



# DEREK BELL CUP

For F3 'screamers' 1964-70



83<sup>rd</sup> Goodwood Members Meeting  
Goodwood Motor Circuit  
19<sup>th</sup> April 2026



SPORTS TIMING

TIMING SOLUTIONS LTD

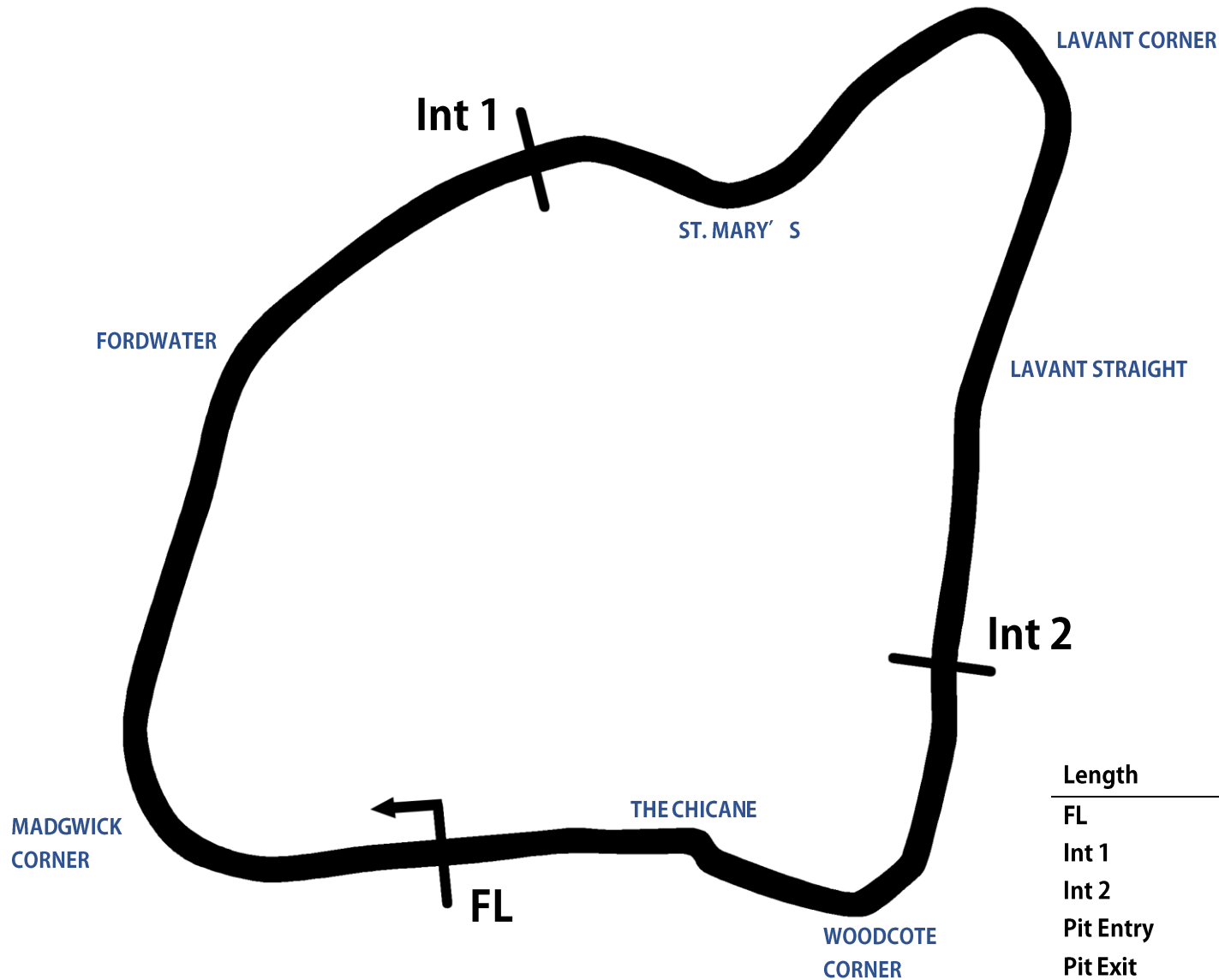
Timing & Results Provided by Timing Solutions Ltd

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# Goodwood Motor Circuit

Goodwood, Chichester, West Sussex, UK



Length	2.3800 miles   3.830 km   3830m		
FL		50.89795 N	0.75262 W
Int 1	1344m	50.85752 N	0.76445 W
Int 2	2935m	50.86335 N	0.75671 W
Pit Entry	3677m	50.89216 N	0.75302 W
Pit Exit	31m before FL		
Pit Entry - Pit Exit	109m, 12.3s @ 20mph		



# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - CLASSIFICATION

POS	NO	NAME	HSE	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	83	Dan EAGLING	TOR	Brabham Ford BT18 - 1966	1:22.944	4	11			103.29
2	75	Peter DE LA ROCHE	DAR	Alexis Ford Mk17 - 1970	1:23.684	6	10	0.740	0.740	102.38
3	25	Andrew HIBBERD	TOR	Brabham Ford 18 - 1966	1:24.150	10	10	1.206	0.466	101.81
4	41	Enrico SPAGGIARI	MET	Lotus Ford 41X - 1968	1:24.416	10	11	1.472	0.266	101.49
5	10	Charlie MARTIN	DAR	De Sanctis Ford F3 - 1969	1:25.474	11	11	2.530	1.058	100.24
6	11	Ross DRYBROUGH	AUB	Merlyn Mk14A - 1969	1:25.736	9	9	2.792	0.262	99.93
7	9	Kyle COLLINS	AUB	Chevron B9 - 1967	1:26.129	5	5	3.185	0.393	99.47
8	88	Richard TROTT	AUB	Brabham Ford BT28 - 1970	1:26.184	10	11	3.240	0.055	99.41
9	55*	Ben COLBURN	TOR	Merlyn Mk10 - 1967	1:26.597	7	7	3.653	0.413	98.94
10	24	Jeremy TIMMS	DAR	Chevron Ford B15 - 1969	1:26.632	6	10	3.688	0.035	98.90
11	63	Christoph WIDMER	MET	Brabham Ford BT18A - 1966	1:27.620	9	10	4.676	0.988	97.78
12	4	Thomas JAMIN	DAR	March Ford 703 - 1970	1:27.636	4	10	4.692	0.016	97.76
13	21	Ludovic INGWILLER	DAR	Pygmée-Ford F3 - 1969	1:27.843	7	9	4.899	0.207	97.53
14	28	Jason TIMMS	DAR	Brabham-Ford BT21 - 1967	1:28.465	8	10	5.521	0.622	96.85
15	51	Simon ARMER	AUB	March Ford 703 - 1970	1:28.949	7	9	6.005	0.484	96.32
16	77	François DEROSI	AUB	Chevron Ford B17 - 1970	1:29.142	10	10	6.198	0.193	96.11
17	26	Steve SEAMAN	MET	Brabham-Ford BT21 - 1968	1:29.476	7	7	6.532	0.334	95.75
18	81	Julian STOKES	MET	Tecno F3 - 1967	1:29.803	9	10	6.859	0.327	95.40
19	8	Michael O'BRIEN	DAR	Titan Mk3 - 1968	1:30.825	9	9	7.881	1.022	94.33
20	5	Steve NICHOLS	DAR	Chevron Ford B17 - 1970	1:30.922	7	10	7.978	0.097	94.23
21	3	Anders LOFTHAMMAR	MET	Brabham BT28 - 1970	1:31.654	7	9	8.710	0.732	93.48
22	84	Martin WHITLOCK	AUB	Brabham Ford BT21 - 1967	1:32.923	8	9	9.979	1.269	92.20
23	14	Simon ETHERINGTON	MET	Brabham Ford BT15 - 1965	1:33.991	9	9	11.047	1.068	91.15
24	146	Charles ISCHI	TOR	March Ford 703 - 1970	1:34.163	9	9	11.219	0.172	90.99

\*Car 55 requires a working transponder.

Weather / Track : Sunny / Dry

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

Date: 19/04/2026 Start: 09:20 Finish: 09:35

Goodwood: 2.3800 miles

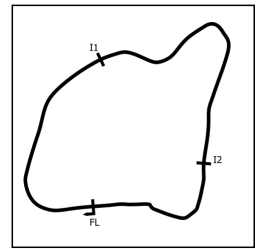
Clerk Of Course: David Cartwright

Timekeeper: Nick Palmer



# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - 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 83		Dan EAGLING					Brabham Ford BT18 - 1966				
IDEAL LAP TIME : 1:22.762		BEST LAP TIME : 1:22.944					DIFFERENCE : 0.182				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		109.8	40.142	125.4	23.984	101.9				09:22:11.411	
2 -	27.392	123.8	35.910	126.3	21.992	106.1	1:25.294	100.45	2.350	09:23:36.705	
3 -	27.038	124.0	35.601	125.6	22.104	106.5	1:24.743	101.10	1.799	09:25:01.448	
4 -	<b>26.227</b>	126.1	35.133	<b>127.0</b>	<b>21.584</b>	<b>107.2</b>	<b>1:22.944 (1)</b>	<b>103.29</b>		<b>09:26:24.392</b>	
5 -	27.552	125.4	35.301	125.9	21.893	106.1	1:24.746	101.10	1.802	09:27:49.138	
6 -	27.142	125.2	35.895	125.2	21.593	106.5	1:24.630	101.24	1.686	09:29:13.768	
7 -	26.291	125.9	35.271	124.7	21.676	106.5	1:23.238 (3)	102.93	0.294	09:30:37.006	
8 -	26.228	<b>126.8</b>	35.980	126.3	21.743	106.6	1:23.951	102.05	1.007	09:32:00.957	
9 -	26.470	125.2	<b>34.951</b>	125.6	21.635	105.5	1:23.056 (2)	103.15	0.112	09:33:24.013	
10 -	26.390	125.2	35.559	123.3	21.669	106.1	1:23.618	102.46	0.674	09:34:47.631	
11 -	26.482	124.7	35.017	123.8	21.743	105.6	1:23.242	102.92	0.298	09:36:10.873	

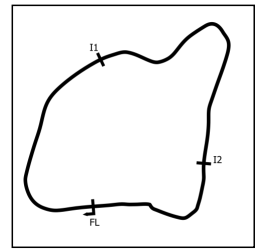
P2 75		Peter DE LA ROCHE					Alexis Ford Mk17 - 1970				
IDEAL LAP TIME : 1:23.459		BEST LAP TIME : 1:23.684					DIFFERENCE : 0.225				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		115.5	37.947	117.5	25.360					09:21:59.735	
2 -	27.452	121.1	35.870	120.0	22.153		1:25.475	100.23	1.791	09:23:25.210	
3 -	26.771	120.6	36.205	120.0	21.786		1:24.762	101.08	1.078	09:24:49.972	
4 -	26.812	121.7	35.858	<b>123.1</b>	21.585	103.8	1:24.255 (2)	101.69	0.571	09:26:14.227	
5 -	29.408	111.2	36.774	121.1	21.558	102.2	1:27.740	97.65	4.056	09:27:41.967	
6 -	<b>26.391</b>	<b>125.2</b>	35.933	121.1	<b>21.360</b>	103.4	<b>1:23.684 (1)</b>	<b>102.38</b>		<b>09:29:05.651</b>	
7 -	26.654	122.4	36.444	118.3	24.802	101.5	1:27.900	97.47	4.216	09:30:33.551	
8 -	27.239	122.2	<b>35.708</b>	120.2	21.732	<b>104.5</b>	1:24.679 (3)	101.18	0.995	09:31:58.230	
9 -	OUTLAP					35.2	2:24.168	59.43	1:00.484	09:34:22.398	
10 -	30.310	122.9	35.901	105.3	24.248		1:30.459	94.71	6.775	09:35:52.857	

P3 25		Andrew HIBBERD					Brabham Ford 18 - 1966				
IDEAL LAP TIME : 1:23.852		BEST LAP TIME : 1:24.150					DIFFERENCE : 0.298				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		72.9	52.219	72.7	29.667	102.1				09:23:30.644	
2 -	27.632	122.4	36.328	124.0	22.479	103.7	1:26.439	99.12	2.289	09:24:57.083	
3 -	28.400	121.7	35.394	125.2	22.588	102.7	1:26.382	99.18	2.232	09:26:23.465	
4 -	28.602	<b>125.6</b>	35.287	<b>126.3</b>	22.294	<b>104.8</b>	1:26.183	99.41	2.033	09:27:49.648	
5 -	27.499	122.2	35.515	<b>126.3</b>	22.093	103.4	1:25.107	100.67	0.957	09:29:14.755	
6 -	<b>26.745</b>	125.4	36.294	123.1	22.964	102.6	1:26.003	99.62	1.853	09:30:40.758	
7 -	27.513	122.6	35.609	122.0	22.351	103.2	1:25.473	100.24	1.323	09:32:06.231	
8 -	27.029	121.7	35.483	125.6	22.096	102.6	1:24.608 (2)	101.26	0.458	09:33:30.839	
9 -	27.294	122.6	35.610	120.9	21.957	102.9	1:24.861 (3)	100.96	0.711	09:34:55.700	
10 -	27.043	122.0	<b>35.244</b>	122.4	<b>21.863</b>	104.2	<b>1:24.150 (1)</b>	<b>101.81</b>		<b>09:36:19.850</b>	

P4 41		Enrico SPAGGIARI					Lotus Ford 41X - 1968				
IDEAL LAP TIME : 1:24.237		BEST LAP TIME : 1:24.416					DIFFERENCE : 0.179				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		105.1	41.279	123.1	25.416	103.2				09:22:11.898	
2 -	28.557	120.6	38.395	124.5	23.873	103.2	1:30.825	94.33	6.409	09:23:42.723	
3 -	27.300	123.8	37.110	124.7	22.889	103.0	1:27.299	98.14	2.883	09:25:10.022	
4 -	27.022	124.0	36.226	126.1	22.614	103.8	1:25.862	99.78	1.446	09:26:35.884	
5 -	26.883	124.7	35.962	126.3	22.189	<b>105.6</b>	1:25.034 (3)	100.75	0.618	09:28:00.918	
6 -	<b>26.564</b>	<b>124.9</b>	36.730	124.5	22.530	104.5	1:25.824	99.83	1.408	09:29:26.742	
7 -	27.279	123.8	36.857	119.1	22.847		1:26.983	98.50	2.567	09:30:53.725	
8 -	26.738	<b>124.9</b>	35.675	124.5	22.378		1:24.791 (2)	101.04	0.375	09:32:18.516	
9 -	26.741	124.2	<b>35.597</b>	<b>127.8</b>	23.932		1:26.270	99.31	1.854	09:33:44.786	
10 -	26.626	124.2	35.714	124.0	<b>22.076</b>	103.7	<b>1:24.416 (1)</b>	<b>101.49</b>		<b>09:35:09.202</b>	
11 -	28.304	124.0	36.626	123.1	22.780	104.0	1:27.710	97.68	3.294	09:36:36.912	

