



# HISTORIC FORMULA JUNIOR

Formula Junior single-seater racing cars 1958-1963



SPORTS TIMING

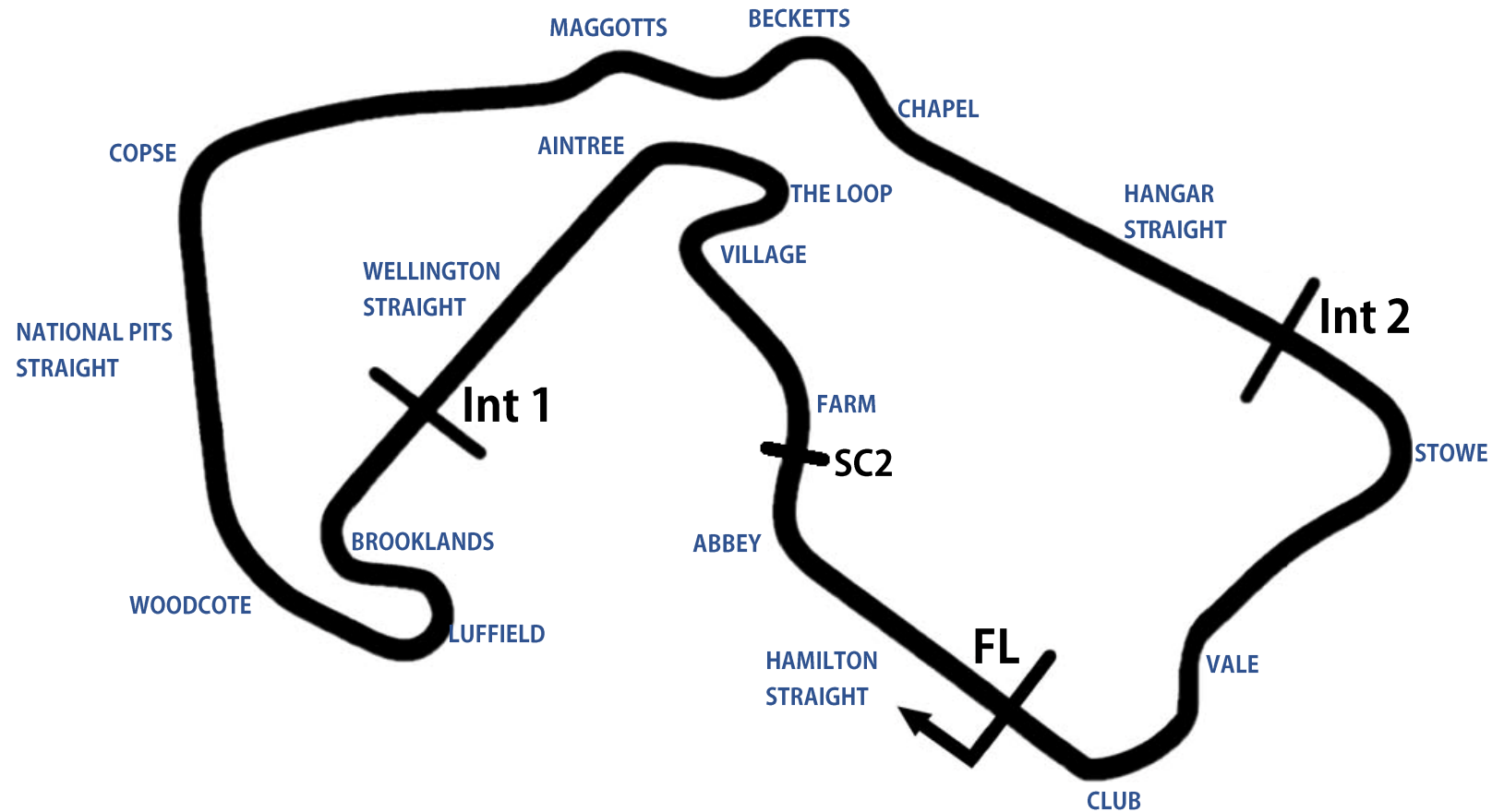
TIMING SOLUTIONS LTD

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# SILVERSTONE HISTORIC (GBR)

Silverstone, Towcester, Northamptonshire, UK



|                          |                                    |            |           |
|--------------------------|------------------------------------|------------|-----------|
| Length                   | 3.6393 miles   5.857 km   5857.0 m |            |           |
| FL                       |                                    | 52.06826 N | 1.02344 W |
| Start Line Offset        | 132.3m                             |            |           |
| SC2                      | 504.2m                             | 52.04164 N | 1.00597 W |
| Int 1                    | 1932m                              | 52.07603 N | 1.01669 W |
| Int 2                    | 4756m                              | 52.06559 N | 1.01486 W |
| Pit Entry - Pit Exit     | 512m, 36.9s @ 50kph, 30.7s @ 60kph |            |           |
| NAT Pit Entry - Pit Exit | 336m, 24.2s @ 50kph, 20.2s @ 60kph |            |           |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - CLASSIFICATION

| POS | NO   | CL | PIC | NAME                    | ENTRY             | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|----|-----|-------------------------|-------------------|----------|----|------|--------|-------|-------|
| 1   | 114  | E1 | 1   | Horatio FITZ-SIMON      | Brabham BT6       | 2:18.381 | 8  | 9    |        |       | 94.67 |
| 2   | 21   | E1 | 2   | Alex AMES               | Brabham BT6       | 2:19.746 | 8  | 8    | 1.365  | 1.365 | 93.75 |
| 3   | 53   | E1 | 3   | Sam WILSON              | Cooper T59        | 2:20.226 | 6  | 8    | 1.845  | 0.480 | 93.43 |
| 4   | 175  | E1 | 4   | Chris GOODWIN           | Lotus 22          | 2:21.234 | 4  | 8    | 2.853  | 1.008 | 92.76 |
| 5   | 182* | E1 | 5   | Spencer SHINNER         | Lotus 22          | 2:21.910 | 5  | 8    | 3.529  | 0.676 | 92.32 |
| 6   | 27   | E1 | 6   | Richard WILSON          | Lotus 27          | 2:22.894 | 4  | 8    | 4.513  | 0.984 | 91.68 |
| 7   | 69   | E1 | 7   | Stuart ROACH            | Alexis Mk4        | 2:23.310 | 4  | 8    | 4.929  | 0.416 | 91.42 |
| 8   | 60   | E1 | 8   | Jon MILICEVIC           | Brabham BT6       | 2:23.435 | 8  | 8    | 5.054  | 0.125 | 91.34 |
| 9   | 166  | E1 | 9   | Geoff UNDERWOOD         | Brabham BT2       | 2:23.586 | 7  | 8    | 5.205  | 0.151 | 91.24 |
| 10  | 99   | E1 | 10  | Mark SHAW               | Brabham BT6       | 2:23.607 | 3  | 8    | 5.226  | 0.021 | 91.23 |
| 11  | 177  | E1 | 11  | Lukas BUHOFFER          | Brabham BT6       | 2:24.707 | 8  | 8    | 6.326  | 1.100 | 90.53 |
| 12  | 51   | E1 | 12  | Michael HIBBERD         | Lotus 22          | 2:24.958 | 4  | 8    | 6.577  | 0.251 | 90.38 |
| 13  | 17   | E1 | 13  | George DIFFEY           | Lotus 20/22       | 2:25.148 | 4  | 8    | 6.767  | 0.190 | 90.26 |
| 14  | 39   | D2 | 1   | Nic CARLTON-SMITH       | Lotus 20          | 2:25.469 | 4  | 8    | 7.088  | 0.321 | 90.06 |
| 15  | 143  | E1 | 14  | Stuart MONUMENT         | Lotus 22          | 2:25.581 | 4  | 8    | 7.200  | 0.112 | 89.99 |
| 16  | 171  | D2 | 2   | Nathan METCALFE         | Lotus 20          | 2:25.779 | 3  | 8    | 7.398  | 0.198 | 89.87 |
| 17  | 26   | E1 | 15  | Paul THOMAS             | Brabham BT6       | 2:25.797 | 5  | 8    | 7.416  | 0.018 | 89.86 |
| 18  | 84   | E1 | 16  | Mark WOODHOUSE          | Lotus 20/22       | 2:26.167 | 4  | 8    | 7.786  | 0.370 | 89.63 |
| 19  | 32   | B2 | 1   | Ray MALLOCK             | U2 Mk2            | 2:26.336 | 5  | 6    | 7.955  | 0.169 | 89.53 |
| 20  | 167  | E1 | 17  | Alan SCHMIDT            | Brabham BT6       | 2:26.977 | 4  | 8    | 8.596  | 0.641 | 89.14 |
| 21  | 23   | B2 | 2   | Adrian RUSSELL          | Condor S2         | 2:28.678 | 7  | 8    | 10.297 | 1.701 | 88.12 |
| 22  | 90   | E1 | 18  | Jeremy FLANN            | Lotus 22          | 2:29.946 | 7  | 8    | 11.565 | 1.268 | 87.37 |
| 23  | 56   | E1 | 19  | Joao PAULO CAMPOS COSTA | Lola Mk5          | 2:30.178 | 7  | 8    | 11.797 | 0.232 | 87.24 |
| 24  | 77   | C2 | 1   | Chris PORRITT           | Lotus 18          | 2:30.376 | 7  | 8    | 11.995 | 0.198 | 87.12 |
| 25  | 14   | C2 | 2   | Crispian BESLEY         | Cooper T56        | 2:30.830 | 5  | 8    | 12.449 | 0.454 | 86.86 |
| 26  | 124  | E1 | 20  | Paul CLARK              | Lotus 20/22       | 2:31.652 | 7  | 7    | 13.271 | 0.822 | 86.39 |
| 27  | 140  | C2 | 3   | Keith PICKERING         | Britannia FJ      | 2:31.654 | 7  | 8    | 13.273 | 0.002 | 86.39 |
| 28  | 65   | E2 | 1   | Richard FERRIS          | Donford FJ        | 2:32.061 | 6  | 8    | 13.680 | 0.407 | 86.16 |
| 29  | 141  | B2 | 3   | Charlie BESLEY          | Elva 100          | 2:33.663 | 6  | 8    | 15.282 | 1.602 | 85.26 |
| 30  | 11   | B2 | 4   | Nick TAYLOR             | Elva 100          | 2:34.123 | 7  | 7    | 15.742 | 0.460 | 85.00 |
| 31  | 104* | B2 | 5   | Niall MCFADDEN          | Elva 100          | 2:34.871 | 5  | 7    | 16.490 | 0.748 | 84.59 |
| 32  | 61   | E1 | 21  | Oscar TREPESS           | Lotus 20/22       | 2:35.591 | 6  | 7    | 17.210 | 0.720 | 84.20 |
| 33  | 81   | E1 | 22  | Ralph CARTER            | Brabham BT2       | 2:36.393 | 7  | 7    | 18.012 | 0.802 | 83.77 |
| 34  | 45   | C2 | 4   | Duncan ROSS             | Lotus 18          | 2:37.367 | 4  | 6    | 18.986 | 0.974 | 83.25 |
| 35  | 72   | A  | 1   | Tom DE GRES             | Stanguellini FJ   | 2:38.664 | 6  | 7    | 20.283 | 1.297 | 82.57 |
| 36  | 2*   | B2 | 6   | Chris HELLIWELL         | Elva 100          | 2:38.717 | 7  | 7    | 20.336 | 0.053 | 82.54 |
| 37  | 33   | C2 | 5   | Cliff GRAY              | Cooper T56        | 2:38.972 | 5  | 7    | 20.591 | 0.255 | 82.41 |
| 38  | 40   | C2 | 6   | Chris WILKS             | Deep Sanderson FJ | 2:39.069 | 5  | 7    | 20.688 | 0.097 | 82.36 |
| 39  | 66   | D2 | 3   | John TIMONEY            | Ausper T3         | 2:41.145 | 7  | 7    | 22.764 | 2.076 | 81.30 |
| 40  | 4    | B1 | 1   | Graham BARRON           | Gemini Mk2        | 2:41.542 | 7  | 7    | 23.161 | 0.397 | 81.10 |
| 41  | 52   | C2 | 7   | Jeremy DEELEY           | Cooper T52        | 2:42.270 | 6  | 7    | 23.889 | 0.728 | 80.74 |
| 42  | 96   | E2 | 2   | Lawrence DE BRUYNE      | Cooper T65        | 2:43.032 | 7  | 7    | 24.651 | 0.762 | 80.36 |
| 43  | 78   | E1 | 23  | Richard PRIOR           | Lotus 22          | 2:43.065 | 6  | 7    | 24.684 | 0.033 | 80.34 |
| 44  | 44   | C2 | 8   | Eddie O'KANE            | Crossle 4F        | 2:44.572 | 7  | 7    | 26.191 | 1.507 | 79.61 |
| 45  | 131  | B2 | 7   | Dave WALL               | Gemini Mk2        | 2:45.722 | 4  | 5    | 27.341 | 1.150 | 79.05 |
| 46  | 88   | E1 | 24  | Andrew GEMMILL          | Lotus 20/22       | 2:50.446 | 3  | 6    | 32.065 | 4.724 | 76.86 |
| 47  | 6    | E1 | 25  | Sharon ADELMAN          | Brabham BT6       | 2:52.785 | 6  | 7    | 34.404 | 2.339 | 75.82 |
| 48  | 138  | B2 | 8   | Neil HODGES             | Gemini Mk2        | 2:55.233 | 6  | 6    | 36.852 | 2.448 | 74.76 |
| 49  | 7    | B2 | 9   | Duncan RABAGLIATI       | Alexis HF1        | 2:55.452 | 4  | 7    | 37.071 | 0.219 | 74.67 |
| 50  | 57   | D2 | 4   | George CHRISTODOULOU    | BMC Mk2           | 2:55.569 | 6  | 7    | 37.188 | 0.117 | 74.62 |
| 51  | 151  | A  | 2   | Daniele SALODINI        | Taraschi FJ       | 2:56.292 | 6  | 7    | 37.911 | 0.723 | 74.31 |
| 52  | 16   | A  | 3   | Peter FENICHEL          | Stanguellini FJ   | 2:56.496 | 6  | 7    | 38.115 | 0.204 | 74.23 |
| 53  | 48   | C2 | 9   | Nick POWELL             | Cooper T52        | 3:05.732 | 3  | 6    | 47.351 | 9.236 | 70.54 |

\*Cars 2, 104 & 182 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers.

Weather / Track : Cloudy / Dry

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

Date: 22/08/2025 Start: 09:00 Finish: 09:18

Silverstone Historic GP: 3.6393 miles

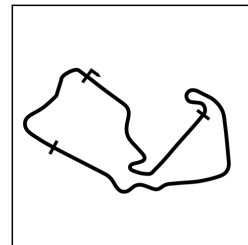
Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P1 114 E1                 |               | Horatio FITZ-SIMON       |                 |                    |               | Brabham BT6 |                     |              |       |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.355 |               | BEST LAP TIME : 2:18.381 |                 | DIFFERENCE : 0.026 |               |             |                     |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        |                          | 126.1           |                    | 27.273        | 92.4        |                     |              |       | 09:02:06.209        |
| 2 -                       | 44.389        | 124.7                    | 1:10.839        | 127.3              | 26.318        | 95.1        | 2:21.546            | 92.56        | 3.165 | 09:04:27.755        |
| 3 -                       | 43.383        | 124.9                    | 1:10.088        | <b>128.8</b>       | 26.195        | <b>95.7</b> | 2:19.666 (3)        | 93.80        | 1.285 | 09:06:47.421        |
| 4 -                       | 43.045        | <b>127.0</b>             | 1:12.338        | 125.6              | 26.087        | 95.4        | 2:21.470            | 92.61        | 3.089 | 09:09:08.891        |
| 5 -                       | 43.337        | 126.3                    | 1:12.146        | 128.5              | 25.862        | <b>95.7</b> | 2:21.345            | 92.69        | 2.964 | 09:11:30.236        |
| 6 -                       | 44.361        | 125.4                    | 1:10.023        | 128.0              | 26.331        | 95.5        | 2:20.715            | 93.10        | 2.334 | 09:13:50.951        |
| 7 -                       | 43.343        | <b>127.0</b>             | 1:10.268        | 127.3              | <b>25.783</b> | <b>95.7</b> | 2:19.394 (2)        | 93.99        | 1.013 | 09:16:10.345        |
| 8 -                       | <b>42.838</b> | 125.9                    | <b>1:09.734</b> | 126.8              | 25.809        | 92.6        | <b>2:18.381 (1)</b> | <b>94.67</b> |       | <b>09:18:28.726</b> |
| 9 -                       | 43.473        | 124.9                    | 1:10.284        | 127.0              | 26.296        | 95.3        | 2:20.053            | 93.54        | 1.672 | 09:20:48.779        |

| P2 21 E1                  |          | Alex AMES |                          | Brabham BT6 |          |                    |              |       |       |              |
|---------------------------|----------|-----------|--------------------------|-------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.527 |          |           | BEST LAP TIME : 2:19.746 |             |          | DIFFERENCE : 0.219 |              |       |       |              |
| LAP                       | SECTOR 1 |           | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |           |                          | 119.8       | 27.769   | 92.6               |              |       |       | 09:02:03.215 |
| 2 -                       | 44.427   | 125.2     | 1:10.975                 | 129.5       | 26.173   | 94.7               | 2:21.575     | 92.54 | 1.829 | 09:04:24.790 |
| 3 -                       | 43.509   | 125.9     | 1:10.906                 | 129.0       | 26.133   | 93.9               | 2:20.548 (3) | 93.21 | 0.802 | 09:06:45.338 |
| 4 -                       | 44.053   | 124.7     | 1:11.765                 | 128.8       | 26.293   | 95.3               | 2:22.111     | 92.19 | 2.365 | 09:09:07.449 |
| 5 -                       | 43.658   | 126.8     | 1:10.497                 | 130.3       | 26.113   | 93.8               | 2:20.268 (2) | 93.40 | 0.522 | 09:11:27.717 |
| 6 -                       | 43.864   | 126.6     | 1:11.157                 | 123.5       | 26.064   | 94.6               | 2:21.085     | 92.86 | 1.339 | 09:13:48.802 |
| 7 -                       | 44.059   | 126.6     | 1:14.541                 | 112.9       | 26.789   | 94.2               | 2:25.389     | 90.11 | 5.643 | 09:16:14.191 |
| 8 -                       | 43.728   | 127.0     | 1:10.137                 | 129.8       | 25.881   | 94.5               | 2:19.746 (1) | 93.75 |       | 09:18:33.937 |

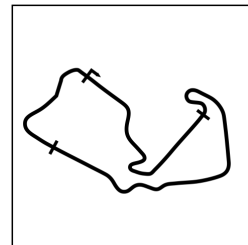
| P3 53 E1                  |          | Sam WILSON |          | Cooper T59               |          |                    |              |       |       |              |
|---------------------------|----------|------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.727 |          |            |          | BEST LAP TIME : 2:20.226 |          | DIFFERENCE : 0.499 |              |       |       |              |
| LAP                       | SECTOR 1 |            | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |            |          | 124.5                    | 27.439   | 88.7               |              |       |       | 09:02:21.944 |
| 2 -                       | 45.827   | 121.3      | 1:12.008 | 129.3                    | 26.095   | 93.4               | 2:23.930     | 91.02 | 3.704 | 09:04:45.874 |
| 3 -                       | 44.121   | 124.9      | 1:11.532 | 130.8                    | 26.028   | 92.6               | 2:21.681 (3) | 92.47 | 1.455 | 09:07:07.555 |
| 4 -                       | 44.292   | 124.2      | 1:10.549 | 130.8                    | 27.704   | 87.2               | 2:22.545     | 91.91 | 2.319 | 09:09:30.100 |
| 5 -                       | 44.433   | 122.6      | 1:12.068 | 130.3                    | 26.128   | 93.2               | 2:22.629     | 91.85 | 2.403 | 09:11:52.729 |
| 6 -                       | 43.598   | 126.1      | 1:11.048 | 130.3                    | 25.580   | 94.3               | 2:20.226 (1) | 93.43 |       | 09:14:12.955 |
| 7 -                       | 43.631   | 125.6      | 1:10.854 | 131.5                    | 25.824   | 93.3               | 2:20.309 (2) | 93.37 | 0.083 | 09:16:33.264 |
| 8 -                       | 43.777   | 126.1      | 1:13.096 | 112.0                    | 28.016   | 94.7               | 2:24.889     | 90.42 | 4.663 | 09:18:58.153 |

| P4                        |          | 175 E1 |          | Chris GOODWIN            |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|--------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:20.500 |          |        |          | BEST LAP TIME : 2:21.234 |          | DIFFERENCE : 0.734 |              |       |       |              |
| LAP                       | SECTOR 1 |        | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |        |          | 129.5                    | 28.732   | 88.5               |              |       |       | 09:02:33.573 |
| 2 -                       | 47.238   | 117.3  | 1:13.118 | 130.0                    | 29.837   | 84.4               | 2:30.193     | 87.23 | 8.959 | 09:05:03.766 |
| 3 -                       | 44.577   | 124.0  | 1:11.432 | 126.6                    | 27.331   | 92.9               | 2:23.340     | 91.40 | 2.106 | 09:07:27.106 |
| 4 -                       | 44.051   | 124.5  | 1:10.483 | 129.0                    | 26.700   | 94.5               | 2:21.234 (1) | 92.76 |       | 09:09:48.340 |
| 5 -                       | 43.845   | 125.6  | 1:11.190 | 131.0                    | 26.843   | 93.7               | 2:21.878 (3) | 92.34 | 0.644 | 09:12:10.218 |
| 6 -                       | 46.991   | 124.9  | 1:13.119 | 130.8                    | 28.063   | 87.4               | 2:28.173     | 88.42 | 6.939 | 09:14:38.391 |
| 7 -                       | 44.431   | 123.5  | 1:10.634 | 127.8                    | 26.545   | 95.1               | 2:21.610 (2) | 92.51 | 0.376 | 09:17:00.001 |
| 8 -                       | 43.647   | 124.2  | 1:12.781 | 128.5                    | 26.370   | 94.6               | 2:22.798     | 91.75 | 1.564 | 09:19:22.799 |

| P5 182 E1        |          | Spencer SHINNER          |          | Lotus 22     |       |       |              |
|------------------|----------|--------------------------|----------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:21.910 |          | DIFFERENCE : |       |       |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -              |          |                          |          |              |       |       | 09:01:59.431 |
| 2 -              |          |                          |          | 2:24.534     | 90.64 | 2.624 | 09:04:23.965 |
| 3 -              |          |                          |          | 2:23.939     | 91.02 | 2.029 | 09:06:47.904 |
| 4 -              |          |                          |          | 2:23.376     | 91.38 | 1.466 | 09:09:11.280 |
| 5 -              |          |                          |          | 2:21.910 (1) | 92.32 |       | 09:11:33.190 |
| 6 -              |          |                          |          | 2:22.383 (2) | 92.01 | 0.473 | 09:13:55.573 |
| 7 -              |          |                          |          | 2:30.467     | 87.07 | 8.557 | 09:16:26.040 |
| 8 -              |          |                          |          | 2:22.602 (3) | 91.87 | 0.692 | 09:18:48.642 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P6 27 E1 Richard WILSON Lotus 27 |          |       |                          |       |             |                    |              |       |       |              |
|----------------------------------|----------|-------|--------------------------|-------|-------------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.272        |          |       | BEST LAP TIME : 2:22.894 |       |             | DIFFERENCE : 0.622 |              |       |       |              |
| LAP                              | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3    |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                              | OUTLAP   |       | 124.2                    |       | 28.227 89.7 |                    |              |       |       | 09:02:10.347 |
| 2 -                              | 47.566   | 117.5 | 1:13.145                 | 126.6 | 26.790      | 87.1               | 2:27.501     | 88.82 | 4.607 | 09:04:37.848 |
| 3 -                              | 44.777   | 120.9 | 1:12.429                 | 124.9 | 26.639      | 92.6               | 2:23.845 (3) | 91.08 | 0.951 | 09:07:01.693 |
| 4 -                              | 44.466   | 121.5 | 1:12.011                 | 127.3 | 26.417      | 93.4               | 2:22.894 (1) | 91.68 |       | 09:09:24.587 |
| 5 -                              | 45.355   | 121.7 | 1:13.864                 | 124.9 | 26.425      | 93.0               | 2:25.644     | 89.95 | 2.750 | 09:11:50.231 |
| 6 -                              | 45.325   | 118.1 | 1:12.642                 | 126.6 | 26.277      | 93.5               | 2:24.244     | 90.83 | 1.350 | 09:14:14.475 |
| 7 -                              | 45.304   | 119.6 | 1:12.354                 | 126.1 | 26.272      | 94.2               | 2:23.930     | 91.02 | 1.036 | 09:16:38.405 |
| 8 -                              | 44.969   | 121.3 | 1:11.534                 | 127.8 | 26.675      | 90.8               | 2:23.178 (2) | 91.50 | 0.284 | 09:19:01.583 |

| P7 69 E1 Stuart ROACH Alexis Mk4 |          |       |                          |       |             |                    |              |       |       |              |
|----------------------------------|----------|-------|--------------------------|-------|-------------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.337        |          |       | BEST LAP TIME : 2:23.310 |       |             | DIFFERENCE : 0.973 |              |       |       |              |
| LAP                              | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3    |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                              | OUTLAP   |       | 122.0                    |       | 28.880 84.8 |                    |              |       |       | 09:02:20.064 |
| 2 -                              | 45.824   | 119.1 | 1:12.645                 | 123.8 | 26.734      | 91.9               | 2:25.203     | 90.23 | 1.893 | 09:04:45.267 |
| 3 -                              | 45.410   | 122.2 | 1:11.698                 | 129.5 | 26.315      | 91.8               | 2:23.423 (3) | 91.35 | 0.113 | 09:07:08.690 |
| 4 -                              | 44.632   | 122.6 | 1:11.561                 | 127.5 | 27.117      | 90.3               | 2:23.310 (1) | 91.42 |       | 09:09:32.000 |
| 5 -                              | 44.880   | 120.9 | 1:12.267                 | 126.8 | 28.018      | 91.3               | 2:25.165     | 90.25 | 1.855 | 09:11:57.165 |
| 6 -                              | 44.971   | 121.1 | 1:12.040                 | 129.3 | 26.641      | 91.5               | 2:23.652     | 91.20 | 0.342 | 09:14:20.817 |
| 7 -                              | 45.048   | 120.2 | 1:13.162                 | 124.2 | 26.595      | 91.5               | 2:24.805     | 90.47 | 1.495 | 09:16:45.622 |
| 8 -                              | 45.217   | 119.6 | 1:12.055                 | 124.2 | 26.144      | 91.9               | 2:23.416 (2) | 91.35 | 0.106 | 09:19:09.038 |

