARMER (AUB)	122.6	10	WAINE (TOR)	100.1
13	11	ARMER (AUB)	120.0	10	WAINE (TOR)	121.7	57	HAUGHTON (AUB)	100.0
14	10	WAINE (TOR)	118.3	16	PIRCHER (TOR)	120.6	7	KING (AUB)	99.7
15	77	DEROSSI (AUB)	116.7	14	ETHERINGTON (MET)	120.2	15	FITZ-SIMON (TOR)	98.9
16	57	HAUGHTON (AUB)	113.5	57	HAUGHTON (AUB)	120.0	6	BOSSON (AUB)	97.9
17	14	ETHERINGTON (MET)	111.2	15	FITZ-SIMON (TOR)	119.1	16	PIRCHER (TOR)	97.3
18	61	JARVIS (AUB)	110.7	77	DEROSSI (AUB)	118.3	14	ETHERINGTON (MET)	93.3
19	5	COWING (DAR)	110.0	61	JARVIS (AUB)	117.3	24	THORPE (DAR)	92.9
20	16	PIRCHER (TOR)	106.8	24	THORPE (DAR)	115.1	5	COWING (DAR)	92.0
21	24	THORPE (DAR)	96.2	5	COWING (DAR)	112.5	58	LOVETT (AUB)	90.5
22	58	LOVETT (AUB)	85.1	58	LOVETT (AUB)	106.8	61	JARVIS (AUB)	90.1
23									

# 79th Members Meeting

## Derek Bell Cup

### OFFICIAL PRACTICE - RACE 7 - STATISTICS

**Competitors Started** 23  
**Planned Start** 2022-04-09 @ 12:55:00.000  
**Actual Start** 2022-04-09 @ 12:53:10.551  
**Finish Time** 2022-04-09 @ 13:27:53.686  
**Track Length** 2.4000mi.  
**Total Laps** 242  
**Total Distance Covered** 580.8000mi.

#### Session Fastest Lap History

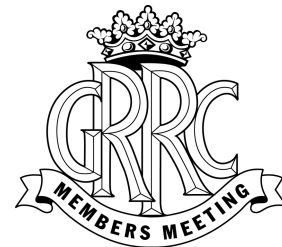
NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
25	Andrew HIBBERD (TOR)	1:25.786	12:56:40.926	2	Brabham -Ford BT18
25	Andrew HIBBERD (TOR)	1:24.603	13:02:34.956	6	Brabham -Ford BT18

#### Flag History

TYPE	TIME OF DAY
GREEN	12:53:10.551
RED	13:07:30.227
GREEN	13:22:09.741
FINISH	13:27:53.686

#### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	2	14	22:25.457
Red	1	0	14:39.514
Safety Car	0	0	0.000
FCY	0	0	0.000



# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - GRID (20 minutes) - AMENDED 3

ROW 9	21	<b>1</b> Ian BANKHURST (AUB)					
ROW 8		19	<b>58</b> Rachel LOVETT (AUB) 1:57.908	20	<b>61</b> Andy JARVIS (AUB)		
ROW 7		16	<b>5</b> Bill COWING (DAR) 1:40.711	17	<b>16</b> Werner PIRCHER (TOR) 1:40.831	18	<b>24</b> Andrew THORPE (DAR) 1:44.494
ROW 6			14	<b>17</b> Steve NICHOLS (DAR) 1:37.537	15	<b>14</b> Simon ETHERINGTON (MET) 1:38.508	
ROW 5		11	<b>96</b> Harindra DE SILVA (DAR) 1:33.918	12	<b>6</b> Leif BOSSON (AUB) 1:34.152	13	<b>57</b> Simon HAUGHTON (AUB) 1:34.745
ROW 4			9	<b>77</b> Francois DEROSI (AUB) 1:29.689	10	<b>15</b> Horatio FITZ-SIMON (TOR) 1:30.011	
ROW 3		6	<b>65</b> Peter THOMPSON (MET) 1:27.851	7	<b>8</b> Paul KITE (AUB) 1:28.011	8	<b>63</b> Christoph WIDMER (MET) 1:28.573
ROW 2			4	<b>11</b> Simon ARMER (AUB) 1:27.278	5	<b>21</b> Simon DIFFEY (DAR) 1:27.312	
ROW 1		1	<b>25</b> Andrew HIBBERD (TOR) 1:24.603	2	<b>26</b> Steve SEAMAN (MET) 1:26.726	3	<b>2</b> Jeremy TIMMS (DAR) 1:27.077
<b>Pole</b>							

Car 1 added to the back of the grid  
Car 7, 10, 41 withdrawn

Goodwood: 2.4000 miles

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

Clerk Of Course : David Cartwright	Stewards :	Timekeeper : Gethin Rees
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## 79th Members Meeting

### Derek Bell Cup

### RACE 7 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	25	Andrew HIBBERD (TOR)	Brabham -Ford BT18 - 1966	14	20:09.644			99.99	1:23.909	4
2	2	Jeremy TIMMS (DAR)	Chevron -Ford B15 - 1969	14	20:15.602	5.958	5.958	99.50	1:24.850	11
3	65	Peter THOMPSON (MET)	Brabham -Ford BT21A - 1968	14	20:30.196	20.552	14.594	98.32	1:26.140	13
4	15	Horatio FITZ-SIMON (TOR)	Chevron B15 - 1969	14	20:30.713	21.069	0.517	98.28	1:25.805	13
5	8	Paul KITE (AUB)	Chevron -Ford B15C - 1970	14	20:46.475	36.831	15.762	97.04	1:26.905	9
6	63	Christoph WIDMER (MET)	Brabham -Ford BT18A - 1966	14	20:46.820	37.176	0.345	97.01	1:26.465	11
7	11	Simon ARMER (AUB)	March -Ford 703 - 1970	14	20:50.128	40.484	3.308	96.75	1:25.862	13
8	26	Steve SEAMAN (MET)	Brabham -Ford BT21 - 1968	14	21:25.818	1:16.174	35.690	94.07	1:26.529	3
9	57	Simon HAUGHTON (AUB)	Chevron -Ford B15 - 1969	13	20:12.759	1 Lap	1 Lap	92.61	1:29.790	12
10	6	Leif BOSSON (AUB)	Brabham -Ford BT28 - 1970	13	20:14.299	1 Lap	1.540	92.49	1:31.810	11
11	96	Harindra DE SILVA (DAR)	Tecno -Ford - 1969	13	20:26.378	1 Lap	12.079	91.58	1:30.657	13
12	17	Steve NICHOLS (DAR)	Chevron -Ford B17 - 1970	13	21:23.586	1 Lap	57.208	87.50	1:36.133	6
13	16	Werner PIRCHER (TOR)	Lotus -Ford 41 - 1967	13	21:25.692	1 Lap	2.106	87.36	1:35.051	10
14	5	Bill COWING (DAR)	Ginetta G8 - 1964	12	20:50.294	2 Laps	1 Lap	82.92	1:41.056	11
15	24	Andrew THORPE (DAR)	Lotus -Ford 31 - 1964	12	20:51.557	2 Laps	1.263	82.84	1:40.131	11
16	58	Rachel LOVETT (AUB)	Merlyn -Ford Mk10 - 1968	11	21:32.447	3 Laps	1 Lap	73.53	1:52.475	2

#### NOT CLASSIFIED

DNF	1	Ian BANKHURST (AUB)	Alexis -Ford Mk8 HF - 1964	13	19:11.392	1 Lap	0.000	97.55	1:26.085	6
DNF	61	Andy JARVIS (AUB)	March -Ford 703 - 1970	6	9:11.818	8 Laps	7 Laps	93.94	1:28.603	4
DNF	14	Simon ETHERINGTON (MET)	Brabham -Ford BT15 - 1965	6	10:40.167	8 Laps	1:28.349	80.97	1:37.909	4
DNF	77	Francois DEROSI (AUB)	Chevron -Ford B17 - 1970	5	8:07.431	9 Laps	1 Lap	88.62	1:32.555	5
DNF	21	Simon DIFFEY (DAR)	Brabham -Ford BT21 - 1967	1	3:47.254	13 Laps	4 Laps	38.01		

#### FASTEST LAP

25	Andrew HIBBERD (TOR)	Brabham -Ford BT18 - 1966	4	1:23.909	102.96 mph	165.71 kph
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Weather / Track : Cloudy / Dry