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<b>P5 10</b>		<b>Charlie MARTIN</b>					De Sanctis Ford F3 - 1969			
IDEAL LAP TIME : 1:24.941		BEST LAP TIME : 1:25.474			DIFFERENCE : 0.533					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		107.2	39.553	118.5	27.223	98.9			09:21:59.456	
2 -	28.049	120.6	36.980	123.1	24.139	97.9	1:29.168	96.08	3.694	09:23:28.624
3 -	27.672	122.0	37.123	121.3	23.084	102.7	1:27.879	97.49	2.405	09:24:56.503
4 -	27.586	121.1	36.812	121.5	23.525	100.4	1:27.923	97.44	2.449	09:26:24.426
5 -	28.017	123.8	36.050	<b>125.9</b>	22.252	<b>104.0</b>	1:26.319	99.25	0.845	09:27:50.745
6 -	27.847	<b>124.5</b>	37.282	123.3	22.484	102.9	1:27.613	97.79	2.139	09:29:18.358
7 -	27.297	123.8	37.037	121.7	22.618	102.6	1:26.952	98.53	1.478	09:30:45.310
8 -	27.218	123.1	36.374	122.2	<b>22.084</b>	103.4	1:25.676 (3)	100.00	0.202	09:32:10.986
9 -	27.293	122.4	<b>35.650</b>	123.8	22.684	103.2	1:25.627 (2)	100.06	0.153	09:33:36.613
10 -	28.283	121.3	36.027	121.7	22.473	102.2	1:26.783	98.72	1.309	09:35:03.396
11 -	<b>27.207</b>	122.0	36.098	120.2	22.169	102.2	<b>1:25.474 (1)</b>	<b>100.24</b>		<b>09:36:28.870</b>

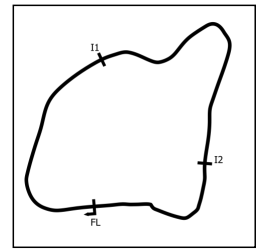
<b>P6 11</b>		<b>Ross DRYBROUGH</b>					Merlyn Mk14A - 1969			
IDEAL LAP TIME : 1:25.731		BEST LAP TIME : 1:25.736			DIFFERENCE : 0.005					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	94.9	43.104	118.1	25.791	101.2				09:22:42.722	
2 -	29.301	117.7	38.697	119.8	24.391	100.9	1:32.389	92.73	6.653	09:24:15.111
3 -	28.183	120.0	37.575	121.5	23.440	102.1	1:29.198	96.05	3.462	09:25:44.309
4 -	27.594	121.7	37.027	121.3	23.021	102.9	1:27.642	97.76	1.906	09:27:11.951
5 -	27.406	<b>123.1</b>	36.726	121.3	22.891	103.8	1:27.023	98.45	1.287	09:28:38.974
6 -	27.277	<b>123.1</b>	36.799	121.1	22.749	102.9	1:26.825	98.68	1.089	09:30:05.799
7 -	27.310	122.0	<b>36.241</b>	122.0	22.754	104.2	1:26.305 (3)	99.27	0.569	09:31:32.104
8 -	27.213	121.1	36.437	122.0	22.573	103.8	1:26.223 (2)	99.37	0.487	09:32:58.327
9 -	<b>27.131</b>	121.7	36.246	<b>122.9</b>	<b>22.359</b>	<b>105.1</b>	<b>1:25.736 (1)</b>	<b>99.93</b>		<b>09:34:24.063</b>
10 -	30.497	99.8	41.527	94.2						

<b>P7 9</b>		<b>Kyle COLLINS</b>					Chevron B9 - 1967			
IDEAL LAP TIME : 1:26.129		BEST LAP TIME : 1:26.129			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	94.5	41.415	<b>121.1</b>	25.524	98.2				09:22:15.647	
2 -	29.673	116.3	38.272	120.0	24.499	100.9	1:32.444	92.68	6.315	09:23:48.091
3 -	28.436	119.6	37.237	120.0	23.241	101.9	1:28.914 (3)	96.36	2.785	09:25:17.005
4 -	27.832	119.4	36.488	120.0	22.793	<b>103.2</b>	1:27.113 (2)	98.35	0.984	09:26:44.118
5 -	<b>27.713</b>	119.1	<b>35.919</b>	120.4	<b>22.497</b>	<b>103.2</b>	<b>1:26.129 (1)</b>	<b>99.47</b>		<b>09:28:10.247</b>
6 -	27.836	<b>119.8</b>	1:56.728							

<b>P8 88</b>		<b>Richard TROTT</b>					Brabham Ford BT28 - 1970			
IDEAL LAP TIME : 1:25.987		BEST LAP TIME : 1:26.184			DIFFERENCE : 0.197					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	96.6	41.347	121.3	26.147	101.8				09:22:05.717	
2 -	28.558	114.7	38.002	124.2	23.731	102.7	1:30.291	94.89	4.107	09:23:36.008
3 -	28.130	117.3	37.606	126.6	23.398		1:29.134	96.12	2.950	09:25:05.142
4 -	27.308	120.2	36.977	126.6	23.176	103.4	1:27.461	97.96	1.277	09:26:32.603
5 -	27.195	125.4	36.507	<b>127.8</b>	23.774		1:27.476	97.94	1.292	09:28:00.079
6 -	<b>27.100</b>	120.4	38.571	125.9	23.016	103.7	1:28.687	96.60	2.503	09:29:28.766
7 -	27.172	123.1	37.170	125.4	23.394		1:27.736	97.65	1.552	09:30:56.502
8 -	27.430	125.4	36.551	125.4	22.890		1:26.871 (3)	98.62	0.687	09:32:23.373
9 -	27.205	124.2	<b>36.392</b>	125.4	22.802	<b>104.6</b>	1:26.399 (2)	99.16	0.215	09:33:49.772
10 -	27.247	<b>125.6</b>	36.442	126.1	<b>22.495</b>	104.2	<b>1:26.184 (1)</b>	<b>99.41</b>		<b>09:35:15.956</b>
11 -	27.637	117.7	37.124	124.5	22.867	103.8	1:27.628	97.77	1.444	09:36:43.584

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - SECTOR ANALYSIS



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

P9 55		Ben COLBURN		Merlyn Mk10 - 1967			
IDEAL LAP TIME :		BEST LAP TIME : 1:26.597		DIFFERENCE :			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							09:22:46.943
2 -				1:39.319	86.26	12.722	09:24:26.262
3 -				1:32.143	92.98	5.546	09:25:58.405
4 -				1:28.344 (3)	96.98	1.747	09:27:26.749
5 -				1:31.832	93.30	5.235	09:28:58.581
6 -				1:27.147 (2)	98.31	0.550	09:30:25.728
7 -				<b>1:26.597 (1)</b>	<b>98.94</b>		<b>09:31:52.325</b>

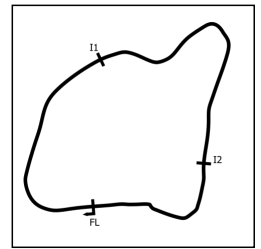
P10 24		Jeremy TIMMS		Chevron Ford B15 - 1969						
IDEAL LAP TIME : 1:26.496		BEST LAP TIME : 1:26.632		DIFFERENCE : 0.136						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -							09:22:17.100			
2 -	1:05.218	95.8	39.590	120.6	24.702	103.0	2:09.510	66.15	42.878	09:24:26.610
3 -	29.425	107.8	38.162	122.4	23.581	101.8	1:31.168	93.98	4.536	09:25:57.778
4 -	27.618	122.4	38.246	114.5	24.215	102.6	1:30.079	95.11	3.447	09:27:27.857
5 -	28.178	99.7	38.652	121.7	22.689	<b>103.7</b>	1:29.519	95.71	2.887	09:28:57.376
6 -	<b>27.235</b>	123.1	<b>36.705</b>	<b>122.9</b>	22.692	103.0	<b>1:26.632 (1)</b>	<b>98.90</b>		<b>09:30:24.008</b>
7 -	27.376	123.1	37.399	122.0	22.781	103.2	1:27.556 (3)	97.85	0.924	09:31:51.564
8 -	27.253	<b>123.3</b>	36.880	121.7	<b>22.556</b>	102.7	1:26.689 (2)	98.83	0.057	09:33:18.253
9 -	27.324	122.9	42.068	121.1	23.585	102.7	1:32.977	92.15	6.345	09:34:51.230
10 -	27.511	120.9	37.058	122.6	23.661	102.9	1:28.230	97.10	1.598	09:36:19.460

P11 63		Christoph WIDMER		Brabham Ford BT18A - 1966						
IDEAL LAP TIME : 1:27.013		BEST LAP TIME : 1:27.620		DIFFERENCE : 0.607						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		96.2	43.437	118.1	26.661	97.5				09:22:16.711
2 -	29.274	115.5	39.125	<b>121.7</b>	24.512	100.1	1:32.911	92.21	5.291	09:23:49.622
3 -	28.364	117.3	37.827	121.3	23.274	101.0	1:29.465	95.76	1.845	09:25:19.087
4 -	28.129	119.4	37.371	121.3	23.445	99.7	1:28.945	96.32	1.325	09:26:48.032
5 -	28.016	120.4	37.382	120.6	23.125	100.4	1:28.523	96.78	0.903	09:28:16.555
6 -	27.724	119.1	37.297	120.4	23.192	101.2	1:28.213 (2)	97.12	0.593	09:29:44.768
7 -	27.616	119.1	<b>36.869</b>	121.5	23.981	100.9	1:28.466 (3)	96.85	0.846	09:31:13.234
8 -	<b>27.537</b>	<b>122.0</b>	37.946	118.5	23.285	101.6	1:28.768	96.52	1.148	09:32:42.002
9 -	27.686	119.6	37.327	120.4	<b>22.607</b>	<b>102.4</b>	<b>1:27.620 (1)</b>	<b>97.78</b>		<b>09:34:09.622</b>
10 -	28.931	118.1	37.137	120.9	22.743	100.6	1:28.811	96.47	1.191	09:35:38.433

P12 4		Thomas JAMIN		March Ford 703 - 1970						
IDEAL LAP TIME : 1:27.151		BEST LAP TIME : 1:27.636		DIFFERENCE : 0.485						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		102.4	41.397	118.1	24.167	100.3				09:22:07.714
2 -	28.881	118.5	38.414	122.6	23.129	99.7	1:30.424	94.75	2.788	09:23:38.138
3 -	28.194	120.0	37.201	121.5	22.780	100.4	1:28.175 (2)	97.17	0.539	09:25:06.313
4 -	28.207	119.4	<b>36.832</b>	121.3	22.597	101.0	<b>1:27.636 (1)</b>	<b>97.76</b>		<b>09:26:33.949</b>
5 -	30.777	117.1	37.460	120.2	22.874	101.2	1:31.111	94.03	3.475	09:28:05.060
6 -	28.429	120.0	37.387	122.9	<b>22.506</b>	<b>102.7</b>	1:28.322	97.00	0.686	09:29:33.382
7 -	28.347	119.1	37.162	117.3	23.662	98.6	1:29.171	96.08	1.535	09:31:02.553
8 -	28.486	120.2	36.944	120.6	22.873	99.4	1:28.303 (3)	97.02	0.667	09:32:30.856
9 -	<b>27.813</b>	<b>121.7</b>	36.914	<b>123.5</b>	24.453	101.3	1:29.180	96.07	1.544	09:34:00.036
10 -	29.107	120.6	37.378	122.9	24.120		1:30.605	94.56	2.969	09:35:30.641

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - 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>P13 21</b>		<b>Ludovic INGWILLER</b>					Pymée-Ford F3 - 1969			
IDEAL LAP TIME : 1:27.475		BEST LAP TIME : 1:27.843					DIFFERENCE : 0.368			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.8	49.651	75.8	32.214	90.3			09:23:17.775	
2 -	32.557	97.2	40.440	106.8	25.582	98.8	1:38.579	86.91	10.736	09:24:56.354
3 -	29.629	119.1	38.103	<b>120.4</b>	24.089	100.1	1:31.821	93.31	3.978	09:26:28.175
4 -	28.945	117.1	37.960	118.3	23.710	100.0	1:30.615	94.55	2.772	09:27:58.790
5 -	29.016	109.2	38.833	117.3	23.179	<b>103.0</b>	1:31.028	94.12	3.185	09:29:29.818
6 -	<b>27.296</b>	<b>121.7</b>	37.619	119.6	23.227	101.2	1:28.142 <b>(2)</b>	97.20	0.299	09:30:57.960
7 -	27.664	<b>121.7</b>	<b>37.298</b>	<b>120.4</b>	<b>22.881</b>	100.4	<b>1:27.843 (1)</b>	<b>97.53</b>		<b>09:32:25.803</b>
8 -	28.553	115.7	38.423	112.0	23.900	99.7	1:30.876	94.28	3.033	09:33:56.679
9 -	28.903	115.9	37.599	116.3	23.168	100.7	1:29.670 <b>(3)</b>	95.55	1.827	09:35:26.349

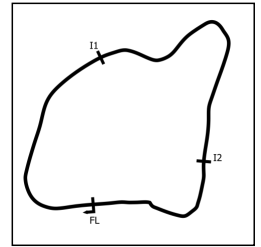
<b>P14 28</b>		<b>Jason TIMMS</b>					Brabham-Ford BT21 - 1967			
IDEAL LAP TIME : 1:27.604		BEST LAP TIME : 1:28.465					DIFFERENCE : 0.861			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		95.7	43.770	100.3	27.829	99.4			09:23:02.507	
2 -	30.604	101.8	41.125	121.3	24.744	100.6	1:36.473	88.81	8.008	09:24:38.980
3 -	29.850	98.5	40.486	122.6	23.927	102.1	1:34.263	90.89	5.798	09:26:13.243
4 -	30.212	105.0	38.573	<b>127.5</b>	23.593	101.3	1:32.378	92.74	3.913	09:27:45.621
5 -	29.010	103.2	38.969	126.1	<b>22.965</b>	<b>103.0</b>	1:30.944	94.21	2.479	09:29:16.565
6 -	28.376	116.5	38.715	117.1	23.365	102.6	1:30.456	94.72	1.991	09:30:47.021
7 -	28.056	<b>122.0</b>	37.268	122.9	23.172	102.9	1:28.496 <b>(2)</b>	96.81	0.031	09:32:15.517
8 -	<b>27.592</b>	113.7	<b>37.047</b>	126.3	23.826	101.2	<b>1:28.465 (1)</b>	<b>96.85</b>		<b>09:33:43.982</b>
9 -	27.987	117.1	37.982	120.6	24.950	101.2	1:30.919	94.23	2.454	09:35:14.901
10 -	29.088	112.2	37.859	122.6	23.061	102.2	1:30.008 <b>(3)</b>	95.19	1.543	09:36:44.909