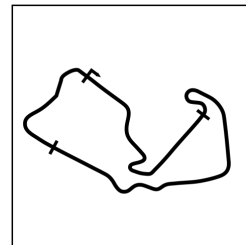
| P8 60 E1 Jon MILICEVIC Brabham BT6 |          |       |                          |       |             |                    |              |       |       |              |
|------------------------------------|----------|-------|--------------------------|-------|-------------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.737          |          |       | BEST LAP TIME : 2:23.435 |       |             | DIFFERENCE : 0.698 |              |       |       |              |
| LAP                                | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3    |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                                | OUTLAP   |       | 119.6                    |       | 30.711 84.5 |                    |              |       |       | 09:02:27.877 |
| 2 -                                | 47.623   | 120.4 | 1:14.326                 | 123.3 | 27.362      | 90.3               | 2:29.311     | 87.74 | 5.876 | 09:04:57.188 |
| 3 -                                | 45.643   | 120.4 | 1:13.087                 | 124.2 | 26.750      | 93.0               | 2:25.480     | 90.05 | 2.045 | 09:07:22.668 |
| 4 -                                | 45.101   | 119.6 | 1:12.407                 | 124.7 | 26.524      | 90.9               | 2:24.032 (2) | 90.96 | 0.597 | 09:09:46.700 |
| 5 -                                | 44.635   | 122.0 | 1:13.115                 | 127.0 | 28.492      | 78.3               | 2:26.242     | 89.58 | 2.807 | 09:12:12.942 |
| 6 -                                | 47.911   | 121.1 | 1:14.521                 | 127.8 | 26.706      | 94.3               | 2:29.138     | 87.84 | 5.703 | 09:14:42.080 |
| 7 -                                | 45.505   | 120.2 | 1:13.123                 | 125.2 | 26.336      | 91.1               | 2:24.964 (3) | 90.37 | 1.529 | 09:17:07.044 |
| 8 -                                | 45.067   | 122.4 | 1:11.766                 | 125.2 | 26.602      | 93.5               | 2:23.435 (1) | 91.34 |       | 09:19:30.479 |

| P9 166 E1 Geoff UNDERWOOD Brabham BT2 |          |       |                          |       |             |                    |              |       |       |              |
|---------------------------------------|----------|-------|--------------------------|-------|-------------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:23.221             |          |       | BEST LAP TIME : 2:23.586 |       |             | DIFFERENCE : 0.365 |              |       |       |              |
| LAP                                   | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3    |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                                   | OUTLAP   |       | 119.4                    |       | 28.476 90.8 |                    |              |       |       | 09:02:05.740 |
| 2 -                                   | 46.406   | 118.3 | 1:13.040                 | 124.2 | 27.103      | 90.6               | 2:26.549     | 89.40 | 2.963 | 09:04:32.289 |
| 3 -                                   | 45.106   | 119.1 | 1:12.840                 | 124.9 | 26.947      | 92.8               | 2:24.893 (3) | 90.42 | 1.307 | 09:06:57.182 |
| 4 -                                   | 44.728   | 120.2 | 1:13.457                 | 124.9 | 27.387      | 92.6               | 2:25.572     | 90.00 | 1.986 | 09:09:22.754 |
| 5 -                                   | 45.678   | 120.0 | 1:16.603                 | 127.0 | 27.029      | 93.0               | 2:29.310     | 87.74 | 5.724 | 09:11:52.064 |
| 6 -                                   | 45.519   | 120.2 | 1:12.361                 | 127.0 | 26.442      | 93.9               | 2:24.322 (2) | 90.78 | 0.736 | 09:14:16.386 |
| 7 -                                   | 44.573   | 120.9 | 1:12.381                 | 126.8 | 26.632      | 92.9               | 2:23.586 (1) | 91.24 |       | 09:16:39.972 |
| 8 -                                   | 46.564   | 118.9 | 1:12.206                 | 126.1 | 27.084      | 90.8               | 2:25.854     | 89.82 | 2.268 | 09:19:05.826 |

| P10 99 E1 Mark SHAW Brabham BT6 |          |       |                          |       |             |                    |              |       |       |              |
|---------------------------------|----------|-------|--------------------------|-------|-------------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:23.061       |          |       | BEST LAP TIME : 2:23.607 |       |             | DIFFERENCE : 0.546 |              |       |       |              |
| LAP                             | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3    |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                             | OUTLAP   |       | 127.3                    |       | 28.583 91.1 |                    |              |       |       | 09:02:18.044 |
| 2 -                             | 45.150   | 121.1 | 1:12.970                 | 125.4 | 26.873      | 91.4               | 2:24.993     | 90.36 | 1.386 | 09:04:43.037 |
| 3 -                             | 44.797   | 122.0 | 1:12.252                 | 125.9 | 26.558      | 91.4               | 2:23.607 (1) | 91.23 |       | 09:07:06.644 |
| 4 -                             | 46.031   | 120.6 | 1:12.151                 | 126.6 | 28.059      | 90.8               | 2:26.241     | 89.59 | 2.634 | 09:09:32.885 |
| 5 -                             | 45.112   | 121.1 | 1:12.316                 | 127.5 | 28.046      | 87.9               | 2:25.474     | 90.06 | 1.867 | 09:11:58.359 |
| 6 -                             | 44.758   | 124.2 | 1:11.915                 | 128.8 | 27.436      | 89.9               | 2:24.109 (3) | 90.91 | 0.502 | 09:14:22.468 |
| 7 -                             | 44.588   | 123.5 | 1:12.450                 | 128.3 | 26.752      | 93.5               | 2:23.790 (2) | 91.11 | 0.183 | 09:16:46.258 |
| 8 -                             | 45.698   | 122.9 | 1:12.052                 | 127.3 | 27.054      | 84.6               | 2:24.804     | 90.47 | 1.197 | 09:19:11.062 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P11 177 E1                |          | Lukas BUHOFFER           |          | Brabham BT6        |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:24.483 |          | BEST LAP TIME : 2:24.707 |          | DIFFERENCE : 0.224 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   |                          | 118.7    |                    | 30.393   | 90.3 |              |       |        | 09:02:19.654 |
| 2 -                       | 46.557   | 116.5                    | 1:14.661 | 127.5              | 27.936   | 93.0 | 2:29.154     | 87.84 | 4.447  | 09:04:48.808 |
| 3 -                       | 45.589   | 117.9                    | 1:14.358 | 129.5              | 27.615   | 93.8 | 2:27.562     | 88.78 | 2.855  | 09:07:16.370 |
| 4 -                       | 45.111   | 120.4                    | 1:12.810 | 130.0              | 27.244   | 93.5 | 2:25.165 (2) | 90.25 | 0.458  | 09:09:41.535 |
| 5 -                       | 45.207   | 117.7                    | 1:14.222 | 127.5              | 27.330   | 93.7 | 2:26.759 (3) | 89.27 | 2.052  | 09:12:08.294 |
| 6 -                       | 52.031   | 96.1                     | 1:18.889 | 128.3              | 29.250   | 87.6 | 2:40.170     | 81.79 | 15.463 | 09:14:48.464 |
| 7 -                       | 44.900   | 124.0                    | 1:15.795 | 126.3              | 28.839   | 90.8 | 2:29.534     | 87.61 | 4.827  | 09:17:17.998 |
| 8 -                       | 45.124   | 123.3                    | 1:12.412 | 128.5              | 27.171   | 94.6 | 2:24.707 (1) | 90.53 |        | 09:19:42.705 |

| P12 51 E1                 |          | Michael HIBBERD |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.577 |          |                 |          | BEST LAP TIME : 2:24.958 |          | DIFFERENCE : 0.381 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                 |          | 108.4                    | 30.883   | 86.9               |              |       |       | 09:02:19.149 |
| 2 -                       | 48.865   | 107.0           | 1:14.523 | 126.6                    | 27.130   | 93.2               | 2:30.518     | 87.04 | 5.560 | 09:04:49.667 |
| 3 -                       | 45.336   | 122.4           | 1:13.413 | 125.6                    | 27.067   | 89.2               | 2:25.816 (2) | 89.85 | 0.858 | 09:07:15.483 |
| 4 -                       | 45.497   | 121.7           | 1:12.546 | 125.9                    | 26.915   | 91.3               | 2:24.958 (1) | 90.38 |       | 09:09:40.441 |
| 5 -                       | 45.790   | 120.4           | 1:14.299 | 121.5                    | 27.598   | 90.9               | 2:27.687     | 88.71 | 2.729 | 09:12:08.128 |
| 6 -                       | 47.596   | 121.5           | 1:14.443 | 125.9                    | 28.654   | 84.9               | 2:30.693     | 86.94 | 5.735 | 09:14:38.821 |
| 7 -                       | 46.912   | 121.3           | 1:12.326 | 125.6                    | 27.208   | 84.8               | 2:26.446     | 89.46 | 1.488 | 09:17:05.267 |
| 8 -                       | 45.876   | 122.4           | 1:12.647 | 125.4                    | 27.672   | 92.0               | 2:26.195 (3) | 89.61 | 1.237 | 09:19:31.462 |

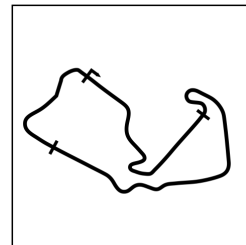
| P13 17 E1                 |          | George DIFFEY |                          |       |          | Lotus 20/22        |              |       |       |              |
|---------------------------|----------|---------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.454 |          |               | BEST LAP TIME : 2:25.148 |       |          | DIFFERENCE : 0.694 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |               |                          | 123.1 | 28.246   | 88.7               |              |       |       | 09:02:23.045 |
| 2 -                       | 46.674   | 115.1         | 1:13.279                 | 128.0 | 27.051   | 88.5               | 2:27.004 (3) | 89.12 | 1.856 | 09:04:50.049 |
| 3 -                       | 45.896   | 120.4         | 1:13.098                 | 117.7 | 27.727   | 91.6               | 2:26.721 (2) | 89.29 | 1.573 | 09:07:16.770 |
| 4 -                       | 45.302   | 119.8         | 1:12.592                 | 125.9 | 27.254   | 92.9               | 2:25.148 (1) | 90.26 |       | 09:09:41.918 |
| 5 -                       | 45.331   | 122.9         | 1:14.056                 | 118.9 | 27.648   | 93.3               | 2:27.035     | 89.10 | 1.887 | 09:12:08.953 |
| 6 -                       | 50.435   | 111.6         | 1:15.763                 | 129.3 | 26.560   | 93.4               | 2:32.758     | 85.76 | 7.610 | 09:14:41.711 |
| 7 -                       | 46.713   | 110.7         | 1:13.616                 | 125.6 | 26.801   | 94.7               | 2:27.130     | 89.04 | 1.982 | 09:17:08.841 |
| 8 -                       | 45.863   | 110.3         | 1:14.474                 | 109.1 | 28.716   | 83.5               | 2:29.053     | 87.89 | 3.905 | 09:19:37.894 |

| P14 39 D2                 |          | Nic CARLTON-SMITH |                          |       |                    | Lotus 20 |              |       |       |              |
|---------------------------|----------|-------------------|--------------------------|-------|--------------------|----------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.520 |          |                   | BEST LAP TIME : 2:25.469 |       | DIFFERENCE : 0.949 |          |              |       |       |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |       | SECTOR 3           |          | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                   |                          | 118.7 | 29.030             | 90.0     |              |       |       | 09:02:23.429 |
| 2 -                       | 46.816   | 114.3             | 1:14.293                 | 124.2 | 27.067             | 90.3     | 2:28.176     | 88.42 | 2.707 | 09:04:51.605 |
| 3 -                       | 45.627   | 119.4             | 1:13.257                 | 125.4 | 26.959             | 91.6     | 2:25.843 (2) | 89.83 | 0.374 | 09:07:17.448 |
| 4 -                       | 45.388   | 119.8             | 1:13.078                 | 125.9 | 27.003             | 90.9     | 2:25.469 (1) | 90.06 |       | 09:09:42.917 |
| 5 -                       | 45.476   | 118.9             | 1:13.368                 | 124.9 | 27.598             | 93.2     | 2:26.442     | 89.46 | 0.973 | 09:12:09.359 |
| 6 -                       | 49.853   | 116.9             | 1:14.910                 | 124.7 | 26.977             | 89.1     | 2:31.740     | 86.34 | 6.271 | 09:14:41.099 |
| 7 -                       | 46.862   | 118.1             | 1:13.583                 | 125.9 | 26.666             | 91.0     | 2:27.111     | 89.06 | 1.642 | 09:17:08.210 |
| 8 -                       | 46.327   | 119.1             | 1:12.466                 | 124.5 | 27.340             | 88.3     | 2:26.133 (3) | 89.65 | 0.664 | 09:19:34.343 |

| P15 143 E1                |          | Stuart MONUMENT          |          |       |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|--------------------------|----------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.327 |          | BEST LAP TIME : 2:25.581 |          |       |          | DIFFERENCE : 1.254 |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                          |          | 125.4 | 30.078   | 84.4               |              |       |       | 09:02:31.758 |
| 2 -                       | 47.346   | 112.0                    | 1:14.868 | 122.6 | 30.111   | 84.2               | 2:32.325     | 86.01 | 6.744 | 09:05:04.083 |
| 3 -                       | 45.480   | 119.4                    | 1:13.484 | 127.3 | 26.719   | 93.3               | 2:25.683 (3) | 89.93 | 0.102 | 09:07:29.766 |
| 4 -                       | 44.565   | 120.6                    | 1:13.531 | 125.2 | 27.485   | 92.9               | 2:25.581 (1) | 89.99 |       | 09:09:55.347 |
| 5 -                       | 44.409   | 118.9                    | 1:13.893 | 126.8 | 27.348   | 93.2               | 2:25.650 (2) | 89.95 | 0.069 | 09:12:20.997 |
| 6 -                       | 44.888   | 119.8                    | 1:15.151 | 128.3 | 27.668   | 89.1               | 2:27.707     | 88.70 | 2.126 | 09:14:48.704 |
| 7 -                       | 45.439   | 116.9                    | 1:15.239 | 129.8 | 28.887   | 90.8               | 2:29.565     | 87.59 | 3.984 | 09:17:18.269 |
| 8 -                       | 45.636   | 112.7                    | 1:13.199 | 127.3 | 27.147   | 93.0               | 2:25.982     | 89.74 | 0.401 | 09:19:44.251 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P16 171 D2                |          | Nathan METCALFE |                          | Lotus 20 |          |                    |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|----------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:25.296 |          |                 | BEST LAP TIME : 2:25.779 |          |          | DIFFERENCE : 0.483 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                 |                          | 123.1    | 29.370   | 89.9               |              |       |       | 09:02:09.781 |
| 2 -                       | 47.084   | 116.7           | 1:13.961                 | 121.5    | 27.360   | 91.1               | 2:28.405     | 88.28 | 2.626 | 09:04:38.186 |
| 3 -                       | 45.445   | 118.7           | 1:13.464                 | 123.1    | 26.870   | 92.9               | 2:25.779 (1) | 89.87 |       | 09:07:03.965 |
| 4 -                       | 45.590   | 117.7           | 1:13.027                 | 123.5    | 28.185   | 84.7               | 2:26.802     | 89.24 | 1.023 | 09:09:30.767 |
| 5 -                       | 46.916   | 118.1           | 1:13.881                 | 125.2    | 28.171   | 93.7               | 2:28.968     | 87.95 | 3.189 | 09:11:59.735 |
| 6 -                       | 45.855   | 119.8           | 1:14.215                 | 122.9    | 27.575   | 88.4               | 2:27.645     | 88.73 | 1.866 | 09:14:27.380 |
| 7 -                       | 45.521   | 118.3           | 1:13.065                 | 123.1    | 27.225   | 93.2               | 2:25.811 (2) | 89.85 | 0.032 | 09:16:53.191 |
| 8 -                       | 46.027   | 118.1           | 1:12.981                 | 123.5    | 27.023   | 94.5               | 2:26.031 (3) | 89.71 | 0.252 | 09:19:19.222 |

| P17 26 E1                 |               | Paul THOMAS  |                          | Brabham BT6  |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:25.132 |               |              | BEST LAP TIME : 2:25.797 |              |               | DIFFERENCE : 0.665 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        |              |                          | 116.5        | 30.141        | 85.1               |                     |              |       | 09:02:48.838        |
| 2 -                       | 47.226        | 116.5        | 1:16.909                 | 120.0        | 28.463        | 89.7               | 2:32.598            | 85.85        | 6.801 | 09:05:21.436        |
| 3 -                       | 45.413        | 118.3        | 1:13.574                 | 120.9        | 28.096        | 88.5               | 2:27.083            | 89.07        | 1.286 | 09:07:48.519        |
| 4 -                       | <b>45.240</b> | 118.9        | 1:12.769                 | <b>125.6</b> | 27.854        | <b>91.0</b>        | 2:25.863 (2)        | 89.82        | 0.066 | 09:10:14.382        |
| 5 -                       | 45.525        | <b>119.8</b> | 1:13.023                 | 123.1        | <b>27.249</b> | 90.8               | <b>2:25.797 (1)</b> | <b>89.86</b> |       | <b>09:12:40.179</b> |
| 6 -                       | 46.280        | 116.1        | 1:13.089                 | 122.4        | 30.843        | 70.7               | 2:30.212            | 87.22        | 4.415 | 09:15:10.391        |
| 7 -                       | 46.938        | 118.3        | 1:14.022                 | 124.2        | 27.926        | 90.4               | 2:28.886            | 87.99        | 3.089 | 09:17:39.277        |
| 8 -                       | 45.862        | 118.3        | <b>1:12.643</b>          | 123.1        | 27.889        | 85.2               | 2:26.394 (3)        | 89.49        | 0.597 | 09:20:05.671        |

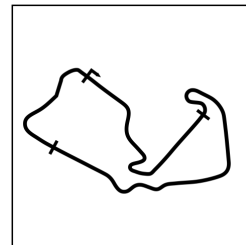
| P18 84 E1                 |          | Mark WOODHOUSE |                          |       |          | Lotus 20/22        |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:25.791 |          |                | BEST LAP TIME : 2:26.167 |       |          | DIFFERENCE : 0.376 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   |                |                          | 113.3 | 31.021   | 82.2               |              |       |        | 09:02:53.792 |
| 2 -                       | 49.138   | 117.7          | 1:18.414                 | 122.2 | 28.630   | 86.3               | 2:36.182     | 83.88 | 10.015 | 09:05:29.974 |
| 3 -                       | 47.172   | 112.9          | 1:14.406                 | 124.2 | 28.001   | 91.6               | 2:29.579     | 87.59 | 3.412  | 09:07:59.553 |
| 4 -                       | 45.614   | 121.3          | 1:13.199                 | 125.9 | 27.354   | 91.4               | 2:26.167 (1) | 89.63 |        | 09:10:25.720 |
| 5 -                       | 45.570   | 121.3          | 1:14.667                 | 123.5 | 27.655   | 79.5               | 2:27.892     | 88.58 | 1.725  | 09:12:53.612 |
| 6 -                       | 47.375   | 112.5          | 1:14.268                 | 124.9 | 28.548   | 86.2               | 2:30.191     | 87.23 | 4.024  | 09:15:23.803 |
| 7 -                       | 45.529   | 121.7          | 1:13.840                 | 127.0 | 27.411   | 90.0               | 2:26.780 (2) | 89.26 | 0.613  | 09:17:50.583 |
| 8 -                       | 45.958   | 121.3          | 1:14.418                 | 126.3 | 27.063   | 93.0               | 2:27.439 (3) | 88.86 | 1.272  | 09:20:18.022 |

| P19 32 B2                 |               | Ray MALLOCK              |                 | U2 Mk2             |               |             |                     |              |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:26.174 |               | BEST LAP TIME : 2:26.336 |                 | DIFFERENCE : 0.162 |               |             |                     |              |              |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      | LAP TIME    | MPH                 | DIFF         | TIME OF DAY  |                     |
| 1 -                       | OUTLAP        | 93.7                     | 1:32.344        | 106.3              | 30.644        | 90.5        |                     |              | 09:06:49.927 |                     |
| 2 -                       | 45.749        | 119.1                    | 1:14.288        | 126.6              | 31.446        | 73.7        | 2:31.483            | 86.48        | 5.147        | 09:09:21.410        |
| 3 -                       | 46.578        | 123.1                    | 1:17.619        | <b>128.8</b>       | 28.055        | 87.9        | 2:32.252            | 86.05        | 5.916        | 09:11:53.662        |
| 4 -                       | 45.571        | 122.6                    | 1:14.628        | 127.5              | 28.510        | 88.7        | 2:28.709 (3)        | 88.10        | 2.373        | 09:14:22.371        |
| 5 -                       | <b>45.378</b> | <b>124.0</b>             | <b>1:13.473</b> | 128.3              | 27.485        | 90.4        | <b>2:26.336 (1)</b> | <b>89.53</b> |              | <b>09:16:48.707</b> |
| 6 -                       | 45.410        | 122.4                    | 1:13.986        | 126.6              | <b>27.323</b> | <b>91.8</b> | 2:26.719 (2)        | 89.29        | 0.383        | 09:19:15.426        |

| P20 167 E1                |          | Alan SCHMIDT |                          |       |          | Brabham BT6        |              |       |       |              |
|---------------------------|----------|--------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:26.949 |          |              | BEST LAP TIME : 2:26.977 |       |          | DIFFERENCE : 0.028 |              |       |       |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |              |                          | 118.1 | 29.840   | 87.9               |              |       |       | 09:02:09.609 |
| 2 -                       | 48.371   | 113.3        | 1:14.592                 | 127.8 | 27.994   | 90.6               | 2:30.957     | 86.79 | 3.980 | 09:04:40.566 |
| 3 -                       | 46.594   | 119.8        | 1:14.974                 | 126.8 | 28.037   | 90.3               | 2:29.605 (2) | 87.57 | 2.628 | 09:07:10.171 |
| 4 -                       | 45.743   | 121.7        | 1:13.597                 | 127.8 | 27.637   | 91.1               | 2:26.977 (1) | 89.14 |       | 09:09:37.148 |
| 5 -                       | 47.243   | 117.1        | 1:15.800                 | 124.9 | 27.618   | 89.7               | 2:30.661     | 86.96 | 3.684 | 09:12:07.809 |
| 6 -                       | 47.974   | 116.9        | 1:16.044                 | 127.0 | 28.084   | 85.7               | 2:32.102     | 86.13 | 5.125 | 09:14:39.911 |
| 7 -                       | 47.158   | 117.9        | 1:16.243                 | 129.3 | 27.609   | 85.9               | 2:31.010     | 86.76 | 4.033 | 09:17:10.921 |
| 8 -                       | 48.303   | 116.9        | 1:14.428                 | 126.8 | 27.768   | 89.9               | 2:30.499 (3) | 87.05 | 3.522 | 09:19:41.420 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P21 23 B2                 |               | Adrian RUSSELL |                 | Condor S2                |               |                    |                     |              |       |                     |
|---------------------------|---------------|----------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:28.564 |               |                |                 | BEST LAP TIME : 2:28.678 |               | DIFFERENCE : 0.114 |                     |              |       |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        |                |                 | 118.3                    | 28.550        | 90.0               |                     |              |       | 09:02:34.930        |
| 2 -                       | 48.182        | 115.1          | 1:14.965        | <b>121.1</b>             | 28.960        | 89.1               | 2:32.107            | 86.13        | 3.429 | 09:05:07.037        |
| 3 -                       | 46.973        | 115.7          | 1:14.745        | 119.4                    | 28.349        | 88.1               | 2:30.067            | 87.30        | 1.389 | 09:07:37.104        |
| 4 -                       | 46.733        | 115.7          | 1:15.147        | 117.7                    | 27.977        | 89.9               | 2:29.857 (2)        | 87.42        | 1.179 | 09:10:06.961        |
| 5 -                       | 49.123        | 113.7          | 1:15.731        | 118.3                    | <b>27.526</b> | 89.3               | 2:32.380            | 85.98        | 3.702 | 09:12:39.341        |
| 6 -                       | 47.353        | 115.9          | 1:15.041        | 119.1                    | 28.444        | 84.9               | 2:30.838            | 86.85        | 2.160 | 09:15:10.179        |
| 7 -                       | <b>46.711</b> | 116.7          | <b>1:14.327</b> | 118.9                    | 27.640        | 87.9               | <b>2:28.678 (1)</b> | <b>88.12</b> |       | <b>09:17:38.857</b> |
| 8 -                       | 46.937        | <b>118.3</b>   | 1:15.233        | 118.7                    | 27.723        | <b>90.9</b>        | 2:29.893 (3)        | 87.40        | 1.215 | 09:20:08.750        |

| P22 90 E1                 |          | Jeremy FLANN |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:29.938 |          |              |          | BEST LAP TIME : 2:29.946 |          | DIFFERENCE : 0.008 |              |       |       |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |              | 109.1    |                          | 31.854   | 83.8               |              |       |       | 09:02:31.516 |
| 2 -                       | 49.402   | 115.7        | 1:16.154 | 124.0                    | 29.792   | 87.8               | 2:35.348     | 84.33 | 5.402 | 09:05:06.864 |
| 3 -                       | 47.744   | 116.3        | 1:15.960 | 123.1                    | 28.747   | 89.4               | 2:32.451     | 85.94 | 2.505 | 09:07:39.315 |
| 4 -                       | 48.953   | 109.1        | 1:16.969 | 125.2                    | 28.168   | 89.5               | 2:34.090     | 85.02 | 4.144 | 09:10:13.405 |
| 5 -                       | 47.558   | 119.6        | 1:14.767 | 125.9                    | 28.208   | 87.0               | 2:30.533 (2) | 87.03 | 0.587 | 09:12:43.938 |
| 6 -                       | 47.463   | 120.2        | 1:16.261 | 125.9                    | 28.220   | 92.1               | 2:31.944     | 86.22 | 1.998 | 09:15:15.882 |
| 7 -                       | 47.177   | 116.9        | 1:14.764 | 126.8                    | 28.005   | 91.5               | 2:29.946 (1) | 87.37 |       | 09:17:45.828 |
| 8 -                       | 48.062   | 117.9        | 1:15.743 | 124.7                    | 27.997   | 91.9               | 2:31.802 (3) | 86.30 | 1.856 | 09:20:17.630 |

| P23 56 E1                 |          | Joao PAULO CAMPOS COSTA  |          |       |          | Lola Mk5           |              |       |       |              |
|---------------------------|----------|--------------------------|----------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:29.623 |          | BEST LAP TIME : 2:30.178 |          |       |          | DIFFERENCE : 0.555 |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                          |          | 111.6 | 32.441   | 83.1               |              |       |       | 09:02:27.601 |
| 2 -                       | 48.466   |                          | 1:16.327 | 120.0 | 31.959   | 85.1               | 2:36.752     | 83.58 | 6.574 | 09:05:04.353 |
| 3 -                       | 46.598   | 117.1                    | 1:15.682 | 123.5 | 29.622   | 88.4               | 2:31.902 (3) | 86.25 | 1.724 | 09:07:36.255 |
| 4 -                       | 47.977   | 108.9                    | 1:15.862 | 125.2 | 28.553   | 88.8               | 2:32.392     | 85.97 | 2.214 | 09:10:08.647 |
| 5 -                       | 46.418   | 113.5                    | 1:18.168 | 114.3 | 28.546   | 88.4               | 2:33.132     | 85.55 | 2.954 | 09:12:41.779 |
| 6 -                       | 46.488   | 119.1                    | 1:16.362 | 124.0 | 28.694   | 88.1               | 2:31.544 (2) | 86.45 | 1.366 | 09:15:13.323 |
| 7 -                       | 46.847   | 120.0                    | 1:14.982 | 124.5 | 28.349   | 90.1               | 2:30.178 (1) | 87.24 |       | 09:17:43.501 |
| 8 -                       | 50.780   | 105.0                    | 1:17.152 | 122.0 | 28.223   | 87.7               | 2:36.155     | 83.90 | 5.977 | 09:20:19.656 |