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

Race Distance: 14 Laps / 33.60 miles

Goodwood: 2.4000 miles

Date: 10/04/2022 Start: 11:33 Finish: 11:53

Clerk Of Course : David Cartwright

Stewards :

Timekeeper : Gethin Rees

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - LAP CHART

LAP 1 @ 11:35:22.094			LAP 2 @ 11:36:49.309			LAP 3 @ 11:38:13.812			LAP 4 @ 11:39:37.721			LAP 5 @ 11:41:02.362		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
2		1:34.001	25		1:26.435	25		1:24.503	25		1:23.909	25		1:24.641
26	0.740	1:34.741	2	0.844	1:28.059	2	1.352	1:25.011	2	2.860	1:25.417	14	1 Lap	1:37.909
25	0.780	1:34.781	26	2.003	1:28.478	26	4.029	1:26.529	65	8.455	1:27.575	2	3.322	1:25.103
65	1.141	1:35.142	65	2.046	1:28.120	65	4.789	1:27.246	15	8.810	1:27.441	65	10.812	1:26.998
11	1.833	1:35.834	11	2.856	1:28.238	15	5.278	1:26.760	58	1 Lap	1:57.733	15	11.334	1:27.165
15	3.017	1:37.018	15	3.021	1:27.219	11	6.172	1:27.819	11	9.665	1:27.402	11	12.551	1:27.527
63	3.883	1:37.884	63	5.322	1:28.654	63	8.891	1:28.072	63	14.356	1:29.374	63	19.684	1:29.969
6	6.097	1:40.098	8	9.270	1:30.332	8	15.222	1:30.455	1	19.149	1:27.618	1	21.629	1:27.121
8	6.153	1:40.154	1	9.768	1:30.506	1	15.440	1:30.175	8	20.220	1:28.907	8	23.348	1:27.769
1	6.477	1:40.478	6	11.875	1:32.993	61	16.808	1:29.267	61	21.502	1:28.603	61	28.238	1:31.377
61	8.641	1:42.642	61	12.044	1:30.618	6	19.503	1:32.131	26	27.234	1:47.114	26	31.885	1:29.292
57	9.913	1:43.914	57	16.465	1:33.767	57	27.190	1:35.228	6	28.157	1:32.563	6	35.577	1:32.061
77	10.115	1:44.116	96	20.446	1:34.337	96	28.374	1:32.431	57	37.728	1:34.447	58	1 Lap	1:57.312
17	13.153	1:47.154	17	24.526	1:38.588	77	35.357	1:33.341	96	38.858	1:34.393	57	45.600	1:32.513
96	13.324	1:47.325	77	26.519	1:43.619	17	38.241	1:38.218	77	45.248	1:33.800	96	48.002	1:33.785
16	17.382	1:51.383	16	31.037	1:40.870	16	46.365	1:39.831	17	52.182	1:37.850	17	53.162	1:32.555
5	18.804	1:52.805	5	34.599	1:43.010	5	53.642	1:43.546	16	1:00.471	1:38.015	17	1:04.983	1:37.442
24	22.110	1:56.111	24	38.596	1:43.701	24	57.381	1:43.288	5	1:13.919	1:44.186	16	1:14.103	1:38.273
58	34.730	2:08.731	21	1 Lap	3:47.254 P	14	1:11.020	1:39.430	24	1:15.199	1:41.727			
14	41.034	2:15.035	14	56.093	1:42.274									
			58	59.990	1:52.475									

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - LAP CHART

LAP 6 @ 11:42:27.517			LAP 7 @ 11:43:52.605			LAP 8 @ 11:45:24.063			LAP 9 @ 11:46:49.932			LAP 10 @ 11:48:14.524		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:25.155	25		1:25.088	25		1:31.458	25		1:25.869	25		1:24.592
2	3.344	1:25.177	16	1 Lap	1:40.272	2	1.356	1:28.541	2	1.944	1:26.457	2	2.455	1:25.103
5	1 Lap	1:46.114	2	4.273	1:26.017	16	1 Lap	1:37.757	17	1 Lap	1:36.425	65	17.594	1:27.697
24	1 Lap	1:45.476	65	16.041	1:28.425	65	12.465	1:27.882	65	14.489	1:27.893	11	18.553	1:26.071
65	12.704	1:27.047	11	17.847	1:28.111	11	15.898	1:29.509	11	17.074	1:27.045	15	19.190	1:25.949
15	13.329	1:27.150	15	18.317	1:30.076	15	15.918	1:29.059	15	17.833	1:27.784	17	1 Lap	1:36.946
11	14.824	1:27.428	1	25.585	1:28.114	58	2 Laps	1:59.977	1	23.750	1:27.627	1	25.365	1:26.207
14	1 Lap	1:41.210	63	28.324	1:29.971	1	21.992	1:27.865	16	1 Lap	1:39.507	8	29.017	1:27.343
1	22.559	1:26.085	8	29.224	1:28.623	8	25.230	1:27.464	8	26.266	1:26.905	63	30.262	1:27.974
63	23.441	1:28.912	24	1 Lap	1:47.540	63	25.819	1:28.953	63	26.880	1:26.930	16	1 Lap	1:36.562
8	25.689	1:27.496	5	1 Lap	1:49.065	24	1 Lap	1:43.673	58	2 Laps	1:57.240	26	57.848	1:32.059
61	32.394	1:29.311	14	1 Lap	1:44.309	26	45.703	1:36.252	26	50.381	1:30.547	6	1:09.156	1:35.463
26	35.912	1:29.182	26	40.909	1:30.085	5	1 Lap	1:43.022	6	58.285	1:31.848	57	1:13.983	1:32.029
6	42.916	1:32.494	6	51.469	1:33.641	6	52.306	1:32.295	24	1 Lap	1:41.248	5	1 Lap	1:41.290
57	52.987	1:32.542	57	59.835	1:31.936	57	1:00.619	1:32.242	5	1 Lap	1:41.213	24	1 Lap	1:43.465
96	57.768	1:34.921	96	1:05.720	1:33.040	96	1:06.369	1:32.107	57	1:06.546	1:31.796	96	1:23.174	1:35.631
58	1 Lap	1:56.944	17	1:30.507	1:39.634				96	1:12.135	1:31.635	58	2 Laps	1:59.595
17	1:15.961	1:36.133												



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## Derek Bell Cup

### RACE 7 - LAP CHART

LAP 11 @ 11:49:38.955			LAP 12 @ 11:51:06.514			LAP 13 @ 11:52:30.724			LAP 14 @ 11:53:57.737		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:24.431	25		1:27.559	25		1:24.210	25		1:27.013
2	2.874	1:24.850	2	4.915	1:29.600	2	7.385	1:26.680	57	1 Lap	1:31.658
65	19.797	1:26.634	96	1 Lap	1:35.409	96	1 Lap	1:30.707	6	1 Lap	1:33.368
11	20.559	1:26.437	5	2 Laps	1:42.490	65	20.671	1:26.140	2	5.958	1:25.586
15	20.850	1:26.091	24	2 Laps	1:42.659	15	20.946	1:25.805	96	1 Lap	1:30.657
1	28.318	1:27.384	65	18.741	1:26.503	11	21.921	1:25.862	65	20.552	1:26.894
8	31.530	1:26.944	15	19.351	1:26.060	5	2 Laps	1:41.056	15	21.069	1:27.136
63	32.296	1:26.465	11	20.269	1:27.269	24	2 Laps	1:40.131	8	36.831	1:28.721
17	1 Lap	1:39.213	58	3 Laps	1:54.578	1	28.761	1:26.105	63	37.176	1:28.601
16	1 Lap	1:35.051	1	26.866	1:26.107	8	35.123	1:27.187	11	40.484	1:45.576
26	1:03.836	1:30.419	8	32.146	1:28.175	63	35.588	1:27.435	5	2 Laps	1:42.497
6	1:16.535	1:31.810	63	32.363	1:27.626	58	3 Laps	1:53.541	24	2 Laps	1:42.538
57	1:20.449	1:30.897	17	1 Lap	1:38.357	17	1 Lap	1:39.564	17	1 Lap	1:38.062
			16	1 Lap	1:36.431	16	1 Lap	1:35.683	16	1 Lap	1:36.057
			26	1:07.831	1:31.554	26	1:13.290	1:29.669	26	1:16.174	1:29.897
			6	1:22.510	1:33.534				58	3 Laps	1:54.321
			57	1:22.680	1:29.790						