<b>P15 51</b>		<b>Simon ARMER</b>					March Ford 703 - 1970			
IDEAL LAP TIME : 1:28.153		BEST LAP TIME : 1:28.949					DIFFERENCE : 0.796			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		75.1	55.493	60.2	35.532				09:23:24.929	
2 -	29.829	111.1	40.261	111.1	25.010		1:35.100	90.09	6.151	09:25:00.029
3 -	28.653	<b>116.9</b>	<b>37.223</b>	<b>119.1</b>	23.437		1:29.313 <b>(2)</b>	95.93	0.364	09:26:29.342
4 -	28.069	107.2	38.002	115.9	23.836		1:29.907 <b>(3)</b>	95.29	0.958	09:27:59.249
5 -	28.381	109.1	38.887	117.3	<b>23.016</b>		1:30.284	94.90	1.335	09:29:29.533
6 -	<b>27.914</b>	108.9	37.938	113.1	24.812		1:30.664	94.50	1.715	09:31:00.197
7 -	28.111	113.7	37.249	111.8	23.589		<b>1:28.949 (1)</b>	<b>96.32</b>		<b>09:32:29.146</b>
8 -	29.593	104.6	38.088	111.8	23.919		1:31.600	93.53	2.651	09:34:00.746
9 -	29.898	111.1	37.876	107.2	23.616		1:31.390	93.75	2.441	09:35:32.136

<b>P16 77</b>		<b>François DEROSI</b>					Chevron Ford B17 - 1970			
IDEAL LAP TIME : 1:28.084		BEST LAP TIME : 1:29.142					DIFFERENCE : 1.058			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		91.8	45.555	116.3	27.084				09:22:47.844	
2 -	33.723	102.1	40.283	108.9	25.269		1:39.275	86.30	10.133	09:24:27.119
3 -	29.688	110.9	38.846	119.8	23.120		1:31.654	93.48	2.512	09:25:58.773
4 -	28.732	116.3	37.908	114.9	23.651		1:30.291	94.89	1.149	09:27:29.064
5 -	28.942	116.9	39.195	<b>122.4</b>	<b>22.809</b>		1:30.946	94.20	1.804	09:29:00.010
6 -	<b>28.339</b>	118.9	38.174	114.9	23.420		1:29.933 <b>(2)</b>	95.27	0.791	09:30:29.943
7 -	29.483	112.9	38.545	115.7	23.136		1:31.164	93.98	2.022	09:32:01.107
8 -	28.953	113.7	38.345	113.5	23.505		1:30.803	94.35	1.661	09:33:31.910
9 -	28.397	<b>119.1</b>	38.297	112.4	23.434		1:30.128 <b>(3)</b>	95.06	0.986	09:35:02.038
10 -	29.211	116.1	<b>36.936</b>	118.1	22.995		<b>1:29.142 (1)</b>	<b>96.11</b>		<b>09:36:31.180</b>

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - SECTOR ANALYSIS



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

P17 26		Steve SEAMAN					Brabham-Ford BT21 - 1968			
IDEAL LAP TIME : 1:29.070		BEST LAP TIME : 1:29.476			DIFFERENCE : 0.406					
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		88.8	43.560	119.6	26.020	99.5				09:22:58.985
2 -	28.922	107.0	41.093	113.7	26.302	99.2	1:36.317	88.95	6.841	09:24:35.302
3 -	29.553	102.1	37.982	125.2	24.288	100.7	1:31.823	93.30	2.347	09:26:07.125
4 -	<b>27.996</b>	109.2	38.049	123.5	24.411	100.1	1:30.456 (2)	94.72	0.980	09:27:37.581
5 -	28.098	110.1	40.085	124.9	<b>24.035</b>	<b>102.2</b>	1:32.218	92.91	2.742	09:29:09.799
6 -	28.142	115.1	38.211	<b>127.3</b>	24.480	100.3	1:30.833 (3)	94.32	1.357	09:30:40.632
7 -	28.191	<b>119.4</b>	<b>37.039</b>	126.3	24.246	100.7	<b>1:29.476 (1)</b>	<b>95.75</b>		<b>09:32:10.108</b>
8 -	29.439	108.9	38.079	124.5						

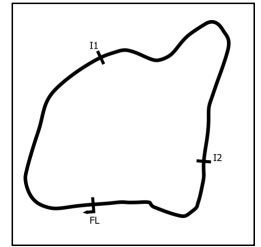
P18 81		Julian STOKES					Tecno F3 - 1967			
IDEAL LAP TIME : 1:30.940		BEST LAP TIME : 1:29.803			DIFFERENCE : -1.137					
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -				117.7	29.410					09:22:52.669
2 -	32.122	96.8	40.720	117.7	26.566		1:39.408	86.19	9.605	09:24:32.077
3 -				114.7	24.661		1:33.573	91.56	3.770	09:26:05.650
4 -	29.491	101.3	38.931	117.7	24.943		1:33.365	91.76	3.562	09:27:39.015
5 -				118.7	24.729		1:32.194	92.93	2.391	09:29:11.209
6 -	<b>29.184</b>	<b>110.5</b>	<b>38.132</b>	118.3	23.891		1:31.207 (3)	93.94	1.404	09:30:42.416
7 -				119.4	<b>23.624</b>		1:30.572 (2)	94.59	0.769	09:32:12.988
8 -				116.3	24.876		1:31.935	93.19	2.132	09:33:44.923
9 -				<b>119.8</b>	24.489		<b>1:29.803 (1)</b>	<b>95.40</b>		<b>09:35:14.726</b>
10 -				118.9	24.219		1:31.371	93.77	1.568	09:36:46.097

P19 8		Michael O'BRIEN					Titan Mk3 - 1968			
IDEAL LAP TIME : 1:30.606		BEST LAP TIME : 1:30.825			DIFFERENCE : 0.219					
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		81.5	46.772	115.7	28.788	93.9				09:22:46.378
2 -	35.158	87.1	43.728	119.4	27.377	92.5	1:46.263	80.63	15.438	09:24:32.641
3 -	32.142	93.9	40.518	122.2	26.573	98.8	1:39.233	86.34	8.408	09:26:11.874
4 -	30.321	105.6	39.700	122.6	25.310	100.0	1:35.331	89.87	4.506	09:27:47.205
5 -	30.175	105.5	40.280	122.9	24.943	101.3	1:35.398	89.81	4.573	09:29:22.603
6 -	29.290	108.7	39.695	114.9	24.950	99.4	1:33.935	91.21	3.110	09:30:56.538
7 -	28.989	109.8	38.381	<b>124.9</b>	24.721	101.6	1:32.091 (3)	93.03	1.266	09:32:28.629
8 -	<b>28.615</b>	115.1	<b>37.620</b>	119.6	24.736	<b>102.6</b>	1:30.971 (2)	94.18	0.146	09:33:59.600
9 -	28.721	<b>118.7</b>	37.733	122.6	<b>24.371</b>	98.9	<b>1:30.825 (1)</b>	<b>94.33</b>		<b>09:35:30.425</b>

P20 5		Steve NICHOLS					Chevron Ford B17 - 1970			
IDEAL LAP TIME : 1:30.654		BEST LAP TIME : 1:30.922			DIFFERENCE : 0.268					
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		88.5	45.537	115.5	28.221					09:22:37.969
2 -	31.094	109.6	41.610	117.7	26.519		1:39.223	86.35	8.301	09:24:17.192
3 -	29.544	118.1	40.575	118.7	26.278		1:36.397	88.88	5.475	09:25:53.589
4 -	29.984	106.8	39.896	118.1	25.430		1:35.310	89.89	4.388	09:27:28.899
5 -	28.837	118.7	39.402	121.1	<b>24.004</b>		1:32.243	92.88	1.321	09:29:01.142
6 -	<b>28.710</b>	119.4	38.418	120.4	25.017		1:32.145 (3)	92.98	1.223	09:30:33.287
7 -	28.748	<b>120.2</b>	<b>37.940</b>	<b>122.6</b>	24.234		<b>1:30.922 (1)</b>	<b>94.23</b>		<b>09:32:04.209</b>
8 -	29.037	118.3	39.084	120.0	24.107		1:32.228	92.90	1.306	09:33:36.437
9 -	28.834	115.5	38.605	119.1	24.445		1:31.884 (2)	93.24	0.962	09:35:08.321
10 -	29.657	118.1	38.641	119.8	24.555		1:32.853	92.27	1.931	09:36:41.174

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - 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 3</b>		<b>Anders LOFTHAMMAR</b>					Brabham BT28 - 1970			
IDEAL LAP TIME : 1:31.654		BEST LAP TIME : 1:31.654			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		77.9	45.335	115.9	28.877	83.7		09:22:50.699		
2 -	34.898	84.7	43.099	118.1	26.805	94.7	1:44.802	81.75	13.148	09:24:35.501
3 -	30.796	93.2	40.804	<b>120.6</b>	25.767	95.7	1:37.367	87.99	5.713	09:26:12.868
4 -	30.713	96.0	40.089	120.0	24.762	96.6	1:35.564	89.65	3.910	09:27:48.432
5 -	29.219	105.6	39.222	120.2	24.637	93.2	1:33.078 <b>(3)</b>	92.05	1.424	09:29:21.510
6 -	29.670	107.8	39.225	116.3	25.084	90.9	1:33.979	91.16	2.325	09:30:55.489
7 -	<b>28.990</b>	<b>119.4</b>	<b>38.460</b>	117.3	<b>24.204</b>	<b>97.3</b>	<b>1:31.654 (1)</b>	<b>93.48</b>		<b>09:32:27.143</b>
8 -	29.031	116.3	38.478	117.7	24.478	92.4	1:31.987 <b>(2)</b>	93.14	0.333	09:33:59.130
9 -	33.015	112.2	38.746	116.9	24.894	95.0	1:36.655	88.64	5.001	09:35:35.785

<b>P22 84</b>		<b>Martin WHITLOCK</b>					Brabham Ford BT21 - 1967			
IDEAL LAP TIME : 1:32.842		BEST LAP TIME : 1:32.923			DIFFERENCE : 0.081					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		82.2	44.895	116.3	28.865	94.2				09:22:51.829
2 -	32.605	101.8	41.913	118.3	26.999	96.2	1:41.517	84.39	8.594	09:24:33.346
3 -	32.474	92.9	40.624	118.5	26.172	95.0	1:39.270	86.31	6.347	09:26:12.616
4 -	32.373	102.9	39.605	<b>119.6</b>	24.886	97.1	1:36.864	88.45	3.941	09:27:49.480
5 -	30.476	110.9	40.268	118.3	25.009	<b>98.1</b>	1:35.753	89.48	2.830	09:29:25.233
6 -	29.992	113.9	41.229	103.4	25.938	96.6	1:37.159	88.18	4.236	09:31:02.392
7 -	30.041	103.5	38.752	118.7	<b>24.503</b>	97.6	1:33.296 <b>(2)</b>	91.83	0.373	09:32:35.688
8 -	<b>29.690</b>	<b>114.1</b>	<b>38.649</b>	117.5	24.584	97.3	<b>1:32.923 (1)</b>	<b>92.20</b>		<b>09:34:08.611</b>
9 -	30.680	111.4	38.946	117.7	24.809	97.3	1:34.435 <b>(3)</b>	90.72	1.512	09:35:43.046

<b>P23 14</b>		<b>Simon ETHERINGTON</b>					Brabham Ford BT15 - 1965			
IDEAL LAP TIME : 1:33.777		BEST LAP TIME : 1:33.991			DIFFERENCE : 0.214					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		79.7	47.676	100.9	29.909					09:22:49.379
2 -	35.815	89.1	44.627	113.9	27.816		1:48.258	79.14	14.267	09:24:37.637
3 -	30.883	105.3	41.604	116.5	26.715		1:39.202	86.36	5.211	09:26:16.839
4 -	30.429	103.5	41.116	113.1	26.635		1:38.180	87.26	4.189	09:27:55.019
5 -	30.265	108.4	41.370	110.0	26.111		1:37.746	87.65	3.755	09:29:32.765
6 -	30.483	105.8	40.004	108.2	26.050		1:36.537	88.75	2.546	09:31:09.302
7 -	29.652	<b>114.1</b>	39.837	110.0	25.778		1:35.267 <b>(3)</b>	89.93	1.276	09:32:44.569
8 -	29.726	112.0	39.238	118.5	<b>25.107</b>		1:34.071 <b>(2)</b>	91.08	0.080	09:34:18.640
9 -	<b>29.552</b>	112.7	<b>39.118</b>	<b>118.7</b>	25.321		<b>1:33.991 (1)</b>	<b>91.15</b>		<b>09:35:52.631</b>

<b>P24 146</b>		<b>Charles ISCHI</b>					March Ford 703 - 1970			
IDEAL LAP TIME : 1:33.516		BEST LAP TIME : 1:34.163			DIFFERENCE : 0.647					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		84.8	45.748	103.4	28.070	91.4				09:23:02.566
2 -	33.130	100.4	42.415	114.5	26.090	93.9	1:41.635	84.30	7.472	09:24:44.201
3 -	31.696	96.5	41.124	116.1	25.371	96.5	1:38.191	87.25	4.028	09:26:22.392
4 -	32.053	103.0	40.868	114.1	24.996	96.1	1:37.917	87.50	3.754	09:28:00.309
5 -	30.784	107.5	39.786	<b>117.5</b>	<b>24.240</b>	97.5	1:34.810 <b>(3)</b>	90.37	0.647	09:29:35.119
6 -	30.389	110.7	41.120	89.5	26.473	97.3	1:37.982	87.44	3.819	09:31:13.101
7 -	30.556	110.0	39.550	116.1	25.133	97.3	1:35.239	89.96	1.076	09:32:48.340
8 -	29.979	113.9	<b>39.318</b>	116.3	25.341	<b>98.1</b>	1:34.638 <b>(2)</b>	90.53	0.475	09:34:22.978
9 -	<b>29.958</b>	<b>114.3</b>	39.555	115.5	24.650	97.3	<b>1:34.163 (1)</b>	<b>90.99</b>		<b>09:35:57.141</b>