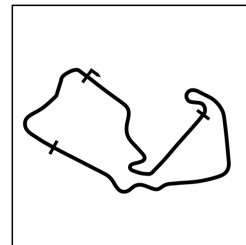
| P24 77 C2                 |          | Chris PORRITT |          | Lotus 18                 |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:30.136 |          |               |          | BEST LAP TIME : 2:30.376 |          | DIFFERENCE : 0.240 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |               |          | 119.8                    | 29.532   | 88.8               |              |       |       | 09:02:34.245 |
| 2 -                       | 49.330   | 112.9         | 1:16.081 | 122.9                    | 28.988   | 88.7               | 2:34.399     | 84.85 | 4.023 | 09:05:08.644 |
| 3 -                       | 46.996   | 117.5         | 1:15.549 | 125.4                    | 28.449   | 89.9               | 2:30.994 (3) | 86.76 | 0.618 | 09:07:39.638 |
| 4 -                       | 48.435   | 115.1         | 1:15.698 | 122.2                    | 27.980   | 89.9               | 2:32.113     | 86.13 | 1.737 | 09:10:11.751 |
| 5 -                       | 46.848   | 118.1         | 1:16.050 | 122.6                    | 27.969   | 90.0               | 2:30.867 (2) | 86.84 | 0.491 | 09:12:42.618 |
| 6 -                       | 47.056   | 112.5         | 1:16.781 | 122.9                    | 27.988   | 87.8               | 2:31.825     | 86.29 | 1.449 | 09:15:14.443 |
| 7 -                       | 46.989   | 118.3         | 1:15.648 | 123.1                    | 27.739   | 90.0               | 2:30.376 (1) | 87.12 |       | 09:17:44.819 |
| 8 -                       | 47.863   | 116.1         | 1:15.725 | 121.5                    | 27.855   | 90.8               | 2:31.443     | 86.51 | 1.067 | 09:20:16.262 |

| P25 14 C2                 |          | Crispian BESLEY |          |                          |          | Cooper T56 |                    |       |       |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|------------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:30.558 |          |                 |          | BEST LAP TIME : 2:30.830 |          |            | DIFFERENCE : 0.272 |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |            | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                 |          | 116.9                    | 29.731   | 82.7       |                    |       |       | 09:02:24.902 |
| 2 -                       | 49.564   | 109.6           | 1:17.653 | 118.5                    | 31.805   | 72.7       | 2:39.022           | 82.38 | 8.192 | 09:05:03.924 |
| 3 -                       | 49.191   | 113.5           | 1:16.966 | 122.2                    | 28.896   | 85.8       | 2:35.053           | 84.49 | 4.223 | 09:07:38.977 |
| 4 -                       | 49.221   | 109.8           | 1:17.850 | 122.2                    | 29.017   | 87.6       | 2:36.088           | 83.93 | 5.258 | 09:10:15.065 |
| 5 -                       | 47.504   | 115.9           | 1:14.714 | 124.0                    | 28.612   | 86.2       | 2:30.830 (1)       | 86.86 |       | 09:12:45.895 |
| 6 -                       | 47.819   | 114.1           | 1:16.480 | 121.7                    | 28.796   | 85.2       | 2:33.095 (3)       | 85.57 | 2.265 | 09:15:18.990 |
| 7 -                       | 47.924   | 113.9           | 1:16.042 | 121.5                    | 28.340   | 85.4       | 2:32.306 (2)       | 86.02 | 1.476 | 09:17:51.296 |
| 8 -                       | 47.989   | 112.7           | 1:15.900 | 122.2                    | 29.303   | 83.8       | 2:33.192           | 85.52 | 2.362 | 09:20:24.488 |



# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P26 124 E1                |          | Paul CLARK |          | Lotus 20/22              |          |                    |              |       |       |              |
|---------------------------|----------|------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:30.728 |          |            |          | BEST LAP TIME : 2:31.652 |          | DIFFERENCE : 0.924 |              |       |       |              |
| LAP                       | SECTOR 1 |            | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |            | 120.2    |                          | 30.111   | 84.9               |              |       |       | 09:03:06.176 |
| 2 -                       | 49.936   | 115.5      | 1:17.858 | 121.1                    | 30.647   | 80.6               | 2:38.441     | 82.69 | 6.789 | 09:05:44.617 |
| 3 -                       | 48.731   | 110.1      | 1:18.635 | 125.6                    | 30.246   | 86.1               | 2:37.612     | 83.12 | 5.960 | 09:08:22.229 |
| 4 -                       | 48.352   | 115.5      | 1:16.776 | 124.9                    | 28.713   | 85.3               | 2:33.841     | 85.16 | 2.189 | 09:10:56.070 |
| 5 -                       | 47.054   | 118.9      | 1:15.528 | 123.8                    | 29.720   | 89.8               | 2:32.302 (2) | 86.02 | 0.650 | 09:13:28.372 |
| 6 -                       | 47.422   | 115.9      | 1:16.741 | 124.9                    | 28.270   | 89.8               | 2:32.433 (3) | 85.95 | 0.781 | 09:16:00.805 |
| 7 -                       | 47.431   | 117.1      | 1:16.075 | 125.9                    | 28.146   | 90.4               | 2:31.652 (1) | 86.39 |       | 09:18:32.457 |

| P27 140 C2                |          | Keith PICKERING |                          |       |                    | Britannia FJ |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|-------|--------------------|--------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:31.023 |          |                 | BEST LAP TIME : 2:31.654 |       | DIFFERENCE : 0.631 |              |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3           |              | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                 |                          | 114.7 | 32.564             | 81.0         |              |       |       | 09:02:27.383 |
| 2 -                       | 50.663   | 115.9           | 1:17.891                 | 121.5 | 29.206             | 86.9         | 2:37.760     | 83.04 | 6.106 | 09:05:05.143 |
| 3 -                       | 48.077   | 115.3           | 1:16.602                 | 121.1 | 28.577             | 86.7         | 2:33.256     | 85.48 | 1.602 | 09:07:38.399 |
| 4 -                       | 49.217   | 115.1           | 1:16.654                 | 123.8 | 28.492             | 88.1         | 2:34.363     | 84.87 | 2.709 | 09:10:12.762 |
| 5 -                       | 48.216   | 116.7           | 1:15.895                 | 122.6 | 27.856             | 88.6         | 2:31.967 (3) | 86.21 | 0.313 | 09:12:44.729 |
| 6 -                       | 47.460   | 118.1           | 1:16.371                 | 122.2 | 27.967             | 89.1         | 2:31.798 (2) | 86.31 | 0.144 | 09:15:16.527 |
| 7 -                       | 47.272   | 117.7           | 1:16.517                 | 121.3 | 27.865             | 88.3         | 2:31.654 (1) | 86.39 |       | 09:17:48.181 |
| 8 -                       | 47.329   | 116.9           | 1:16.781                 | 122.2 | 28.013             | 86.2         | 2:32.123     | 86.12 | 0.469 | 09:20:20.304 |

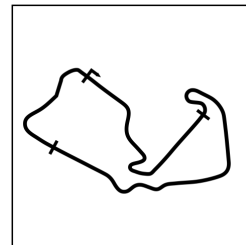
| P28 65 E2                 |               | Richard FERRIS |                 | Donford FJ               |               |                    |                     |              |        |                     |
|---------------------------|---------------|----------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.061 |               |                |                 | BEST LAP TIME : 2:32.061 |               | DIFFERENCE : 0.000 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |                |                 | 112.9                    | 31.093        | 81.4               |                     |              |        | 09:02:40.281        |
| 2 -                       | 51.002        | 100.7          | 1:22.108        | 115.3                    | 30.183        | 85.7               | 2:43.293            | 80.23        | 11.232 | 09:05:23.574        |
| 3 -                       | 50.211        | 71.2           | 1:19.818        | 119.8                    | 30.054        | 87.0               | 2:40.083            | 81.84        | 8.022  | 09:08:03.657        |
| 4 -                       | 48.082        | 115.9          | 1:17.015        | 121.5                    | 30.018        | 83.2               | 2:35.115            | 84.46        | 3.054  | 09:10:38.772        |
| 5 -                       | 47.833        | <b>117.3</b>   | 1:16.540        | 121.1                    | 29.008        | 86.9               | 2:33.381 (2)        | 85.41        | 1.320  | 09:13:12.153        |
| 6 -                       | <b>47.060</b> | 117.1          | <b>1:16.005</b> | 122.6                    | <b>28.996</b> | 84.4               | <b>2:32.061 (1)</b> | <b>86.16</b> |        | <b>09:15:44.214</b> |
| 7 -                       | 47.334        | 116.1          | 1:16.740        | 122.6                    | 29.787        | 85.7               | 2:33.861 (3)        | 85.15        | 1.800  | 09:18:18.075        |
| 8 -                       | 48.353        | 112.0          | 1:16.703        | <b>125.2</b>             | 29.285        | <b>88.5</b>        | 2:34.341            | 84.88        | 2.280  | 09:20:52.416        |

| P29 141 B2                |               | Charlie BESLEY |                 |                          |               | Elva 100           |                     |              |        |                     |
|---------------------------|---------------|----------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.467 |               |                |                 | BEST LAP TIME : 2:33.663 |               | DIFFERENCE : 0.196 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |                | 102.1           |                          | 30.023        | 84.8               |                     |              |        | 09:02:32.267        |
| 2 -                       | 51.471        | 103.8          | 1:19.468        | 97.3                     | 32.810        | 83.9               | 2:43.749            | 80.01        | 10.086 | 09:05:16.016        |
| 3 -                       | 48.635        | 104.8          | 1:17.943        | 107.0                    | 28.190        | 85.2               | 2:34.768            | 84.65        | 1.105  | 09:07:50.784        |
| 4 -                       | <b>48.127</b> | 105.1          | 1:17.745        | 105.6                    | 28.190        | <b>85.5</b>        | 2:34.062 (2)        | 85.04        | 0.399  | 09:10:24.846        |
| 5 -                       | 49.118        | 105.1          | 1:17.382        | 107.2                    | 28.219        | 85.1               | 2:34.719 (3)        | 84.68        | 1.056  | 09:12:59.565        |
| 6 -                       | 48.323        | 105.5          | <b>1:17.187</b> | <b>108.0</b>             | <b>28.153</b> | 85.1               | <b>2:33.663 (1)</b> | <b>85.26</b> |        | <b>09:15:33.228</b> |
| 7 -                       | 49.087        | <b>105.6</b>   | 1:17.694        | 106.1                    | 28.656        | 82.4               | 2:35.437            | 84.28        | 1.774  | 09:18:08.665        |
| 8 -                       | 48.404        | <b>105.6</b>   | 1:18.496        | 105.5                    | 28.740        | 82.1               | 2:35.640            | 84.17        | 1.977  | 09:20:44.305        |

| P30 11 B2                 |               | Nick TAYLOR  |                 | Elva 100                 |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.123 |               |              |                 | BEST LAP TIME : 2:34.123 |               | DIFFERENCE : 0.000 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |              | 108.4           |                          | 31.927        | 82.9               |                     |              |        | 09:02:51.874        |
| 2 -                       | 50.634        | 105.0        | 1:23.869        | <b>113.3</b>             | 30.364        | 84.4               | 2:44.867            | 79.46        | 10.744 | 09:05:36.741        |
| 3 -                       | 50.369        | 107.7        | 1:18.867        | 112.4                    | 29.949        | 85.4               | 2:39.185            | 82.30        | 5.062  | 09:08:15.926        |
| 4 -                       | 48.443        | 108.9        | 1:18.485        | 111.2                    | 28.532        | 84.9               | 2:35.460 (2)        | 84.27        | 1.337  | 09:10:51.386        |
| 5 -                       | 48.978        | 108.0        | 1:18.017        | 111.1                    | 28.656        | 84.9               | 2:35.651 (3)        | 84.17        | 1.528  | 09:13:27.037        |
| 6 -                       | 48.918        | <b>109.4</b> | 1:19.018        | 112.0                    | 28.161        | <b>85.8</b>        | 2:36.097            | 83.93        | 1.974  | 09:16:03.134        |
| 7 -                       | <b>48.264</b> | <b>109.4</b> | <b>1:17.882</b> | 112.0                    | <b>27.977</b> | 84.9               | <b>2:34.123 (1)</b> | <b>85.00</b> |        | <b>09:18:37.257</b> |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P31 104 B2       |          | Niall MCFADDEN           |          | Elva 100     |       |        |              |
|------------------|----------|--------------------------|----------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:34.871 |          | DIFFERENCE : |       |        |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -              |          |                          |          |              |       |        | 09:02:56.766 |
| 2 -              |          |                          |          | 2:39.076     | 82.36 | 4.205  | 09:05:35.842 |
| 3 -              |          |                          |          | 2:37.961     | 82.94 | 3.090  | 09:08:13.803 |
| 4 -              |          |                          |          | 2:35.262 (3) | 84.38 | 0.391  | 09:10:49.065 |
| 5 -              |          |                          |          | 2:34.871 (1) | 84.59 |        | 09:13:23.936 |
| 6 -              |          |                          |          | 2:35.125 (2) | 84.45 | 0.254  | 09:15:59.061 |
| 7 -              |          |                          |          | 2:47.579     | 78.18 | 12.708 | 09:18:46.640 |

| P32 61 E1                 |          | Oscar TREPESS |          | Lotus 20/22              |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:34.621 |          |               |          | BEST LAP TIME : 2:35.591 |          | DIFFERENCE : 0.970 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |               | 98.6     |                          | 33.464   | 80.5               |              |       |       | 09:02:59.555 |
| 2 -                       | 51.954   | 111.1         | 1:19.758 | 117.5                    | 31.778   | 79.1               | 2:43.490     | 80.13 | 7.899 | 09:05:43.045 |
| 3 -                       | 49.913   | 110.7         | 1:18.574 | 118.1                    | 30.431   | 80.4               | 2:38.918     | 82.44 | 3.327 | 09:08:21.963 |
| 4 -                       | 49.789   | 110.3         | 1:18.601 | 116.3                    | 30.329   | 84.2               | 2:38.719 (3) | 82.54 | 3.128 | 09:11:00.682 |
| 5 -                       | 50.530   | 92.0          | 1:20.643 | 118.1                    | 29.775   | 86.0               | 2:40.948     | 81.40 | 5.357 | 09:13:41.630 |
| 6 -                       | 49.281   | 109.1         | 1:17.171 | 116.1                    | 29.139   | 83.9               | 2:35.591 (1) | 84.20 |       | 09:16:17.221 |
| 7 -                       | 48.311   | 107.2         | 1:17.742 | 118.1                    | 29.740   | 82.7               | 2:35.793 (2) | 84.09 | 0.202 | 09:18:53.014 |

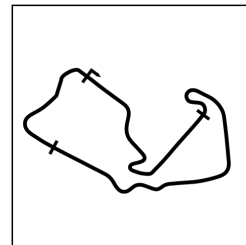
| P33 81 E1                 |               | Ralph CARTER |                 | Brabham BT2              |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.393 |               |              |                 | BEST LAP TIME : 2:36.393 |               | DIFFERENCE : 0.000 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |              | 96.6            |                          | 32.277        | 80.8               |                     |              |        | 09:03:28.986        |
| 2 -                       | 51.715        | 105.1        | 1:22.812        | 121.5                    | 31.709        | 80.1               | 2:46.236            | 78.81        | 9.843  | 09:06:15.222        |
| 3 -                       | 49.929        | <b>115.3</b> | 1:21.589        | 109.6                    | 33.708        | 83.8               | 2:45.226            | 79.29        | 8.833  | 09:09:00.448        |
| 4 -                       | 49.592        | 111.2        | 1:21.952        | 119.6                    | 31.596        | 78.5               | 2:43.140 (3)        | 80.30        | 6.747  | 09:11:43.588        |
| 5 -                       | 52.169        | 100.9        | 1:28.896        | 117.7                    | 31.258        | 85.4               | 2:52.323            | 76.03        | 15.930 | 09:14:35.911        |
| 6 -                       | 50.070        | 105.0        | 1:21.185        | 121.7                    | 30.791        | 81.1               | 2:42.046 (2)        | 80.85        | 5.653  | 09:17:17.957        |
| 7 -                       | <b>49.294</b> | 112.7        | <b>1:17.408</b> | <b>122.9</b>             | <b>29.691</b> | <b>89.1</b>        | <b>2:36.393 (1)</b> | <b>83.77</b> |        | <b>09:19:54.350</b> |

| P34 45 C2                 |               | Duncan ROSS  |                 | Lotus 18                 |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:37.235 |               |              |                 | BEST LAP TIME : 2:37.367 |               | DIFFERENCE : 0.132 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |              | 114.9           |                          | 31.611        | 79.0               |                     |              |        | 09:02:31.000        |
| 2 -                       | 50.142        | 112.0        | 1:20.453        | <b>118.9</b>             | 30.063        | 84.8               | 2:40.658 (3)        | 81.55        | 3.291  | 09:05:11.658        |
| 3 -                       | 1:05.808      | 111.4        | 1:19.096        | 116.7                    | <b>29.804</b> | 86.2               | 2:54.708            | 74.99        | 17.341 | 09:08:06.366        |
| <b>4 -</b>                | <b>48.881</b> | <b>114.1</b> | <b>1:18.550</b> | 117.5                    | 29.936        | 85.5               | <b>2:37.367 (1)</b> | <b>83.25</b> |        | <b>09:10:43.733</b> |
| 5 -                       | 48.898        | 111.2        | 1:19.785        | 116.1                    | 30.703        | <b>86.4</b>        | 2:39.386 (2)        | 82.20        | 2.019  | 09:13:23.119        |
| 6 -                       | 52.145        | 112.0        | 1:21.912        | 115.9                    | 30.221        | 83.6               | 2:44.278            | 79.75        | 6.911  | 09:16:07.397        |

| P35 72 A                  |          | Tom DE GRES |          | Stanguellini FJ          |          |                    |              |       |       |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:38.601 |          |             |          | BEST LAP TIME : 2:38.664 |          | DIFFERENCE : 0.063 |              |       |       |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |             | 103.0    |                          | 32.496   | 79.0               |              |       |       | 09:02:52.995 |
| 2 -                       | 51.696   | 109.8       | 1:23.070 | 118.3                    | 30.340   | 82.5               | 2:45.106     | 79.35 | 6.442 | 09:05:38.101 |
| 3 -                       | 50.397   | 102.9       | 1:21.096 | 116.3                    | 30.309   | 79.5               | 2:41.802     | 80.97 | 3.138 | 09:08:19.903 |
| 4 -                       | 49.876   | 110.0       | 1:19.933 | 118.5                    | 30.045   | 84.7               | 2:39.854 (2) | 81.96 | 1.190 | 09:10:59.757 |
| 5 -                       | 51.044   | 106.6       | 1:21.429 | 116.9                    | 30.448   | 82.2               | 2:42.921     | 80.41 | 4.257 | 09:13:42.678 |
| 6 -                       | 49.028   | 112.9       | 1:19.996 | 118.7                    | 29.640   | 85.1               | 2:38.664 (1) | 82.57 |       | 09:16:21.342 |
| 7 -                       | 49.381   | 107.3       | 1:19.990 | 114.5                    | 31.592   | 81.2               | 2:40.963 (3) | 81.39 | 2.299 | 09:19:02.305 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P36 2 B2         |          | Chris HELLIWELL          |          | Elva 100     |       |       |              |
|------------------|----------|--------------------------|----------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:38.717 |          | DIFFERENCE : |       |       |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -              |          |                          |          |              |       |       | 09:03:00.962 |
| 2 -              |          |                          |          | 2:45.136     | 79.33 | 6.419 | 09:05:46.098 |
| 3 -              |          |                          |          | 2:41.806     | 80.97 | 3.089 | 09:08:27.904 |
| 4 -              |          |                          |          | 2:39.539 (2) | 82.12 | 0.822 | 09:11:07.443 |
| 5 -              |          |                          |          | 2:39.827     | 81.97 | 1.110 | 09:13:47.270 |
| 6 -              |          |                          |          | 2:39.611 (3) | 82.08 | 0.894 | 09:16:26.881 |
| 7 -              |          |                          |          | 2:38.717 (1) | 82.54 |       | 09:19:05.598 |

| P37 33 C2                 |               | Cliff GRAY   |                 | Cooper T56               |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:38.343 |               |              |                 | BEST LAP TIME : 2:38.972 |               | DIFFERENCE : 0.629 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        |              | 109.1           |                          | 34.482        | 77.6               |                     |              |        | 09:02:58.319        |
| 2 -                       | 52.940        | 105.3        | 1:22.575        | 114.9                    | 31.675        | 81.1               | 2:47.190            | 78.36        | 8.218  | 09:05:45.509        |
| 3 -                       | 50.588        | <b>108.4</b> | 1:20.662        | 115.1                    | 30.295        | 84.9               | 2:41.545 (2)        | 81.10        | 2.573  | 09:08:27.054        |
| 4 -                       | <b>49.518</b> | 108.2        | 1:31.862        | 113.1                    | 29.947        | 84.5               | 2:51.327            | 76.47        | 12.355 | 09:11:18.381        |
| 5 -                       | 49.696        | <b>108.4</b> | <b>1:19.526</b> | <b>115.9</b>             | 29.750        | 85.7               | <b>2:38.972 (1)</b> | <b>82.41</b> |        | <b>09:13:57.353</b> |
| 6 -                       | 49.705        | 108.0        | 1:27.883        | 112.9                    | 29.705        | 84.7               | 2:47.293            | 78.31        | 8.321  | 09:16:44.646        |
| 7 -                       | 50.451        | 107.3        | 1:22.614        | 115.7                    | <b>29.299</b> | <b>85.9</b>        | 2:42.364 (3)        | 80.69        | 3.392  | 09:19:27.010        |

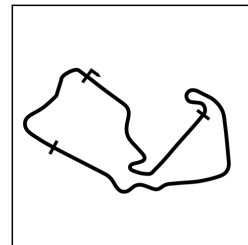
| P38 40 C2                 |               | Chris WILKS  |                 | Deep Sanderson FJ        |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:38.127 |               |              |                 | BEST LAP TIME : 2:39.069 |               | DIFFERENCE : 0.942 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        |              | 98.9            |                          | 33.512        | 83.4               |                     |              |       | 09:03:08.278        |
| 2 -                       | 51.916        | 106.0        | 1:23.263        | 107.8                    | 32.143        | 80.0               | 2:47.322            | 78.30        | 8.253 | 09:05:55.600        |
| 3 -                       | 50.570        | 103.2        | 1:21.506        | 113.9                    | 30.545        | 86.9               | 2:42.621            | 80.56        | 3.552 | 09:08:38.221        |
| 4 -                       | <b>49.134</b> | 104.6        | 1:21.204        | 113.1                    | 30.511        | 86.4               | 2:40.849            | 81.45        | 1.780 | 09:11:19.070        |
| 5 -                       | 49.427        | <b>109.1</b> | <b>1:19.518</b> | <b>117.3</b>             | 30.124        | 85.8               | <b>2:39.069 (1)</b> | <b>82.36</b> |       | <b>09:13:58.139</b> |
| 6 -                       | 49.986        | 108.9        | 1:20.011        | 116.1                    | <b>29.475</b> | <b>87.9</b>        | 2:39.472 (2)        | 82.15        | 0.403 | 09:16:37.611        |
| 7 -                       | 50.335        | 108.4        | 1:20.743        | 114.9                    | 29.638        | 87.6               | 2:40.716 (3)        | 81.52        | 1.647 | 09:19:18.327        |

| P39 66 D2                 |          | John TIMONEY |          | Ausper T3                |          |                    |              |       |       |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:39.405 |          |              |          | BEST LAP TIME : 2:41.145 |          | DIFFERENCE : 1.740 |              |       |       |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |              | 109.8    |                          | 32.545   | 80.9               |              |       |       | 09:02:50.601 |
| 2 -                       | 51.201   | 105.1        | 1:23.573 | 121.1                    | 30.339   | 77.7               | 2:45.113     | 79.35 | 3.968 | 09:05:35.714 |
| 3 -                       | 52.344   | 104.8        | 1:18.981 | 117.1                    | 30.891   | 82.0               | 2:42.216     | 80.76 | 1.071 | 09:08:17.930 |
| 4 -                       | 50.417   | 110.0        | 1:19.257 | 109.8                    | 31.609   | 81.9               | 2:41.283 (2) | 81.23 | 0.138 | 09:10:59.213 |
| 5 -                       | 50.507   | 111.6        | 1:19.896 | 119.6                    | 30.960   | 84.2               | 2:41.363 (3) | 81.19 | 0.218 | 09:13:40.576 |
| 6 -                       | 50.257   | 112.7        | 1:22.023 | 118.5                    | 31.008   | 84.8               | 2:43.288     | 80.23 | 2.143 | 09:16:23.864 |
| 7 -                       | 50.281   | 111.6        | 1:18.809 | 121.7                    | 32.055   | 81.6               | 2:41.145 (1) | 81.30 |       | 09:19:05.009 |

| P40 4 B1                  |          | Graham BARRON |          | Gemini Mk2               |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:40.788 |          |               |          | BEST LAP TIME : 2:41.542 |          | DIFFERENCE : 0.754 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |               | 105.1    |                          | 33.039   | 79.1               |              |       |       | 09:03:09.283 |
| 2 -                       | 53.195   | 105.0         | 1:22.197 | 112.9                    | 33.629   | 73.1               | 2:49.021     | 77.51 | 7.479 | 09:05:58.304 |
| 3 -                       | 52.394   | 107.0         | 1:21.790 | 111.1                    | 31.757   | 80.5               | 2:45.941     | 78.95 | 4.399 | 09:08:44.245 |
| 4 -                       | 51.610   | 106.5         | 1:20.752 | 111.6                    | 30.666   | 78.7               | 2:43.028     | 80.36 | 1.486 | 09:11:27.273 |
| 5 -                       | 52.235   | 107.3         | 1:19.836 | 110.7                    | 30.601   | 82.3               | 2:42.672 (3) | 80.54 | 1.130 | 09:14:09.945 |
| 6 -                       | 50.464   | 108.4         | 1:21.062 | 113.1                    | 31.137   | 82.6               | 2:42.663 (2) | 80.54 | 1.121 | 09:16:52.608 |
| 7 -                       | 50.351   | 108.4         | 1:20.188 | 112.5                    | 31.003   | 82.7               | 2:41.542 (1) | 81.10 |       | 09:19:34.150 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P41 52 C2                 |          | Jeremy DEELEY            |          | Cooper T52         |          |          |              |       |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|--------------|-------|--------------|--------------|
| IDEAL LAP TIME : 2:41.864 |          | BEST LAP TIME : 2:42.270 |          | DIFFERENCE : 0.406 |          |          |              |       |              |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY  |              |
| 1 -                       | OUTLAP   |                          | 83.8     |                    | 36.441   | 77.8     |              |       | 09:03:33.295 |              |
| 2 -                       | 54.022   | 96.9                     | 1:24.792 | 109.8              | 33.575   | 81.4     | 2:52.389     | 76.00 | 10.119       | 09:06:25.684 |
| 3 -                       | 52.843   | 101.0                    | 1:22.473 | 108.2              | 31.496   | 82.0     | 2:46.812     | 78.54 | 4.542        | 09:09:12.496 |
| 4 -                       | 51.258   | 107.3                    | 1:22.885 | 109.2              | 31.554   | 81.1     | 2:45.697 (3) | 79.07 | 3.427        | 09:11:58.193 |
| 5 -                       | 51.482   | 106.1                    | 1:27.702 | 115.1              | 30.921   | 82.9     | 2:50.105     | 77.02 | 7.835        | 09:14:48.298 |
| 6 -                       | 50.545   | 107.7                    | 1:20.877 | 115.5              | 30.848   | 83.8     | 2:42.270 (1) | 80.74 |              | 09:17:30.568 |
| 7 -                       | 50.745   | 106.5                    | 1:21.160 | 112.7              | 30.442   | 82.1     | 2:42.347 (2) | 80.70 | 0.077        | 09:20:12.915 |

| P42 96 E2                 |          | Lawrence DE BRUYNE |          |                          |          | Cooper T65         |              |       |        |              |
|---------------------------|----------|--------------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:42.192 |          |                    |          | BEST LAP TIME : 2:43.032 |          | DIFFERENCE : 0.840 |              |       |        |              |
| LAP                       | SECTOR 1 |                    | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   |                    | 91.8     |                          | 37.621   | 71.0               |              |       |        | 09:03:36.387 |
| 2 -                       | 53.690   | 105.3              | 1:23.953 | 112.4                    | 33.449   | 76.9               | 2:51.092     | 76.57 | 8.060  | 09:06:27.479 |
| 3 -                       | 52.248   | 105.5              | 1:24.257 | 111.4                    | 30.497   | 78.4               | 2:47.002     | 78.45 | 3.970  | 09:09:14.481 |
| 4 -                       | 50.146   | 102.2              | 1:23.258 | 112.7                    | 31.068   | 81.9               | 2:44.472 (2) | 79.65 | 1.440  | 09:11:58.953 |
| 5 -                       | 50.014   | 108.7              | 1:34.105 | 111.8                    | 32.239   | 73.3               | 2:56.358     | 74.29 | 13.326 | 09:14:55.311 |
| 6 -                       | 53.045   | 96.6               | 1:21.885 | 111.2                    | 30.455   | 81.6               | 2:45.385 (3) | 79.21 | 2.353  | 09:17:40.696 |
| 7 -                       | 50.311   | 105.8              | 1:22.428 | 111.2                    | 30.293   | 82.3               | 2:43.032 (1) | 80.36 |        | 09:20:23.728 |