# 79th Members Meeting

## Derek Bell Cup

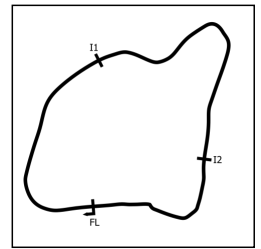
### RACE 7 - POSITION CHART

No	Name	Lap														
		Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14
25	HIBBERD (TOR)	1	2	25	25	25	25	25	25	25	25	25	25	25	25	25
26	SEAMAN (MET)	2	26	2	2	2	2	2	2	2	2	2	2	2	2	2
2	TIMMS (DAR)	3	25	26	26	65	65	65	65	65	65	65	65	65	65	65
11	ARMER (AUB)	4	65	65	65	15	15	15	15	11	11	11	11	11	15	15
21	DIFFEY (DAR)	5	11	11	15	11	11	11	15	15	15	15	15	11	11	8
65	THOMPSON (MET)	6	15	15	11	63	63	1	1	1	1	1	1	1	1	63
8	KITE (AUB)	7	63	63	63	1	1	63	63	8	8	8	8	8	8	11
63	WIDMER (MET)	8	6	8	8	8	8	8	8	63	63	63	63	63	63	26
77	DEROSSI (AUB)	9	8	1	1	61	61	61	26	26	26	26	26	26	26	
15	FITZ-SIMON (TOR)	10	1	6	61	26	26	26	6	6	6	6	6	6	6	57
96	DE SILVA (DAR)	11	61	61	6	6	6	6	57	57	57	57	57	57	6	
6	BOSSON (AUB)	12	57	57	57	57	57	57	96	96	96	96	96	96	96	
57	HAUGHTON (AUB)	13	77	96	96	96	96	96	17	17	17	17	17	17	17	
17	NICHOLS (DAR)	14	17	17	77	77	77	17	16	16	16	16	16	16	16	
14	ETHERINGTON (MET)	15	96	77	17	17	17	16	24	24	5	5	5	5		
5	COWING (DAR)	16	16	16	16	16	16	24	5	5	24	24	24	24		
16	PIRCHER (TOR)	17	5	5	5	5	5	5	58	58	58	58	58			
24	THORPE (DAR)	18	24	24	24	24	24	14								
58	LOVETT (AUB)	19	58	14	14	14	14	58								
61	JARVIS (AUB)	20	14	58	58	58	58									
1	BANKHURST (AUB)	21	21													

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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>P1 25</b>		<b>Andrew HIBBERD (TOR)</b>					Brabham -Ford BT18 - 1966			
IDEAL LAP TIME : 1:23.805		BEST LAP TIME : 1:23.909			DIFFERENCE : 0.104					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		120.6	37.211	<b>123.3</b>	24.117	<b>102.1</b>	1:34.781	91.15	10.872	11:35:22.874
2 -	27.174	<b>130.5</b>	36.810	122.2	22.451	100.9	1:26.435	99.95	2.526	11:36:49.309
3 -	26.642	129.3	35.627	122.0	22.234	101.0	1:24.503	102.24	0.594	11:38:13.812
<b>4 -</b>	26.614	128.8	<b>35.130</b>	122.9	<b>22.165</b>	101.8	<b>1:23.909 (1)</b>	<b>102.96</b>		<b>11:39:37.721</b>
5 -	26.621	129.5	35.443	<b>123.3</b>	22.577	100.7	1:24.641	102.07	0.732	11:41:02.362
6 -	26.696	129.8	36.157	122.6	22.302	100.7	1:25.155	101.46	1.246	11:42:27.517
7 -	26.673	129.5	35.630	117.5	22.785	100.3	1:25.088	101.54	1.179	11:43:52.605
8 -	26.916	111.4	41.921	122.2	22.621	100.3	1:31.458	94.46	7.549	11:45:24.063
9 -	27.557	128.3	35.925	122.9	22.387	100.9	1:25.869	100.61	1.960	11:46:49.932
10 -	26.727	128.5	35.381	122.4	22.484	100.1	1:24.592	102.13	0.683	11:48:14.524
11 -	<b>26.510</b>	128.5	35.555	122.0	22.366	101.2	1:24.431 <b>(3)</b>	102.33	0.522	11:49:38.955
12 -	27.734	128.8	37.243	122.6	22.582	98.9	1:27.559	98.67	3.650	11:51:06.514
13 -	26.548	130.0	35.355	122.2	22.307	100.4	1:24.210 <b>(2)</b>	102.60	0.301	11:52:30.724
14 -	28.056	125.4	36.107	121.3	22.850	100.4	1:27.013	99.29	3.104	11:53:57.737

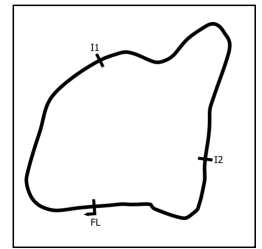
<b>P2 2</b>		<b>Jeremy TIMMS (DAR)</b>					Chevron -Ford B15 - 1969			
IDEAL LAP TIME : 1:24.691		BEST LAP TIME : 1:24.850			DIFFERENCE : 0.159					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		118.7	37.214	120.9	23.395	101.0	1:34.001	91.91	9.151	11:35:22.094
2 -	27.449	125.4	37.737	<b>124.5</b>	22.873	101.8	1:28.059	98.11	3.209	11:36:50.153
3 -	26.731	<b>128.8</b>	35.891	123.3	22.389	<b>103.5</b>	1:25.011 <b>(2)</b>	101.63	0.161	11:38:15.164
4 -	26.684	<b>128.8</b>	35.893	122.2	22.840	102.7	1:25.417	101.15	0.567	11:39:40.581
5 -	26.563	127.8	<b>35.862</b>	123.5	22.678	102.9	1:25.103 <b>(3)</b>	101.52	0.253	11:41:05.684
6 -	26.742	126.8	35.888	122.9	22.547	101.8	1:25.177	101.43	0.327	11:42:30.861
7 -	26.859	126.6	36.161	122.4	22.997	102.1	1:26.017	100.44	1.167	11:43:56.878
8 -	27.243	121.5	38.848	122.4	22.450	103.0	1:28.541	97.58	3.691	11:45:25.419
9 -	27.722	123.5	36.433	123.5	22.302	102.4	1:26.457	99.93	1.607	11:46:51.876
10 -	26.725	127.3	35.976	122.2	22.402	102.4	1:25.103 <b>(3)</b>	101.52	0.253	11:48:16.979
<b>11 -</b>	<b>26.562</b>	126.3	36.021	121.5	<b>22.267</b>	102.9	<b>1:24.850 (1)</b>	<b>101.82</b>		<b>11:49:41.829</b>
12 -	28.127	126.6	37.899	113.1	23.574	101.0	1:29.600	96.42	4.750	11:51:11.429
13 -	26.984	125.4	36.938	120.9	22.758	102.2	1:26.680	99.67	1.830	11:52:38.109
14 -	26.805	126.6	36.324	122.2	22.457	101.3	1:25.586	100.95	0.736	11:54:03.695

<b>P3 65</b>		<b>Peter THOMPSON (MET)</b>					Brabham -Ford BT21A - 1968			
IDEAL LAP TIME : 1:25.961		BEST LAP TIME : 1:26.140			DIFFERENCE : 0.179					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		115.7	37.546	124.7	23.874	101.2	1:35.142	90.81	9.002	11:35:23.235
2 -	27.502	124.2	37.154	<b>124.9</b>	23.464	100.7	1:28.120	98.04	1.980	11:36:51.355
3 -	27.357	<b>128.0</b>	36.949	121.7	22.940	101.6	1:27.246	99.03	1.106	11:38:18.601
4 -	27.258	125.6	36.960	120.9	23.357	99.5	1:27.575	98.65	1.435	11:39:46.176
5 -	27.468	124.9	36.715	122.2	22.815	101.6	1:26.998	99.31	0.858	11:41:13.174
6 -	27.506	125.6	36.266	122.6	23.275	<b>102.4</b>	1:27.047	99.25	0.907	11:42:40.221
7 -	29.122	123.5	36.402	121.1	22.901	101.2	1:28.425	97.70	2.285	11:44:08.646
8 -	27.540	122.2	36.507	121.7	23.835	101.5	1:27.882	98.31	1.742	11:45:36.528
9 -	27.994	123.5	36.548	121.3	23.351	96.6	1:27.893	98.30	1.753	11:47:04.421
10 -	27.634	119.6	37.149	120.0	22.914	101.2	1:27.697	98.52	1.557	11:48:32.118
11 -	27.471	120.2	36.355	120.2	22.808	100.1	1:26.634 <b>(3)</b>	99.72	0.494	11:49:58.752
12 -	27.720	121.7	<b>36.137</b>	120.4	<b>22.646</b>	100.7	1:26.503 <b>(2)</b>	99.88	0.363	11:51:25.255
<b>13 -</b>	<b>27.178</b>	125.2	36.310	118.9	22.652	100.7	<b>1:26.140 (1)</b>	<b>100.30</b>		<b>11:52:51.395</b>
14 -	27.256	122.6	36.922	115.9	22.716	100.1	1:26.894	99.43	0.754	11:54:18.289