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - BEST SECTORS

SECTOR 1			SECTOR 2		SECTOR 3		IDEAL / BEST COMPARISON						
POS	NO	TIME	NO	TIME	NO	TIME	POS	NO	NAME	IDEAL	BEST	DIFF	
										<b>PERFECT LAP</b>	<b>1:22.538</b>		
1	83	26.227	83	34.951	75	21.360	1	83	EAGLING	1:22.762	1:22.944	0.182	
2	75	26.391	25	35.244	83	21.584	2	75	DE LA ROCHE	1:23.459	1:23.684	0.225	
3	41	26.564	41	35.597	25	21.863	3	25	HIBBERD	1:23.852	1:24.150	0.298	
4	25	26.745	10	35.650	41	22.076	4	41	SPAGGIARI	1:24.237	1:24.416	0.179	
5	88	27.100	75	35.708	10	22.084	5	10	MARTIN	1:24.941	1:25.474	0.533	
6	11	27.131	9	35.919	11	22.359	6	11	DRYBROUGH	1:25.731	1:25.736	0.005	
7	10	27.207	11	36.241	88	22.495	7	88	TROTT	1:25.987	1:26.184	0.197	
8	24	27.235	88	36.392	9	22.497	8	9	COLLINS	1:26.129	1:26.129	0.000	
9	21	27.296	24	36.705	4	22.506	9	24	TIMMS	1:26.496	1:26.632	0.136	
10	63	27.537	4	36.832	24	22.556	10	63	WIDMER	1:27.013	1:27.620	0.607	
11	28	27.592	63	36.869	63	22.607	11	4	JAMIN	1:27.151	1:27.636	0.485	
12	9	27.713	77	36.936	77	22.809	12	21	INGWILLER	1:27.475	1:27.843	0.368	
13	4	27.813	26	37.039	21	22.881	13	28	TIMMS	1:27.604	1:28.465	0.861	
14	51	27.914	28	37.047	28	22.965	14	77	DEROSSI	1:28.084	1:29.142	1.058	
15	26	27.996	51	37.223	51	23.016	15	51	ARMER	1:28.153	1:28.949	0.796	
16	77	28.339	21	37.298	81	23.624	16	26	SEAMAN	1:29.070	1:29.476	0.406	
17	8	28.615	8	37.620	5	24.004	17	8	O'BRIEN	1:30.606	1:30.825	0.219	
18	5	28.710	5	37.940	26	24.035	18	5	NICHOLS	1:30.654	1:30.922	0.268	
19	3	28.990	81	38.132	3	24.204	19	81	STOKES		1:29.803		
20	81	29.184	3	38.460	146	24.240	20	3	LOFTHAMMAR	1:31.654	1:31.654	0.000	
21	14	29.552	84	38.649	8	24.371	21	84	WHITLOCK	1:32.842	1:32.923	0.081	
22	84	29.690	14	39.118	84	24.503	22	146	ISCHI	1:33.516	1:34.163	0.647	
23	146	29.958	146	39.318	14	25.107	23	14	ETHERINGTON	1:33.777	1:33.991	0.214	
24							24	55	COLBURN		1:26.597		

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	83	EAGLING	126.8	41	SPAGGIARI	127.8	83	EAGLING	107.2
2	25	HIBBERD	125.6	88	TROTT	127.8	41	SPAGGIARI	105.6
3	88	TROTT	125.6	28	TIMMS	127.5	11	DRYBROUGH	105.1
4	75	DE LA ROCHE	125.2	26	SEAMAN	127.3	25	HIBBERD	104.8
5	41	SPAGGIARI	124.9	83	EAGLING	127.0	88	TROTT	104.6
6	10	MARTIN	124.5	25	HIBBERD	126.3	75	DE LA ROCHE	104.5
7	24	TIMMS	123.3	10	MARTIN	125.9	10	MARTIN	104.0
8	11	DRYBROUGH	123.1	8	O'BRIEN	124.9	24	TIMMS	103.7
9	63	WIDMER	122.0	4	JAMIN	123.5	9	COLLINS	103.2
10	28	TIMMS	122.0	75	DE LA ROCHE	123.1	21	INGWILLER	103.0
11	4	JAMIN	121.7	11	DRYBROUGH	122.9	28	TIMMS	103.0
12	21	INGWILLER	121.7	24	TIMMS	122.9	4	JAMIN	102.7
13	5	NICHOLS	120.2	5	NICHOLS	122.6	8	O'BRIEN	102.6
14	9	COLLINS	119.8	77	DEROSSO	122.4	63	WIDMER	102.4
15	26	SEAMAN	119.4	63	WIDMER	121.7	26	SEAMAN	102.2
16	3	LOFTHAMMAR	119.4	9	COLLINS	121.1	84	WHITLOCK	98.1
17	77	DEROSSO	119.1	3	LOFTHAMMAR	120.6	146	ISCHI	98.1
18	8	O'BRIEN	118.7	21	INGWILLER	120.4	3	LOFTHAMMAR	97.3
19	51	ARMER	116.9	81	STOKES	119.8			
20	146	ISCHI	114.3	84	WHITLOCK	119.6			
21	84	WHITLOCK	114.1	51	ARMER	119.1			
22	14	ETHERINGTON	114.1	14	ETHERINGTON	118.7			
23	81	STOKES	110.5	146	ISCHI	117.5			
24									

# Derek Bell Cup

## OFFICIAL PRACTICE - RACE 12 - STATISTICS

**Competitors Started** 24  
**Planned Start** 2026-04-19 @ 09:25:00.000  
**Actual Start** 2026-04-19 @ 09:20:15.353  
**Finish Time** 2026-04-19 @ 09:35:19.212  
**Track Length** 2.3800mi.  
**Total Laps** 225  
**Total Distance Covered** 535.5001mi.

### Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
75	Peter DE LA ROCHE	1:25.475	09:23:25.218	2	Alexis Ford Mk17
83	Dan EAGLING	1:25.294	09:23:36.719	2	Brabham Ford BT18
75	Peter DE LA ROCHE	1:24.762	09:24:49.984	3	Alexis Ford Mk17
83	Dan EAGLING	1:24.743	09:25:01.463	3	Brabham Ford BT18
75	Peter DE LA ROCHE	1:24.255	09:26:14.240	4	Alexis Ford Mk17
83	Dan EAGLING	1:22.944	09:26:24.407	4	Brabham Ford BT18

### Flag History

TYPE	TIME OF DAY
GREEN	09:20:15.353
FINISH	09:35:19.212

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	11	18:07.904
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000



# Derek Bell Cup

## RACE 12 - GRID (20 minutes)

ROW 10	24   146 Charles ISCHI   1:34.163		
ROW 9	21   3 Anders LOFTHAMMAR   1:31.654	22   84 Martin WHITLOCK   1:32.923	23   14 Simon ETHERINGTON   1:33.991
ROW 8	19   8 Michael O'BRIEN   1:30.825		20   5 Steve NICHOLS   1:30.922
ROW 7	16   77 François DEROSI   1:29.142	17   26 Steve SEAMAN   1:29.476	18   81 Julian STOKES   1:29.803
ROW 6	14   28 Jason TIMMS   1:28.465		15   51 Simon ARMER   1:28.949
ROW 5	11   63 Christoph WIDMER   1:27.620	12   4 Thomas JAMIN   1:27.636	13   21 Ludovic INGWILLER   1:27.843
ROW 4	9   55 Ben COLBURN   1:26.597		10   24 Jeremy TIMMS   1:26.632
ROW 3	6   11 Ross DRYBROUGH   1:25.736	7   9 Kyle COLLINS   1:26.129	8   88 Richard TROTT   1:26.184
ROW 2	4   41 Enrico SPAGGIARI   1:24.416		5   10 Charlie MARTIN   1:25.474
ROW 1	1   83 Dan EAGLING   1:22.944	2   75 Peter DE LA ROCHE   1:23.684	3   25 Andrew HIBBERD   1:24.150
<b>Pole</b>			

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

Goodwood: 2.3800 miles

Clerk Of Course: David Cartwright

Timekeeper: Nick Palmer





# Derek Bell Cup

## RACE 12 - CLASSIFICATION

Race Distance: 15 Laps / 35.70 miles

POS	NO	NAME	HSE	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON	GRD	↑↓
1	41	Enrico SPAGGIARI	MET	Lotus Ford 41X - 1968	15	21:19.667			100.43	1:24.164	13	4	3
2	24	Jeremy TIMMS	DAR	Chevron Ford B15 - 1969	15	21:20.196	0.529	0.529	100.39	1:23.891	12	10	8
3	10	Charlie MARTIN	DAR	De Sanctis Ford F3 - 1969	15	21:45.616	25.949	25.420	98.43	1:25.525	5	5	2
4	11	Ross DRYBROUGH	AUB	Merlyn Mk14A - 1969	15	21:52.169	32.502	6.553	97.94	1:24.410	12	6	2
5	55	Ben COLBURN	TOR	Merlyn Mk10 - 1967	15	21:55.980	36.313	3.811	97.66	1:26.554	8	9	4
6	28	Jason TIMMS	DAR	Brabham-Ford BT21 - 1967	15	21:58.283	38.616	2.303	97.49	1:24.286	11	14	8
7	63	Christoph WIDMER	MET	Brabham Ford BT18A - 1966	15	22:02.080	42.413	3.797	97.21	1:26.558	8	11	4
8	4	Thomas JAMIN	DAR	March Ford 703 - 1970	15	22:02.251	42.584	0.171	97.19	1:26.267	12	12	4
9	21	Ludovic INGWILLER	DAR	Pygmée-Ford F3 - 1969	15	22:14.736	55.069	12.485	96.28	1:25.511	12	13	4
10	77	François DEROSI	AUB	Chevron Ford B17 - 1970	15	22:18.267	58.600	3.531	96.03	1:26.869	6	16	6
11	26	Steve SEAMAN	MET	Brabham-Ford BT21 - 1968	15	22:28.219	1:08.552	9.952	95.32	1:28.405	13	17	6
12	81	Julian STOKES	MET	Tecno F3 - 1967	15	22:50.444	1:30.777	22.225	93.77	1:29.702	12	18	6
13	8	Michael O'BRIEN	DAR	Titan Mk3 - 1968	14	21:51.987	1 Lap	1 Lap	91.42	1:30.382	13	19	6
14	5	Steve NICHOLS	DAR	Chevron Ford B17 - 1970	14	22:06.278	1 Lap	14.291	90.44	1:31.974	7	20	6
15	84	Martin WHITLOCK	AUB	Brabham Ford BT21 - 1967	14	22:30.784	1 Lap	24.506	88.80	1:34.230	12	22	7
16	14	Simon ETHERINGTON	MET	Brabham Ford BT15 - 1965	14	22:43.680	1 Lap	12.896	87.96	1:34.181	12	23	7
17	146	Charles ISCHI	TOR	March Ford 703 - 1970	13	21:24.779	2 Laps	1 Lap	86.69	1:33.333	8	24	7

### NOT CLASSIFIED

DNF	83	Dan EAGLING	TOR	Brabham Ford BT18 - 1966	13	18:28.339	2 Laps		100.49	1:22.780	6	1	
DNF	75	Peter DE LA ROCHE	DAR	Alexis Ford Mk17 - 1970	11	15:39.034	4 Laps	2 Laps	100.36	1:22.613	6	2	
DNF	3	Anders LOFTHAMMAR	MET	Brabham BT28 - 1970	6	9:37.408	9 Laps	5 Laps	89.03	1:33.449	6	21	
DNF	51	Simon ARMER	AUB	March Ford 703 - 1970	3	4:39.529	12 Laps	3 Laps	91.95	1:28.570	2	15	
DNF	25	Andrew HIBBERD	TOR	Brabham Ford 18 - 1966	2	2:54.637	13 Laps	1 Lap	98.12	1:24.024	2	3	

### NOT STARTED

NS	9	Kyle COLLINS	AUB	Chevron B9 - 1967									7
NS	88	Richard TROTT	AUB	Brabham Ford BT28 - 1970									8

### FASTEST LAP

75	Peter DE LA ROCHE	DAR	Alexis Ford Mk17 - 1970	6	1:22.613			103.71 mph		166.90 kph			
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Weather / Track : Bright / Dry

Date: 19/04/2026 Start: 17:50 Finish: 18:12

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

Goodwood: 2.3800 miles

Clerk Of Course: David Cartwright

Timekeeper: Nick Palmer



# Derek Bell Cup

## RACE 12 - LAP CHART

LAP 1 @ 17:52:18.803			LAP 2 @ 17:53:42.811			LAP 3 @ 17:55:06.662			LAP 4 @ 17:56:30.214			LAP 5 @ 17:57:53.453		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
83		1:29.682	83		1:24.008	83		1:23.851	83		1:23.552	83		1:23.239
75	0.320	1:30.002	75	0.349	1:24.037	75	0.440	1:23.942	75	0.717	1:23.829	75	0.693	1:23.215
25	0.931	1:30.613	25	0.947	1:24.024	41	5.461	1:25.625	41	7.677	1:25.768	41	9.790	1:25.352
10	2.364	1:32.046	41	3.687	1:25.307	11	6.021	1:25.285	11	8.133	1:25.664	11	10.243	1:25.349
41	2.388	1:32.070	11	4.587	1:25.631	24	6.163	1:24.499	24	8.496	1:25.885	24	10.496	1:25.239
11	2.964	1:32.646	24	5.515	1:26.241	10	8.058	1:26.378	10	10.643	1:26.137	10	12.929	1:25.525
24	3.282	1:32.964	10	5.531	1:27.175	55	13.126	1:27.911	55	17.527	1:27.953	28	21.365	1:26.897
21	5.194	1:34.876	55	9.066	1:27.039	21	13.409	1:27.588	28	17.707	1:27.598	55	21.549	1:27.261
63	5.891	1:35.573	21	9.672	1:28.486	28	13.661	1:26.523	21	19.091	1:29.234	63	22.965	1:26.987
55	6.035	1:35.717	63	10.190	1:28.307	63	15.099	1:28.760	63	19.217	1:27.670	21	23.160	1:27.308
77	6.559	1:36.241	77	10.417	1:27.866	77	15.243	1:28.677	77	19.373	1:27.682	77	23.505	1:27.371
4	7.274	1:36.956	28	10.989	1:26.980	4	15.804	1:27.778	4	20.317	1:28.065	4	24.223	1:27.145
28	8.017	1:37.699	4	11.877	1:28.611	26	19.870	1:29.641	26	25.568	1:29.250	26	30.896	1:28.567
51	8.772	1:38.454	51	13.334	1:28.570	51	21.988	1:32.505	81	29.436	1:30.580	81	36.977	1:30.780
26	9.576	1:39.258	26	14.080	1:28.512	81	22.408	1:29.829	5	47.631	1:33.908	8	58.425	1:33.653
81	10.550	1:40.232	81	16.430	1:29.888	3	37.055	1:34.842	8	48.011	1:33.069	5	58.829	1:34.437
5	14.710	1:44.392	3	26.064	1:34.858	5	37.275	1:34.525	3	48.610	1:35.107	3	59.627	1:34.256
3	15.214	1:44.896	5	26.601	1:35.899	8	38.494	1:34.946	84	50.765	1:34.748	84	1:03.091	1:35.565
8	15.641	1:45.323	8	27.399	1:35.766	84	39.569	1:35.305	14	57.205	1:36.460	14	1:09.599	1:35.633
84	16.839	1:46.521	84	28.115	1:35.284	14	44.297	1:36.882	146	1:02.425	1:37.475	146	1:15.586	1:36.400
14	18.179	1:47.861	14	31.266	1:37.095	146	48.502	1:37.289						
146	20.811	1:50.493	146	35.064	1:38.261									