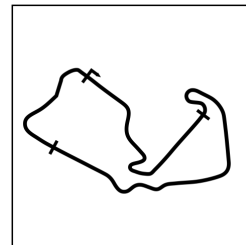
| P43 78 E1                 |          | Richard PRIOR |          | Lotus 22                 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:43.065 |          |               |          | BEST LAP TIME : 2:43.065 |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   |               | 86.7     |                          | 37.731   | 69.7               |              |       |        | 09:03:34.087 |
| 2 -                       | 57.498   | 99.5          | 1:26.323 | 111.8                    | 33.612   | 72.4               | 2:57.433     | 73.84 | 14.368 | 09:06:31.520 |
| 3 -                       | 53.461   | 107.0         | 1:22.694 | 115.1                    | 34.471   | 78.9               | 2:50.626 (3) | 76.78 | 7.561  | 09:09:22.146 |
| 4 -                       | 56.371   | 94.2          | 1:22.164 | 109.2                    | 32.193   | 74.3               | 2:50.728     | 76.74 | 7.663  | 09:12:12.874 |
| 5 -                       | 53.157   | 105.6         | 1:22.244 | 116.1                    | 31.168   | 84.3               | 2:46.569 (2) | 78.65 | 3.504  | 09:14:59.443 |
| 6 -                       | 51.036   | 108.5         | 1:21.322 | 106.3                    | 30.707   | 83.5               | 2:43.065 (1) | 80.34 |        | 09:17:42.508 |
| 7 -                       | 1:16.564 | 52.4          | 1:28.439 | 113.9                    | 32.047   | 82.7               | 3:17.050     | 66.48 | 33.985 | 09:20:59.558 |

| P44 44 C2                 |          | Eddie O'KANE |          | Crossle 4F               |          |                    |              |       |        |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:43.743 |          |              |          | BEST LAP TIME : 2:44.572 |          | DIFFERENCE : 0.829 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   |              | 97.6     |                          | 35.265   | 69.9               |              |       |        | 09:03:14.023 |
| 2 -                       | 54.399   | 103.0        | 1:26.659 | 113.7                    | 34.106   | 76.0               | 2:55.164     | 74.79 | 10.592 | 09:06:09.187 |
| 3 -                       | 51.680   | 108.7        | 1:25.488 | 113.1                    | 33.662   | 77.4               | 2:50.830     | 76.69 | 6.258  | 09:09:00.017 |
| 4 -                       | 51.699   | 103.8        | 1:22.677 | 115.5                    | 32.340   | 76.9               | 2:46.716 (3) | 78.58 | 2.144  | 09:11:46.733 |
| 5 -                       | 52.600   | 106.6        | 1:24.465 | 115.1                    | 31.546   | 79.2               | 2:48.611     | 77.70 | 4.039  | 09:14:35.344 |
| 6 -                       | 52.287   | 101.0        | 1:22.955 | 114.7                    | 31.009   | 80.5               | 2:46.251 (2) | 78.80 | 1.679  | 09:17:21.595 |
| 7 -                       | 50.057   | 110.3        | 1:23.381 | 113.9                    | 31.134   | 79.2               | 2:44.572 (1) | 79.61 |        | 09:20:06.167 |

| P45 131 B2                |          | Dave WALL |          | Gemini Mk2               |          |                    |              |       |       |              |
|---------------------------|----------|-----------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:44.862 |          |           |          | BEST LAP TIME : 2:45.722 |          | DIFFERENCE : 0.860 |              |       |       |              |
| LAP                       | SECTOR 1 |           | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |           | 103.7    |                          | 32.661   | 76.4               |              |       |       | 09:02:38.345 |
| 2 -                       | 53.709   | 99.1      | 1:26.274 | 108.0                    | 31.570   | 78.6               | 2:51.553     | 76.37 | 5.831 | 09:05:29.898 |
| 3 -                       | 52.049   | 103.8     | 1:22.850 | 107.5                    | 30.887   | 82.5               | 2:45.786 (2) | 79.02 | 0.064 | 09:08:15.684 |
| 4 -                       | 51.125   | 104.0     | 1:23.572 | 109.8                    | 31.025   | 81.9               | 2:45.722 (1) | 79.05 |       | 09:11:01.406 |
| 5 -                       | 51.324   | 106.5     | 1:23.508 | 103.2                    | 31.665   | 79.7               | 2:46.497 (3) | 78.69 | 0.775 | 09:13:47.903 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P46 88 E1                 |               | Andrew GEMMILL |                 | Lotus 20/22              |               |                    |                     |              |          |                     |
|---------------------------|---------------|----------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:48.184 |               |                |                 | BEST LAP TIME : 2:50.446 |               | DIFFERENCE : 2.262 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        |                | 110.0           |                          | 36.004        | 67.7               |                     |              |          | 09:03:05.036        |
| 2 -                       | 54.009        | <b>110.0</b>   | 1:24.193        | <b>111.2</b>             | 34.868        | 72.8               | 2:53.070            | 75.70        | 2.624    | 09:05:58.106        |
| 3 -                       | 53.201        | 102.7          | <b>1:23.961</b> | 107.3                    | 33.284        | 73.5               | <b>2:50.446 (1)</b> | <b>76.86</b> |          | <b>09:08:48.552</b> |
| 4 -                       | <b>51.829</b> | 99.7           | 1:27.159        | 106.8                    | 33.014        | 78.4               | 2:52.002 (2)        | 76.17        | 1.556    | 09:11:40.554        |
| 5 -                       | OUTLAP        |                | <b>111.2</b>    |                          | 33.802        | 73.5               | 4:12.978            | 51.79        | 1:22.532 | 09:15:53.532        |
| 6 -                       | 55.365        | 105.8          | 1:24.268        | 107.0                    | <b>32.394</b> | <b>79.9</b>        | 2:52.027 (3)        | 76.16        | 1.581    | 09:18:45.559        |

| P47 6 E1                  |          | Sharon ADELMAN |          | Brabham BT6              |          |                    |              |       |       |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:50.974 |          |                |          | BEST LAP TIME : 2:52.785 |          | DIFFERENCE : 1.811 |              |       |       |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                | 112.5    |                          | 35.527   | 78.8               |              |       |       | 09:03:26.158 |
| 2 -                       | 54.235   | 99.7           | 1:30.056 | 114.5                    | 34.908   | 79.5               | 2:59.199     | 73.11 | 6.414 | 09:06:25.357 |
| 3 -                       | 54.058   | 98.6           | 1:27.074 | 109.1                    | 34.728   | 75.7               | 2:55.860 (3) | 74.50 | 3.075 | 09:09:21.217 |
| 4 -                       | 53.902   | 108.0          | 1:28.227 | 114.3                    | 33.816   | 80.2               | 2:55.945     | 74.46 | 3.160 | 09:12:17.162 |
| 5 -                       | 52.817   | 107.7          | 1:25.747 | 118.5                    | 34.296   | 77.6               | 2:52.860 (2) | 75.79 | 0.075 | 09:15:10.022 |
| 6 -                       | 53.385   | 101.9          | 1:26.101 | 120.4                    | 33.299   | 80.4               | 2:52.785 (1) | 75.82 |       | 09:18:02.807 |
| 7 -                       | 52.741   | 109.8          | 1:24.934 | 118.7                    | 40.281   | 68.8               | 2:57.956     | 73.62 | 5.171 | 09:21:00.763 |

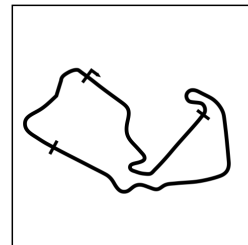
| P48 138 B2                |          | Neil HODGES |          | Gemini Mk2               |          |                    |              |       |       |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:54.308 |          |             |          | BEST LAP TIME : 2:55.233 |          | DIFFERENCE : 0.925 |              |       |       |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |             | 94.9     |                          | 35.176   | 74.8               |              |       |       | 09:02:44.698 |
| 2 -                       | 57.460   | 95.4        | 1:27.756 | 107.2                    | 34.495   | 74.5               | 2:59.711     | 72.90 | 4.478 | 09:05:44.409 |
| 3 -                       | 56.391   | 98.5        | 1:28.660 | 104.0                    | 34.513   | 77.4               | 2:59.564     | 72.96 | 4.331 | 09:08:43.973 |
| 4 -                       | 55.773   | 92.8        | 1:29.377 | 106.8                    | 33.247   | 80.3               | 2:58.397 (3) | 73.44 | 3.164 | 09:11:42.370 |
| 5 -                       | 54.413   | 102.9       | 1:28.115 | 97.9                     | 33.627   | 75.4               | 2:56.155 (2) | 74.37 | 0.922 | 09:14:38.525 |
| 6 -                       | 54.751   | 105.3       | 1:26.648 | 104.0                    | 33.834   | 79.0               | 2:55.233 (1) | 74.76 |       | 09:17:33.758 |

| P49                       |          | 7 B2 |          | Duncan RABAGLIATI        |          | Alexis HF1         |              |       |       |              |
|---------------------------|----------|------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:55.317 |          |      |          | BEST LAP TIME : 2:55.452 |          | DIFFERENCE : 0.135 |              |       |       |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |      | 94.3     |                          | 35.249   | 68.4               |              |       |       | 09:02:30.780 |
| 2 -                       | 57.188   | 95.8 | 1:30.410 | 100.4                    | 33.888   | 69.9               | 3:01.486     | 72.19 | 6.034 | 09:05:32.266 |
| 3 -                       | 56.830   | 95.0 | 1:28.428 | 93.9                     | 32.794   | 73.1               | 2:58.052 (2) | 73.58 | 2.600 | 09:08:30.318 |
| 4 -                       | 55.509   | 95.7 | 1:27.461 | 104.3                    | 32.482   | 75.9               | 2:55.452 (1) | 74.67 |       | 09:11:25.770 |
| 5 -                       | 57.889   | 98.3 | 1:28.532 | 103.0                    | 36.508   | 68.8               | 3:02.929     | 71.62 | 7.477 | 09:14:28.699 |
| 6 -                       | 56.266   | 97.5 | 1:31.100 | 102.9                    | 32.347   | 75.6               | 2:59.713     | 72.90 | 4.261 | 09:17:28.412 |
| 7 -                       | 56.140   | 99.7 | 1:29.462 | 104.6                    | 33.185   | 70.9               | 2:58.787 (3) | 73.28 | 3.335 | 09:20:27.199 |

| P50 57 D2                 |          | George CHRISTODOULOU |          |                          |          | BMC Mk2            |              |       |       |              |
|---------------------------|----------|----------------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:53.984 |          |                      |          | BEST LAP TIME : 2:55.569 |          | DIFFERENCE : 1.585 |              |       |       |              |
| LAP                       | SECTOR 1 |                      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   |                      | 97.2     |                          | 36.038   | 69.7               |              |       |       | 09:03:05.312 |
| 2 -                       | 55.136   | 96.2                 | 1:27.778 | 102.9                    | 34.474   | 76.0               | 2:57.388 (2) | 73.85 | 1.819 | 09:06:02.700 |
| 3 -                       | 53.707   | 99.1                 | 1:30.810 | 96.8                     | 35.280   | 76.5               | 2:59.797     | 72.86 | 4.228 | 09:09:02.497 |
| 4 -                       | 56.619   | 96.4                 | 1:30.794 | 99.5                     | 34.278   | 75.7               | 3:01.691     | 72.10 | 6.122 | 09:12:04.188 |
| 5 -                       | 55.611   | 96.6                 | 1:28.016 | 97.1                     | 34.048   | 77.4               | 2:57.675 (3) | 73.73 | 2.106 | 09:15:01.863 |
| 6 -                       | 54.344   | 100.9                | 1:27.672 | 106.8                    | 33.553   | 75.3               | 2:55.569 (1) | 74.62 |       | 09:17:57.432 |
| 7 -                       | 54.014   | 101.5                | 1:26.724 | 95.0                     | 39.572   | 77.3               | 3:00.310     | 72.66 | 4.741 | 09:20:57.742 |

# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - SECTOR ANALYSIS



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

| P51 151 A                 |                     | Daniele SALODINI         |                    |                     | Taraschi FJ        |        |                     |
|---------------------------|---------------------|--------------------------|--------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:54.752 |                     | BEST LAP TIME : 2:56.292 |                    |                     | DIFFERENCE : 1.540 |        |                     |
| LAP                       | SECTOR 1            | SECTOR 2                 | SECTOR 3           | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP              | 100.0                    | 41.946             | 67.5                |                    |        | 09:03:04.087        |
| 2 -                       | 1:12.558 81.9       | 1:36.842 116.5           | 35.129 75.6        | 3:24.529            | 64.05              | 28.237 | 09:06:28.616        |
| 3 -                       | 1:00.620 90.6       | 1:28.132 114.7           | 34.094 73.1        | 3:02.846            | 71.65              | 6.554  | 09:09:31.462        |
| 4 -                       | 55.895 96.4         | <b>1:27.011</b> 113.5    | 34.162 71.8        | 2:57.068 <b>(3)</b> | 73.99              | 0.776  | 09:12:28.530        |
| 5 -                       | 54.993 95.4         | 1:27.914 <b>117.3</b>    | <b>33.638</b> 75.4 | 2:56.545 <b>(2)</b> | 74.21              | 0.253  | 09:15:25.075        |
| 6 -                       | 54.234 <b>104.3</b> | 1:27.058 111.2           | 35.000 <b>76.7</b> | <b>2:56.292 (1)</b> | <b>74.31</b>       |        | <b>09:18:21.367</b> |
| 7 -                       | <b>54.103</b> 103.0 | 1:30.444 102.4           | 38.945 67.8        | 3:03.492            | 71.40              | 7.200  | 09:21:24.859        |

| P52 16 A                  |                            | Peter FENICHEL               |                           |                     | Stanguellini FJ    |       |                     |
|---------------------------|----------------------------|------------------------------|---------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:55.031 |                            | BEST LAP TIME : 2:56.496     |                           |                     | DIFFERENCE : 1.465 |       |                     |
| LAP                       | SECTOR 1                   | SECTOR 2                     | SECTOR 3                  | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP                     | 90.0                         | 36.761                    | 67.3                |                    |       | 09:03:37.402        |
| 2 -                       | 55.907 98.5                | 1:27.776 102.2               | 34.347 72.3               | 2:58.030 <b>(3)</b> | 73.59              | 1.534 | 09:06:35.432        |
| 3 -                       | 55.824 93.8                | 1:28.629 104.3               | 35.465 73.6               | 2:59.918            | 72.82              | 3.422 | 09:09:35.350        |
| 4 -                       | 57.070 100.9               | <b>1:27.169</b> <b>107.0</b> | 33.676 72.7               | 2:57.915 <b>(2)</b> | 73.64              | 1.419 | 09:12:33.265        |
| 5 -                       | 55.400 98.3                | 1:30.243 <b>107.0</b>        | <b>32.916</b> <b>75.4</b> | 2:58.559            | 73.37              | 2.063 | 09:15:31.824        |
| 6 -                       | <b>54.946</b> <b>102.6</b> | 1:28.117 106.0               | 33.433 74.8               | <b>2:56.496 (1)</b> | <b>74.23</b>       |       | <b>09:18:28.320</b> |
| 7 -                       | 56.238 100.1               | 1:29.098 106.1               | 33.868 75.0               | 2:59.204            | 73.11              | 2.708 | 09:21:27.524        |

| P53 48 C2                 |                           | Nick POWELL                 |                           |                     | Cooper T52         |          |                     |
|---------------------------|---------------------------|-----------------------------|---------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 3:05.732 |                           | BEST LAP TIME : 3:05.732    |                           |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1                  | SECTOR 2                    | SECTOR 3                  | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP                    | 80.1                        | 39.564                    | 64.4                |                    |          | 09:03:04.800        |
| 2 -                       | 1:00.084 92.0             | 1:33.763 92.3               | 36.037 67.3               | 3:09.884 <b>(3)</b> | 68.99              | 4.152    | 09:06:14.684        |
| 3 -                       | <b>58.261</b> <b>93.8</b> | <b>1:32.884</b> <b>97.1</b> | <b>34.587</b> <b>68.8</b> | <b>3:05.732 (1)</b> | <b>70.54</b>       |          | <b>09:09:20.416</b> |
| 4 -                       | OUTLAP                    | 92.4                        | 35.406 67.9               | 4:33.578            | 47.89              | 1:27.846 | 09:13:53.994        |
| 5 -                       | 1:01.108 91.3             | 1:34.909 92.8               | 34.906 68.8               | 3:10.923            | 68.62              | 5.191    | 09:17:04.917        |
| 6 -                       | 59.639 91.4               | 1:33.459 94.2               | 34.738 62.6               | 3:07.836 <b>(2)</b> | 69.75              | 2.104    | 09:20:12.753        |

Historic Formula Junior

QUALIFYING - RACES 1 & 11 - BEST SECTORS

| SECTOR 1 |     |        | SECTOR 2 |          |     | SECTOR 3 |     |     | IDEAL / BEST COMPARISON |          |          |       |  |  |
|----------|-----|--------|----------|----------|-----|----------|-----|-----|-------------------------|----------|----------|-------|--|--|
| POS      | NO  | TIME   | NO       | TIME     | NO  | TIME     | POS | NO  | NAME                    | IDEAL    | BEST     | DIFF  |  |  |
|          |     |        |          |          |     |          |     |     | PERFECT LAP             | 2:18.152 |          |       |  |  |
| 1        | 114 | 42.838 | 114      | 1:09.734 | 53  | 25.580   | 1   | 114 | FITZ-SIMON              | 2:18.355 | 2:18.381 | 0.026 |  |  |
| 2        | 21  | 43.509 | 21       | 1:10.137 | 114 | 25.783   | 2   | 21  | AMES                    | 2:19.527 | 2:19.746 | 0.219 |  |  |
| 3        | 53  | 43.598 | 175      | 1:10.483 | 21  | 25.881   | 3   | 53  | WILSON                  | 2:19.727 | 2:20.226 | 0.499 |  |  |
| 4        | 175 | 43.647 | 53       | 1:10.549 | 69  | 26.144   | 4   | 175 | GOODWIN                 | 2:20.500 | 2:21.234 | 0.734 |  |  |
| 5        | 143 | 44.409 | 27       | 1:11.534 | 27  | 26.272   | 5   | 27  | WILSON                  | 2:22.272 | 2:22.894 | 0.622 |  |  |
| 6        | 27  | 44.466 | 69       | 1:11.561 | 60  | 26.336   | 6   | 69  | ROACH                   | 2:22.337 | 2:23.310 | 0.973 |  |  |
| 7        | 166 | 44.573 | 60       | 1:11.766 | 175 | 26.370   | 7   | 60  | MILICEVIC               | 2:22.737 | 2:23.435 | 0.698 |  |  |
| 8        | 99  | 44.588 | 99       | 1:11.915 | 166 | 26.442   | 8   | 99  | SHAW                    | 2:23.061 | 2:23.607 | 0.546 |  |  |
| 9        | 69  | 44.632 | 166      | 1:12.206 | 99  | 26.558   | 9   | 166 | UNDERWOOD               | 2:23.221 | 2:23.586 | 0.365 |  |  |
| 10       | 60  | 44.635 | 51       | 1:12.326 | 17  | 26.560   | 10  | 143 | MONUMENT                | 2:24.327 | 2:25.581 | 1.254 |  |  |
| 11       | 177 | 44.900 | 177      | 1:12.412 | 39  | 26.666   | 11  | 17  | DIFFEY                  | 2:24.454 | 2:25.148 | 0.694 |  |  |
| 12       | 26  | 45.240 | 39       | 1:12.466 | 143 | 26.719   | 12  | 177 | BUHOFER                 | 2:24.483 | 2:24.707 | 0.224 |  |  |
| 13       | 17  | 45.302 | 17       | 1:12.592 | 171 | 26.870   | 13  | 39  | CARLTON-SMITH           | 2:24.520 | 2:25.469 | 0.949 |  |  |
| 14       | 51  | 45.336 | 26       | 1:12.643 | 51  | 26.915   | 14  | 51  | HIBBERD                 | 2:24.577 | 2:24.958 | 0.381 |  |  |
| 15       | 32  | 45.378 | 171      | 1:12.981 | 84  | 27.063   | 15  | 26  | THOMAS                  | 2:25.132 | 2:25.797 | 0.665 |  |  |
| 16       | 39  | 45.388 | 143      | 1:13.199 | 177 | 27.171   | 16  | 171 | METCALFE                | 2:25.296 | 2:25.779 | 0.483 |  |  |
| 17       | 171 | 45.445 | 84       | 1:13.199 | 26  | 27.249   | 17  | 84  | WOODHOUSE               | 2:25.791 | 2:26.167 | 0.376 |  |  |
| 18       | 84  | 45.529 | 32       | 1:13.473 | 32  | 27.323   | 18  | 32  | MALLOCK                 | 2:26.174 | 2:26.336 | 0.162 |  |  |
| 19       | 167 | 45.743 | 167      | 1:13.597 | 23  | 27.526   | 19  | 167 | SCHMIDT                 | 2:26.949 | 2:26.977 | 0.028 |  |  |
| 20       | 56  | 46.418 | 23       | 1:14.327 | 167 | 27.609   | 20  | 23  | RUSSELL                 | 2:28.564 | 2:28.678 | 0.114 |  |  |
| 21       | 23  | 46.711 | 14       | 1:14.714 | 77  | 27.739   | 21  | 56  | PAULO CAMPOS COSTA      | 2:29.623 | 2:30.178 | 0.555 |  |  |
| 22       | 77  | 46.848 | 90       | 1:14.764 | 140 | 27.856   | 22  | 90  | FLANN                   | 2:29.938 | 2:29.946 | 0.008 |  |  |
| 23       | 124 | 47.054 | 56       | 1:14.982 | 11  | 27.977   | 23  | 77  | PORRITT                 | 2:30.136 | 2:30.376 | 0.240 |  |  |
| 24       | 65  | 47.060 | 124      | 1:15.528 | 90  | 27.997   | 24  | 14  | BESLEY                  | 2:30.558 | 2:30.830 | 0.272 |  |  |
| 25       | 90  | 47.177 | 77       | 1:15.549 | 124 | 28.146   | 25  | 124 | CLARK                   | 2:30.728 | 2:31.652 | 0.924 |  |  |
| 26       | 140 | 47.272 | 140      | 1:15.895 | 141 | 28.153   | 26  | 140 | PICKERING               | 2:31.023 | 2:31.654 | 0.631 |  |  |
| 27       | 14  | 47.504 | 65       | 1:16.005 | 56  | 28.223   | 27  | 65  | FERRIS                  | 2:32.061 | 2:32.061 | 0.000 |  |  |
| 28       | 141 | 48.127 | 61       | 1:17.171 | 14  | 28.340   | 28  | 141 | BESLEY                  | 2:33.467 | 2:33.663 | 0.196 |  |  |
| 29       | 11  | 48.264 | 141      | 1:17.187 | 65  | 28.996   | 29  | 11  | TAYLOR                  | 2:34.123 | 2:34.123 | 0.000 |  |  |
| 30       | 61  | 48.311 | 81       | 1:17.408 | 61  | 29.139   | 30  | 61  | TREPES                  | 2:34.621 | 2:35.591 | 0.970 |  |  |
| 31       | 45  | 48.881 | 11       | 1:17.882 | 33  | 29.299   | 31  | 81  | CARTER                  | 2:36.393 | 2:36.393 | 0.000 |  |  |
| 32       | 72  | 49.028 | 45       | 1:18.550 | 40  | 29.475   | 32  | 45  | ROSS                    | 2:37.235 | 2:37.367 | 0.132 |  |  |
| 33       | 40  | 49.134 | 66       | 1:18.809 | 72  | 29.640   | 33  | 40  | WILKS                   | 2:38.127 | 2:39.069 | 0.942 |  |  |
| 34       | 81  | 49.294 | 40       | 1:19.518 | 81  | 29.691   | 34  | 33  | GRAY                    | 2:38.343 | 2:38.972 | 0.629 |  |  |
| 35       | 33  | 49.518 | 33       | 1:19.526 | 45  | 29.804   | 35  | 72  | DE GRES                 | 2:38.601 | 2:38.664 | 0.063 |  |  |
| 36       | 96  | 50.014 | 4        | 1:19.836 | 96  | 30.293   | 36  | 66  | TIMONEY                 | 2:39.405 | 2:41.145 | 1.740 |  |  |
| 37       | 44  | 50.057 | 72       | 1:19.933 | 66  | 30.339   | 37  | 4   | BARRON                  | 2:40.788 | 2:41.542 | 0.754 |  |  |
| 38       | 66  | 50.257 | 52       | 1:20.877 | 52  | 30.442   | 38  | 52  | DEELEY                  | 2:41.864 | 2:42.270 | 0.406 |  |  |
| 39       | 4   | 50.351 | 78       | 1:21.322 | 4   | 30.601   | 39  | 96  | DE BRUYNE               | 2:42.192 | 2:43.032 | 0.840 |  |  |
| 40       | 52  | 50.545 | 96       | 1:21.885 | 78  | 30.707   | 40  | 78  | PRIOR                   | 2:43.065 | 2:43.065 | 0.000 |  |  |
| 41       | 78  | 51.036 | 44       | 1:22.677 | 131 | 30.887   | 41  | 44  | O'KANE                  | 2:43.743 | 2:44.572 | 0.829 |  |  |
| 42       | 131 | 51.125 | 131      | 1:22.850 | 44  | 31.009   | 42  | 131 | WALL                    | 2:44.862 | 2:45.722 | 0.860 |  |  |
| 43       | 88  | 51.829 | 88       | 1:23.961 | 7   | 32.347   | 43  | 88  | GEMMILL                 | 2:48.184 | 2:50.446 | 2.262 |  |  |
| 44       | 6   | 52.741 | 6        | 1:24.934 | 88  | 32.394   | 44  | 6   | ADELMAN                 | 2:50.974 | 2:52.785 | 1.811 |  |  |
| 45       | 57  | 53.707 | 138      | 1:26.648 | 16  | 32.916   | 45  | 57  | CHRISTODOULOU           | 2:53.984 | 2:55.569 | 1.585 |  |  |
| 46       | 151 | 54.103 | 57       | 1:26.724 | 138 | 33.247   | 46  | 138 | HODGES                  | 2:54.308 | 2:55.233 | 0.925 |  |  |
| 47       | 138 | 54.413 | 151      | 1:27.011 | 6   | 33.299   | 47  | 151 | SALODINI                | 2:54.752 | 2:56.292 | 1.540 |  |  |
| 48       | 16  | 54.946 | 16       | 1:27.169 | 57  | 33.553   | 48  | 16  | FENICHEL                | 2:55.031 | 2:56.496 | 1.465 |  |  |
| 49       | 7   | 55.509 | 7        | 1:27.461 | 151 | 33.638   | 49  | 7   | RABAGLIATI              | 2:55.317 | 2:55.452 | 0.135 |  |  |
| 50       | 48  | 58.261 | 48       | 1:32.884 | 48  | 34.587   | 50  | 48  | POWELL                  | 3:05.732 | 3:05.732 | 0.000 |  |  |
| 51       |     |        |          |          |     |          | 51  | 104 | MCFADDEN                |          | 2:34.871 |       |  |  |
| 52       |     |        |          |          |     |          | 52  | 182 | SHINNER                 |          | 2:21.910 |       |  |  |
| 53       |     |        |          |          |     |          | 53  | 2   | HELLIWELL               |          | 2:38.717 |       |  |  |