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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 15		Horatio FITZ-SIMON (TOR)					Chevron B15 - 1969					
IDEAL LAP TIME : 1:25.304		BEST LAP TIME : 1:25.805			DIFFERENCE : 0.501							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		110.7	38.746	116.5	23.642	98.2	1:37.018	89.05	11.213	11:35:25.111		
2 -	27.219	122.6	36.450	119.1	23.550	<b>101.8</b>	1:27.219	99.06	1.414	11:36:52.330		
3 -	<b>26.701</b>	<b>125.9</b>	36.914	118.1	23.145	100.0	1:26.760	99.58	0.955	11:38:19.090		
4 -	27.823	122.0	36.054	<b>120.4</b>	23.564	99.1	1:27.441	98.80	1.636	11:39:46.531		
5 -	27.320	117.5	36.661	119.6	23.184	99.8	1:27.165	99.12	1.360	11:41:13.696		
6 -	27.181	115.1	36.748	118.3	23.221	100.0	1:27.150	99.13	1.345	11:42:40.846		
7 -	30.562	121.7	36.164	117.7	23.350	99.8	1:30.076	95.91	4.271	11:44:10.922		
8 -	27.073	108.2	37.387	118.1	24.599	94.1	1:29.059	97.01	3.254	11:45:39.981		
9 -	27.618	119.4	37.008	117.9	23.158	98.8	1:27.784	98.42	1.979	11:47:07.765		
10 -	27.001	123.5	<b>35.962</b>	118.1	22.986	99.5	1:25.949 (2)	100.52	0.144	11:48:33.714		
11 -	26.740	125.4	36.059	115.1	23.292	100.9	1:26.091	100.35	0.286	11:49:59.805		
12 -	26.876	120.4	36.047	117.1	23.137	98.9	1:26.060 (3)	100.39	0.255	11:51:25.865		
<b>13 -</b>	26.773	122.6	36.384	112.5	22.648	101.0	<b>1:25.805 (1)</b>	<b>100.69</b>		<b>11:52:51.670</b>		
14 -	27.266	124.5	37.229	113.1	<b>22.641</b>	99.2	1:27.136	99.15	1.331	11:54:18.806		

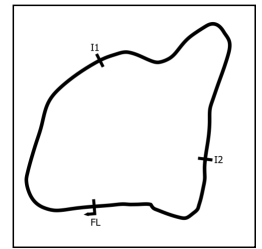
P5 8		Paul KITE (AUB)					Chevron -Ford B15C - 1970					
IDEAL LAP TIME : 1:26.549		BEST LAP TIME : 1:26.905			DIFFERENCE : 0.356							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		112.7	37.998	<b>126.3</b>	24.694	101.3	1:40.154	86.26	13.249	11:35:28.247		
2 -	28.434	124.7	37.632	125.2	24.266	100.9	1:30.332	95.64	3.427	11:36:58.579		
3 -	27.619	123.5	38.356	123.1	24.480	98.5	1:30.455	95.51	3.550	11:38:29.034		
4 -	28.117	117.3	36.879	123.3	23.911	101.6	1:28.907	97.18	2.002	11:39:57.941		
5 -	27.342	117.5	36.861	125.9	23.566	<b>102.7</b>	1:27.769	98.44	0.864	11:41:25.710		
6 -	27.178	125.2	36.948	124.9	23.370	102.6	1:27.496	98.74	0.591	11:42:53.206		
7 -	<b>26.901</b>	<b>127.8</b>	37.872	125.4	23.850	102.2	1:28.623	97.49	1.718	11:44:21.829		
8 -	26.974	122.9	36.815	126.1	23.675	101.9	1:27.464	98.78	0.559	11:45:49.293		
<b>9 -</b>	27.257	122.6	<b>36.416</b>	124.9	<b>23.232</b>	102.2	<b>1:26.905 (1)</b>	<b>99.41</b>		<b>11:47:16.198</b>		
10 -	27.474	124.7	36.521	123.3	23.348	101.9	1:27.343	98.92	0.438	11:48:43.541		
11 -	26.972	127.5	36.490	124.2	23.482	100.9	1:26.944 (2)	99.37	0.039	11:50:10.485		
12 -	26.931	127.0	37.505	124.0	23.739	98.9	1:28.175	97.98	1.270	11:51:38.660		
13 -	27.368	125.9	36.519	123.3	23.300	101.6	1:27.187 (3)	99.09	0.282	11:53:05.847		
14 -	26.989	125.9	37.664	119.6	24.068	100.7	1:28.721	97.38	1.816	11:54:34.568		

P6 63		Christoph WIDMER (MET)					Brabham -Ford BT18A - 1966					
IDEAL LAP TIME : 1:26.406		BEST LAP TIME : 1:26.465			DIFFERENCE : 0.059							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		111.4	39.312	122.6	24.169	100.1	1:37.884	88.26	11.419	11:35:25.977		
2 -	27.535	123.8	37.370	121.1	23.749	99.5	1:28.654	97.45	2.189	11:36:54.631		
3 -	27.201	128.8	37.180	120.2	23.691	99.7	1:28.072	98.10	1.607	11:38:22.703		
4 -	28.257	124.5	37.447	118.7	23.670	98.6	1:29.374	96.67	2.909	11:39:52.077		
5 -	28.217	124.2	38.014	118.3	23.738	97.3	1:29.969	96.03	3.504	11:41:22.046		
6 -	28.022	124.0	37.145	118.9	23.745	100.1	1:28.912	97.17	2.447	11:42:50.958		
7 -	27.538	125.2	38.759	119.4	23.674	98.9	1:29.971	96.03	3.506	11:44:20.929		
8 -	27.384	122.0	37.357	120.4	24.212	100.6	1:28.953	97.12	2.488	11:45:49.882		
9 -	27.092	124.2	36.614	<b>124.9</b>	23.224	<b>101.9</b>	1:26.930 (2)	99.39	0.465	11:47:16.812		
10 -	28.127	121.1	36.825	120.2	23.022	101.0	1:27.974	98.21	1.509	11:48:44.786		
<b>11 -</b>	26.859	127.5	<b>36.565</b>	120.9	23.041	100.4	<b>1:26.465 (1)</b>	<b>99.92</b>		<b>11:50:11.251</b>		
12 -	26.865	<b>129.3</b>	37.028	122.6	23.733	100.1	1:27.626	98.60	1.161	11:51:38.877		
13 -	27.768	124.7	36.665	122.2	<b>23.002</b>	101.2	1:27.435 (3)	98.81	0.970	11:53:06.312		
14 -	<b>26.839</b>	126.1	37.558	118.9	24.204	99.4	1:28.601	97.51	2.136	11:54:34.913		

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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 11		Simon ARMER (AUB)					March -Ford 703 - 1970			
IDEAL LAP TIME : 1:25.647		BEST LAP TIME : 1:25.862			DIFFERENCE : 0.215					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		111.8	37.560	<b>122.9</b>	24.258	99.7	1:35.834	90.15	9.972	11:35:23.927
2 -	27.169	119.1	37.198	120.6	23.871	100.3	1:28.238	97.91	2.376	11:36:52.165
3 -	27.356	122.6	36.595	113.3	23.868	100.3	1:27.819	98.38	1.957	11:38:19.984
4 -	27.144	114.7	36.262	120.9	23.996	<b>100.6</b>	1:27.402	98.85	1.540	11:39:47.386
5 -	26.945	117.9	36.794	122.0	23.788	99.8	1:27.527	98.71	1.665	11:41:14.913
6 -	27.017	117.7	36.536	120.6	23.875	99.5	1:27.428	98.82	1.566	11:42:42.341
7 -	28.329	123.5	36.150	118.7	23.632	98.9	1:28.111	98.05	2.249	11:44:10.452
8 -	27.093	119.4	36.977	118.9	25.439	94.1	1:29.509	96.52	3.647	11:45:39.961
9 -	27.426	123.1	36.471	118.1	23.148	98.6	1:27.045	99.25	1.183	11:47:07.006
10 -	27.034	124.0	<b>35.775</b>	117.3	23.262	100.1	1:26.071 (2)	100.38	0.209	11:48:33.077
11 -	26.896	121.3	36.426	119.4	<b>23.115</b>	99.7	1:26.437 (3)	99.95	0.575	11:49:59.514
12 -	27.092	118.5	36.754	120.2	23.423	99.8	1:27.269	99.00	1.407	11:51:26.783
<b>13 -</b>	<b>26.926</b>	<b>123.3</b>	<b>35.784</b>	<b>116.9</b>	<b>23.152</b>	<b>99.8</b>	<b>1:25.862 (1)</b>	<b>100.62</b>		<b>11:52:52.645</b>
14 -	<b>26.757</b>	<b>124.2</b>	51.537	114.1	27.282	95.3	1:45.576	81.83	19.714	11:54:38.221