# Derek Bell Cup

## RACE 12 - LAP CHART

LAP 6 @ 17:59:16.233			LAP 7 @ 18:00:39.700			LAP 8 @ 18:02:02.773			LAP 9 @ 18:03:27.865			LAP 10 @ 18:04:51.817		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
83		1:22.780	83		1:23.467	83		1:23.073	83		1:25.092	83		1:23.952
75	0.526	1:22.613	14	1 Lap	1:36.851	75	2.029	1:24.750	5	1 Lap	1:32.813	75	7.822	1:27.887
41	11.706	1:24.696	75	0.352	1:23.293	84	1 Lap	1:37.978	8	1 Lap	1:33.201	5	1 Lap	1:33.177
11	12.224	1:24.761	146	1 Lap	1:36.243	14	1 Lap	1:36.653	75	3.887	1:26.950	8	1 Lap	1:32.954
24	12.524	1:24.808	41	12.836	1:24.597	24	14.635	1:24.586	41	14.260	1:24.576	41	14.633	1:24.325
10	16.016	1:25.867	24	13.122	1:24.065	41	14.776	1:25.013	24	14.684	1:25.141	24	15.209	1:24.477
28	25.426	1:26.841	11	14.136	1:25.379	11	16.073	1:25.010	84	1 Lap	1:37.499	10	26.792	1:26.962
55	25.728	1:26.959	10	18.655	1:26.106	146	1 Lap	1:36.750	10	23.782	1:26.624	84	1 Lap	1:36.337
63	27.445	1:27.260	28	28.313	1:26.354	10	22.250	1:26.668	14	1 Lap	1:38.678	55	37.569	1:27.571
21	27.513	1:27.133	55	28.990	1:26.729	28	31.157	1:25.917	146	1 Lap	1:33.333	21	39.679	1:26.575
77	27.594	1:26.869	77	31.114	1:26.987	55	32.471	1:26.554	28	32.119	1:26.054	63	41.625	1:27.602
4	28.921	1:27.478	21	31.558	1:27.512	21	34.753	1:26.268	55	33.950	1:26.571	11	41.872	1:27.152
26	36.584	1:28.468	63	32.142	1:28.164	63	35.627	1:26.558	21	37.056	1:27.395	77	42.109	1:28.042
81	45.402	1:31.205	4	32.587	1:27.133	77	35.832	1:27.791	63	37.975	1:27.440	4	43.074	1:28.009
8	1:08.743	1:33.098	26	41.652	1:28.535	4	36.828	1:27.314	77	38.019	1:27.279	28	43.574	1:35.407
5	1:09.235	1:33.186	81	52.297	1:30.362	26	48.034	1:29.455	11	38.672	1:47.691	14	1 Lap	1:42.497
3	1:10.296	1:33.449	5	1:17.742	1:31.974	81	1:01.098	1:31.874	4	39.017	1:27.281	26	57.244	1:29.505
84	1:14.812	1:34.501	8	1:18.413	1:33.137				26	51.691	1:28.749	146	1 Lap	1:56.616
									81	1:07.001	1:30.995	81	1:13.378	1:30.329

# Derek Bell Cup

## RACE 12 - LAP CHART

LAP 11 @ 18:06:15.340			LAP 12 @ 18:07:40.549			LAP 13 @ 18:09:17.460			LAP 14 @ 18:10:44.084			LAP 15 @ 18:12:08.788		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
83		1:23.523	83		1:25.209	83		1:36.911	41		1:24.247	41		1:24.704
75	12.815	1:28.516	41	15.124	1:24.503	41	2.377	1:24.164	24	0.411	1:24.102	24	0.529	1:24.822
41	15.830	1:24.720	24	15.694	1:23.891	24	2.933	1:24.150	10	22.245	1:27.580	146	2 Laps	1:35.730
24	17.012	1:25.326	8	1 Lap	1:32.514	10	21.289	1:27.373	8	1 Lap	1:30.382	10	25.949	1:28.408
5	1 Lap	1:33.187	5	1 Lap	1:33.804	8	1 Lap	1:30.510	11	30.852	1:26.595	8	1 Lap	1:30.682
8	1 Lap	1:32.752	10	30.827	1:26.499	5	1 Lap	1:33.451	55	33.461	1:26.867	11	32.502	1:26.354
10	29.537	1:26.268	11	42.271	1:24.410	11	30.881	1:25.521	28	35.848	1:28.298	55	36.313	1:27.556
55	41.040	1:26.994	55	42.885	1:27.054	55	33.218	1:27.244	5	1 Lap	1:36.127	28	38.616	1:27.472
84	1 Lap	1:35.017	21	43.018	1:25.511	28	34.174	1:26.807	63	38.568	1:27.994	63	42.413	1:28.549
21	42.716	1:26.560	28	44.278	1:25.150	21	36.403	1:30.296	4	38.812	1:28.045	4	42.584	1:28.476
11	43.070	1:24.721	63	46.936	1:26.768	63	37.198	1:27.173	21	44.023	1:34.244	5	1 Lap	1:35.398
28	44.337	1:24.286	4	47.123	1:26.267	4	37.391	1:27.179	77	53.715	1:30.468	21	55.069	1:35.750
63	45.377	1:27.275	84	1 Lap	1:35.405	77	49.871	1:29.346	84	1 Lap	1:35.270	77	58.600	1:29.589
4	46.065	1:26.514	77	57.436	1:32.035	84	1 Lap	1:34.230	26	1:00.835	1:29.454	26	1:08.552	1:32.421
77	50.610	1:32.024	26	1:06.511	1:29.131	26	58.005	1:28.405	14	1 Lap	1:36.168	84	1 Lap	1:37.124
14	1 Lap	1:34.732	14	1 Lap	1:34.781	14	1 Lap	1:34.181	81	1:23.795	1:31.183	14	1 Lap	1:35.208
26	1:02.589	1:28.868	146	1 Lap	1:34.081	81	1:19.236	1:31.759				81	1:30.777	1:31.686
146	1 Lap	1:36.942	81	1:24.388	1:29.702	146	1 Lap	1:35.166						
81	1:19.895	1:30.040												

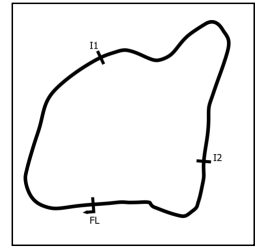
# Derek Bell Cup

## RACE 12 - POSITION CHART

No	Name	Lap																		
		Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
83	EAGLING	1	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	41	41	
75	DE LA ROCHE	2	75	75	75	75	75	75	75	75	75	75	75	75	75	75	41	41	24	24
25	HIBBERD	3	25	25	41	41	41	41	41	41	24	41	41	41	24	24	10	10		
41	SPAGGIARI	4	10	41	11	11	11	11	24	41	24	24	24	10	10	10	11	11		
10	MARTIN	5	41	11	24	24	24	24	11	11	10	10	10	11	11	11	55	55		
11	DRYBROUGH	6	11	24	10	10	10	10	10	10	28	55	55	55	55	28	28			
9	COLLINS	7	24	10	55	55	28	28	28	28	55	21	21	21	28	63	63			
88	TROTT	8	21	55	21	28	55	55	55	55	21	63	11	28	21	4	4			
55	COLBURN	9	63	21	28	21	63	63	77	21	63	11	28	63	63	21	21			
24	TIMMS	10	55	63	63	63	21	21	21	63	77	77	63	4	4	77	77			
63	WIDMER	11	77	77	77	77	77	77	63	77	11	4	4	77	77	26	26			
4	JAMIN	12	4	28	4	4	4	4	4	4	4	28	77	26	26	81	81			
21	INGWILLER	13	28	4	26	26	26	26	26	26	26	26	26	81	81	8				
28	TIMMS	14	51	51	51	81	81	81	81	81	81	81	81	8	8	5				
51	ARMER	15	26	26	81	5	8	8	5	5	5	5	8	5	5	84				
77	DEROSSA	16	81	81	3	8	5	5	8	8	8	8	5	84	84	14				
26	SEAMAN	17	5	3	5	3	3	3	84	84	84	84	84	14	14					
81	STOKES	18	3	5	8	84	84	84	14	14	14	14	14	146	146					
8	O'BRIEN	19	8	8	84	14	14	14	146	146	146	146	146							
5	NICHOLS	20	84	84	14	146	146	146												
3	LOFTHAMMAR	21	14	14	146															
84	WHITLOCK	22	146	146																
14	ETHERINGTON	23																		
146	ISCHI	24																		

# Derek Bell Cup

## RACE 12 - 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

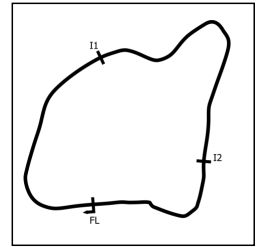
P1 41		Enrico SPAGGIARI					Lotus Ford 41X - 1968				
IDEAL LAP TIME : 1:23.392		BEST LAP TIME : 1:24.164					DIFFERENCE : 0.772				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		123.1	36.318	<b>126.8</b>	22.524	103.8	1:32.070	93.05	7.906	17:52:21.191	
2 -	26.908	<b>126.6</b>	35.999	124.7	22.400	103.5	1:25.307	100.43	1.143	17:53:46.498	
3 -	26.958	124.5	36.246	123.8	22.421	103.4	1:25.625	100.06	1.461	17:55:12.123	
4 -	26.996	123.8	36.402	123.1	22.370	102.1	1:25.768	99.89	1.604	17:56:37.891	
5 -	26.922	124.5	36.148	123.3	22.282	103.4	1:25.352	100.38	1.188	17:58:03.243	
6 -	26.688	124.5	36.050	123.3	21.958	103.7	1:24.696	101.16	0.532	17:59:27.939	
7 -	26.664	124.5	35.999	123.8	21.934	103.2	1:24.597	101.28	0.433	18:00:52.536	
8 -	26.805	124.9	35.906	124.0	22.302	<b>106.5</b>	1:25.013	100.78	0.849	18:02:17.549	
9 -	26.660	124.7	35.905	123.5	22.011	103.5	1:24.576	101.30	0.412	18:03:42.125	
10 -	26.805	124.7	35.926	124.5	<b>21.594</b>	104.3	1:24.325 (3)	101.60	0.161	18:05:06.450	
11 -	<b>26.438</b>	124.7	36.462	124.2	21.820	103.8	1:24.720	101.13	0.556	18:06:31.170	
12 -	26.671	124.9	35.785	123.8	22.047	103.4	1:24.503	101.39	0.339	18:07:55.673	
<b>13 -</b>	26.703	124.2	35.691	124.2	21.770	103.4	<b>1:24.164 (1)</b>	<b>101.80</b>		<b>18:09:19.837</b>	
14 -	26.703	124.5	<b>35.360</b>	123.8	22.184	102.4	1:24.247 (2)	101.70	0.083	18:10:44.084	
15 -	26.715	124.7	36.254	124.0	21.735	102.9	1:24.704	101.15	0.540	18:12:08.788	

P2 24		Jeremy TIMMS					Chevron Ford B15 - 1969				
IDEAL LAP TIME : 1:23.122		BEST LAP TIME : 1:23.891					DIFFERENCE : 0.769				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		121.7	36.194	<b>127.3</b>	22.727	105.8	1:32.964	92.16	9.073	17:52:22.085	
2 -	27.333	113.5	36.280	<b>127.3</b>	22.628	105.6	1:26.241	99.34	2.350	17:53:48.326	
3 -	27.015	123.5	35.511	126.1	21.973	106.0	1:24.499	101.39	0.608	17:55:12.825	
4 -	27.011	119.6	36.020	126.6	22.854	104.6	1:25.885	99.76	1.994	17:56:38.710	
5 -	26.811	119.1	35.915	124.0	22.513	<b>106.3</b>	1:25.239	100.51	1.348	17:58:03.949	
6 -	26.986	117.7	35.372	123.8	22.450	105.1	1:24.808	101.02	0.917	17:59:28.757	
7 -	26.465	<b>125.2</b>	35.513	124.5	22.087	105.6	1:24.065 (2)	101.92	0.174	18:00:52.822	
8 -	26.844	117.7	35.657	123.8	22.085	104.5	1:24.586	101.29	0.695	18:02:17.408	
9 -	27.111	124.0	36.122	123.3	21.908	105.0	1:25.141	100.63	1.250	18:03:42.549	
10 -	26.610	121.3	35.773	123.5	22.094	105.1	1:24.477	101.42	0.586	18:05:07.026	
11 -	<b>26.374</b>	121.3	37.304	124.5	21.648	105.1	1:25.326	100.41	1.435	18:06:32.352	
<b>12 -</b>	26.490	<b>125.2</b>	<b>35.256</b>	126.6	22.145	104.0	<b>1:23.891 (1)</b>	<b>102.13</b>		<b>18:07:56.243</b>	
13 -	26.616	<b>125.2</b>	35.316	122.6	22.218	104.3	1:24.150	101.81	0.259	18:09:20.393	
14 -	26.400	124.5	35.951	125.4	21.751	104.8	1:24.102 (3)	101.87	0.211	18:10:44.495	
15 -	26.772	108.7	36.558	126.1	<b>21.492</b>	104.0	1:24.822	101.01	0.931	18:12:09.317	

P3 10		Charlie MARTIN					De Sanctis Ford F3 - 1969				
IDEAL LAP TIME : 1:25.466		BEST LAP TIME : 1:25.525					DIFFERENCE : 0.059				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		<b>126.8</b>	36.270	<b>122.6</b>	22.776	100.7	1:32.046	93.08	6.521	17:52:21.167	
2 -	27.600	125.4	36.389	122.4	23.186	101.3	1:27.175	98.28	1.650	17:53:48.342	
3 -	27.480	125.2	36.562	<b>122.6</b>	22.336	<b>103.5</b>	1:26.378	99.19	0.853	17:55:14.720	
4 -	27.309	122.6	36.377	122.4	22.451	102.2	1:26.137	99.46	0.612	17:56:40.857	
<b>5 -</b>	27.253	122.9	<b>35.964</b>	122.2	<b>22.308</b>	101.8	<b>1:25.525 (1)</b>	<b>100.18</b>		<b>17:58:06.382</b>	
6 -	27.303	122.9	36.111	121.7	22.453	101.6	1:25.867 (2)	99.78	0.342	17:59:32.249	
7 -	27.246	122.2	36.489	121.5	22.371	101.3	1:26.106 (3)	99.50	0.581	18:00:58.355	
8 -	27.598	122.2	36.635	122.0	22.435	102.1	1:26.668	98.86	1.143	18:02:25.023	
9 -	<b>27.194</b>	123.8	36.679	120.9	22.751	101.6	1:26.624	98.91	1.099	18:03:51.647	
10 -	27.438	122.2	36.975	120.4	22.549	101.6	1:26.962	98.52	1.437	18:05:18.609	
11 -	27.423	122.4	36.440	120.9	22.405	102.4	1:26.268	99.31	0.743	18:06:44.877	
12 -	27.489	122.0	36.494	122.4	22.516	101.9	1:26.499	99.05	0.974	18:08:11.376	
13 -	28.185	121.1	36.596	119.6	22.592	101.8	1:27.373	98.06	1.848	18:09:38.749	
14 -	27.979	117.3	36.547	120.4	23.054	100.6	1:27.580	97.83	2.055	18:11:06.329	
15 -	27.965	109.8	37.436	120.2	23.007	100.1	1:28.408	96.91	2.883	18:12:34.737	