Historic Formula Junior

QUALIFYING - RACES 1 & 11 - BEST SPEEDS

| INTERMEDIATE 1 |     |                    |       | INTERMEDIATE 2 |                    |       | FINISH LINE |                    |      |
|----------------|-----|--------------------|-------|----------------|--------------------|-------|-------------|--------------------|------|
| POS            | NO  | NAME               | MPH   | NO             | NAME               | MPH   | NO          | NAME               | MPH  |
| 1              | 114 | FITZ-SIMON         | 127.0 | 53             | WILSON             | 131.5 | 114         | FITZ-SIMON         | 95.7 |
| 2              | 21  | AMES               | 127.0 | 175            | GOODWIN            | 131.0 | 21          | AMES               | 95.3 |
| 3              | 53  | WILSON             | 126.1 | 21             | AMES               | 130.3 | 175         | GOODWIN            | 95.1 |
| 4              | 175 | GOODWIN            | 125.6 | 177            | BUHOFER            | 130.0 | 53          | WILSON             | 94.7 |
| 5              | 99  | SHAW               | 124.2 | 143            | MONUMENT           | 129.8 | 17          | DIFFEY             | 94.7 |
| 6              | 177 | BUHOFER            | 124.0 | 69             | ROACH              | 129.5 | 177         | BUHOFER            | 94.6 |
| 7              | 32  | MALLOCK            | 124.0 | 17             | DIFFEY             | 129.3 | 171         | METCALFE           | 94.5 |
| 8              | 17  | DIFFEY             | 122.9 | 167            | SCHMIDT            | 129.3 | 60          | MILICEVIC          | 94.3 |
| 9              | 69  | ROACH              | 122.6 | 114            | FITZ-SIMON         | 128.8 | 27          | WILSON             | 94.2 |
| 10             | 60  | MILICEVIC          | 122.4 | 99             | SHAW               | 128.8 | 166         | UNDERWOOD          | 93.9 |
| 11             | 51  | HIBBERD            | 122.4 | 32             | MALLOCK            | 128.8 | 99          | SHAW               | 93.5 |
| 12             | 27  | WILSON             | 121.7 | 27             | WILSON             | 127.8 | 143         | MONUMENT           | 93.3 |
| 13             | 84  | WOODHOUSE          | 121.7 | 60             | MILICEVIC          | 127.8 | 51          | HIBBERD            | 93.2 |
| 14             | 167 | SCHMIDT            | 121.7 | 166            | UNDERWOOD          | 127.0 | 39          | CARLTON-SMITH      | 93.2 |
| 15             | 166 | UNDERWOOD          | 120.9 | 84             | WOODHOUSE          | 127.0 | 84          | WOODHOUSE          | 93.0 |
| 16             | 143 | MONUMENT           | 120.6 | 90             | FLANN              | 126.8 | 90          | FLANN              | 92.1 |
| 17             | 90  | FLANN              | 120.2 | 51             | HIBBERD            | 126.6 | 69          | ROACH              | 91.9 |
| 18             | 56  | PAULO CAMPOS COSTA | 120.0 | 39             | CARLTON-SMITH      | 125.9 | 32          | MALLOCK            | 91.8 |
| 19             | 39  | CARLTON-SMITH      | 119.8 | 124            | CLARK              | 125.9 | 167         | SCHMIDT            | 91.1 |
| 20             | 171 | METCALFE           | 119.8 | 26             | THOMAS             | 125.6 | 26          | THOMAS             | 91.0 |
| 21             | 26  | THOMAS             | 119.8 | 77             | PORRITT            | 125.4 | 23          | RUSSELL            | 90.9 |
| 22             | 124 | CLARK              | 118.9 | 171            | METCALFE           | 125.2 | 77          | PORRITT            | 90.8 |
| 23             | 23  | RUSSELL            | 118.3 | 56             | PAULO CAMPOS COSTA | 125.2 | 124         | CLARK              | 90.4 |
| 24             | 77  | PORRITT            | 118.3 | 65             | FERRIS             | 125.2 | 56          | PAULO CAMPOS COSTA | 90.1 |
| 25             | 140 | PICKERING          | 118.1 | 14             | BESLEY             | 124.0 | 140         | PICKERING          | 89.1 |
| 26             | 65  | FERRIS             | 117.3 | 140            | PICKERING          | 123.8 | 81          | CARTER             | 89.1 |
| 27             | 14  | BESLEY             | 115.9 | 81             | CARTER             | 122.9 | 65          | FERRIS             | 88.5 |
| 28             | 81  | CARTER             | 115.3 | 66             | TIMONEY            | 121.7 | 40          | WILKS              | 87.9 |
| 29             | 45  | ROSS               | 114.1 | 23             | RUSSELL            | 121.1 | 14          | BESLEY             | 87.6 |
| 30             | 72  | DE GRES            | 112.9 | 6              | ADELMAN            | 120.4 | 45          | ROSS               | 86.4 |
| 31             | 66  | TIMONEY            | 112.7 | 45             | ROSS               | 118.9 | 61          | TREPESS            | 86.0 |
| 32             | 61  | TREPESS            | 111.1 | 72             | DE GRES            | 118.7 | 33          | GRAY               | 85.9 |
| 33             | 44  | O'KANE             | 110.3 | 61             | TREPESS            | 118.1 | 11          | TAYLOR             | 85.8 |
| 34             | 88  | GEMMILL            | 110.0 | 40             | WILKS              | 117.3 | 141         | BESLEY             | 85.5 |
| 35             | 6   | ADELMAN            | 109.8 | 151            | SALODINI           | 117.3 | 72          | DE GRES            | 85.1 |
| 36             | 11  | TAYLOR             | 109.4 | 78             | PRIOR              | 116.1 | 66          | TIMONEY            | 84.8 |
| 37             | 40  | WILKS              | 109.1 | 33             | GRAY               | 115.9 | 78          | PRIOR              | 84.3 |
| 38             | 96  | DE BRUYNE          | 108.7 | 52             | DEELEY             | 115.5 | 52          | DEELEY             | 83.8 |
| 39             | 78  | PRIOR              | 108.5 | 44             | O'KANE             | 115.5 | 4           | BARRON             | 82.7 |
| 40             | 33  | GRAY               | 108.4 | 11             | TAYLOR             | 113.3 | 131         | WALL               | 82.5 |
| 41             | 4   | BARRON             | 108.4 | 4              | BARRON             | 113.1 | 96          | DE BRUYNE          | 82.3 |
| 42             | 52  | DEELEY             | 107.7 | 96             | DE BRUYNE          | 112.7 | 44          | O'KANE             | 80.5 |
| 43             | 131 | WALL               | 106.5 | 88             | GEMMILL            | 111.2 | 6           | ADELMAN            | 80.4 |
| 44             | 141 | BESLEY             | 105.6 | 131            | WALL               | 109.8 | 138         | HODGES             | 80.3 |
| 45             | 138 | HODGES             | 105.3 | 141            | BESLEY             | 108.0 | 88          | GEMMILL            | 79.9 |
| 46             | 151 | SALODINI           | 104.3 | 138            | HODGES             | 107.2 | 57          | CHRISTODOULOU      | 77.4 |
| 47             | 16  | FENICHEL           | 102.6 | 16             | FENICHEL           | 107.0 | 151         | SALODINI           | 76.7 |
| 48             | 57  | CHRISTODOULOU      | 101.5 | 57             | CHRISTODOULOU      | 106.8 | 7           | RABAGLIATI         | 75.9 |
| 49             | 7   | RABAGLIATI         | 99.7  | 7              | RABAGLIATI         | 104.6 | 16          | FENICHEL           | 75.4 |
| 50             | 48  | POWELL             | 93.8  | 48             | POWELL             | 97.1  | 48          | POWELL             | 68.8 |
| 51             |     |                    |       |                |                    |       |             |                    |      |
| 52             |     |                    |       |                |                    |       |             |                    |      |
| 53             |     |                    |       |                |                    |       |             |                    |      |



# Historic Formula Junior

## QUALIFYING - RACES 1 & 11 - STATISTICS

Competitors Started 53  
Planned Start 2025-08-22 @ 09:00:00.000  
Actual Start 2025-08-22 @ 09:00:34.088  
Finish Time 2025-08-22 @ 09:18:33.184  
Track Length 3.6393mi.  
Total Laps 392  
Total Distance Covered 1426.6334mi.

### Session Fastest Lap History

| NO  | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|--------------------|----------|--------------|-----|-------------|
| 182 | E1 | Spencer SHINNER    | 2:24.534 | 09:04:23.965 | 2   | Lotus 22    |
| 21  | E1 | Alex AMES          | 2:21.575 | 09:04:24.759 | 2   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:21.546 | 09:04:27.732 | 2   | Brabham BT6 |
| 21  | E1 | Alex AMES          | 2:20.548 | 09:06:45.307 | 3   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:19.666 | 09:06:47.397 | 3   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:19.394 | 09:16:10.321 | 7   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:18.381 | 09:18:28.689 | 8   | Brabham BT6 |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:00:34.088 |
| FINISH | 09:18:33.184 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 9          | 21:02.029  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

CLASS : A

3 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE         |
|----|-------------|-----------------|--------------|-----|-----------------|
| 72 | Tom DE GRES | <b>2:45.106</b> | 09:05:38.093 | 2   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:41.802</b> | 09:08:19.894 | 3   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:39.854</b> | 09:10:59.748 | 4   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:38.664</b> | 09:16:21.334 | 6   | Stanguellini FJ |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

CLASS : B1

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------|----------|--------------|-----|------------|
| 4  | Graham BARRON | 2:49.021 | 09:05:58.274 | 2   | Gemini Mk2 |
| 4  | Graham BARRON | 2:45.941 | 09:08:44.223 | 3   | Gemini Mk2 |
| 4  | Graham BARRON | 2:43.028 | 09:11:27.257 | 4   | Gemini Mk2 |
| 4  | Graham BARRON | 2:42.672 | 09:14:09.926 | 5   | Gemini Mk2 |
| 4  | Graham BARRON | 2:42.663 | 09:16:52.591 | 6   | Gemini Mk2 |
| 4  | Graham BARRON | 2:41.542 | 09:19:34.125 | 7   | Gemini Mk2 |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

**CLASS : B2**

**9 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------|-----------------|--------------|-----|-----------|
| 23 | Adrian RUSSELL | <b>2:32.107</b> | 09:05:07.018 | 2   | Condor S2 |
| 23 | Adrian RUSSELL | <b>2:30.067</b> | 09:07:37.092 | 3   | Condor S2 |
| 23 | Adrian RUSSELL | <b>2:29.857</b> | 09:10:06.943 | 4   | Condor S2 |
| 32 | Ray MALLOCK    | <b>2:28.709</b> | 09:14:22.332 | 4   | U2 Mk2    |
| 32 | Ray MALLOCK    | <b>2:26.336</b> | 09:16:48.669 | 5   | U2 Mk2    |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

**CLASS : C2**

**9 Starters**

#### Fastest Lap History

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|-----|-----------------|----------|--------------|-----|--------------|
| 14  | Crispian BESLEY | 2:39.022 | 09:05:03.901 | 2   | Cooper T56   |
| 140 | Keith PICKERING | 2:37.760 | 09:05:05.120 | 2   | Britannia FJ |
| 77  | Chris PORRITT   | 2:34.399 | 09:05:08.631 | 2   | Lotus 18     |
| 140 | Keith PICKERING | 2:33.256 | 09:07:38.376 | 3   | Britannia FJ |
| 77  | Chris PORRITT   | 2:30.994 | 09:07:39.624 | 3   | Lotus 18     |
| 77  | Chris PORRITT   | 2:30.867 | 09:12:42.603 | 5   | Lotus 18     |
| 14  | Crispian BESLEY | 2:30.830 | 09:12:45.866 | 5   | Cooper T56   |
| 77  | Chris PORRITT   | 2:30.376 | 09:17:44.804 | 7   | Lotus 18     |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

CLASS : D2

4 Starters

#### Fastest Lap History

| NO  | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|-----|-------------------|----------|--------------|-----|----------|
| 171 | Nathan METCALFE   | 2:28.405 | 09:04:38.170 | 2   | Lotus 20 |
| 39  | Nic CARLTON-SMITH | 2:28.176 | 09:04:51.588 | 2   | Lotus 20 |
| 171 | Nathan METCALFE   | 2:25.779 | 09:07:03.950 | 3   | Lotus 20 |
| 39  | Nic CARLTON-SMITH | 2:25.469 | 09:09:42.900 | 4   | Lotus 20 |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

CLASS : E1

25 Starters

#### Fastest Lap History

| NO  | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|--------------------|----------|--------------|-----|-------------|
| 182 | Spencer SHINNER    | 2:24.534 | 09:04:23.965 | 2   | Lotus 22    |
| 21  | Alex AMES          | 2:21.575 | 09:04:24.759 | 2   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | 2:21.546 | 09:04:27.732 | 2   | Brabham BT6 |
| 21  | Alex AMES          | 2:20.548 | 09:06:45.307 | 3   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | 2:19.666 | 09:06:47.397 | 3   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | 2:19.394 | 09:16:10.321 | 7   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | 2:18.381 | 09:18:28.689 | 8   | Brabham BT6 |

## Historic Formula Junior

### QUALIFYING - RACES 1 & 11 - STATISTICS

CLASS : E2

2 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|----------|--------------|-----|------------|
| 65 | Richard FERRIS | 2:43.293 | 09:05:23.534 | 2   | Donford FJ |
| 65 | Richard FERRIS | 2:40.083 | 09:08:03.619 | 3   | Donford FJ |
| 65 | Richard FERRIS | 2:35.115 | 09:10:38.732 | 4   | Donford FJ |
| 65 | Richard FERRIS | 2:33.381 | 09:13:12.115 | 5   | Donford FJ |
| 65 | Richard FERRIS | 2:32.061 | 09:15:44.174 | 6   | Donford FJ |



## Historic Formula Junior

### RACE 1 - GRID (20 minutes) - AMENDED

|                                                                                      |    |            |                                  |    |            |                                     |
|--------------------------------------------------------------------------------------|----|------------|----------------------------------|----|------------|-------------------------------------|
| ROW 26                                                                               | 51 | <b>16</b>  | 2:56.496<br>Peter FENICHEL       | 52 | <b>48</b>  | 3:05.732<br>Nick POWELL             |
| ROW 25                                                                               | 49 | <b>57</b>  | 2:55.569<br>George CHRISTODOULOU | 50 | <b>151</b> | 2:56.292<br>Daniele SALODINI        |
| ROW 24                                                                               | 47 | <b>138</b> | 2:55.233<br>Neil HODGES          | 48 | <b>7</b>   | 2:55.452<br>Duncan RABAGLIATI       |
| ROW 23                                                                               | 45 | <b>88</b>  | 2:50.446<br>Andrew GEMMILL       | 46 | <b>6</b>   | 2:52.785<br>Sharon ADELMAN          |
| ROW 22                                                                               | 43 | <b>44</b>  | 2:44.572<br>Eddie O'KANE         | 44 | <b>131</b> | 2:45.722<br>Dave WALL               |
| ROW 21                                                                               | 41 | <b>96</b>  | 2:43.032<br>Lawrence DE BRUYNE   | 42 | <b>78</b>  | 2:43.065<br>Richard PRIOR           |
| ROW 20                                                                               | 39 | <b>4</b>   | 2:41.542<br>Graham BARRON        | 40 | <b>52</b>  | 2:42.270<br>Jeremy DEELEY           |
| ROW 19                                                                               | 37 | <b>40</b>  | 2:39.069<br>Chris WILKS          | 38 | <b>66</b>  | 2:41.145<br>John TIMONEY            |
| ROW 18                                                                               | 35 | <b>2</b>   | 2:38.717<br>Chris HELLIWELL      | 36 | <b>33</b>  | 2:38.972<br>Cliff GRAY              |
| ROW 17                                                                               | 33 | <b>45</b>  | 2:37.367<br>Duncan ROSS          | 34 | <b>72</b>  | 2:38.664<br>Tom DE GRES             |
| ROW 16                                                                               | 31 | <b>61</b>  | 2:35.591<br>Oscar TREPESS        | 32 | <b>81</b>  | 2:36.393<br>Ralph CARTER            |
| ROW 15                                                                               | 29 | <b>11</b>  | 2:34.123<br>Nick TAYLOR          | 30 | <b>104</b> | 2:34.871<br>Niall MCFADDEN          |
| ROW 14                                                                               | 27 | <b>65</b>  | 2:32.061<br>Richard FERRIS       | 28 | <b>141</b> | 2:33.663<br>Charlie BESLEY          |
| ROW 13                                                                               | 25 | <b>124</b> | 2:31.652<br>Paul CLARK           | 26 | <b>140</b> | 2:31.654<br>Keith PICKERING         |
| ROW 12                                                                               | 23 | <b>77</b>  | 2:30.376<br>Chris PORRITT        | 24 | <b>14</b>  | 2:30.830<br>Crispian BESLEY         |
| ROW 11                                                                               | 21 | <b>90</b>  | 2:29.946<br>Jeremy FLANN         | 22 | <b>56</b>  | 2:30.178<br>Joao PAULO CAMPOS COSTA |
| ROW 10                                                                               | 19 | <b>167</b> | 2:26.977<br>Alan SCHMIDT         | 20 | <b>23</b>  | 2:28.678<br>Adrian RUSSELL          |
| ROW 9                                                                                | 17 | <b>84</b>  | 2:26.167<br>Mark WOODHOUSE       | 18 | <b>32</b>  | 2:26.336<br>Ray MALLOCK             |
| ROW 8                                                                                | 15 | <b>171</b> | 2:25.779<br>Nathan METCALFE      | 16 | <b>26</b>  | 2:25.797<br>Paul THOMAS             |
| ROW 7                                                                                | 13 | <b>39</b>  | 2:25.469<br>Nic CARLTON-SMITH    | 14 | <b>143</b> | 2:25.581<br>Stuart MONUMENT         |
| ROW 6                                                                                | 11 | <b>51</b>  | 2:24.958<br>Michael HIBBERD      | 12 | <b>17</b>  | 2:25.148<br>George DIFFEY           |
| ROW 5                                                                                | 9  | <b>166</b> | 2:23.586<br>Geoff UNDERWOOD      | 10 | <b>177</b> | 2:24.707<br>Lukas BUHOFFER          |
| ROW 4                                                                                | 7  | <b>69</b>  | 2:23.310<br>Stuart ROACH         | 8  | <b>60</b>  | 2:23.435<br>Jon MILICEVIC           |
| ROW 3                                                                                | 5  | <b>182</b> | 2:21.910<br>Spencer SHINNER      | 6  | <b>27</b>  | 2:22.894<br>Richard WILSON          |
| ROW 2                                                                                | 3  | <b>53</b>  | 2:20.226<br>Sam WILSON           | 4  | <b>175</b> | 2:21.234<br>Chris GOODWIN           |
| ROW 1                                                                                | 1  | <b>114</b> | 2:18.381<br>Horatio FITZ-SIMON   | 2  | <b>21</b>  | 2:19.746<br>Alex AMES               |
| <b>Pole</b>                                                                          |    |            |                                  |    |            |                                     |
|  |    |            |                                  |    |            |                                     |

Car 99 -withdrawn.