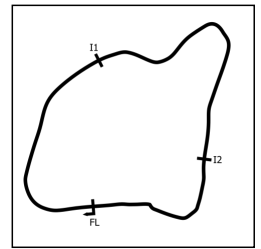
P8 26		Steve SEAMAN (MET)					Brabham -Ford BT21 - 1968			
IDEAL LAP TIME : 1:26.529		BEST LAP TIME : 1:26.529			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		117.1	37.764	121.3	24.213	101.2	1:34.741	91.19	8.212	11:35:22.834
2 -	27.594	122.6	36.940	119.1	23.944	101.2	1:28.478 (2)	97.65	1.949	11:36:51.312
<b>3 -</b>	<b>27.040</b>	<b>128.0</b>	<b>36.230</b>	<b>122.9</b>	<b>23.259</b>	<b>100.6</b>	<b>1:26.529 (1)</b>	<b>99.85</b>		<b>11:38:17.841</b>
4 -	27.398	124.9	55.734	118.3	23.982	100.0	1:47.114	80.66	20.585	11:40:04.955
5 -	27.651	121.3	37.796	122.2	23.845	100.6	1:29.292	96.76	2.763	11:41:34.247
6 -	27.790	125.9	37.562	122.6	23.830	100.1	1:29.182 (3)	96.88	2.653	11:43:03.429
7 -	27.750	124.5	37.940	122.0	24.395	98.9	1:30.085	95.90	3.556	11:44:33.514
8 -	27.752	112.9	42.232	<b>123.3</b>	26.268	96.2	1:36.252	89.76	9.723	11:46:09.766
9 -	28.721	117.5	37.589	122.9	24.237	99.4	1:30.547	95.42	4.018	11:47:40.313
10 -	30.136	116.3	37.708	121.7	24.215	99.8	1:32.059	93.85	5.530	11:49:12.372
11 -	27.851	111.2	38.059	121.7	24.509	97.9	1:30.419	95.55	3.890	11:50:42.791
12 -	28.351	116.3	38.271	119.6	24.932	98.1	1:31.554	94.37	5.025	11:52:14.345
13 -	27.983	122.4	37.737	121.5	23.949	100.6	1:29.669	96.35	3.140	11:53:44.014
14 -	27.693	125.9	37.537	121.5	24.667	<b>101.6</b>	1:29.897	96.11	3.368	11:55:13.911

P9 57		Simon HAUGHTON (AUB)					Chevron -Ford B15 - 1969			
IDEAL LAP TIME : 1:29.481		BEST LAP TIME : 1:29.790			DIFFERENCE : 0.309					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		105.0	40.382	<b>122.2</b>	25.983	98.5	1:43.914	83.14	14.124	11:35:32.007
2 -	29.186	108.0	39.457	118.7	25.124	98.2	1:33.767	92.14	3.977	11:37:05.774
3 -	29.625	109.1	40.402	119.1	25.201	98.5	1:35.228	90.72	5.438	11:38:41.002
4 -	29.564	111.2	39.562	118.7	25.321	97.8	1:34.447	91.47	4.657	11:40:15.449
5 -	28.923	112.5	38.614	121.1	24.976	99.1	1:32.513	93.39	2.723	11:41:47.962
6 -	29.400	108.4	38.681	120.2	24.461	98.2	1:32.542	93.36	2.752	11:43:20.504
7 -	28.690	115.5	38.974	120.2	24.272	99.1	1:31.936	93.97	2.146	11:44:52.440
8 -	28.525	114.9	39.574	120.0	24.143	99.1	1:32.242	93.66	2.452	11:46:24.682
9 -	28.579	114.9	38.876	120.9	24.341	98.5	1:31.796	94.12	2.006	11:47:56.478
10 -	28.286	117.5	39.484	118.7	24.259	98.9	1:32.029	93.88	2.239	11:49:28.507
11 -	28.257	117.9	38.383	120.4	24.257	98.9	1:30.897 (2)	95.05	1.107	11:50:59.404
<b>12 -</b>	<b>28.114</b>	<b>122.6</b>	<b>37.681</b>	<b>122.2</b>	<b>23.995</b>	<b>97.9</b>	<b>1:29.790 (1)</b>	<b>96.22</b>		<b>11:52:29.194</b>
13 -	29.407	115.5	38.565	120.9	<b>23.686</b>	<b>99.4</b>	1:31.658 (3)	94.26	1.868	11:54:00.852

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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 6		Leif BOSSON (AUB)					Brabham -Ford BT28 - 1970				
IDEAL LAP TIME : 1:30.811		BEST LAP TIME : 1:31.810					DIFFERENCE : 0.999				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		115.5	39.060	122.9	24.912	98.2	1:40.098	86.31	8.288	11:35:28.191	
2 -	29.177	115.9	38.979	<b>123.8</b>	24.837	99.1	1:32.993	92.91	1.183	11:37:01.184	
3 -	28.755	118.3	38.692	123.1	24.684	<b>99.2</b>	1:32.131	93.77	0.321	11:38:33.315	
4 -	28.410	125.9	39.445	123.1	24.708	98.5	1:32.563	93.34	0.753	11:40:05.878	
5 -	28.321	121.5	39.026	119.1	24.714	97.5	1:32.061 (3)	93.85	0.251	11:41:37.939	
6 -	28.686	126.8	38.804	122.9	25.004	97.2	1:32.494	93.41	0.684	11:43:10.433	
7 -	28.987	<b>127.5</b>	39.815	122.2	24.839	96.2	1:33.641	92.26	1.831	11:44:44.074	
8 -	<b>28.214</b>	127.3	39.206	122.2	24.875	96.6	1:32.295	93.61	0.485	11:46:16.369	
9 -	28.411	124.5	38.941	121.3	<b>24.496</b>	97.5	1:31.848 (2)	94.06	0.038	11:47:48.217	
10 -	28.403	122.4	41.941	119.4	25.119	98.2	1:35.463	90.50	3.653	11:49:23.680	
<b>11 -</b>	<b>28.442</b>	126.6	38.743	120.6	24.625	96.1	<b>1:31.810 (1)</b>	<b>94.10</b>		<b>11:50:55.490</b>	
12 -	29.037	124.0	39.266	119.4	25.231	94.1	1:33.534	92.37	1.724	11:52:29.024	
13 -	30.766	120.4	<b>38.101</b>	122.2	24.501	96.4	1:33.368	92.53	1.558	11:54:02.392	