# Derek Bell Cup

## RACE 12 - 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

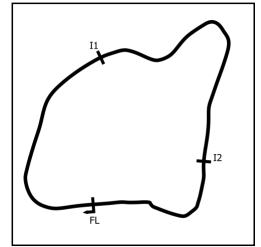
P4 11		Ross DRYBROUGH					Merlyn Mk14A - 1969				
IDEAL LAP TIME : 1:23.972		BEST LAP TIME : 1:24.410					DIFFERENCE : 0.438				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		121.5	36.197	126.1	23.032	105.0	1:32.646	92.48	8.236	17:52:21.767	
2 -	27.358	122.0	35.887	126.6	22.386	103.8	1:25.631	100.05	1.221	17:53:47.398	
3 -	26.659	<b>126.6</b>	35.786	<b>128.8</b>	22.840	104.5	1:25.285	100.46	0.875	17:55:12.683	
4 -	26.874	123.3	35.950	122.6	22.840	105.5	1:25.664	100.01	1.254	17:56:38.347	
5 -	26.771	124.5	35.943	119.1	22.635	104.6	1:25.349	100.38	0.939	17:58:03.696	
6 -	26.882	124.9	35.512	126.3	22.367	105.6	1:24.761 (3)	101.08	0.351	17:59:28.457	
7 -	26.999	124.0	36.051	126.3	22.329	103.7	1:25.379	100.35	0.969	18:00:53.836	
8 -	<b>26.570</b>	125.2	36.137	124.2	<b>22.303</b>	104.2	1:25.010	100.78	0.600	18:02:18.846	
9 -	26.918	125.2	57.762	123.1	23.011	104.8	1:47.691	79.56	23.281	18:04:06.537	
10 -	27.359	114.1	36.760	123.3	23.033	105.0	1:27.152	98.31	2.742	18:05:33.689	
11 -	26.981	124.0	35.183	127.3	22.557	<b>105.8</b>	1:24.721 (2)	101.13	0.311	18:06:58.410	
<b>12 -</b>	26.964	122.9	<b>35.099</b>	123.3	22.347	103.2	<b>1:24.410 (1)</b>	<b>101.50</b>		<b>18:08:22.820</b>	
13 -	27.106	123.1	36.057	122.4	22.358	103.4	1:25.521	100.18	1.111	18:09:48.341	
14 -	26.996	123.1	36.859	122.2	22.740	102.1	1:26.595	98.94	2.185	18:11:14.936	
15 -	27.258	122.9	36.292	124.0	22.804	102.4	1:26.354	99.21	1.944	18:12:41.290	

P5 55		Ben COLBURN					Merlyn Mk10 - 1967				
IDEAL LAP TIME : 1:25.144		BEST LAP TIME : 1:26.554					DIFFERENCE : 1.410				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		123.1	37.338	125.9	23.230	<b>102.9</b>	1:35.717	89.51	9.163	17:52:24.838	
2 -	27.568	122.6	36.669	120.9	22.802	99.7	1:27.039	98.43	0.485	17:53:51.877	
3 -	27.702	120.9	36.762	120.0	23.447	100.0	1:27.911	97.46	1.357	17:55:19.788	
4 -	27.932	120.6	37.202	119.1	22.819	99.8	1:27.953	97.41	1.399	17:56:47.741	
5 -	27.860	125.2	36.958	120.9	22.443		1:27.261	98.18	0.707	17:58:15.002	
6 -	27.629	<b>125.4</b>	36.721	121.1	22.609	102.6	1:26.959	98.52	0.405	17:59:41.961	
7 -	27.347	116.9	37.071	123.1	22.311	101.0	1:26.729 (3)	98.79	0.175	18:01:08.690	
<b>8 -</b>	<b>27.244</b>	124.2	36.742	121.7	22.568	100.0	<b>1:26.554 (1)</b>	<b>98.99</b>		<b>18:02:35.244</b>	
9 -	27.423	121.1	36.557	122.0	22.591	100.0	1:26.571 (2)	98.97	0.017	18:04:01.815	
10 -	27.248	123.3	37.989	117.5	22.334	99.7	1:27.571	97.84	1.017	18:05:29.386	
11 -	27.620	121.1	36.159	121.7	23.215	100.0	1:26.994	98.48	0.440	18:06:56.380	
12 -	27.541	120.4	36.759	118.9	22.754	100.6	1:27.054	98.42	0.500	18:08:23.434	
13 -	29.344	121.7	<b>35.694</b>	<b>126.3</b>	<b>22.206</b>	100.6	1:27.244	98.20	0.690	18:09:50.678	
14 -	27.539	121.5	36.531	120.2	22.797	99.4	1:26.867	98.63	0.313	18:11:17.545	
15 -	27.763	121.1	36.863	119.8	22.930	99.1	1:27.556	97.85	1.002	18:12:45.101	

P6 28		Jason TIMMS					Brabham-Ford BT21 - 1967				
IDEAL LAP TIME : 1:24.102		BEST LAP TIME : 1:24.286					DIFFERENCE : 0.184				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		117.1	37.816	130.5	23.961	102.2	1:37.699	87.69	13.413	17:52:26.820	
2 -	27.513	125.9	36.265	<b>130.8</b>	23.202	103.4	1:26.980	98.50	2.694	17:53:53.800	
3 -	27.058	116.7	36.295	128.5	23.170	<b>105.3</b>	1:26.523	99.02	2.237	17:55:20.323	
4 -	27.697	110.3	37.027	122.0	22.874	105.0	1:27.598	97.81	3.312	17:56:47.921	
5 -	27.642	118.1	36.692	123.1	22.563	101.9	1:26.897	98.59	2.611	17:58:14.818	
6 -	27.808	115.5	36.410	122.9	22.623	102.2	1:26.841	98.66	2.555	17:59:41.659	
7 -	27.587	115.9	36.534	121.7	22.233	103.0	1:26.354	99.21	2.068	18:01:08.013	
8 -	27.599	118.9	35.979	122.2	22.339	102.1	1:25.917 (3)	99.72	1.631	18:02:33.930	
9 -	27.509	111.6	36.286	123.5	22.259	102.6	1:26.054	99.56	1.768	18:03:59.984	
10 -	27.520	119.8	44.396	120.9	23.491	104.8	1:35.407	89.80	11.121	18:05:35.391	
<b>11 -</b>	<b>26.826</b>	<b>126.6</b>	<b>35.353</b>	127.5	22.107	104.5	<b>1:24.286 (1)</b>	<b>101.65</b>		<b>18:06:59.677</b>	
12 -	27.624	123.8	35.603	124.9	<b>21.923</b>	104.6	1:25.150 (2)	100.62	0.864	18:08:24.827	
13 -	26.860	126.3	36.732	123.5	23.215	103.2	1:26.807	98.70	2.521	18:09:51.634	
14 -	26.951	122.2	37.616	125.6	23.731	100.7	1:28.298	97.03	4.012	18:11:19.932	
15 -	27.885	111.1	36.699	123.3	22.888	101.9	1:27.472	97.95	3.186	18:12:47.404	

# Derek Bell Cup

## RACE 12 - 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

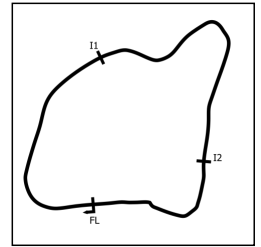
P7 63		Christoph WIDMER					Brabham Ford BT18A - 1966				
IDEAL LAP TIME : 1:26.229		BEST LAP TIME : 1:26.558					DIFFERENCE : 0.329				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		119.4	37.294	124.5	23.635	101.5	1:35.573	89.64	9.015	17:52:24.694	
2 -	27.984	114.7	36.838	122.9	23.485	<b>102.6</b>	1:28.307	97.02	1.749	17:53:53.001	
3 -	27.366	120.0	37.122	<b>125.2</b>	24.272	98.2	1:28.760	96.53	2.202	17:55:21.761	
4 -	28.107	120.6	36.558	122.6	23.005	100.4	1:27.670	97.73	1.112	17:56:49.431	
5 -	27.728	122.2	36.626	122.2	22.633	100.7	1:26.987 (3)	98.49	0.429	17:58:16.418	
6 -	27.441	122.4	<b>36.375</b>	123.8	23.444	98.9	1:27.260	98.18	0.702	17:59:43.678	
7 -	28.129	<b>122.9</b>	36.895	120.4	23.140	101.6	1:28.164	97.18	1.606	18:01:11.842	
8 -	<b>27.339</b>	118.5	36.704	123.5	<b>22.515</b>	101.2	<b>1:26.558 (1)</b>	<b>98.98</b>		<b>18:02:38.400</b>	
9 -	27.527	116.9	36.863	124.5	23.050	99.8	1:27.440	97.98	0.882	18:04:05.840	
10 -	27.760	121.3	36.907	121.5	22.935	99.1	1:27.602	97.80	1.044	18:05:33.442	
11 -	27.594	117.5	36.648	122.0	23.033	101.2	1:27.275	98.17	0.717	18:07:00.717	
12 -	27.587	122.2	36.615	122.9	22.566	99.7	1:26.768 (2)	98.74	0.210	18:08:27.485	
13 -	27.432	120.4	36.902	122.0	22.839	101.3	1:27.173	98.28	0.615	18:09:54.658	
14 -	27.861	120.2	36.893	121.7	23.240	101.3	1:27.994	97.37	1.436	18:11:22.652	
15 -	27.803	122.0	37.511	121.3	23.235	98.8	1:28.549	96.76	1.991	18:12:51.201	

P8 4		Thomas JAMIN					March Ford 703 - 1970				
IDEAL LAP TIME : 1:25.864		BEST LAP TIME : 1:26.267					DIFFERENCE : 0.403				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		118.9	38.413	122.6	23.528	100.3	1:36.956	88.37	10.689	17:52:26.077	
2 -	28.490	124.5	37.167	123.3	22.954	101.6	1:28.611	96.69	2.344	17:53:54.688	
3 -	27.833	123.8	36.857	122.6	23.088	102.1	1:27.778	97.60	1.511	17:55:22.466	
4 -	27.870	123.1	37.519	123.1	22.676	102.1	1:28.065	97.29	1.798	17:56:50.531	
5 -	27.770	125.4	36.716	124.2	22.659		1:27.145	98.31	0.878	17:58:17.676	
6 -	28.048	122.9	37.003	121.7	22.427	101.5	1:27.478	97.94	1.211	17:59:45.154	
7 -	27.530	124.5	37.214	124.0	22.389	102.1	1:27.133 (3)	98.33	0.866	18:01:12.287	
8 -	27.524	123.5	37.559	122.4	<b>22.231</b>	102.2	1:27.314	98.12	1.047	18:02:39.601	
9 -	28.023	121.7	<b>36.206</b>	<b>127.3</b>	23.052	102.1	1:27.281	98.16	1.014	18:04:06.882	
10 -	27.560	125.9	36.702	121.7	23.747	102.4	1:28.009	97.35	1.742	18:05:34.891	
11 -	27.594	120.9	36.312	124.5	22.608	102.1	1:26.514 (2)	99.03	0.247	18:07:01.405	
12 -	<b>27.427</b>	<b>126.1</b>	36.322	127.0	22.518	102.6	<b>1:26.267 (1)</b>	<b>99.31</b>		<b>18:08:27.672</b>	
13 -	27.765	124.0	36.544	119.4	22.870	<b>103.0</b>	1:27.179	98.28	0.912	18:09:54.851	
14 -	28.073	118.1	36.635	120.0	23.337	99.7	1:28.045	97.31	1.778	18:11:22.896	
15 -	27.992	113.5	37.506	117.9	22.978	101.5	1:28.476	96.83	2.209	18:12:51.372	

P9 21		Ludovic INGWILLER					Pymée-Ford F3 - 1969				
IDEAL LAP TIME : 1:25.004		BEST LAP TIME : 1:25.511					DIFFERENCE : 0.507				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		118.5	37.372	121.3	23.274	101.8	1:34.876	90.30	9.365	17:52:23.997	
2 -	28.418	119.1	36.979	123.8	23.089	101.8	1:28.486	96.82	2.975	17:53:52.483	
3 -	27.841	121.1	36.164	124.5	23.583	<b>102.7</b>	1:27.588	97.82	2.077	17:55:20.071	
4 -	27.970	114.9	37.067	116.3	24.197	99.1	1:29.234	96.01	3.723	17:56:49.305	
5 -	27.995	119.6	36.662	126.6	22.651		1:27.308	98.13	1.797	17:58:16.613	
6 -	<b>27.321</b>	121.1	36.351	<b>127.8</b>	23.461	99.5	1:27.133	98.33	1.622	17:59:43.746	
7 -	28.343	121.1	36.763	121.3	22.406	102.6	1:27.512	97.90	2.001	18:01:11.258	
8 -	27.582	119.4	36.079	118.3	22.607	100.4	1:26.268 (2)	99.31	0.757	18:02:37.526	
9 -	28.169	116.9	36.554	118.7	22.672	100.9	1:27.395	98.03	1.884	18:04:04.921	
10 -	28.052	118.7	36.176	118.7	<b>22.347</b>	100.3	1:26.575	98.96	1.064	18:05:31.496	
11 -	27.896	118.1	36.144	119.1	22.520	102.2	1:26.560 (3)	98.98	1.049	18:06:58.056	
12 -	27.550	<b>123.3</b>	<b>35.336</b>	122.9	22.625	102.6	<b>1:25.511 (1)</b>	<b>100.19</b>		<b>18:08:23.567</b>	
13 -	27.483	120.9	38.606	101.8	24.207	101.0	1:30.296	94.88	4.785	18:09:53.863	
14 -	32.299	111.1	38.254	116.3	23.691	100.0	1:34.244	90.91	8.733	18:11:28.107	
15 -	29.023	115.1	41.292	96.0	25.435	92.9	1:35.750	89.48	10.239	18:13:03.857	