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

Silverstone Historic GP: 3.6393 miles

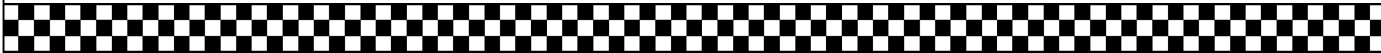
Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



## Historic Formula Junior

### RACE 1 - GRID (20 minutes)

|                                                                                      |    |            |                                     |    |            |
|--------------------------------------------------------------------------------------|----|------------|-------------------------------------|----|------------|
| ROW 27                                                                               | 53 | <b>48</b>  | 3:05.732<br>Nick POWELL             |    |            |
| ROW 26                                                                               | 51 | <b>151</b> | 2:56.292<br>Daniele SALODINI        | 52 | <b>16</b>  |
| ROW 25                                                                               | 49 | <b>7</b>   | 2:55.452<br>Duncan RABAGLIATI       | 50 | <b>57</b>  |
| ROW 24                                                                               | 47 | <b>6</b>   | 2:52.785<br>Sharon ADELMAN          | 48 | <b>138</b> |
| ROW 23                                                                               | 45 | <b>131</b> | 2:45.722<br>Dave WALL               | 46 | <b>88</b>  |
| ROW 22                                                                               | 43 | <b>78</b>  | 2:43.065<br>Richard PRIOR           | 44 | <b>44</b>  |
| ROW 21                                                                               | 41 | <b>52</b>  | 2:42.270<br>Jeremy DEELEY           | 42 | <b>96</b>  |
| ROW 20                                                                               | 39 | <b>66</b>  | 2:41.145<br>John TIMONEY            | 40 | <b>4</b>   |
| ROW 19                                                                               | 37 | <b>33</b>  | 2:38.972<br>Cliff GRAY              | 38 | <b>40</b>  |
| ROW 18                                                                               | 35 | <b>72</b>  | 2:38.664<br>Tom DE GRES             | 36 | <b>2</b>   |
| ROW 17                                                                               | 33 | <b>81</b>  | 2:36.393<br>Ralph CARTER            | 34 | <b>45</b>  |
| ROW 16                                                                               | 31 | <b>104</b> | 2:34.871<br>Niall MCFADDEN          | 32 | <b>61</b>  |
| ROW 15                                                                               | 29 | <b>141</b> | 2:33.663<br>Charlie BESLEY          | 30 | <b>11</b>  |
| ROW 14                                                                               | 27 | <b>140</b> | 2:31.654<br>Keith PICKERING         | 28 | <b>65</b>  |
| ROW 13                                                                               | 25 | <b>14</b>  | 2:30.830<br>Crispian BESLEY         | 26 | <b>124</b> |
| ROW 12                                                                               | 23 | <b>56</b>  | 2:30.178<br>Joao PAULO CAMPOS COSTA | 24 | <b>77</b>  |
| ROW 11                                                                               | 21 | <b>23</b>  | 2:28.678<br>Adrian RUSSELL          | 22 | <b>90</b>  |
| ROW 10                                                                               | 19 | <b>32</b>  | 2:26.336<br>Ray MALLOCK             | 20 | <b>167</b> |
| ROW 9                                                                                | 17 | <b>26</b>  | 2:25.797<br>Paul THOMAS             | 18 | <b>84</b>  |
| ROW 8                                                                                | 15 | <b>143</b> | 2:25.581<br>Stuart MONUMENT         | 16 | <b>171</b> |
| ROW 7                                                                                | 13 | <b>17</b>  | 2:25.148<br>George DIFFEY           | 14 | <b>39</b>  |
| ROW 6                                                                                | 11 | <b>177</b> | 2:24.707<br>Lukas BUHOFFER          | 12 | <b>51</b>  |
| ROW 5                                                                                | 9  | <b>166</b> | 2:23.586<br>Geoff UNDERWOOD         | 10 | <b>99</b>  |
| ROW 4                                                                                | 7  | <b>69</b>  | 2:23.310<br>Stuart ROACH            | 8  | <b>60</b>  |
| ROW 3                                                                                | 5  | <b>182</b> | 2:21.910<br>Spencer SHINNER         | 6  | <b>27</b>  |
| ROW 2                                                                                | 3  | <b>53</b>  | 2:20.226<br>Sam WILSON              | 4  | <b>175</b> |
| ROW 1                                                                                | 1  | <b>114</b> | 2:18.381<br>Horatio FITZ-SIMON      | 2  | <b>21</b>  |
| <b>Pole</b>                                                                          |    |            |                                     |    |            |
|  |    |            |                                     |    |            |

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

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# Historic Formula Junior

## RACE 11 - GRID (20 minutes)

|                                                                                      |    |            |                                |    |            |
|--------------------------------------------------------------------------------------|----|------------|--------------------------------|----|------------|
| ROW 25                                                                               | 49 | <b>48</b>  | 3:05.732<br>Nick POWELL        |    |            |
| ROW 24                                                                               | 47 | <b>151</b> | 2:56.292<br>Daniele SALODINI   | 48 | <b>16</b>  |
| ROW 23                                                                               | 45 | <b>138</b> | 2:55.233<br>Neil HODGES        | 46 | <b>7</b>   |
| ROW 22                                                                               | 43 | <b>88</b>  | 2:50.446<br>Andrew GEMMILL     | 44 | <b>6</b>   |
| ROW 21                                                                               | 41 | <b>44</b>  | 2:44.572<br>Eddie O'KANE       | 42 | <b>131</b> |
| ROW 20                                                                               | 39 | <b>96</b>  | 2:43.032<br>Lawrence DE BRUYNE | 40 | <b>78</b>  |
| ROW 19                                                                               | 37 | <b>66</b>  | 2:41.145<br>John TIMONEY       | 38 | <b>4</b>   |
| ROW 18                                                                               | 35 | <b>2</b>   | 2:38.717<br>Chris HELLIWELL    | 36 | <b>40</b>  |
| ROW 17                                                                               | 33 | <b>45</b>  | 2:37.367<br>Duncan ROSS        | 34 | <b>72</b>  |
| ROW 16                                                                               | 31 | <b>61</b>  | 2:35.591<br>Oscar TREPESS      | 32 | <b>81</b>  |
| ROW 15                                                                               | 29 | <b>11</b>  | 2:34.123<br>Nick TAYLOR        | 30 | <b>104</b> |
| ROW 14                                                                               | 27 | <b>65</b>  | 2:32.061<br>Richard FERRIS     | 28 | <b>141</b> |
| ROW 13                                                                               | 25 | <b>124</b> | 2:31.652<br>Paul CLARK         | 26 | <b>140</b> |
| ROW 12                                                                               | 23 | <b>77</b>  | 2:30.376<br>Chris PORRITT      | 24 | <b>14</b>  |
| ROW 11                                                                               | 21 | <b>90</b>  | 2:29.946<br>Jeremy FLANN       | 22 | <b>56</b>  |
| ROW 10                                                                               | 19 | <b>167</b> | 2:26.977<br>Alan SCHMIDT       | 20 | <b>23</b>  |
| ROW 9                                                                                | 17 | <b>84</b>  | 2:26.167<br>Mark WOODHOUSE     | 18 | <b>32</b>  |
| ROW 8                                                                                | 15 | <b>171</b> | 2:25.779<br>Nathan METCALFE    | 16 | <b>26</b>  |
| ROW 7                                                                                | 13 | <b>39</b>  | 2:25.469<br>Nic CARLTON-SMITH  | 14 | <b>143</b> |
| ROW 6                                                                                | 11 | <b>51</b>  | 2:24.958<br>Michael HIBBERD    | 12 | <b>17</b>  |
| ROW 5                                                                                | 9  | <b>166</b> | 2:23.586<br>Geoff UNDERWOOD    | 10 | <b>177</b> |
| ROW 4                                                                                | 7  | <b>69</b>  | 2:23.310<br>Stuart ROACH       | 8  | <b>60</b>  |
| ROW 3                                                                                | 5  | <b>182</b> | 2:21.910<br>Spencer SHINNER    | 6  | <b>27</b>  |
| ROW 2                                                                                | 3  | <b>53</b>  | 2:20.226<br>Sam WILSON         | 4  | <b>175</b> |
| ROW 1                                                                                | 1  | <b>114</b> | 2:18.381<br>Horatio FITZ-SIMON | 2  | <b>21</b>  |
| <b>Pole</b>                                                                          |    |            |                                |    |            |
|  |    |            |                                |    |            |

No. 33, 52, 57 & 99 withdrawn

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

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 19:28 Saturday, 23 August 2025



# Historic Formula Junior

## RACE 1 - CLASSIFICATION

Race Distance: 9 Laps / 32.75 miles

| POS            | NO  | CL | PIC | NAME                    | ENTRY             | LAPS | TIME      | GAP      | DIFF     | MPH   | BEST     | ON | GRD | ↑↓ |
|----------------|-----|----|-----|-------------------------|-------------------|------|-----------|----------|----------|-------|----------|----|-----|----|
| 1              | 53  | E1 | 1   | Sam WILSON              | Cooper T59        | 9    | 21:37.518 |          |          | 90.87 | 2:18.569 | 3  | 3   | 2  |
| 2              | 21  | E1 | 2   | Alex AMES               | Brabham BT6       | 9    | 21:38.413 | 0.895    | 0.895    | 90.81 | 2:20.359 | 3  | 2   | 0  |
| 3              | 175 | E1 | 3   | Chris GOODWIN           | Lotus 22          | 9    | 21:45.336 | 7.818    | 6.923    | 90.33 | 2:20.087 | 8  | 4   | 1  |
| 4              | 114 | E1 | 4   | Horatio FITZ-SIMON      | Brabham BT6       | 9    | 21:48.503 | 10.985   | 3.167    | 90.11 | 2:19.452 | 4  | 1   | -3 |
| 5              | 27  | E1 | 5   | Richard WILSON          | Lotus 27          | 9    | 22:05.893 | 28.375   | 17.390   | 88.93 | 2:23.550 | 3  | 6   | 1  |
| 6              | 69  | E1 | 6   | Stuart ROACH            | Alexis Mk4        | 9    | 22:09.370 | 31.852   | 3.477    | 88.70 | 2:23.191 | 5  | 7   | 1  |
| 7              | 84  | E1 | 7   | Mark WOODHOUSE          | Lotus 20/22       | 9    | 22:22.522 | 45.004   | 13.152   | 87.83 | 2:25.402 | 2  | 17  | 10 |
| 8              | 26  | E1 | 8   | Paul THOMAS             | Brabham BT6       | 9    | 22:22.879 | 45.361   | 0.357    | 87.80 | 2:24.246 | 9  | 16  | 8  |
| 9              | 177 | E1 | 9   | Lukas BUHOFFER          | Brabham BT6       | 9    | 22:23.319 | 45.801   | 0.440    | 87.77 | 2:24.014 | 5  | 10  | 1  |
| 10             | 143 | E1 | 10  | Stuart MONUMENT         | Lotus 22          | 9    | 22:23.667 | 46.149   | 0.348    | 87.75 | 2:24.264 | 8  | 14  | 4  |
| 11             | 166 | E1 | 11  | Geoff UNDERWOOD         | Brabham BT2       | 9    | 22:24.345 | 46.827   | 0.678    | 87.71 | 2:24.163 | 6  | 9   | -2 |
| 12             | 39  | D2 | 1   | Nic CARLTON-SMITH       | Lotus 20          | 9    | 22:25.359 | 47.841   | 1.014    | 87.64 | 2:24.699 | 3  | 13  | 1  |
| 13             | 171 | D2 | 2   | Nathan METCALFE         | Lotus 20          | 9    | 22:25.744 | 48.226   | 0.385    | 87.62 | 2:25.450 | 9  | 15  | 2  |
| 14             | 51  | E1 | 12  | Michael HIBBERD         | Lotus 22          | 9    | 22:55.331 | 1:17.813 | 29.587   | 85.73 | 2:24.708 | 4  | 11  | -3 |
| 15             | 23  | B2 | 1   | Adrian RUSSELL          | Condor S2         | 9    | 22:56.201 | 1:18.683 | 0.870    | 85.68 | 2:28.587 | 3  | 20  | 5  |
| 16             | 167 | E1 | 13  | Alan SCHMIDT            | Brabham BT6       | 9    | 22:56.974 | 1:19.456 | 0.773    | 85.63 | 2:26.131 | 3  | 19  | 3  |
| 17             | 90  | E1 | 14  | Jeremy FLANN            | Lotus 22          | 9    | 23:14.300 | 1:36.782 | 17.326   | 84.56 | 2:29.694 | 4  | 21  | 4  |
| 18             | 56  | E1 | 15  | Joao PAULO CAMPOS COSTA | Lola Mk5          | 9    | 23:15.550 | 1:38.032 | 1.250    | 84.49 | 2:30.480 | 4  | 22  | 4  |
| 19             | 77  | C2 | 1   | Chris PORRITT           | Lotus 18          | 9    | 23:16.526 | 1:39.008 | 0.976    | 84.43 | 2:30.854 | 6  | 23  | 4  |
| 20             | 140 | C2 | 2   | Keith PICKERING         | Britannia FJ      | 9    | 23:23.384 | 1:45.866 | 6.858    | 84.02 | 2:32.140 | 4  | 26  | 6  |
| 21             | 124 | E1 | 16  | Paul CLARK              | Lotus 20/22       | 9    | 23:40.592 | 2:03.074 | 17.208   | 83.00 | 2:32.927 | 5  | 25  | 4  |
| 22             | 65  | E2 | 1   | Richard FERRIS          | Donford FJ        | 9    | 23:41.210 | 2:03.692 | 0.618    | 82.96 | 2:32.249 | 6  | 27  | 5  |
| 23             | 61  | E1 | 17  | Oscar TREPESS           | Lotus 20/22       | 9    | 23:41.637 | 2:04.119 | 0.427    | 82.94 | 2:33.077 | 5  | 31  | 8  |
| 24             | 141 | B2 | 2   | Charlie BESLEY          | Elva 100          | 9    | 23:44.005 | 2:06.487 | 2.368    | 82.80 | 2:34.495 | 6  | 28  | 4  |
| 25             | 11  | B2 | 3   | Nick TAYLOR             | Elva 100          | 9    | 23:44.305 | 2:06.787 | 0.300    | 82.78 | 2:34.567 | 8  | 29  | 4  |
| 26             | 2   | B2 | 4   | Chris HELLIWELL         | Elva 100          | 9    | 23:52.613 | 2:15.095 | 8.308    | 82.30 | 2:35.078 | 6  | 35  | 9  |
| 27             | 45  | D2 | 3   | Duncan ROSS             | Lotus 18          | 9    | 24:07.991 | 2:30.473 | 15.378   | 81.43 | 2:35.710 | 6  | 33  | 6  |
| 28             | 104 | B2 | 5   | Niall MCFADDEN          | Elva 100          | 9    | 24:12.119 | 2:34.601 | 4.128    | 81.20 | 2:36.936 | 8  | 30  | 2  |
| 29             | 33  | C2 | 3   | Cliff GRAY              | Cooper T56        | 9    | 24:25.404 | 2:47.886 | 13.285   | 80.46 | 2:36.546 | 6  | 36  | 7  |
| 30             | 66  | D2 | 4   | John TIMONEY            | Ausper T3         | 8    | 21:44.596 | 1 Lap    | 1 Lap    | 80.34 | 2:36.184 | 4  | 38  | 8  |
| 31             | 72  | A  | 1   | Tom DE GRES             | Stanguellini FJ   | 8    | 21:49.477 | 1 Lap    | 4.881    | 80.04 | 2:38.481 | 6  | 34  | 3  |
| 32             | 81  | E1 | 18  | Ralph CARTER            | Brabham BT2       | 8    | 21:51.186 | 1 Lap    | 1.709    | 79.93 | 2:37.108 | 5  | 32  | 0  |
| 33             | 44  | C2 | 4   | Eddie O'KANE            | Crossle 4F        | 8    | 21:54.662 | 1 Lap    | 3.476    | 79.72 | 2:38.497 | 6  | 43  | 10 |
| 34             | 52  | C2 | 5   | Jeremy DEELEY           | Cooper T52        | 8    | 22:05.444 | 1 Lap    | 10.782   | 79.07 | 2:40.176 | 6  | 40  | 6  |
| 35             | 131 | B2 | 6   | Dave WALL               | Gemini Mk2        | 8    | 22:05.809 | 1 Lap    | 0.365    | 79.05 | 2:40.795 | 7  | 44  | 9  |
| 36             | 4   | B1 | 1   | Graham BARRON           | Gemini Mk2        | 8    | 22:06.847 | 1 Lap    | 1.038    | 78.99 | 2:36.555 | 5  | 39  | 3  |
| 37             | 78  | E1 | 19  | Richard PRIOR           | Lotus 22          | 8    | 22:19.031 | 1 Lap    | 12.184   | 78.27 | 2:39.950 | 8  | 42  | 5  |
| 38             | 6   | E1 | 20  | Sharon ADELMAN          | Brabham BT6       | 8    | 23:08.415 | 1 Lap    | 49.384   | 75.49 | 2:47.852 | 2  | 46  | 8  |
| 39             | 151 | A  | 2   | Daniele SALODINI        | Taraschi FJ       | 8    | 23:28.350 | 1 Lap    | 19.935   | 74.42 | 2:49.684 | 2  | 50  | 11 |
| 40             | 138 | B2 | 7   | Neil HODGES             | Gemini Mk2        | 8    | 23:41.345 | 1 Lap    | 12.995   | 73.74 | 2:53.325 | 7  | 47  | 7  |
| 41             | 7   | B2 | 8   | Duncan RABAGLIATI       | Alexis HF1        | 8    | 23:46.335 | 1 Lap    | 4.990    | 73.48 | 2:53.209 | 8  | 48  | 7  |
| 42             | 16  | A  | 3   | Peter FENICHEL          | Stanguellini FJ   | 8    | 24:12.722 | 1 Lap    | 26.387   | 72.14 | 2:55.397 | 6  | 51  | 9  |
| 43             | 48  | C2 | 6   | Nick POWELL             | Cooper T52        | 8    | 24:33.457 | 1 Lap    | 20.735   | 71.13 | 2:56.329 | 7  | 52  | 9  |
| NOT CLASSIFIED |     |    |     |                         |                   |      |           |          |          |       |          |    |     |    |
| DNF            | 17  | E1 |     | George DIFFEY           | Lotus 20/22       | 7    | 17:44.611 | 2 Laps   | 1 Lap    | 86.14 | 2:23.132 | 4  | 12  |    |
| DNF            | 32  | B2 |     | Ray MALLOCK             | U2 Mk2            | 6    | 15:14.571 | 3 Laps   | 1 Lap    | 85.95 | 2:27.090 | 4  | 18  |    |
| DNF            | 96  | E2 |     | Lawrence DE BRUYNE      | Cooper T65        | 6    | 17:05.305 | 3 Laps   | 1:50.734 | 76.67 | 2:43.125 | 5  | 41  |    |
| DNF            | 14  | C2 |     | Crispian BESLEY         | Cooper T56        | 5    | 13:15.900 | 4 Laps   | 1 Lap    | 82.30 | 2:32.735 | 5  | 24  |    |
| DNF            | 88  | E1 |     | Andrew GEMMILL          | Lotus 20/22       | 5    | 14:48.871 | 4 Laps   | 1:32.971 | 73.69 | 2:41.061 | 2  | 45  |    |
| DNF            | 57  | D2 |     | George CHRISTODOULOU    | BMC Mk2           | 5    | 14:55.980 | 4 Laps   | 7.109    | 73.11 | 2:52.459 | 5  | 49  |    |
| DNF            | 40  | C2 |     | Chris WILKS             | Deep Sanderson FJ | 3    | 8:24.810  | 6 Laps   | 2 Laps   | 77.86 | 2:39.455 | 3  | 37  |    |
| DNF            | 60  | E1 |     | Jon MILICEVIC           | Brabham BT6       | 0    |           |          |          |       |          |    | 8   |    |
| NOT STARTED    |     |    |     |                         |                   |      |           |          |          |       |          |    |     |    |
| NS             | 182 | E1 |     | Spencer SHINNER         | Lotus 22          |      |           |          |          |       |          |    | 5   |    |

Weather / Track : Cloudy / Dry

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

Date: 23/08/2025 Start: 08:59 Finish: 09:20

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



## Historic Formula Junior

### RACE 1 - CLASSIFICATION

Race Distance: 9 Laps / 32.75 miles

#### FASTEST LAP

|           |    |                          |                 |          |          |           |            |
|-----------|----|--------------------------|-----------------|----------|----------|-----------|------------|
| <b>53</b> | E1 | <b>Sam WILSON</b>        | Cooper T59      | <b>3</b> | 2:18.569 | 94.55 mph | 152.16 kph |
| <b>39</b> | D2 | <b>Nic CARLTON-SMITH</b> | Lotus 20        | <b>3</b> | 2:24.699 | 90.54 mph | 145.71 kph |
| <b>32</b> | B2 | <b>Ray MALLOCK</b>       | U2 Mk2          | <b>4</b> | 2:27.090 | 89.07 mph | 143.34 kph |
| <b>77</b> | C2 | <b>Chris PORRITT</b>     | Lotus 18        | <b>6</b> | 2:30.854 | 86.85 mph | 139.77 kph |
| <b>65</b> | E2 | <b>Richard FERRIS</b>    | Donford FJ      | <b>6</b> | 2:32.249 | 86.05 mph | 138.49 kph |
| <b>4</b>  | B1 | <b>Graham BARRON</b>     | Gemini Mk2      | <b>5</b> | 2:36.555 | 83.68 mph | 134.68 kph |
| <b>72</b> | A  | <b>Tom DE GRES</b>       | Stanguellini FJ | <b>6</b> | 2:38.481 | 82.67 mph | 133.04 kph |

Weather / Track : Cloudy / Dry

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

Date: 23/08/2025 Start: 08:59 Finish: 09:20

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



Historic Formula Junior

RACE 1 - LAP CHART

| LAP 1 @ 09:01:58.644 |        |          | LAP 2 @ 09:04:20.226 |          |          | LAP 3 @ 09:06:39.907 |          |          | LAP 4 @ 09:08:59.359 |          |          | LAP 5 @ 09:11:20.301 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 32                   |        | 2:49.644 | 114                  |          | 2:21.194 | 114                  |          | 2:19.681 | 114                  |          | 2:19.452 | 114                  |          | 2:20.942 |
| 21                   | 0.169  | 2:49.813 | 21                   | 0.542    | 2:21.955 | 21                   | 1.220    | 2:20.359 | 53                   | 1.656    | 2:19.358 | 53                   | 0.428    | 2:19.714 |
| 114                  | 0.388  | 2:50.032 | 53                   | 2.862    | 2:22.866 | 53                   | 1.750    | 2:18.569 | 21                   | 2.152    | 2:20.384 | 21                   | 1.933    | 2:20.723 |
| 27                   | 0.819  | 2:50.463 | 175                  | 4.417    | 2:24.571 | 175                  | 6.003    | 2:21.267 | 175                  | 7.699    | 2:21.148 | 175                  | 8.779    | 2:22.022 |
| 175                  | 1.428  | 2:51.072 | 27                   | 4.831    | 2:25.594 | 27                   | 8.700    | 2:23.550 | 27                   | 13.008   | 2:23.760 | 16                   | 1 Lap    | 2:56.617 |
| 53                   | 1.578  | 2:51.222 | 84                   | 6.679    | 2:25.402 | 69                   | 11.270   | 2:23.889 | 69                   | 16.254   | 2:24.436 | 48                   | 1 Lap    | 2:56.610 |
| 84                   | 2.859  | 2:52.503 | 69                   | 7.062    | 2:25.022 | 84                   | 13.384   | 2:26.386 | 84                   | 19.550   | 2:25.618 | 27                   | 16.384   | 2:24.318 |
| 26                   | 3.015  | 2:52.659 | 32                   | 8.651    | 2:30.233 | 32                   | 16.321   | 2:27.351 | 177                  | 22.433   | 2:24.827 | 69                   | 18.503   | 2:23.191 |
| 69                   | 3.622  | 2:53.266 | 171                  | 9.257    | 2:26.781 | 171                  | 16.717   | 2:27.141 | 32                   | 23.959   | 2:27.090 | 84                   | 25.370   | 2:26.762 |
| 171                  | 4.058  | 2:53.702 | 26                   | 9.611    | 2:28.178 | 177                  | 17.058   | 2:26.127 | 171                  | 24.091   | 2:26.826 | 177                  | 25.505   | 2:24.014 |
| 177                  | 5.103  | 2:54.747 | 177                  | 10.612   | 2:27.091 | 26                   | 17.494   | 2:27.564 | 143                  | 25.444   | 2:26.809 | 171                  | 29.909   | 2:26.760 |
| 23                   | 6.270  | 2:55.914 | 143                  | 11.831   | 2:26.674 | 143                  | 18.087   | 2:25.937 | 166                  | 25.854   | 2:26.559 | 166                  | 30.853   | 2:25.941 |
| 143                  | 6.739  | 2:56.383 | 166                  | 13.550   | 2:27.625 | 166                  | 18.747   | 2:24.878 | 26                   | 26.102   | 2:28.060 | 26                   | 32.284   | 2:27.124 |
| 166                  | 7.507  | 2:57.151 | 39                   | 13.973   | 2:27.912 | 39                   | 18.991   | 2:24.699 | 17                   | 26.540   | 2:23.132 | 17                   | 32.380   | 2:26.782 |
| 39                   | 7.643  | 2:57.287 | 23                   | 14.580   | 2:29.892 | 167                  | 22.015   | 2:26.131 | 39                   | 27.298   | 2:27.759 | 32                   | 33.623   | 2:30.606 |
| 167                  | 8.581  | 2:58.225 | 167                  | 15.565   | 2:28.566 | 17                   | 22.860   | 2:24.585 | 167                  | 30.862   | 2:28.299 | 143                  | 33.792   | 2:29.290 |
| 140                  | 9.126  | 2:58.770 | 17                   | 17.956   | 2:30.342 | 23                   | 23.486   | 2:28.587 | 23                   | 33.926   | 2:29.892 | 39                   | 33.871   | 2:27.515 |
| 17                   | 9.196  | 2:58.840 | 140                  | 19.711   | 2:32.167 | 51                   | 30.952   | 2:27.066 | 51                   | 36.208   | 2:24.708 | 167                  | 39.032   | 2:29.112 |
| 11                   | 9.804  | 2:59.448 | 77                   | 20.882   | 2:31.893 | 140                  | 32.640   | 2:32.610 | 140                  | 45.328   | 2:32.140 | 51                   | 40.550   | 2:25.284 |
| 77                   | 10.571 | 3:00.215 | 56                   | 23.339   | 2:34.061 | 77                   | 33.215   | 2:32.014 | 77                   | 45.860   | 2:32.097 | 23                   | 42.517   | 2:29.533 |
| 56                   | 10.860 | 3:00.504 | 51                   | 23.567   | 2:30.811 | 56                   | 35.623   | 2:31.965 | 90                   | 46.346   | 2:29.694 | 90                   | 57.214   | 2:31.810 |
| 104                  | 11.013 | 3:00.657 | 65                   | 25.248   | 2:34.291 | 90                   | 36.104   | 2:30.406 | 56                   | 46.651   | 2:30.480 | 77                   | 57.752   | 2:32.834 |
| 2                    | 11.522 | 3:01.166 | 90                   | 25.379   | 2:34.119 | 65                   | 38.685   | 2:33.118 | 65                   | 52.613   | 2:33.380 | 140                  | 57.956   | 2:33.570 |
| 14                   | 12.045 | 3:01.689 | 11                   | 25.658   | 2:37.436 | 14                   | 39.432   | 2:32.909 | 14                   | 52.806   | 2:32.826 | 56                   | 58.446   | 2:32.737 |
| 65                   | 12.539 | 3:02.183 | 14                   | 26.204   | 2:35.741 | 11                   | 41.164   | 2:35.187 | 11                   | 56.612   | 2:34.900 | 65                   | 1:04.095 | 2:32.424 |
| 90                   | 12.842 | 3:02.486 | 2                    | 28.081   | 2:38.141 | 141                  | 44.295   | 2:35.648 | 141                  | 59.368   | 2:34.525 | 14                   | 1:04.599 | 2:32.735 |
| 141                  | 13.700 | 3:03.344 | 141                  | 28.328   | 2:36.210 | 2                    | 45.301   | 2:36.901 | 61                   | 59.657   | 2:33.188 | 61                   | 1:11.792 | 2:33.077 |
| 33                   | 14.014 | 3:03.658 | 104                  | 29.449   | 2:40.018 | 61                   | 45.921   | 2:34.131 | 124                  | 1:01.038 | 2:33.646 | 11                   | 1:12.346 | 2:36.676 |
| 51                   | 14.338 | 3:03.982 | 124                  | 29.623   | 2:36.042 | 124                  | 46.844   | 2:36.902 | 2                    | 1:01.743 | 2:35.894 | 124                  | 1:13.023 | 2:32.927 |
| 40                   | 14.753 | 3:04.397 | 61                   | 31.471   | 2:36.837 | 104                  | 48.057   | 2:38.289 | 104                  | 1:06.568 | 2:37.963 | 141                  | 1:13.603 | 2:35.177 |
| 124                  | 15.163 | 3:04.807 | 33                   | 33.690   | 2:41.258 | 66                   | 51.572   | 2:36.751 | 66                   | 1:08.304 | 2:36.184 | 2                    | 1:16.538 | 2:35.737 |
| 66                   | 15.680 | 3:05.324 | 40                   | 34.129   | 2:40.958 | 45                   | 52.845   | 2:37.556 | 45                   | 1:10.035 | 2:36.642 | 66                   | 1:23.735 | 2:36.373 |
| 61                   | 16.216 | 3:05.860 | 66                   | 34.502   | 2:40.404 | 33                   | 53.262   | 2:39.253 | 33                   | 1:12.553 | 2:38.743 | 45                   | 1:25.615 | 2:36.522 |
| 4                    | 17.119 | 3:06.763 | 45                   | 34.970   | 2:39.034 | 40                   | 53.903   | 2:39.455 | 4                    | 1:15.210 | 2:38.915 | 104                  | 1:25.893 | 2:40.267 |
| 45                   | 17.518 | 3:07.162 | 4                    | 35.981   | 2:40.444 | 4                    | 55.747   | 2:39.447 | 72                   | 1:20.860 | 2:40.619 | 33                   | 1:29.256 | 2:37.645 |
| 52                   | 18.006 | 3:07.650 | 52                   | 37.026   | 2:40.602 | 52                   | 59.222   | 2:41.877 | 81                   | 1:21.599 | 2:40.742 | 4                    | 1:30.823 | 2:36.555 |
| 72                   | 18.483 | 3:08.127 | 72                   | 37.718   | 2:40.817 | 72                   | 59.693   | 2:41.656 | 52                   | 1:22.345 | 2:42.575 | 81                   | 1:37.765 | 2:37.108 |
| 81                   | 19.782 | 3:09.426 | 81                   | 38.608   | 2:40.408 | 81                   | 1:00.309 | 2:41.382 | 44                   | 1:22.725 | 2:40.613 | 72                   | 1:38.727 | 2:38.809 |
| 88                   | 20.202 | 3:09.846 | 88                   | 39.681   | 2:41.061 | 44                   | 1:01.564 | 2:40.550 | 131                  | 1:30.277 | 2:41.756 | 52                   | 1:41.926 | 2:40.523 |
| 44                   | 20.632 | 3:10.276 | 44                   | 40.695   | 2:41.645 | 131                  | 1:07.973 | 2:41.122 | 78                   | 1:44.834 | 2:43.022 | 44                   | 1:43.920 | 2:42.137 |
| 6                    | 22.194 | 3:11.838 | 131                  | 46.532   | 2:45.349 | 6                    | 1:21.223 | 2:52.440 | 96                   | 1:48.442 | 2:45.938 | 131                  | 1:50.210 | 2:40.875 |
| 78                   | 22.462 | 3:12.106 | 6                    | 48.464   | 2:47.852 | 78                   | 1:21.264 | 2:52.438 | 151                  | 1:54.917 | 2:51.916 | 78                   | 2:04.394 | 2:40.502 |
| 131                  | 22.765 | 3:12.409 | 78                   | 48.507   | 2:47.627 | 96                   | 1:21.956 | 2:49.540 | 88                   | 1:55.131 | 2:49.866 | 96                   | 2:10.625 | 2:43.125 |
| 151                  | 23.685 | 3:13.329 | 151                  | 51.787   | 2:49.684 | 151                  | 1:22.453 | 2:50.347 | 6                    | 1:55.930 | 2:54.159 |                      |          |          |
| 96                   | 25.468 | 3:15.112 | 96                   | 52.097   | 2:48.211 | 88                   | 1:24.717 | 3:04.717 | 57                   | 2:13.162 | 2:53.799 |                      |          |          |
| 138                  | 27.226 | 3:16.870 | 138                  | 1:02.677 | 2:57.033 | 57                   | 1:38.815 | 2:54.375 | 138                  | 2:14.506 | 2:54.476 |                      |          |          |
| 16                   | 28.434 | 3:18.078 | 57                   | 1:04.121 | 2:56.348 | 138                  | 1:39.482 | 2:56.486 | 7                    | 2:15.055 | 2:54.062 |                      |          |          |
| 57                   | 29.355 | 3:18.999 | 16                   | 1:04.477 | 2:57.625 | 7                    | 1:40.445 | 2:54.421 |                      |          |          |                      |          |          |
| 48                   | 30.148 | 3:19.792 | 48                   | 1:05.074 | 2:56.508 | 16                   | 1:56.164 | 3:11.368 |                      |          |          |                      |          |          |
| 7                    | 31.001 | 3:20.645 | 7                    | 1:05.705 | 2:56.286 | 48                   | 1:56.685 | 3:11.292 |                      |          |          |                      |          |          |