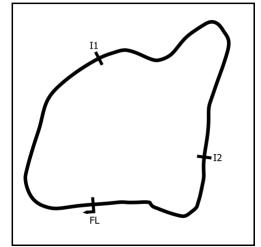
P11 96		Harindra DE SILVA (DAR)					Tecno -Ford - 1969				
IDEAL LAP TIME : 1:30.408		BEST LAP TIME : 1:30.657					DIFFERENCE : 0.249				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		110.0	40.022	<b>121.5</b>	26.843	100.7	1:47.325	80.50	16.668	11:35:35.418	
2 -	29.439	116.5	39.775	119.4	25.123	100.6	1:34.337	91.58	3.680	11:37:09.755	
3 -	28.899	<b>122.0</b>	38.485	119.8	25.047	<b>100.9</b>	1:32.431	93.47	1.774	11:38:42.186	
4 -	30.089	118.9	38.897	120.6	25.407	100.0	1:34.393	91.53	3.736	11:40:16.579	
5 -	29.825	112.4	39.086	121.1	24.874	100.6	1:33.785	92.12	3.128	11:41:50.364	
6 -	30.088	106.1	39.393	119.1	25.440	99.4	1:34.921	91.02	4.264	11:43:25.285	
7 -	29.597	114.1	38.817	120.0	24.626	100.0	1:33.040	92.86	2.383	11:44:58.325	
8 -	28.807	114.9	38.148	120.6	25.152	99.5	1:32.107	93.80	1.450	11:46:30.432	
9 -	28.776	108.7	38.174	120.0	24.685	100.0	1:31.635 (3)	94.28	0.978	11:48:02.067	
10 -	28.786	120.4	37.934	120.0	28.911	95.5	1:35.631	90.34	4.974	11:49:37.698	
11 -	29.779	110.9	40.213	116.9	25.417	99.4	1:35.409	90.55	4.752	11:51:13.107	
12 -	28.687	115.5	37.684	118.9	<b>24.336</b>	99.5	1:30.707 (2)	95.25	0.050	11:52:43.814	
<b>13 -</b>	<b>28.500</b>	118.9	<b>37.572</b>	119.4	24.585	99.7	<b>1:30.657 (1)</b>	<b>95.30</b>		<b>11:54:14.471</b>	

P12 17		Steve NICHOLS (DAR)					Chevron -Ford B17 - 1970				
IDEAL LAP TIME : 1:34.527		BEST LAP TIME : 1:36.133					DIFFERENCE : 1.606				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		107.3	41.671	<b>115.1</b>	27.337	94.1	1:47.154	80.63	11.021	11:35:35.247	
2 -	30.740	109.4	40.214	114.3	27.634	93.9	1:38.588	87.63	2.455	11:37:13.835	
3 -	30.693	117.7	40.240	112.5	27.285	94.5	1:38.218	87.96	2.085	11:38:52.053	
4 -	30.426	117.7	40.652	112.7	26.772	92.1	1:37.850	88.29	1.717	11:40:29.903	
5 -	30.668	116.9	40.350	112.7	26.424	94.5	1:37.442	88.66	1.309	11:42:07.345	
<b>6 -</b>	<b>30.192</b>	117.1	39.753	111.1	26.188	94.5	<b>1:36.133 (1)</b>	<b>89.87</b>		<b>11:43:43.478</b>	
7 -	31.637	105.0	41.799	111.4	26.198	93.5	1:39.634	86.71	3.501	11:45:23.112	
8 -	30.804	114.5	<b>39.538</b>	112.5	26.083	94.5	1:36.425 (2)	89.60	0.292	11:46:59.537	
9 -	30.425	116.5	40.114	112.4	26.407	<b>95.5</b>	1:36.946 (3)	89.12	0.813	11:48:36.483	
10 -	29.633	<b>117.9</b>	43.219	103.0	26.361	94.2	1:39.213	87.08	3.080	11:50:15.696	
11 -	29.945	106.8	41.889	104.8	26.523	94.3	1:38.357	87.84	2.224	11:51:54.053	
12 -	29.082	116.3	43.394	97.6	27.088	92.5	1:39.564	86.77	3.431	11:53:33.617	
13 -	<b>28.994</b>	114.7	43.073	109.6	<b>25.995</b>	90.6	1:38.062	88.10	1.929	11:55:11.679	

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - SECTOR ANALYSIS



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

P13 16		Werner PIRCHER (TOR)					Lotus -Ford 41 - 1967				
IDEAL LAP TIME : 1:34.737		BEST LAP TIME : 1:35.051					DIFFERENCE : 0.314				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		101.6	42.641	115.3	26.761	94.9	1:51.383	77.56	16.332	11:35:39.476	
2 -	31.612	101.0	42.437	113.7	26.821	94.5	1:40.870	85.65	5.819	11:37:20.346	
3 -	31.305	107.5	41.928	115.5	26.598	94.5	1:39.831	86.54	4.780	11:39:00.177	
4 -	30.938	107.8	41.067	117.1	26.010	94.7	1:38.015	88.14	2.964	11:40:38.192	
5 -	31.866	102.9	40.820	117.9	25.587	<b>96.1</b>	1:38.273	87.91	3.222	11:42:16.465	
6 -	30.957	110.7	42.135	101.8	27.180	93.2	1:40.272	86.16	5.221	11:43:56.737	
7 -	30.941	104.2	41.038	114.9	25.778	94.7	1:37.757	88.38	2.706	11:45:34.494	
8 -	31.689	103.2	41.675	117.3	26.143	90.6	1:39.507	86.82	4.456	11:47:14.001	
9 -	31.449	107.2	<b>39.901</b>	<b>118.1</b>	<b>25.212</b>	95.7	1:36.562	89.47	1.511	11:48:50.563	
<b>10 -</b>	<b>29.624</b>	110.9	40.044	116.9	25.383	95.1	<b>1:35.051 (1)</b>	<b>90.89</b>		<b>11:50:25.614</b>	
11 -	30.146	111.1	40.148	117.3	26.137	95.3	1:36.431	89.59	1.380	11:52:02.045	
12 -	30.115	111.1	39.964	115.9	25.604	95.4	1:35.683 (2)	90.29	0.632	11:53:37.728	
13 -	29.887	<b>113.5</b>	40.395	116.9	25.775	95.8	1:36.057 (3)	89.94	1.006	11:55:13.785	

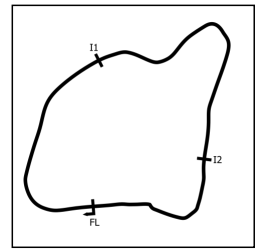
P14 5		Bill COWING (DAR)					Ginetta G8 - 1964				
IDEAL LAP TIME : 1:40.338		BEST LAP TIME : 1:41.056					DIFFERENCE : 0.718				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		92.5	43.491	110.0	27.066	89.5	1:52.805	76.59	11.749	11:35:40.898	
2 -	31.510	101.6	44.416	108.7	27.084	89.1	1:43.010	83.87	1.954	11:37:23.908	
3 -	31.856	106.1	43.844	106.0	27.846	87.4	1:43.546	83.44	2.490	11:39:07.454	
4 -	32.059	102.1	44.502	108.2	27.625	85.8	1:44.186	82.92	3.130	11:40:51.640	
5 -	32.590	97.6	44.958	90.5	28.566	79.7	1:46.114	81.42	5.058	11:42:37.754	
6 -	37.429	101.9	44.512	108.2	27.124	<b>91.0</b>	1:49.065	79.21	8.009	11:44:26.819	
7 -	31.389	92.5	44.814	<b>112.4</b>	<b>26.819</b>	<b>91.0</b>	1:43.022	83.86	1.966	11:46:09.841	
8 -	31.503	<b>112.2</b>	<b>42.382</b>	111.8	27.328	90.9	1:41.213 (2)	85.36	0.157	11:47:51.054	
9 -	31.833	105.3	42.505	108.9	26.952	90.0	1:41.290 (3)	85.29	0.234	11:49:32.344	
10 -	<b>31.137</b>	106.3	44.052	108.0	27.301	89.2	1:42.490	84.30	1.434	11:51:14.834	
<b>11 -</b>	31.196	110.0	42.421	105.3	27.439	88.8	<b>1:41.056 (1)</b>	<b>85.49</b>		<b>11:52:55.890</b>	
12 -	31.141	103.4	43.221	108.5	28.135	89.0	1:42.497	84.29	1.441	11:54:38.387	

P15 24		Andrew THORPE (DAR)					Lotus -Ford 31 - 1964				
IDEAL LAP TIME : 1:38.952		BEST LAP TIME : 1:40.131					DIFFERENCE : 1.179				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		85.9	43.505	113.1	28.692	91.0	1:56.111	74.41	15.980	11:35:44.204	
2 -	32.518	98.5	42.971	113.7	28.212	91.9	1:43.701	83.31	3.570	11:37:27.905	
3 -	31.987	106.8	42.877	114.3	28.424	91.3	1:43.288	83.64	3.157	11:39:11.193	
4 -	31.661	106.5	42.502	116.1	27.564	91.1	1:41.727 (3)	84.93	1.596	11:40:52.920	
5 -	32.379	93.5	44.199	98.1	28.898	91.5	1:45.476	81.91	5.345	11:42:38.396	
6 -	34.593	100.7	43.834	111.6	29.113	90.5	1:47.540	80.34	7.409	11:44:25.936	
7 -	31.856	91.0	44.116	115.3	27.701	91.0	1:43.673	83.33	3.542	11:46:09.609	
8 -	31.282	<b>108.7</b>	<b>41.676</b>	115.9	28.290	90.8	1:41.248 (2)	85.33	1.117	11:47:50.857	
9 -	32.702	98.2	42.648	110.9	28.115	91.9	1:43.465	83.50	3.334	11:49:34.322	
10 -	30.990	106.0	44.667	<b>117.1</b>	27.002	91.5	1:42.659	84.16	2.528	11:51:16.981	
<b>11 -</b>	<b>30.662</b>	106.8	42.855	111.8	<b>26.614</b>	<b>93.0</b>	<b>1:40.131 (1)</b>	<b>86.28</b>		<b>11:52:57.112</b>	
12 -	31.161	107.5	43.357	110.0	28.020	91.4	1:42.538	84.26	2.407	11:54:39.650	