# Derek Bell Cup

## RACE 12 - 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

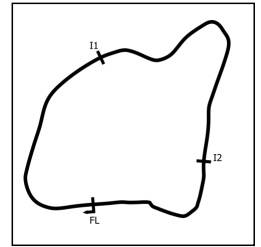
P10 77		François DEROSI			Chevron Ford B17 - 1970					
IDEAL LAP TIME : 1:25.534		BEST LAP TIME : 1:26.869			DIFFERENCE : 1.335					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		121.3	38.198	122.0	22.726	1:36.241	89.02	9.372	17:52:25.362	
2 -	27.802	113.3	37.222	121.1	22.842	1:27.866	97.51	0.997	17:53:53.228	
3 -	27.990	<b>121.7</b>	37.510	119.4	23.177	1:28.677	96.62	1.808	17:55:21.905	
4 -	28.213	119.4	36.733	123.1	22.736	1:27.682	97.71	0.813	17:56:49.587	
5 -	27.892	116.1	36.999	125.2	22.480	1:27.371	98.06	0.502	17:58:16.958	
6 -	27.422	119.8	<b>36.135</b>	125.4	23.312	<b>1:26.869 (1)</b>	<b>98.63</b>		<b>17:59:43.827</b>	
7 -	27.955	118.9	36.927	124.2	<b>22.105</b>	1:26.987 (2)	98.49	0.118	18:01:10.814	
8 -	28.431	110.7	36.719	125.2	22.641	1:27.791	97.59	0.922	18:02:38.605	
9 -	27.513	113.1	37.064	124.5	22.702	1:27.279 (3)	98.16	0.410	18:04:05.884	
10 -	27.866	117.1	36.957	118.3	23.219	1:28.042	97.31	1.173	18:05:33.926	
11 -	<b>27.294</b>	117.3	36.538	<b>125.9</b>	28.192	98.5	1:32.024	93.10	5.155	18:07:05.950
12 -	30.022	115.5	38.443	115.5	23.570	100.6	1:32.035	93.09	5.166	18:08:37.985
13 -	29.285	116.1	37.397	117.9	22.664	100.9	1:29.346	95.89	2.477	18:10:07.331
14 -	28.460	108.7	38.619	113.3	23.389	100.0	1:30.468	94.70	3.599	18:11:37.799
15 -	28.673	113.9	37.691	114.5	23.225	99.2	1:29.589	95.63	2.720	18:13:07.388

P11 26		Steve SEAMAN			Brabham-Ford BT21 - 1968					
IDEAL LAP TIME : 1:27.560		BEST LAP TIME : 1:28.405			DIFFERENCE : 0.845					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		112.5	38.979	128.8	24.142	102.4	1:39.258	86.32	10.853	17:52:28.379
2 -	<b>27.446</b>	123.3	<b>36.877</b>	<b>130.3</b>	24.189	<b>103.4</b>	1:28.512 (3)	96.80	0.107	17:53:56.891
3 -	27.790	114.3	37.618	126.3	24.233	102.4	1:29.641	95.58	1.236	17:55:26.532
4 -	27.928	116.7	37.575	126.1	23.747	102.6	1:29.250	96.00	0.845	17:56:55.782
5 -	27.540	115.5	37.381	125.4	23.646	102.7	1:28.567	96.74	0.162	17:58:24.349
6 -	27.619	122.0	37.207	125.2	23.642	102.2	1:28.468 (2)	96.84	0.063	17:59:52.817
7 -	27.738	106.5	37.560	125.2	<b>23.237</b>	102.2	1:28.535	96.77	0.130	18:01:21.352
8 -	28.689	119.6	37.133	125.2	23.633	102.1	1:29.455	95.78	1.050	18:02:50.807
9 -	27.722	122.4	37.339	125.4	23.688	102.4	1:28.749	96.54	0.344	18:04:19.556
10 -	27.595	<b>125.6</b>	38.434	124.0	23.476	101.8	1:29.505	95.72	1.100	18:05:49.061
11 -	27.795	123.8	37.200	125.2	23.873	102.9	1:28.868	96.41	0.463	18:07:17.929
12 -	27.744	124.9	37.183	127.3	24.204	101.9	1:29.131	96.12	0.726	18:08:47.060
13 -	27.794	124.0	36.882	125.4	23.729	100.6	<b>1:28.405 (1)</b>	<b>96.91</b>		<b>18:10:15.465</b>
14 -	28.068	114.3	37.909	125.4	23.477	102.9	1:29.454	95.78	1.049	18:11:44.919
15 -	28.678	99.2	39.709	122.2	24.034	97.1	1:32.421	92.70	4.016	18:13:17.340

P12 81		Julian STOKES			Tecno F3 - 1967					
IDEAL LAP TIME : 1:30.174		BEST LAP TIME : 1:29.702			DIFFERENCE : -0.472					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		111.6	39.733	<b>120.2</b>	24.213		1:40.232	85.48	10.530	17:52:29.353
2 -			117.3		23.826		1:29.888 (3)	95.31	0.186	17:53:59.241
3 -			116.9		23.682		1:29.829 (2)	95.38	0.127	17:55:29.070
4 -			116.3		23.803		1:30.580	94.59	0.878	17:56:59.650
5 -			114.9		23.701		1:30.780	94.38	1.078	17:58:30.430
6 -			114.5		23.851		1:31.205	93.94	1.503	18:00:01.635
7 -			114.5		23.734		1:30.362	94.81	0.660	18:01:31.997
8 -			113.9		23.918		1:31.874	93.25	2.172	18:03:03.871
9 -			114.1		23.848		1:30.995	94.15	1.293	18:04:34.866
10 -	<b>28.710</b>	<b>115.9</b>	<b>37.889</b>	113.5	23.730		1:30.329	94.85	0.627	18:06:05.195
11 -			114.9		23.757	97.3	1:30.040	95.15	0.338	18:07:35.235
12 -			115.7		<b>23.575</b>	<b>97.6</b>	<b>1:29.702 (1)</b>	<b>95.51</b>		<b>18:09:04.937</b>
13 -			114.3		24.108	96.2	1:31.759	93.37	2.057	18:10:36.696
14 -	28.826	114.7	38.516	112.7	23.841	96.9	1:31.183	93.96	1.481	18:12:07.879
15 -	28.776	114.7	38.825	112.9	24.085	96.1	1:31.686	93.44	1.984	18:13:39.565

# Derek Bell Cup

## RACE 12 - 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

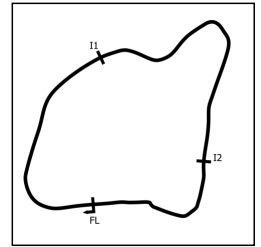
<b>P13 8</b>		<b>Michael O'BRIEN</b>					Titan Mk3 - 1968				
IDEAL LAP TIME : 1:29.855		BEST LAP TIME : 1:30.382					DIFFERENCE : 0.527				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		100.3	41.162	124.0	25.906	98.8	1:45.323	81.34	14.941	17:52:34.444	
2 -	30.105	105.1	39.795	126.3	25.866	100.7	1:35.766	89.46	5.384	17:54:10.210	
3 -	29.632	107.2	39.578	123.1	25.736	99.7	1:34.946	90.24	4.564	17:55:45.156	
4 -	29.084	106.0	38.947	124.2	25.038	<b>104.0</b>	1:33.069	92.06	2.687	17:57:18.225	
5 -	29.486	110.7	39.669	124.7	24.498	101.8	1:33.653	91.48	3.271	17:58:51.878	
6 -	28.537	113.5	39.881	120.6	24.680	101.5	1:33.098	92.03	2.716	18:00:24.976	
7 -	29.401	110.7	38.917	117.9	24.819	102.6	1:33.137	91.99	2.755	18:01:58.113	
8 -	29.462	112.5	39.336	123.1	24.403	100.9	1:33.201	91.93	2.819	18:03:31.314	
9 -	29.112	108.9	38.426	124.9	25.416	100.7	1:32.954	92.17	2.572	18:05:04.268	
10 -	28.906	106.8	38.999	<b>127.3</b>	24.847	103.5	1:32.752	92.37	2.370	18:06:37.020	
11 -	29.410	114.5	38.958	124.0	24.146	102.4	1:32.514	92.61	2.132	18:08:09.534	
12 -	<b>28.101</b>	<b>117.5</b>	38.224	121.1	24.185	101.0	1:30.510 (2)	94.66	0.128	18:09:40.044	
<b>13 -</b>	28.552	110.1	<b>37.617</b>	122.6	24.213	101.8	<b>1:30.382 (1)</b>	<b>94.79</b>		<b>18:11:10.426</b>	
14 -	28.300	107.0	38.245	122.4	<b>24.137</b>	99.5	1:30.682 (3)	94.48	0.300	18:12:41.108	

<b>P14 5</b>		<b>Steve NICHOLS</b>					Chevron Ford B17 - 1970				
IDEAL LAP TIME : 1:31.115		BEST LAP TIME : 1:31.974					DIFFERENCE : 0.859				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		111.8	41.509	121.1	26.090		1:44.392	82.07	12.418	17:52:33.513	
2 -	29.610	105.6	40.810	121.7	25.479		1:35.899	89.34	3.925	17:54:09.412	
3 -	29.305	116.9	40.146	119.1	25.074		1:34.525	90.64	2.551	17:55:43.937	
4 -	29.189	116.7	39.736	119.1	24.983		1:33.908	91.23	1.934	17:57:17.845	
5 -	29.369	114.9	40.170	117.9	24.898		1:34.437	90.72	2.463	17:58:52.282	
6 -	29.055	113.1	39.295	<b>122.2</b>	24.836		1:33.186	91.94	1.212	18:00:25.468	
<b>7 -</b>	<b>28.229</b>	<b>119.1</b>	39.206	118.3	24.539		<b>1:31.974 (1)</b>	<b>93.15</b>		<b>18:01:57.442</b>	
8 -	29.612	112.7	39.249	119.8	<b>23.952</b>		1:32.813 (2)	92.31	0.839	18:03:30.255	
9 -	29.479	104.3	<b>38.934</b>	119.8	24.764		1:33.177 (3)	91.95	1.203	18:05:03.432	
10 -	29.119	116.1	39.510	122.0	24.558	<b>100.4</b>	1:33.187	91.94	1.213	18:06:36.619	
11 -	29.283	117.7	39.500	118.7	25.021	100.0	1:33.804	91.33	1.830	18:08:10.423	
12 -	29.565	117.1	39.481	120.4	24.405	100.3	1:33.451	91.68	1.477	18:09:43.874	
13 -	29.527	107.5	41.376	119.6	25.224	97.1	1:36.127	89.13	4.153	18:11:20.001	
14 -	28.823	117.3	41.875	120.6	24.700	99.8	1:35.398	89.81	3.424	18:12:55.399	

<b>P15 84</b>		<b>Martin WHITLOCK</b>					Brabham Ford BT21 - 1967				
IDEAL LAP TIME : 1:33.628		BEST LAP TIME : 1:34.230					DIFFERENCE : 0.602				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		98.3	41.180	119.4	25.273	97.2	1:46.521	80.43	12.291	17:52:35.642	
2 -	29.851	103.5	39.757	<b>121.5</b>	25.676	<b>98.1</b>	1:35.284	89.92	1.054	17:54:10.926	
3 -	29.953	107.8	39.979	120.2	25.373	97.2	1:35.305	89.90	1.075	17:55:46.231	
4 -	29.948	110.9	39.474	119.6	25.326	97.3	1:34.748 (3)	90.42	0.518	17:57:20.979	
5 -	29.938	107.0	40.577	117.9	25.050	96.5	1:35.565	89.65	1.335	17:58:56.544	
6 -	30.179	112.5	<b>39.471</b>	117.7	24.851	96.1	1:34.501 (2)	90.66	0.271	18:00:31.045	
7 -	31.192	104.2	40.933	103.5	25.853	96.1	1:37.978	87.44	3.748	18:02:09.023	
8 -	31.011	103.4	41.229	118.3	25.259	95.8	1:37.499	87.87	3.269	18:03:46.522	
9 -	30.353	106.3	41.021	118.1	24.963	96.0	1:36.337	88.93	2.107	18:05:22.859	
10 -	29.803	<b>114.5</b>	39.687	116.5	25.527	95.5	1:35.017	90.17	0.787	18:06:57.876	
11 -	30.704	96.2	40.282	118.3	<b>24.419</b>	94.9	1:35.405	89.80	1.175	18:08:33.281	
<b>12 -</b>	<b>29.738</b>	108.2	39.766	117.5	24.726	94.6	<b>1:34.230 (1)</b>	<b>90.92</b>		<b>18:10:07.511</b>	
13 -	30.536	104.0	40.008	116.1	24.726	96.2	1:35.270	89.93	1.040	18:11:42.781	
14 -	30.965	93.4	40.774	119.4	25.385	96.0	1:37.124	88.21	2.894	18:13:19.905	

# Derek Bell Cup

## RACE 12 - 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

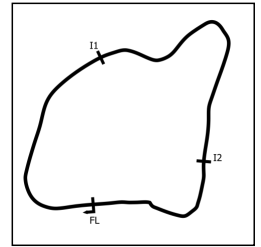
P16 14		Simon ETHERINGTON					Brabham Ford BT15 - 1965			
IDEAL LAP TIME : 1:33.821		BEST LAP TIME : 1:34.181					DIFFERENCE : 0.360			
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		99.1	41.304	117.3	26.255		1:47.861	79.43	13.680	17:52:36.982
2 -	30.131	109.2	40.472	<b>119.6</b>	26.492		1:37.095	88.24	2.914	17:54:14.077
3 -	30.226	106.8	40.734	118.7	25.922		1:36.882	88.43	2.701	17:55:50.959
4 -	29.821	108.2	40.883	117.9	25.756		1:36.460	88.82	2.279	17:57:27.419
5 -	29.908	109.6	40.123	118.3	25.602	95.0	1:35.633	89.59	1.452	17:59:03.052
6 -	30.099	105.6	40.220	117.1	26.532	83.5	1:36.851	88.46	2.670	18:00:39.903
7 -	30.345	107.7	40.220	117.1	26.088	89.3	1:36.653	88.64	2.472	18:02:16.556
8 -	32.356	102.2	40.669	118.9	25.653	94.5	1:38.678	86.82	4.497	18:03:55.234
9 -	30.533	102.7	44.053	111.4	27.911	94.7	1:42.497	83.59	8.316	18:05:37.731
10 -	<b>29.498</b>	110.0	39.377	119.1	25.857	<b>96.1</b>	1:34.732 (2)	90.44	0.551	18:07:12.463
11 -	29.756	110.3	39.690	118.7	25.335	94.9	1:34.781 (3)	90.39	0.600	18:08:47.244
<b>12 -</b>	29.806	<b>115.5</b>	<b>39.231</b>	<b>119.6</b>	25.144	94.9	<b>1:34.181 (1)</b>	<b>90.97</b>		<b>18:10:21.425</b>
13 -	30.107	94.9	40.969	117.5	<b>25.092</b>	95.3	1:36.168	89.09	1.987	18:11:57.593
14 -	29.716	108.5	39.870	118.1	25.622	94.9	1:35.208	89.99	1.027	18:13:32.801