# Historic Formula Junior

## RACE 1 - LAP CHART

| LAP 6 @ 09:13:42.771 |          |          | LAP 7 @ 09:16:02.504 |          |          | LAP 8 @ 09:18:25.877 |          |          | LAP 9 @ 09:20:46.518 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 53                   |          | 2:22.042 | 53                   |          | 2:19.733 | 53                   |          | 2:23.373 | 53                   |          | 2:20.641 |
| 21                   | 0.477    | 2:21.014 | 21                   | 1.249    | 2:20.505 | 21                   | 0.139    | 2:22.263 | 21                   | 0.895    | 2:21.397 |
| 151                  | 1 Lap    | 2:51.191 | 78                   | 1 Lap    | 2:41.043 | 131                  | 1 Lap    | 2:40.795 | 66                   | 1 Lap    | 2:55.476 |
| 6                    | 1 Lap    | 2:50.930 | 175                  | 10.737   | 2:22.356 | 175                  | 7.451    | 2:20.087 | 175                  | 7.818    | 2:21.008 |
| 175                  | 8.114    | 2:21.805 | 114                  | 11.762   | 2:19.488 | 114                  | 9.011    | 2:20.622 | 114                  | 10.985   | 2:22.615 |
| 114                  | 12.007   | 2:34.477 | 96                   | 1 Lap    | 2:43.379 | 78                   | 1 Lap    | 2:42.343 | 72                   | 1 Lap    | 2:39.420 |
| 88                   | 1 Lap    | 3:03.381 | 27                   | 22.364   | 2:23.877 | 27                   | 23.982   | 2:24.991 | 81                   | 1 Lap    | 2:41.883 |
| 27                   | 18.220   | 2:24.306 | 69                   | 25.984   | 2:24.258 | 69                   | 27.633   | 2:25.022 | 44                   | 1 Lap    | 2:40.090 |
| 69                   | 21.459   | 2:25.426 | 6                    | 1 Lap    | 2:52.361 | 84                   | 40.235   | 2:26.695 | 52                   | 1 Lap    | 2:49.691 |
| 57                   | 1 Lap    | 2:52.459 | 151                  | 1 Lap    | 2:53.732 | 177                  | 40.395   | 2:25.870 | 131                  | 1 Lap    | 2:42.430 |
| 138                  | 1 Lap    | 2:53.796 | 84                   | 36.913   | 2:27.861 | 166                  | 41.501   | 2:26.103 | 27                   | 28.375   | 2:25.034 |
| 7                    | 1 Lap    | 2:55.293 | 177                  | 37.898   | 2:28.009 | 26                   | 41.756   | 2:25.317 | 4                    | 1 Lap    | 2:50.053 |
| 84                   | 28.785   | 2:25.885 | 166                  | 38.771   | 2:25.958 | 143                  | 42.398   | 2:24.264 | 69                   | 31.852   | 2:24.860 |
| 177                  | 29.622   | 2:26.587 | 26                   | 39.812   | 2:24.798 | 171                  | 43.417   | 2:25.690 | 78                   | 1 Lap    | 2:39.950 |
| 166                  | 32.546   | 2:24.163 | 171                  | 41.100   | 2:26.947 | 39                   | 43.683   | 2:25.239 | 84                   | 45.004   | 2:25.410 |
| 171                  | 33.886   | 2:26.447 | 143                  | 41.507   | 2:24.785 | 6                    | 1 Lap    | 2:49.800 | 26                   | 45.361   | 2:24.246 |
| 26                   | 34.747   | 2:24.933 | 39                   | 41.817   | 2:24.706 | 151                  | 1 Lap    | 2:49.712 | 177                  | 45.801   | 2:26.047 |
| 17                   | 35.508   | 2:25.598 | 17                   | 51.107   | 2:35.332 | 51                   | 1:08.340 | 2:32.077 | 143                  | 46.149   | 2:24.392 |
| 143                  | 36.455   | 2:25.133 | 138                  | 1 Lap    | 2:54.325 | 167                  | 1:09.567 | 2:31.685 | 166                  | 46.827   | 2:25.967 |
| 39                   | 36.844   | 2:25.443 | 51                   | 59.636   | 2:32.656 | 23                   | 1:09.753 | 2:31.553 | 39                   | 47.841   | 2:24.799 |
| 32                   | 40.800   | 2:29.647 | 167                  | 1:01.255 | 2:34.486 | 90                   | 1:26.587 | 2:31.689 | 171                  | 48.226   | 2:25.450 |
| 167                  | 46.502   | 2:29.940 | 23                   | 1:01.573 | 2:32.350 | 77                   | 1:26.901 | 2:31.703 | 51                   | 1:17.813 | 2:30.114 |
| 51                   | 46.713   | 2:28.633 | 7                    | 1 Lap    | 2:57.433 | 56                   | 1:27.145 | 2:31.404 | 23                   | 1:18.683 | 2:29.571 |
| 16                   | 1 Lap    | 2:57.953 | 90                   | 1:18.271 | 2:32.492 | 138                  | 1 Lap    | 2:53.325 | 167                  | 1:19.456 | 2:30.530 |
| 48                   | 1 Lap    | 2:58.257 | 77                   | 1:18.571 | 2:32.168 | 140                  | 1:33.345 | 2:33.020 | 6                    | 1 Lap    | 2:49.035 |
| 23                   | 48.956   | 2:28.909 | 56                   | 1:19.114 | 2:31.999 | 7                    | 1 Lap    | 2:54.986 | 90                   | 1:36.782 | 2:30.836 |
| 90                   | 1:05.512 | 2:30.768 | 16                   | 1 Lap    | 2:55.397 | 61                   | 1:48.817 | 2:34.657 | 56                   | 1:38.032 | 2:31.528 |
| 77                   | 1:06.136 | 2:30.854 | 140                  | 1:23.698 | 2:35.627 | 65                   | 1:49.856 | 2:34.034 | 77                   | 1:39.008 | 2:32.748 |
| 56                   | 1:06.848 | 2:30.872 | 48                   | 1 Lap    | 2:56.520 | 124                  | 1:50.141 | 2:33.956 | 140                  | 1:45.866 | 2:33.162 |
| 140                  | 1:07.804 | 2:32.318 | 61                   | 1:37.533 | 2:33.905 | 11                   | 1:51.743 | 2:34.567 | 151                  | 1 Lap    | 3:08.439 |
| 65                   | 1:13.874 | 2:32.249 | 65                   | 1:39.195 | 2:45.054 | 141                  | 1:52.081 | 2:34.593 | 124                  | 2:03.074 | 2:33.574 |
| 61                   | 1:23.361 | 2:34.039 | 124                  | 1:39.558 | 2:34.809 | 16                   | 1 Lap    | 2:57.316 | 65                   | 2:03.692 | 2:34.477 |
| 124                  | 1:24.482 | 2:33.929 | 11                   | 1:40.549 | 2:34.837 | 48                   | 1 Lap    | 2:56.329 | 138                  | 1 Lap    | 2:55.034 |
| 11                   | 1:25.445 | 2:35.569 | 141                  | 1:40.861 | 2:34.966 | 2                    | 1:58.919 | 2:36.644 | 61                   | 2:04.119 | 2:35.943 |
| 141                  | 1:25.628 | 2:34.495 | 2                    | 1:45.648 | 2:36.235 | 45                   | 2:11.548 | 2:38.124 | 141                  | 2:06.487 | 2:35.047 |
| 2                    | 1:29.146 | 2:35.078 | 66                   | 1:55.616 | 2:36.843 | 33                   | 2:14.880 | 2:37.357 | 11                   | 2:06.787 | 2:35.685 |
| 66                   | 1:38.506 | 2:37.241 | 45                   | 1:56.797 | 2:37.675 | 104                  | 2:15.070 | 2:36.936 | 7                    | 1 Lap    | 2:53.209 |
| 45                   | 1:38.855 | 2:35.710 | 33                   | 2:00.896 | 2:37.297 |                      |          |          | 2                    | 2:15.095 | 2:36.817 |
| 33                   | 1:43.332 | 2:36.546 | 104                  | 2:01.507 | 2:37.397 |                      |          |          | 45                   | 2:30.473 | 2:39.566 |
| 104                  | 1:43.843 | 2:40.420 | 81                   | 2:15.799 | 2:39.909 |                      |          |          | 104                  | 2:34.601 | 2:40.172 |
| 4                    | 1:50.317 | 2:41.964 | 72                   | 2:16.553 | 2:41.548 |                      |          |          | 16                   | 1 Lap    | 2:58.368 |
| 72                   | 1:54.738 | 2:38.481 | 44                   | 2:21.068 | 2:40.854 |                      |          |          | 33                   | 2:47.886 | 2:53.647 |
| 81                   | 1:55.623 | 2:40.328 | 52                   | 2:22.249 | 2:42.350 |                      |          |          | 48                   | 1 Lap    | 3:18.149 |
| 52                   | 1:59.632 | 2:40.176 | 4                    | 2:23.290 | 2:52.706 |                      |          |          |                      |          |          |
| 44                   | 1:59.947 | 2:38.497 |                      |          |          |                      |          |          |                      |          |          |
| 131                  | 2:08.813 | 2:41.073 |                      |          |          |                      |          |          |                      |          |          |





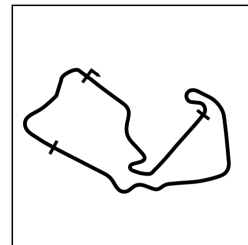
Historic Formula Junior

RACE 1 - POSITION CHART WITH INTERMEDIATES

|     |               | Lap |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|-----|---------------|-----|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No  | Name          | Pos | L0 - Int1-M | L0 - Int2-M | L1 - Finish | L1 - Int1-M | L1 - Int2-M | L2 - Finish | L2 - Int1-M | L2 - Int2-M | L3 - Finish | L3 - Int1-M | L3 - Int2-M | L4 - Finish | L4 - Int1-M | L4 - Int2-M | L5 - Finish | L5 - Int1-M | L5 - Int2-M | L6 - Finish | L6 - Int1-M | L6 - Int2-M | L7 - Finish | L7 - Int1-M | L7 - Int2-M | L8 - Finish | L8 - Int1-M | L8 - Int2-M | L9 - Finish |
| 6   | ADELMAN       | 46  | 138         | 16          | 138         | 138         | 138         | 138         | 57          | 57          | 57          | 138         | 138         | 138         | 138         | 138         | 138         | 7           | 7           | 48          | 48          |             |             |             |             |             |             |             |             |
| 138 | HODGES        | 47  | 57          | 138         | 16          | 57          | 57          | 57          | 138         | 138         | 138         | 7           | 7           | 7           | 7           | 7           | 7           | 16          | 16          |             |             |             |             |             |             |             |             |             |             |
| 7   | RABAGLIATI    | 48  | 7           | 57          | 57          | 16          | 16          | 16          | 7           | 7           | 7           | 16          | 16          | 16          | 16          | 16          | 16          | 48          | 48          |             |             |             |             |             |             |             |             |             |             |
| 57  | CHRISTODOULOU | 49  | 48          | 48          | 48          | 48          | 48          | 48          | 48          | 48          | 16          | 48          | 48          | 48          | 48          | 48          | 48          | 88          |             |             |             |             |             |             |             |             |             |             |             |
| 151 | SALODINI      | 50  | 7           | 7           | 7           | 7           | 7           | 16          | 16          | 48          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 16  | FENICHEL      | 51  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 48  | POWELL        | 52  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P1 53 E1                  |          | Sam WILSON |                          | Cooper T59 |          |                    |              |       |        |              |
|---------------------------|----------|------------|--------------------------|------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:18.569 |          |            | BEST LAP TIME : 2:18.569 |            |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 82.5       | 1:24.929                 | 131.8      | 26.772   | 92.4               | 2:51.222     | 76.51 | 32.653 | 09:02:00.222 |
| 2 -                       | 45.698   | 123.8      | 1:11.180                 | 132.1      | 25.988   | 94.2               | 2:22.866     | 91.70 | 4.297  | 09:04:23.088 |
| 3 -                       | 43.237   | 127.0      | 1:09.672                 | 133.4      | 25.660   | 95.1               | 2:18.569 (1) | 94.55 |        | 09:06:41.657 |
| 4 -                       | 43.442   | 126.8      | 1:10.091                 | 132.8      | 25.825   | 94.2               | 2:19.358 (2) | 94.01 | 0.789  | 09:09:01.015 |
| 5 -                       | 43.757   | 126.1      | 1:10.289                 | 134.2      | 25.668   | 95.0               | 2:19.714 (3) | 93.77 | 1.145  | 09:11:20.729 |
| 6 -                       | 43.767   | 124.7      | 1:09.685                 | 135.5      | 28.590   | 92.9               | 2:22.042     | 92.23 | 3.473  | 09:13:42.771 |
| 7 -                       | 43.480   | 125.9      | 1:10.164                 | 132.8      | 26.089   | 94.3               | 2:19.733     | 93.76 | 1.164  | 09:16:02.504 |
| 8 -                       | 43.702   | 125.6      | 1:10.303                 | 133.9      | 29.368   | 88.1               | 2:23.373     | 91.38 | 4.804  | 09:18:25.877 |
| 9 -                       | 44.756   | 125.6      | 1:09.868                 | 133.6      | 26.017   | 95.4               | 2:20.641     | 93.15 | 2.072  | 09:20:46.518 |

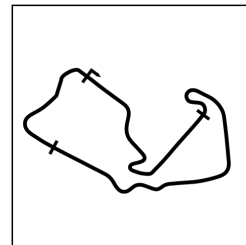
| P2                        |          | 21 E1 |                          | Alex AMES |          | Brabham BT6        |              |       |        |              |
|---------------------------|----------|-------|--------------------------|-----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:19.692 |          |       | BEST LAP TIME : 2:20.359 |           |          | DIFFERENCE : 0.667 |              |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 72.1  | 1:23.078                 | 123.1     | 28.054   | 89.9               | 2:49.813     | 77.15 | 29.454 | 09:01:58.813 |
| 2 -                       | 45.130   | 124.7 | 1:10.678                 | 133.1     | 26.147   | 94.9               | 2:21.955     | 92.29 | 1.596  | 09:04:20.768 |
| 3 -                       | 44.035   | 126.8 | 1:10.330                 | 131.3     | 25.994   | 94.1               | 2:20.359 (1) | 93.34 |        | 09:06:41.127 |
| 4 -                       | 44.225   | 128.8 | 1:10.257                 | 133.9     | 25.902   | 95.1               | 2:20.384 (2) | 93.32 | 0.025  | 09:09:01.511 |
| 5 -                       | 43.890   | 127.8 | 1:11.022                 | 132.6     | 25.811   | 94.1               | 2:20.723     | 93.10 | 0.364  | 09:11:22.234 |
| 6 -                       | 44.589   | 126.1 | 1:10.045                 | 132.8     | 26.380   | 92.9               | 2:21.014     | 92.91 | 0.655  | 09:13:43.248 |
| 7 -                       | 43.836   | 127.3 | 1:10.435                 | 133.4     | 26.234   | 93.2               | 2:20.505 (3) | 93.24 | 0.146  | 09:16:03.753 |
| 8 -                       | 43.962   | 126.8 | 1:10.437                 | 133.9     | 27.864   | 91.5               | 2:22.263     | 92.09 | 1.904  | 09:18:26.016 |
| 9 -                       | 44.832   | 125.4 | 1:10.167                 | 134.7     | 26.398   | 94.1               | 2:21.397     | 92.65 | 1.038  | 09:20:47.413 |

| P3 175 E1                 |          | Chris GOODWIN |                          | Lotus 22 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:20.087 |          |               | BEST LAP TIME : 2:20.087 |          |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 79.8          | 1:24.366                 | 129.8    | 27.131   | 92.8               | 2:51.072     | 76.58 | 30.985 | 09:02:00.072 |
| 2 -                       | 45.912   | 124.5         | 1:11.552                 | 133.1    | 27.107   | 92.5               | 2:24.571     | 90.62 | 4.484  | 09:04:24.643 |
| 3 -                       | 43.972   | 125.9         | 1:10.870                 | 130.8    | 26.425   | 91.1               | 2:21.267     | 92.74 | 1.180  | 09:06:45.910 |
| 4 -                       | 44.252   | 124.5         | 1:10.411                 | 129.8    | 26.485   | 93.8               | 2:21.148 (3) | 92.82 | 1.061  | 09:09:07.058 |
| 5 -                       | 43.966   | 124.7         | 1:10.702                 | 131.0    | 27.354   | 94.1               | 2:22.022     | 92.25 | 1.935  | 09:11:29.080 |
| 6 -                       | 43.912   | 125.9         | 1:10.630                 | 130.5    | 27.263   | 91.0               | 2:21.805     | 92.39 | 1.718  | 09:13:50.885 |
| 7 -                       | 44.598   | 124.7         | 1:10.582                 | 130.8    | 27.176   | 91.4               | 2:22.356     | 92.03 | 2.269  | 09:16:13.241 |
| 8 -                       | 43.675   | 126.1         | 1:10.102                 | 131.0    | 26.310   | 94.1               | 2:20.087 (1) | 93.52 |        | 09:18:33.328 |
| 9 -                       | 44.029   | 124.7         | 1:10.458                 | 130.5    | 26.521   | 94.5               | 2:21.008 (2) | 92.91 | 0.921  | 09:20:54.336 |

| P4                        |          | 114 E1 |                          | Horatio FITZ-SIMON |          |                    | Brabham BT6  |       |        |              |
|---------------------------|----------|--------|--------------------------|--------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:19.001 |          |        | BEST LAP TIME : 2:19.452 |                    |          | DIFFERENCE : 0.451 |              |       |        |              |
| LAP                       | SECTOR 1 |        | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 84.5   | 1:24.363                 | 131.3              | 27.330   | 92.0               | 2:50.032     | 77.05 | 30.580 | 09:01:59.032 |
| 2 -                       | 44.737   | 123.5  | 1:10.408                 | 128.5              | 26.049   | 94.1               | 2:21.194     | 92.79 | 1.742  | 09:04:20.226 |
| 3 -                       | 43.547   | 124.5  | 1:10.029                 | 128.3              | 26.105   | 94.7               | 2:19.681 (3) | 93.79 | 0.229  | 09:06:39.907 |
| 4 -                       | 43.379   | 124.2  | 1:10.071                 | 128.0              | 26.002   | 95.0               | 2:19.452 (1) | 93.95 |        | 09:08:59.359 |
| 5 -                       | 43.750   | 123.8  | 1:11.238                 | 127.3              | 25.954   | 94.9               | 2:20.942     | 92.95 | 1.490  | 09:11:20.301 |
| 6 -                       | 43.801   | 124.2  | 1:09.725                 | 129.8              | 40.951   | 94.1               | 2:34.477     | 84.81 | 15.025 | 09:13:54.778 |
| 7 -                       | 43.774   | 123.3  | 1:09.817                 | 127.5              | 25.897   | 90.8               | 2:19.488 (2) | 93.92 | 0.036  | 09:16:14.266 |
| 8 -                       | 43.760   | 123.3  | 1:10.606                 | 129.5              | 26.256   | 90.9               | 2:20.622     | 93.16 | 1.170  | 09:18:34.888 |
| 9 -                       | 44.214   | 123.5  | 1:11.705                 | 128.0              | 26.696   | 88.1               | 2:22.615     | 91.86 | 3.163  | 09:20:57.503 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P5 27 E1                  |          | Richard WILSON |                          | Lotus 27 |          |                    |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:22.789 |          |                | BEST LAP TIME : 2:23.550 |          |          | DIFFERENCE : 0.761 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 75.8           | 1:22.542                 | 127.0    | 27.977   | 90.4               | 2:50.463     | 76.85 | 26.913 | 09:01:59.463 |
| 2 -                       | 45.528   | 122.4          | 1:12.490                 | 131.3    | 27.576   | 90.8               | 2:25.594     | 89.98 | 2.044  | 09:04:25.057 |
| 3 -                       | 44.667   | 123.3          | 1:12.334                 | 128.5    | 26.549   | 90.9               | 2:23.550 (1) | 91.26 |        | 09:06:48.607 |
| 4 -                       | 44.816   | 121.3          | 1:12.100                 | 128.0    | 26.844   | 81.8               | 2:23.760 (2) | 91.13 | 0.210  | 09:09:12.367 |
| 5 -                       | 46.196   | 118.9          | 1:11.574                 | 128.0    | 26.548   | 89.2               | 2:24.318     | 90.78 | 0.768  | 09:11:36.685 |
| 6 -                       | 44.917   | 122.0          | 1:12.109                 | 128.5    | 27.280   | 89.0               | 2:24.306     | 90.79 | 0.756  | 09:14:00.991 |
| 7 -                       | 44.687   | 122.2          | 1:12.544                 | 128.0    | 26.646   | 91.8               | 2:23.877 (3) | 91.06 | 0.327  | 09:16:24.868 |
| 8 -                       | 44.786   | 122.0          | 1:11.944                 | 128.8    | 28.261   | 92.1               | 2:24.991     | 90.36 | 1.441  | 09:18:49.859 |
| 9 -                       | 44.788   | 121.7          | 1:12.316                 | 129.3    | 27.930   | 86.7               | 2:25.034     | 90.33 | 1.484  | 09:21:14.893 |