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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 58		Rachel LOVETT (AUB)			Merlyn -Ford Mk10 - 1968					
IDEAL LAP TIME : 1:51.677		BEST LAP TIME : 1:52.475			DIFFERENCE : 0.798					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		73.1	49.452	102.2	32.608	81.8	2:08.731	67.11	16.256	11:35:56.824
2 -	35.247	84.6	47.885	103.8	<b>29.343</b>	<b>89.2</b>	<b>1:52.475 (1)</b>	<b>76.81</b>		<b>11:37:49.299</b>
3 -	35.192	<b>88.0</b>	49.809	98.1	32.732	82.4	1:57.733	73.38	5.258	11:39:47.032
4 -	37.148	83.7	49.737	100.0	30.427	88.4	1:57.312	73.64	4.837	11:41:44.344
5 -	35.816	86.0	48.972	<b>106.3</b>	32.156	82.9	1:56.944	73.88	4.469	11:43:41.288
6 -	35.785	80.0	52.094	95.3	32.098	69.5	1:59.977	72.01	7.502	11:45:41.265
7 -	36.301	76.7	48.553	99.7	32.386	84.8	1:57.240	73.69	4.765	11:47:38.505
8 -	36.282	82.9	50.482	91.0	32.831	84.8	1:59.595	72.24	7.120	11:49:38.100
9 -	36.497	85.1	<b>47.157</b>	103.8	30.924	85.8	1:54.578	75.40	2.103	11:51:32.678
10 -	35.736	86.7	47.517	95.5	30.288	87.1	1:53.541 (2)	76.09	1.066	11:53:26.219
11 -	<b>35.177</b>	87.9	47.890	91.5	31.254	83.0	1:54.321 (3)	75.57	1.846	11:55:20.540

P17 1		Ian BANKHURST (AUB)			Alexis -Ford Mk8 HF - 1964					
IDEAL LAP TIME : 1:25.237		BEST LAP TIME : 1:26.085			DIFFERENCE : 0.848					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		119.4	38.095	122.6	24.010	<b>102.1</b>	1:40.478	85.98	14.393	11:35:28.571
2 -	28.267	124.9	37.499	121.3	24.740	101.0	1:30.506	95.46	4.421	11:36:59.077
3 -	27.269	120.9	38.400	<b>124.7</b>	24.506	100.1	1:30.175	95.81	4.090	11:38:29.252
4 -	27.688	125.2	36.946	120.6	22.984	100.1	1:27.618	98.60	1.533	11:39:56.870
5 -	27.382	126.6	36.603	122.2	23.136	99.7	1:27.121	99.17	1.036	11:41:23.991
6 -	27.032	<b>127.8</b>	36.191	121.5	22.862	100.6	<b>1:26.085 (1)</b>	<b>100.36</b>		<b>11:42:50.076</b>
7 -	27.343	127.3	37.326	120.4	23.445	98.6	1:28.114	98.05	2.029	11:44:18.190
8 -	27.559	120.0	37.440	121.1	22.866	99.7	1:27.865	98.33	1.780	11:45:46.055
9 -	27.974	124.2	35.888	122.2	23.765	98.8	1:27.627	98.59	1.542	11:47:13.682
10 -	27.257	126.1	36.279	120.9	22.671	101.0	1:26.207	100.22	0.122	11:48:39.889
11 -	<b>26.824</b>	126.6	38.000	121.1	<b>22.560</b>	100.1	1:27.384	98.87	1.299	11:50:07.273
12 -	27.047	125.9	36.171	120.6	22.889	99.7	1:26.107 (3)	100.34	0.022	11:51:33.380
13 -	27.545	126.3	<b>35.853</b>	120.4	22.707	101.0	1:26.105 (2)	100.34	0.020	11:52:59.485

P18 61		Andy JARVIS (AUB)			March -Ford 703 - 1970					
IDEAL LAP TIME : 1:28.445		BEST LAP TIME : 1:28.603			DIFFERENCE : 0.158					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		112.2	38.541	<b>121.1</b>	24.518	97.3	1:42.642	84.17	14.039	11:35:30.735
2 -	27.981	123.1	37.956	119.6	24.681	98.5	1:30.618	95.34	2.015	11:37:01.353
3 -	28.145	123.1	37.166	117.9	23.956	<b>98.6</b>	1:29.267 (2)	96.78	0.664	11:38:30.620
4 -	27.671	120.9	<b>36.961</b>	119.4	23.971	97.8	<b>1:28.603 (1)</b>	<b>97.51</b>		<b>11:39:59.223</b>
5 -	<b>27.646</b>	<b>124.5</b>	39.893	117.5	<b>23.838</b>	97.3	1:31.377	94.55	2.774	11:41:30.600
6 -	27.941	123.5	37.433	116.7	23.937	97.1	1:29.311 (3)	96.74	0.708	11:42:59.911

P19 14		Simon ETHERINGTON (MET)			Brabham -Ford BT15 - 1965					
IDEAL LAP TIME : 1:37.615		BEST LAP TIME : 1:37.909			DIFFERENCE : 0.294					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		109.1	1:07.250	104.8	28.289	90.9	2:15.035	63.98	37.126	11:36:03.128
2 -	31.452	110.9	44.442	113.1	26.380	93.5	1:42.274	84.47	4.365	11:37:45.402
3 -	31.755	100.0	41.411	115.1	<b>26.264</b>	<b>94.1</b>	1:39.430 (2)	86.89	1.521	11:39:24.832
4 -	<b>30.031</b>	<b>119.8</b>	<b>41.320</b>	<b>116.1</b>	26.558	93.2	<b>1:37.909 (1)</b>	<b>88.24</b>		<b>11:41:02.741</b>
5 -	31.598	106.5	41.530	115.1	28.082	93.9	1:41.210 (3)	85.36	3.301	11:42:43.951
6 -	31.684	105.0	44.448	111.4	28.177	93.4	1:44.309	82.83	6.400	11:44:28.260

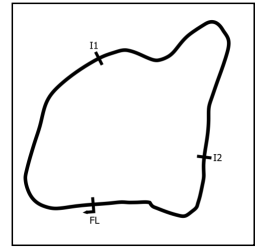
P20 77		Francois DEROSSI (AUB)			Chevron -Ford B17 - 1970					
IDEAL LAP TIME : 1:32.050		BEST LAP TIME : 1:32.555			DIFFERENCE : 0.505					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		113.1	39.982	<b>113.3</b>	25.357	<b>98.9</b>	1:44.116	82.98	11.561	11:35:32.209
2 -	29.261	107.0	49.414	110.0	24.944	98.5	1:43.619	83.38	11.064	11:37:15.828
3 -	29.073	113.7	39.871	111.4	24.397	98.1	1:33.341 (2)	92.56	0.786	11:38:49.169
4 -	29.236	111.4	40.602	106.8	<b>23.962</b>	98.2	1:33.800 (3)	92.11	1.245	11:40:22.969
5 -	<b>28.829</b>	<b>114.5</b>	<b>39.259</b>	104.0	24.467	97.5	<b>1:32.555 (1)</b>	<b>93.34</b>		<b>11:41:55.524</b>



# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - 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>P21</b>	<b>21</b>	<b>Simon DIFFEY (DAR)</b>						Brabham -Ford BT21 - 1967
IDEAL LAP TIME :		BEST LAP TIME :		DIFFERENCE :				
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	<b>OUTLAP</b>	<b>86.3</b>	<b>45.843</b>	<b>89.1</b>	<b>IN PIT</b>	3:47.254 <b>P</b>	38.01	11:37:35.347