P17 146		Charles ISCHI					March Ford 703 - 1970			
IDEAL LAP TIME : 1:32.684		BEST LAP TIME : 1:33.333					DIFFERENCE : 0.649			
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		98.8	41.830	115.3	25.385	96.8	1:50.493	77.54	17.160	17:52:39.614
2 -	31.658	100.9	40.776	118.1	25.827	95.0	1:38.261	87.19	4.928	17:54:17.875
3 -	31.466	92.4	40.541	117.9	25.282	96.5	1:37.289	88.06	3.956	17:55:55.164
4 -	31.328	100.4	41.038	116.1	25.109	95.7	1:37.475	87.89	4.142	17:57:32.639
5 -	31.513	98.3	40.550	117.3	24.337	98.2	1:36.400	88.87	3.067	17:59:09.039
6 -	30.441	100.4	41.229	118.5	24.573	95.7	1:36.243	89.02	2.910	18:00:45.282
7 -	30.622	95.1	42.093	<b>119.8</b>	24.035	97.1	1:36.750	88.55	3.417	18:02:22.032
<b>8 -</b>	30.241	103.0	<b>39.178</b>	<b>119.8</b>	<b>23.914</b>	<b>99.2</b>	<b>1:33.333 (1)</b>	<b>91.80</b>		<b>18:03:55.365</b>
9 -	<b>29.592</b>	95.7	1:01.762	111.4	25.262	97.9	1:56.616	73.47	23.283	18:05:51.981
10 -	30.302	106.5	41.961	113.7	24.679	97.2	1:36.942	88.38	3.609	18:07:28.923
11 -	29.769	<b>116.5</b>	40.292	116.9	24.020	96.6	1:34.081 (2)	91.07	0.748	18:09:03.004
12 -	29.647	113.5	40.306	105.3	25.213	97.1	1:35.166 (3)	90.03	1.833	18:10:38.170
13 -	29.689	106.0	41.200	119.4	24.841	96.9	1:35.730	89.50	2.397	18:12:13.900

P18 83		Dan EAGLING					Brabham Ford BT18 - 1966			
IDEAL LAP TIME : 1:22.716		BEST LAP TIME : 1:22.780					DIFFERENCE : 0.064			
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		123.8	35.914	123.3	21.814	104.6	1:29.682	95.53	6.902	17:52:18.803
2 -	26.677	<b>126.3</b>	35.557	123.5	21.774	105.5	1:24.008	101.99	1.228	17:53:42.811
3 -	26.416	125.6	35.832	<b>126.6</b>	21.603	105.5	1:23.851	102.18	1.071	17:55:06.662
4 -	26.590	125.6	35.169	123.8	21.793	105.5	1:23.552	102.54	0.772	17:56:30.214
5 -	26.523	<b>126.3</b>	35.132	124.2	21.584	105.6	1:23.239 (3)	102.93	0.459	17:57:53.453
<b>6 -</b>	<b>26.361</b>	125.6	<b>34.904</b>	124.7	21.515	<b>106.1</b>	<b>1:22.780 (1)</b>	<b>103.50</b>		<b>17:59:16.233</b>
7 -	26.472	125.9	35.364	125.2	21.631	106.0	1:23.467	102.65	0.687	18:00:39.700
8 -	26.536	125.4	35.086	124.0	<b>21.451</b>	105.6	1:23.073 (2)	103.13	0.293	18:02:02.773
9 -	26.366	125.9	36.909	124.7	21.817	105.0	1:25.092	100.69	2.312	18:03:27.865
10 -	26.756	125.4	35.282	123.8	21.914	105.5	1:23.952	102.05	1.172	18:04:51.817
11 -	26.507	125.9	35.101	124.2	21.915	105.8	1:23.523	102.58	0.743	18:06:15.340
12 -	27.085	125.6	35.255	124.5	22.869	100.0	1:25.209	100.55	2.429	18:07:40.549
13 -	32.714	92.5	36.515	123.3	27.682	94.5	1:36.911	88.41	14.131	18:09:17.460
14 -	54.032	51.1								

# Derek Bell Cup

## RACE 12 - 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

P19 75		Peter DE LA ROCHE					Alexis Ford Mk17 - 1970				
IDEAL LAP TIME : 1:22.192		BEST LAP TIME : 1:22.613					DIFFERENCE : 0.421				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		123.5	35.659	<b>127.8</b>	22.015	105.3	1:30.002	95.19	7.389	17:52:19.123	
2 -	26.449	125.4	35.537	122.2	22.051		1:24.037	101.95	1.424	17:53:43.160	
3 -	<b>26.061</b>	<b>129.8</b>	36.013	122.4	21.868	105.1	1:23.942	102.07	1.329	17:55:07.102	
4 -	26.831	125.9	35.212	124.5	21.786		1:23.829	102.20	1.216	17:56:30.931	
5 -	26.649	125.4	35.079	124.7	<b>21.487</b>	102.9	1:23.215 (2)	102.96	0.602	17:57:54.146	
6 -	26.136	127.8	<b>34.644</b>	126.8	21.833	104.3	<b>1:22.613 (1)</b>	<b>103.71</b>		<b>17:59:16.759</b>	
7 -	26.125	126.6	35.198	126.1	21.970	<b>105.5</b>	1:23.293 (3)	102.86	0.680	18:00:40.052	
8 -	27.042	124.7	35.834	108.4	21.874	103.0	1:24.750	101.09	2.137	18:02:04.802	
9 -	26.810	120.9	37.712	97.8	22.428	104.8	1:26.950	98.53	4.337	18:03:31.752	
10 -	27.855	124.2	37.540	97.3	22.492	102.6	1:27.887	97.48	5.274	18:04:59.639	
11 -	27.571	114.9	38.380	91.3	22.565	102.4	1:28.516	96.79	5.903	18:06:28.155	
12 -	27.742	111.6	39.324	89.7							

P20 3		Anders LOFTHAMMAR					Brabham BT28 - 1970				
IDEAL LAP TIME : 1:32.294		BEST LAP TIME : 1:33.449					DIFFERENCE : 1.155				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		101.8	39.921	120.9	25.881	95.5	1:44.896	81.68	11.447	17:52:34.017	
2 -	29.926	107.5	39.858	118.3	25.074	93.9	1:34.858	90.32	1.409	17:54:08.875	
3 -	30.302	105.1	39.835	117.1	24.705	96.6	1:34.842 (3)	90.33	1.393	17:55:43.717	
4 -	30.089	103.8	39.356	119.1	25.662	<b>99.7</b>	1:35.107	90.08	1.658	17:57:18.824	
5 -	29.424	110.0	40.277	119.6	<b>24.555</b>	96.6	1:34.256 (2)	90.90	0.807	17:58:53.080	
6 -	<b>29.294</b>	<b>112.2</b>	<b>38.445</b>	<b>123.8</b>	25.710	92.1	<b>1:33.449 (1)</b>	<b>91.68</b>		<b>18:00:26.529</b>	

P21 51		Simon ARMER					March Ford 703 - 1970				
IDEAL LAP TIME : 1:28.570		BEST LAP TIME : 1:28.570					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		117.7	38.494	<b>121.5</b>	24.266		1:38.454 (3)	87.02	9.884	17:52:27.575	
2 -	<b>27.872</b>	<b>119.1</b>	<b>37.073</b>	119.1	<b>23.625</b>		<b>1:28.570 (1)</b>	<b>96.73</b>		<b>17:53:56.145</b>	
3 -	28.715	106.8	39.142	107.3	24.648		1:32.505 (2)	92.62	3.935	17:55:28.650	
4 -	30.686	106.1	40.966	108.7							

P22 25		Andrew HIBBERD					Brabham Ford 18 - 1966				
IDEAL LAP TIME : 1:24.024		BEST LAP TIME : 1:24.024					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		<b>126.8</b>	35.926	124.2	22.455	104.0	1:30.613 (2)	94.55	6.589	17:52:19.734	
2 -	<b>26.868</b>	126.1	<b>34.902</b>	<b>124.9</b>	<b>22.254</b>	<b>104.5</b>	<b>1:24.024 (1)</b>	<b>101.97</b>		<b>17:53:43.758</b>	
3 -	27.033	108.7	42.291	88.8							

# Derek Bell Cup

## RACE 12 - BEST SECTORS

SECTOR 1			SECTOR 2		SECTOR 3		IDEAL / BEST COMPARISON						
POS	NO	TIME	NO	TIME	NO	TIME	POS	NO	NAME	IDEAL	BEST	DIFF	
										<b>PERFECT LAP</b>	<b>1:22.156</b>		
1	75	26.061	75	34.644	83	21.451	1	75	DE LA ROCHE	1:22.192	1:22.613	0.421	
2	83	26.361	25	34.902	75	21.487	2	83	EAGLING	1:22.716	1:22.780	0.064	
3	24	26.374	83	34.904	24	21.492	3	24	TIMMS	1:23.122	1:23.891	0.769	
4	41	26.438	11	35.099	41	21.594	4	41	SPAGGIARI	1:23.392	1:24.164	0.772	
5	11	26.570	24	35.256	28	21.923	5	11	DRYBROUGH	1:23.972	1:24.410	0.438	
6	28	26.826	21	35.336	77	22.105	6	25	HIBBERD	1:24.024	1:24.024	0.000	
7	25	26.868	28	35.353	55	22.206	7	28	TIMMS	1:24.102	1:24.286	0.184	
8	10	27.194	41	35.360	4	22.231	8	21	INGWILLER	1:25.004	1:25.511	0.507	
9	55	27.244	55	35.694	25	22.254	9	55	COLBURN	1:25.144	1:26.554	1.410	
10	77	27.294	10	35.964	11	22.303	10	10	MARTIN	1:25.466	1:25.525	0.059	
11	21	27.321	77	36.135	10	22.308	11	77	DEROSSO	1:25.534	1:26.869	1.335	
12	63	27.339	4	36.206	21	22.347	12	4	JAMIN	1:25.864	1:26.267	0.403	
13	4	27.427	63	36.375	63	22.515	13	63	WIDMER	1:26.229	1:26.558	0.329	
14	26	27.446	26	36.877	26	23.237	14	26	SEAMAN	1:27.560	1:28.405	0.845	
15	51	27.872	51	37.073	81	23.575	15	51	ARMER	1:28.570	1:28.570	0.000	
16	8	28.101	8	37.617	51	23.625	16	8	O'BRIEN	1:29.855	1:30.382	0.527	
17	5	28.229	81	37.889	146	23.914	17	81	STOKES		1:29.702		
18	81	28.710	3	38.445	5	23.952	18	5	NICHOLS	1:31.115	1:31.974	0.859	
19	3	29.294	5	38.934	8	24.137	19	3	LOFTHAMMAR	1:32.294	1:33.449	1.155	
20	14	29.498	146	39.178	84	24.419	20	146	ISCHI	1:32.684	1:33.333	0.649	
21	146	29.592	14	39.231	3	24.555	21	84	WHITLOCK	1:33.628	1:34.230	0.602	
22	84	29.738	84	39.471	14	25.092	22	14	ETHERINGTON	1:33.821	1:34.181	0.360	

# Derek Bell Cup

## RACE 12 - BEST SPEEDS

INTERMEDIATE 1				INTERMEDIATE 2			FINISH LINE		
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	75	DE LA ROCHE	129.8	28	TIMMS	130.8	41	SPAGGIARI	106.5
2	10	MARTIN	126.8	26	SEAMAN	130.3	24	TIMMS	106.3
3	25	HIBBERD	126.8	11	DRYBROUGH	128.8	83	EAGLING	106.1
4	41	SPAGGIARI	126.6	21	INGWILLER	127.8	11	DRYBROUGH	105.8
5	11	DRYBROUGH	126.6	75	DE LA ROCHE	127.8	75	DE LA ROCHE	105.5
6	28	TIMMS	126.6	24	TIMMS	127.3	28	TIMMS	105.3
7	83	EAGLING	126.3	4	JAMIN	127.3	25	HIBBERD	104.5
8	4	JAMIN	126.1	8	O'BRIEN	127.3	8	O'BRIEN	104.0
9	26	SEAMAN	125.6	41	SPAGGIARI	126.8	10	MARTIN	103.5
10	55	COLBURN	125.4	83	EAGLING	126.6	77	DEROSSO	103.4
11	24	TIMMS	125.2	55	COLBURN	126.3	26	SEAMAN	103.4
12	21	INGWILLER	123.3	77	DEROSSO	125.9	4	JAMIN	103.0
13	63	WIDMER	122.9	63	WIDMER	125.2	55	COLBURN	102.9
14	77	DEROSSO	121.7	25	HIBBERD	124.9	21	INGWILLER	102.7
15	5	NICHOLS	119.1	3	LOFTHAMMAR	123.8	63	WIDMER	102.6
16	51	ARMER	119.1	10	MARTIN	122.6	5	NICHOLS	100.4
17	8	O'BRIEN	117.5	5	NICHOLS	122.2	3	LOFTHAMMAR	99.7
18	146	ISCHI	116.5	84	WHITLOCK	121.5	146	ISCHI	99.2
19	81	STOKES	115.9	51	ARMER	121.5	84	WHITLOCK	98.1
20	14	ETHERINGTON	115.5	81	STOKES	120.2	81	STOKES	97.6
21	84	WHITLOCK	114.5	146	ISCHI	119.8	14	ETHERINGTON	96.1
22	3	LOFTHAMMAR	112.2	14	ETHERINGTON	119.6			
23									
24									

# Derek Bell Cup

## RACE 12 - STATISTICS

**Competitors Started** 22  
**Planned Start** 2026-04-19 @ 17:35:00.000  
**Actual Start** 2026-04-19 @ 17:50:49.121  
**Finish Time** 2026-04-19 @ 18:12:08.171  
**Track Length** 2.3800mi.  
**Total Laps** 284  
**Total Distance Covered** 675.9202mi.

### Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
83	Dan EAGLING	1:29.682	17:52:18.820	1	Brabham Ford BT18
83	Dan EAGLING	1:24.008	17:53:42.826	2	Brabham Ford BT18
83	Dan EAGLING	1:23.851	17:55:06.678	3	Brabham Ford BT18
83	Dan EAGLING	1:23.552	17:56:30.230	4	Brabham Ford BT18
83	Dan EAGLING	1:23.239	17:57:53.469	5	Brabham Ford BT18
75	Peter DE LA ROCHE	1:23.215	17:57:54.158	5	Alexis Ford Mk17
83	Dan EAGLING	1:22.780	17:59:16.248	6	Brabham Ford BT18
75	Peter DE LA ROCHE	1:22.613	17:59:16.772	6	Alexis Ford Mk17

### Session Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
83	Dan EAGLING	1	13	30.94 miles	Brabham Ford BT18
41	Enrico SPAGGIARI	14	2	4.76 miles	Lotus Ford 41X

### Flag History

TYPE	TIME OF DAY
GREEN	17:50:49.121
FINISH	18:12:08.171

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	15	24:42.173
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000