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - BEST SECTORS

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
													<b>PERFECT LAP</b>	<b>1:23.805</b>	
1	25	HIBBERD (TOR)	26.510	25	HIBBERD (TOR)	35.130	25	HIBBERD (TOR)	22.165	1	25	HIBBERD (TOR)	1:23.805	1:23.909	0.104
2	2	TIMMS (DAR)	26.562	11	ARMER (AUB)	35.775	2	TIMMS (DAR)	22.267	2	2	TIMMS (DAR)	1:24.691	1:24.850	0.159
3	15	FITZ-SIMON (TOR)	26.701	1	BANKHURST (AUB)	35.853	1	BANKHURST (AUB)	22.560	3	1	BANKHURST (AUB)	1:25.237	1:26.085	0.848
4	11	ARMER (AUB)	26.757	2	TIMMS (DAR)	35.862	15	FITZ-SIMON (TOR)	22.641	4	15	FITZ-SIMON (TOR)	1:25.304	1:25.805	0.501
5	1	BANKHURST (AUB)	26.824	15	FITZ-SIMON (TOR)	35.962	65	THOMPSON (MET)	22.646	5	11	ARMER (AUB)	1:25.647	1:25.862	0.215
6	63	WIDMER (MET)	26.839	65	THOMPSON (MET)	36.137	63	WIDMER (MET)	23.002	6	65	THOMPSON (MET)	1:25.961	1:26.140	0.179
7	8	KITE (AUB)	26.901	26	SEAMAN (MET)	36.230	11	ARMER (AUB)	23.115	7	63	WIDMER (MET)	1:26.406	1:26.465	0.059
8	26	SEAMAN (MET)	27.040	8	KITE (AUB)	36.416	8	KITE (AUB)	23.232	8	26	SEAMAN (MET)	1:26.529	1:26.529	0.000
9	65	THOMPSON (MET)	27.178	63	WIDMER (MET)	36.565	26	SEAMAN (MET)	23.259	9	8	KITE (AUB)	1:26.549	1:26.905	0.356
10	61	JARVIS (AUB)	27.646	61	JARVIS (AUB)	36.961	57	HAUGHTON (AUB)	23.686	10	61	JARVIS (AUB)	1:28.445	1:28.603	0.158
11	57	HAUGHTON (AUB)	28.114	96	DE SILVA (DAR)	37.572	61	JARVIS (AUB)	23.838	11	57	HAUGHTON (AUB)	1:29.481	1:29.790	0.309
12	6	BOSSON (AUB)	28.214	57	HAUGHTON (AUB)	37.681	77	DEROSSO (AUB)	23.962	12	96	DE SILVA (DAR)	1:30.408	1:30.657	0.249
13	96	DE SILVA (DAR)	28.500	6	BOSSON (AUB)	38.101	96	DE SILVA (DAR)	24.336	13	6	BOSSON (AUB)	1:30.811	1:31.810	0.999
14	77	DEROSSO (AUB)	28.829	77	DEROSSO (AUB)	39.259	6	BOSSON (AUB)	24.496	14	77	DEROSSO (AUB)	1:32.050	1:32.555	0.505
15	17	NICHOLS (DAR)	28.994	17	NICHOLS (DAR)	39.538	16	PIRCHER (TOR)	25.212	15	17	NICHOLS (DAR)	1:34.527	1:36.133	1.606
16	16	PIRCHER (TOR)	29.624	16	PIRCHER (TOR)	39.901	17	NICHOLS (DAR)	25.995	16	16	PIRCHER (TOR)	1:34.737	1:35.051	0.314
17	14	ETHERINGTON (MET)	30.031	14	ETHERINGTON (MET)	41.320	14	ETHERINGTON (MET)	26.264	17	14	ETHERINGTON (MET)	1:37.615	1:37.909	0.294
18	24	THORPE (DAR)	30.662	24	THORPE (DAR)	41.676	24	THORPE (DAR)	26.614	18	24	THORPE (DAR)	1:38.952	1:40.131	1.179
19	5	COWING (DAR)	31.137	5	COWING (DAR)	42.382	5	COWING (DAR)	26.819	19	5	COWING (DAR)	1:40.338	1:41.056	0.718
20	58	LOVETT (AUB)	35.177	21	DIFFEY (DAR)	45.843	58	LOVETT (AUB)	29.343	20	58	LOVETT (AUB)	1:51.677	1:52.475	0.798
21				58	LOVETT (AUB)	47.157				21	21	DIFFEY (DAR)			

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - BEST SPEEDS

INTERMEDIATE 1				INTERMEDIATE 2			FINISH LINE		
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	25	HIBBERD (TOR)	130.5	8	KITE (AUB)	126.3	2	TIMMS (DAR)	103.5
2	63	WIDMER (MET)	129.3	65	THOMPSON (MET)	124.9	8	KITE (AUB)	102.7
3	2	TIMMS (DAR)	128.8	63	WIDMER (MET)	124.9	65	THOMPSON (MET)	102.4
4	65	THOMPSON (MET)	128.0	1	BANKHURST (AUB)	124.7	25	HIBBERD (TOR)	102.1
5	26	SEAMAN (MET)	128.0	2	TIMMS (DAR)	124.5	1	BANKHURST (AUB)	102.1
6	8	KITE (AUB)	127.8	6	BOSSON (AUB)	123.8	63	WIDMER (MET)	101.9
7	1	BANKHURST (AUB)	127.8	25	HIBBERD (TOR)	123.3	15	FITZ-SIMON (TOR)	101.8
8	6	BOSSON (AUB)	127.5	26	SEAMAN (MET)	123.3	26	SEAMAN (MET)	101.6
9	15	FITZ-SIMON (TOR)	125.9	11	ARMER (AUB)	122.9	96	DE SILVA (DAR)	100.9
10	61	JARVIS (AUB)	124.5	57	HAUGHTON (AUB)	122.2	11	ARMER (AUB)	100.6
11	11	ARMER (AUB)	124.2	96	DE SILVA (DAR)	121.5	57	HAUGHTON (AUB)	99.4
12	57	HAUGHTON (AUB)	122.6	61	JARVIS (AUB)	121.1	6	BOSSON (AUB)	99.2
13	96	DE SILVA (DAR)	122.0	15	FITZ-SIMON (TOR)	120.4	77	DEROSSI (AUB)	98.9
14	14	ETHERINGTON (MET)	119.8	16	PIRCHER (TOR)	118.1	61	JARVIS (AUB)	98.6
15	17	NICHOLS (DAR)	117.9	24	THORPE (DAR)	117.1	16	PIRCHER (TOR)	96.1
16	77	DEROSSI (AUB)	114.5	14	ETHERINGTON (MET)	116.1	17	NICHOLS (DAR)	95.5
17	16	PIRCHER (TOR)	113.5	17	NICHOLS (DAR)	115.1	14	ETHERINGTON (MET)	94.1
18	5	COWING (DAR)	112.2	77	DEROSSI (AUB)	113.3	24	THORPE (DAR)	93.0
19	24	THORPE (DAR)	108.7	5	COWING (DAR)	112.4	5	COWING (DAR)	91.0
20	58	LOVETT (AUB)	88.0	58	LOVETT (AUB)	106.3	58	LOVETT (AUB)	89.2
21	21	DIFFEY (DAR)	86.3	21	DIFFEY (DAR)	89.1			

# 79th Members Meeting

## Derek Bell Cup

### RACE 7 - STATISTICS

**Competitors Started** 21  
**Planned Start** 2022-04-10 @ 11:40:00.000  
**Actual Start** 2022-04-10 @ 11:33:48.092  
**Finish Time** 2022-04-10 @ 11:53:56.841  
**Track Length** 2.4000mi.  
**Total Laps** 243  
**Total Distance Covered** 583.2000mi.

#### Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
2	Jeremy TIMMS (DAR)	1:34.001	11:35:22.052	1	Chevron -Ford B15
25	Andrew HIBBERD (TOR)	1:26.435	11:36:49.256	2	Brabham -Ford BT18
25	Andrew HIBBERD (TOR)	1:24.503	11:38:13.758	3	Brabham -Ford BT18
25	Andrew HIBBERD (TOR)	1:23.909	11:39:37.663	4	Brabham -Ford BT18

#### Session Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
2	Jeremy TIMMS (DAR)	1	1	2.40 miles	Chevron -Ford B15
25	Andrew HIBBERD (TOR)	2	13	31.20 miles	Brabham -Ford BT18

#### Flag History

TYPE	TIME OF DAY
GREEN	11:33:48.092
FINISH	11:53:56.841

#### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	14	21:43.482
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000