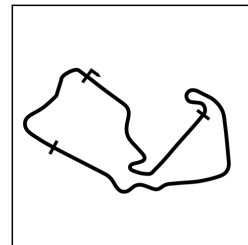
| P6 69 E1                  |               | Stuart ROACH |                          | Alexis Mk4   |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.103 |               |              | BEST LAP TIME : 2:23.191 |              |               | DIFFERENCE : 0.088 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 79.3         | 1:25.960                 | 125.2        | 27.010        | 87.7               | 2:53.266            | 75.61        | 30.075 | 09:02:02.266        |
| 2 -                       | 45.513        | <b>122.4</b> | 1:13.217                 | <b>126.8</b> | <b>26.292</b> | 91.4               | 2:25.022            | 90.34        | 1.831  | 09:04:27.288        |
| 3 -                       | 45.714        | 120.0        | 1:11.855                 | 125.9        | 26.320        | 91.3               | 2:23.889 (2)        | 91.05        | 0.698  | 09:06:51.177        |
| 4 -                       | 45.446        | 120.4        | 1:12.485                 | 126.1        | 26.505        | 90.3               | 2:24.436            | 90.70        | 1.245  | 09:09:15.613        |
| 5 -                       | <b>45.168</b> | 120.0        | <b>1:11.643</b>          | 126.3        | 26.380        | 89.9               | <b>2:23.191 (1)</b> | <b>91.49</b> |        | <b>09:11:38.804</b> |
| 6 -                       | 45.714        | 120.4        | 1:12.618                 | 125.9        | 27.094        | 89.2               | 2:25.426            | 90.09        | 2.235  | 09:14:04.230        |
| 7 -                       | 45.737        | 120.0        | 1:12.199                 | 126.1        | 26.322        | 91.6               | 2:24.258 (3)        | 90.82        | 1.067  | 09:16:28.488        |
| 8 -                       | 45.713        | 119.1        | 1:12.436                 | 125.6        | 26.873        | 90.8               | 2:25.022            | 90.34        | 1.831  | 09:18:53.510        |
| 9 -                       | 45.658        | 120.4        | 1:12.763                 | 125.9        | 26.439        | <b>91.8</b>        | 2:24.860            | 90.44        | 1.669  | 09:21:18.370        |

| P7 84 E1                  |               | Mark WOODHOUSE |                          |              |               | Lotus 20/22        |                     |                  |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------|---------------|--------------------|---------------------|------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.661 |               |                | BEST LAP TIME : 2:25.402 |              |               | DIFFERENCE : 0.741 |                     |                  |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 75.4           | 1:24.886                 | <b>130.3</b> | 27.706        | 89.1               | 2:52.503            | 75.95            | 27.101 | 09:02:01.503        |
| 2 -                       | 45.357        | 119.6          | 1:12.667                 | 130.0        | 27.378        | <b>91.5</b>        | <b>2:25.402 (1)</b> | <b>90.10</b>     |        | <b>09:04:26.905</b> |
| 3 -                       | 46.495        | 117.7          | 1:12.646                 | 128.0        | 27.245        | 90.0               | 2:26.386            | 89.50            | 0.984  | 09:06:53.291        |
| 4 -                       | <b>44.831</b> | <b>125.4</b>   | 1:13.180                 | 129.3        | 27.607        | 90.1               | 2:25.618            | <b>(3)</b> 89.97 | 0.216  | 09:09:18.909        |
| 5 -                       | 46.084        | 122.2          | 1:12.989                 | 129.0        | 27.689        | 90.0               | 2:26.762            | 89.27            | 1.360  | 09:11:45.671        |
| 6 -                       | 45.347        | 124.2          | 1:13.007                 | 128.3        | 27.531        | 90.3               | 2:25.885            | 89.80            | 0.483  | 09:14:11.556        |
| 7 -                       | 47.806        | 119.6          | <b>1:12.624</b>          | 128.3        | 27.431        | 86.5               | 2:27.861            | 88.60            | 2.459  | 09:16:39.417        |
| 8 -                       | 46.067        | 122.2          | 1:12.859                 | 129.0        | 27.769        | 91.1               | 2:26.695            | 89.31            | 1.293  | 09:19:06.112        |
| 9 -                       | 45.530        | 123.8          | 1:12.674                 | 128.8        | <b>27.206</b> | <b>91.5</b>        | 2:25.410            | <b>(2)</b> 90.10 | 0.008  | 09:21:31.522        |

| P8 26 E1                  |               | Paul THOMAS  |                          | Brabham BT6  |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.965 |               |              | BEST LAP TIME : 2:24.246 |              |               | DIFFERENCE : 0.281 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               |              |                          | 127.5        | 27.283        | 90.4               | 2:52.659            | 75.88        | 28.413 | 09:02:01.659        |
| 2 -                       | 45.637        | 121.1        | 1:14.789                 | 126.3        | 27.752        | 88.7               | 2:28.178            | 88.41        | 3.932  | 09:04:29.837        |
| 3 -                       | 46.329        | <b>122.0</b> | 1:13.442                 | 129.0        | 27.793        | 90.5               | 2:27.564            | 88.78        | 3.318  | 09:06:57.401        |
| 4 -                       | 45.583        | 120.9        | 1:15.130                 | 128.0        | 27.347        | <b>92.4</b>        | 2:28.060            | 88.48        | 3.814  | 09:09:25.461        |
| 5 -                       | 45.502        | 121.1        | 1:13.940                 | <b>129.5</b> | 27.682        | 90.6               | 2:27.124            | 89.05        | 2.878  | 09:11:52.585        |
| 6 -                       | 45.191        | 120.2        | 1:12.853                 | 127.8        | 26.889        | 91.6               | 2:24.933 <b>(3)</b> | 90.39        | 0.687  | 09:14:17.518        |
| 7 -                       | 45.623        | 120.6        | <b>1:12.126</b>          | 128.0        | 27.049        | 92.3               | 2:24.798 <b>(2)</b> | 90.48        | 0.552  | 09:16:42.316        |
| 8 -                       | 45.777        | 120.9        | 1:12.576                 | 129.3        | 26.964        | 92.1               | 2:25.317            | 90.15        | 1.071  | 09:19:07.633        |
| 9 -                       | <b>45.089</b> | 120.9        | 1:12.407                 | 128.3        | <b>26.750</b> | 91.9               | <b>2:24.246 (1)</b> | <b>90.82</b> |        | <b>09:21:31.879</b> |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P9 177 E1                 |               | Lukas BUHOFFER |                          | Brabham BT6  |               |                    |                     |              |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.890 |               |                | BEST LAP TIME : 2:24.014 |              |               | DIFFERENCE : 0.124 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 76.9           | 1:25.789                 | 119.6        | 28.285        | 88.6               | 2:54.747            | 74.97        | 30.733 | 09:02:03.747        |
| 2 -                       | 45.846        | 122.4          | 1:13.533                 | <b>132.1</b> | 27.712        | 89.2               | 2:27.091            | 89.07        | 3.077  | 09:04:30.838        |
| 3 -                       | 45.462        | 123.1          | 1:12.720                 | 131.3        | 27.945        | 93.5               | 2:26.127            | 89.65        | 2.113  | 09:06:56.965        |
| 4 -                       | 45.547        | 122.9          | <b>1:12.027</b>          | 129.5        | 27.253        | 93.2               | 2:24.827 (2)        | 90.46        | 0.813  | 09:09:21.792        |
| 5 -                       | <b>44.765</b> | <b>124.2</b>   | 1:12.151                 | <b>132.1</b> | <b>27.098</b> | 91.6               | <b>2:24.014 (1)</b> | <b>90.97</b> |        | <b>09:11:45.806</b> |
| 6 -                       | 46.691        | 119.6          | 1:12.493                 | 130.5        | 27.403        | 92.8               | 2:26.587            | 89.37        | 2.573  | 09:14:12.393        |
| 7 -                       | 47.750        | 120.2          | 1:12.977                 | 130.3        | 27.282        | <b>93.8</b>        | 2:28.009            | 88.51        | 3.995  | 09:16:40.402        |
| 8 -                       | 45.498        | <b>124.2</b>   | 1:12.489                 | 131.0        | 27.883        | 92.0               | 2:25.870 (3)        | 89.81        | 1.856  | 09:19:06.272        |
| 9 -                       | 45.595        | 122.9          | 1:12.804                 | 131.8        | 27.648        | 92.1               | 2:26.047            | 89.70        | 2.033  | 09:21:32.319        |

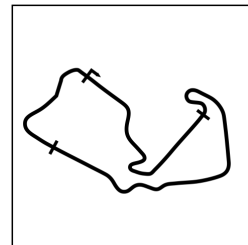
| P10 143 E1                |          | Stuart MONUMENT |                          |       |          | Lotus 22           |              |       |        |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:23.626 |          |                 | BEST LAP TIME : 2:24.264 |       |          | DIFFERENCE : 0.638 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 79.1            | 1:28.425                 | 127.0 | 28.379   | 86.2               | 2:56.383     | 74.28 | 32.119 | 09:02:05.383 |
| 2 -                       | 46.029   | 118.9           | 1:13.733                 | 131.5 | 26.912   | 90.6               | 2:26.674     | 89.32 | 2.410  | 09:04:32.057 |
| 3 -                       | 44.827   | 117.7           | 1:13.665                 | 131.8 | 27.445   | 91.9               | 2:25.937     | 89.77 | 1.673  | 09:06:57.994 |
| 4 -                       | 45.188   | 122.9           | 1:13.914                 | 128.8 | 27.707   | 90.4               | 2:26.809     | 89.24 | 2.545  | 09:09:24.803 |
| 5 -                       | 45.496   | 124.9           | 1:14.412                 | 128.3 | 29.382   | 85.1               | 2:29.290     | 87.76 | 5.026  | 09:11:54.093 |
| 6 -                       | 45.354   | 122.4           | 1:12.647                 | 128.0 | 27.132   | 93.0               | 2:25.133     | 90.27 | 0.869  | 09:14:19.226 |
| 7 -                       | 45.737   | 121.5           | 1:12.172                 | 132.3 | 26.876   | 93.8               | 2:24.785 (3) | 90.49 | 0.521  | 09:16:44.011 |
| 8 -                       | 45.377   | 121.1           | 1:12.239                 | 131.5 | 26.648   | 93.4               | 2:24.264 (1) | 90.81 |        | 09:19:08.275 |
| 9 -                       | 44.806   | 120.0           | 1:12.660                 | 131.3 | 26.926   | 92.9               | 2:24.392 (2) | 90.73 | 0.128  | 09:21:32.667 |

| P11 166 E1                |               | Geoff UNDERWOOD |                          |              |               | Brabham BT2        |                     |              |        |                     |
|---------------------------|---------------|-----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.758 |               |                 | BEST LAP TIME : 2:24.163 |              |               | DIFFERENCE : 0.405 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 81.0            | 1:29.122                 | 126.3        | 28.088        | 82.7               | 2:57.151            | 73.95        | 32.988 | 09:02:06.151        |
| 2 -                       | 46.215        | 119.8           | 1:14.419                 | 128.5        | 26.991        | 92.4               | 2:27.625            | 88.75        | 3.462  | 09:04:33.776        |
| 3 -                       | <b>44.613</b> | <b>122.4</b>    | 1:12.746                 | 129.5        | 27.519        | 92.6               | 2:24.878 (2)        | 90.43        | 0.715  | 09:06:58.654        |
| 4 -                       | 45.204        | 121.1           | 1:14.090                 | 127.0        | 27.265        | 92.6               | 2:26.559            | 89.39        | 2.396  | 09:09:25.213        |
| 5 -                       | 45.022        | 122.2           | 1:14.031                 | 127.8        | <b>26.888</b> | 92.3               | 2:25.941 (3)        | 89.77        | 1.778  | 09:11:51.154        |
| 6 -                       | 44.989        | 121.3           | <b>1:12.257</b>          | 127.3        | 26.917        | <b>92.8</b>        | <b>2:24.163 (1)</b> | <b>90.88</b> |        | <b>09:14:15.317</b> |
| 7 -                       | 45.547        | 120.2           | 1:12.877                 | 129.3        | 27.534        | 91.0               | 2:25.958            | 89.76        | 1.795  | 09:16:41.275        |
| 8 -                       | 46.539        | 120.0           | 1:12.536                 | 128.0        | 27.028        | 90.8               | 2:26.103            | 89.67        | 1.940  | 09:19:07.378        |
| 9 -                       | 45.156        | 121.7           | 1:13.715                 | <b>130.0</b> | 27.096        | 91.1               | 2:25.967            | 89.75        | 1.804  | 09:21:33.345        |

| P12 39 D2                 |          | Nic CARLTON-SMITH |                          |       |                    | Lotus 20 |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|-------|--------------------|----------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:23.612 |          |                   | BEST LAP TIME : 2:24.699 |       | DIFFERENCE : 1.087 |          |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |       | SECTOR 3           |          | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 69.1              | 1:28.001                 | 125.4 | 27.970             | 84.9     | 2:57.287     | 73.90 | 32.588 | 09:02:06.287 |
| 2 -                       | 46.175   | 115.7             | 1:14.565                 | 127.5 | 27.172             | 91.9     | 2:27.912     | 88.57 | 3.213  | 09:04:34.199 |
| 3 -                       | 45.331   | 118.3             | 1:12.260                 | 129.3 | 27.108             | 92.1     | 2:24.699 (1) | 90.54 |        | 09:06:58.898 |
| 4 -                       | 45.162   | 118.9             | 1:15.234                 | 120.4 | 27.363             | 90.8     | 2:27.759     | 88.66 | 3.060  | 09:09:26.657 |
| 5 -                       | 45.386   | 121.7             | 1:12.997                 | 131.5 | 29.132             | 88.0     | 2:27.515     | 88.81 | 2.816  | 09:11:54.172 |
| 6 -                       | 45.660   | 123.3             | 1:13.076                 | 128.5 | 26.707             | 91.5     | 2:25.443     | 90.08 | 0.744  | 09:14:19.615 |
| 7 -                       | 46.037   | 122.4             | 1:11.743                 | 131.8 | 26.926             | 91.6     | 2:24.706 (2) | 90.54 | 0.007  | 09:16:44.321 |
| 8 -                       | 45.597   | 122.4             | 1:12.356                 | 131.3 | 27.286             | 93.7     | 2:25.239     | 90.20 | 0.540  | 09:19:09.560 |
| 9 -                       | 45.338   | 122.2             | 1:12.669                 | 128.5 | 26.792             | 92.0     | 2:24.799 (3) | 90.48 | 0.100  | 09:21:34.359 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P13 171 D2                |               | Nathan METCALFE          |                 | Lotus 20           |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:25.289 |               | BEST LAP TIME : 2:25.450 |                 | DIFFERENCE : 0.161 |               |             |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 76.0                     | 1:25.664        | 126.6              | 27.393        | 91.0        | 2:53.702            | 75.42        | 28.252 | 09:02:02.702        |
| 2 -                       | 46.032        | 119.8                    | 1:13.421        | 126.8              | 27.328        | 90.3        | 2:26.781            | 89.26        | 1.331  | 09:04:29.483        |
| 3 -                       | 46.277        | 120.9                    | 1:13.270        | 128.0              | 27.594        | 91.4        | 2:27.141            | 89.04        | 1.691  | 09:06:56.624        |
| 4 -                       | 45.900        | 119.6                    | 1:13.682        | 125.4              | 27.244        | 90.3        | 2:26.826            | 89.23        | 1.376  | 09:09:23.450        |
| 5 -                       | 46.418        | <b>121.3</b>             | 1:13.201        | 125.2              | 27.141        | 91.0        | 2:26.760            | 89.27        | 1.310  | 09:11:50.210        |
| 6 -                       | 45.890        | 118.9                    | 1:13.419        | 126.3              | 27.138        | 90.3        | 2:26.447 <b>(3)</b> | 89.46        | 0.997  | 09:14:16.657        |
| 7 -                       | 47.155        | 120.2                    | <b>1:12.882</b> | 126.3              | 26.910        | <b>93.2</b> | 2:26.947            | 89.15        | 1.497  | 09:16:43.604        |
| 8 -                       | 45.707        | 119.4                    | 1:12.913        | 126.3              | 27.070        | 92.6        | 2:25.690 <b>(2)</b> | 89.92        | 0.240  | 09:19:09.294        |
| 9 -                       | <b>45.626</b> | 120.2                    | 1:13.043        | <b>129.0</b>       | <b>26.781</b> | 91.9        | <b>2:25.450 (1)</b> | <b>90.07</b> |        | <b>09:21:34.744</b> |

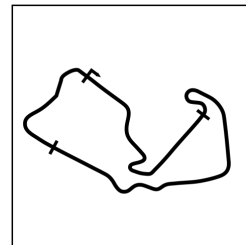
| P14 51 E1                 |          | Michael HIBBERD          |          | Lotus 22           |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:23.938 |          | BEST LAP TIME : 2:24.708 |          | DIFFERENCE : 0.770 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 64.5                     | 1:32.554 | 118.5              | 30.494   | 84.3 | 3:03.982     | 71.21 | 39.274 | 09:02:12.982 |
| 2 -                       | 47.960   | 122.2                    | 1:14.964 | 126.6              | 27.887   | 89.8 | 2:30.811     | 86.87 | 6.103  | 09:04:43.793 |
| 3 -                       | 45.618   | 124.5                    | 1:14.433 | 127.5              | 27.015   | 90.5 | 2:27.066 (3) | 89.08 | 2.358  | 09:07:10.859 |
| 4 -                       | 45.660   | 122.9                    | 1:12.186 | 128.5              | 26.862   | 92.8 | 2:24.708 (1) | 90.53 |        | 09:09:35.567 |
| 5 -                       | 44.890   | 123.5                    | 1:13.481 | 128.8              | 26.913   | 91.8 | 2:25.284 (2) | 90.18 | 0.576  | 09:12:00.851 |
| 6 -                       | 45.772   | 122.2                    | 1:13.728 | 129.5              | 29.133   | 81.9 | 2:28.633     | 88.14 | 3.925  | 09:14:29.484 |
| 7 -                       | 50.548   | 116.5                    | 1:13.044 | 128.3              | 29.064   | 84.4 | 2:32.656     | 85.82 | 7.948  | 09:17:02.140 |
| 8 -                       | 46.320   | 118.9                    | 1:17.286 | 127.8              | 28.471   | 85.3 | 2:32.077     | 86.15 | 7.369  | 09:19:34.217 |
| 9 -                       | 47.216   | 119.6                    | 1:14.387 | 127.3              | 28.511   | 81.6 | 2:30.114     | 87.27 | 5.406  | 09:22:04.331 |

| P15 23 B2                 |          | Adrian RUSSELL |          | Condor S2                |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:28.448 |          |                |          | BEST LAP TIME : 2:28.587 |          | DIFFERENCE : 0.139 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 81.6           | 1:26.089 | 124.5                    | 28.182   | 89.7               | 2:55.914     | 74.47 | 27.327 | 09:02:04.914 |
| 2 -                       | 47.334   | 116.5          | 1:14.827 | 123.5                    | 27.731   | 89.0               | 2:29.892     | 87.40 | 1.305  | 09:04:34.806 |
| 3 -                       | 46.400   | 117.7          | 1:14.597 | 124.5                    | 27.590   | 89.4               | 2:28.587 (1) | 88.17 |        | 09:07:03.393 |
| 4 -                       | 47.728   | 114.9          | 1:14.610 | 122.6                    | 27.554   | 89.5               | 2:29.892     | 87.40 | 1.305  | 09:09:33.285 |
| 5 -                       | 46.960   | 116.7          | 1:14.827 | 124.2                    | 27.746   | 87.8               | 2:29.533 (3) | 87.61 | 0.946  | 09:12:02.818 |
| 6 -                       | 46.643   | 117.7          | 1:14.780 | 122.9                    | 27.486   | 87.1               | 2:28.909 (2) | 87.98 | 0.322  | 09:14:31.727 |
| 7 -                       | 48.831   | 116.7          | 1:14.777 | 123.8                    | 28.742   | 87.6               | 2:32.350     | 85.99 | 3.763  | 09:17:04.077 |
| 8 -                       | 48.864   | 113.9          | 1:14.682 | 124.9                    | 28.007   | 90.5               | 2:31.553     | 86.44 | 2.966  | 09:19:35.630 |
| 9 -                       | 47.269   | 116.9          | 1:14.851 | 121.3                    | 27.451   | 89.4               | 2:29.571     | 87.59 | 0.984  | 09:22:05.201 |

| P16 167 E1                |               | Alan SCHMIDT             |                 | Brabham BT6        |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:25.537 |               | BEST LAP TIME : 2:26.131 |                 | DIFFERENCE : 0.594 |               |             |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 71.6                     | 1:28.094        | 120.6              | 28.917        | 84.7        | 2:58.225            | 73.51        | 32.094 | 09:02:07.225        |
| 2 -                       | 46.311        | <b>123.3</b>             | 1:14.112        | 128.3              | 28.143        | 87.8        | 2:28.566 (3)        | 88.18        | 2.435  | 09:04:35.791        |
| 3 -                       | 46.053        | 121.3                    | <b>1:12.978</b> | 131.0              | <b>27.100</b> | <b>93.0</b> | <b>2:26.131 (1)</b> | <b>89.65</b> |        | <b>09:07:01.922</b> |
| 4 -                       | <b>45.459</b> | 121.5                    | 1:14.722        | 130.5              | 28.118        | 91.1        | 2:28.299 (2)        | 88.34        | 2.168  | 09:09:30.221        |
| 5 -                       | 46.644        | 120.4                    | 1:14.393        | 130.3              | 28.075        | 89.9        | 2:29.112            | 87.86        | 2.981  | 09:11:59.333        |
| 6 -                       | 46.851        | 120.6                    | 1:13.943        | <b>132.1</b>       | 29.146        | 80.8        | 2:29.940            | 87.37        | 3.809  | 09:14:29.273        |
| 7 -                       | 49.840        | 113.7                    | 1:15.328        | 128.8              | 29.318        | 83.7        | 2:34.486            | 84.80        | 8.355  | 09:17:03.759        |
| 8 -                       | 48.652        | 115.1                    | 1:14.326        | 129.8              | 28.707        | 85.0        | 2:31.685            | 86.37        | 5.554  | 09:19:35.444        |
| 9 -                       | 47.924        | 117.7                    | 1:14.720        | 130.8              | 27.886        | 86.9        | 2:30.530            | 87.03        | 4.399  | 09:22:05.974        |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P17 90 E1                 |               | Jeremy FLANN |                          | Lotus 22     |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:29.339 |               |              | BEST LAP TIME : 2:29.694 |              |               | DIFFERENCE : 0.355 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 78.6         | 1:30.110                 | <b>128.0</b> | 30.408        | 88.7               | 3:02.486            | 71.79        | 32.792 | 09:02:11.486        |
| 2 -                       | 48.792        | 116.9        | 1:15.996                 | 127.0        | 29.331        | 83.3               | 2:34.119            | 85.01        | 4.425  | 09:04:45.605        |
| 3 -                       | 46.735        | 120.9        | 1:14.846                 | 127.8        | 28.825        | <b>92.6</b>        | 2:30.406 (2)        | 87.10        | 0.712  | 09:07:16.011        |
| <b>4 -</b>                | <b>46.432</b> | <b>121.1</b> | <b>1:14.295</b>          | 120.0        | 28.967        | 92.0               | <b>2:29.694 (1)</b> | <b>87.52</b> |        | <b>09:09:45.705</b> |
| 5 -                       | 47.737        | <b>121.1</b> | 1:15.215                 | 125.6        | 28.858        | 90.9               | 2:31.810            | 86.30        | 2.116  | 09:12:17.515        |
| 6 -                       | 46.724        | 118.7        | 1:15.328                 | 126.1        | 28.716        | 90.8               | 2:30.768 (3)        | 86.89        | 1.074  | 09:14:48.283        |
| 7 -                       | 47.156        | 111.6        | 1:15.386                 | 126.8        | 29.950        | 89.2               | 2:32.492            | 85.91        | 2.798  | 09:17:20.775        |
| 8 -                       | 46.707        | 118.3        | 1:15.241                 | 127.8        | 29.741        | 89.5               | 2:31.689            | 86.37        | 1.995  | 09:19:52.464        |
| 9 -                       | 46.553        | 119.1        | 1:15.671                 | 126.6        | <b>28.612</b> | 91.0               | 2:30.836            | 86.86        | 1.142  | 09:22:23.300        |

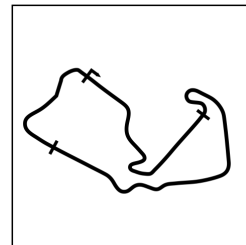
| P18 56 E1                 |          | Joao PAULO CAMPOS COSTA |                          |       |                    | Lola Mk5 |              |       |        |              |
|---------------------------|----------|-------------------------|--------------------------|-------|--------------------|----------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:29.348 |          |                         | BEST LAP TIME : 2:30.480 |       | DIFFERENCE : 1.132 |          |              |       |        |              |
| LAP                       | SECTOR 1 |                         | SECTOR 2                 |       | SECTOR 3           |          | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 71.4                    | 1:28.534                 | 124.2 | 30.319             | 82.6     | 3:00.504     | 72.58 | 30.024 | 09:02:09.504 |
| 2 -                       | 48.184   | 113.5                   | 1:16.660                 | 126.8 | 29.217             | 88.5     | 2:34.061     | 85.04 | 3.581  | 09:04:43.565 |
| 3 -                       | 47.482   | 120.4                   | 1:16.015                 | 127.0 | 28.468             | 87.8     | 2:31.965     | 86.21 | 1.485  | 09:07:15.530 |
| 4 -                       | 47.196   | 120.4                   | 1:14.845                 | 126.1 | 28.439             | 91.1     | 2:30.480 (1) | 87.06 |        | 09:09:46.010 |
| 5 -                       | 47.861   | 119.8                   | 1:15.687                 | 124.0 | 29.189             | 88.4     | 2:32.737     | 85.77 | 2.257  | 09:12:18.747 |
| 6 -                       | 47.868   | 118.1                   | 1:14.841                 | 126.1 | 28.163             | 91.0     | 2:30.872 (2) | 86.84 | 0.392  | 09:14:49.619 |
| 7 -                       | 46.493   | 108.2                   | 1:16.040                 | 125.6 | 29.466             | 86.9     | 2:31.999     | 86.19 | 1.519  | 09:17:21.618 |
| 8 -                       | 46.592   | 121.5                   | 1:15.790                 | 128.0 | 29.022             | 90.0     | 2:31.404 (3) | 86.53 | 0.924  | 09:19:53.022 |
| 9 -                       | 47.655   | 119.4                   | 1:15.859                 | 124.9 | 28.014             | 90.0     | 2:31.528     | 86.46 | 1.048  | 09:22:24.550 |

| P19 77 C2                 |          | Chris PORRITT |                          | Lotus 18 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:29.976 |          |               | BEST LAP TIME : 2:30.854 |          |          | DIFFERENCE : 0.878 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 88.5          | 1:28.115                 | 123.5    | 29.665   | 78.3               | 3:00.215     | 72.70 | 29.361 | 09:02:09.215 |
| 2 -                       | 48.184   | 115.3         | 1:15.509                 | 125.4    | 28.200   | 87.2               | 2:31.893 (3) | 86.25 | 1.039  | 09:04:41.108 |
| 3 -                       | 47.043   | 113.7         | 1:16.889                 | 124.5    | 28.082   | 88.4               | 2:32.014     | 86.18 | 1.160  | 09:07:13.122 |
| 4 -                       | 47.426   | 118.9         | 1:16.007                 | 122.9    | 28.664   | 88.1               | 2:32.097     | 86.14 | 1.243  | 09:09:45.219 |
| 5 -                       | 47.689   | 116.9         | 1:16.350                 | 124.5    | 28.795   | 87.6               | 2:32.834     | 85.72 | 1.980  | 09:12:18.053 |
| 6 -                       | 47.219   | 119.1         | 1:15.036                 | 125.4    | 28.599   | 89.0               | 2:30.854 (1) | 86.85 |        | 09:14:48.907 |
| 7 -                       | 46.858   | 114.9         | 1:15.733                 | 125.4    | 29.577   | 88.8               | 2:32.168     | 86.10 | 1.314  | 09:17:21.075 |
| 8 -                       | 46.878   | 119.6         | 1:15.594                 | 126.8    | 29.231   | 87.3               | 2:31.703 (2) | 86.36 | 0.849  | 09:19:52.778 |
| 9 -                       | 49.260   | 117.7         | 1:15.242                 | 124.7    | 28.246   | 88.7               | 2:32.748     | 85.77 | 1.894  | 09:22:25.526 |

| P20 140 C2                |          | Keith PICKERING |                          |       |          | Britannia FJ       |              |       |        |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.666 |          |                 | BEST LAP TIME : 2:32.140 |       |          | DIFFERENCE : 1.474 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 80.3            | 1:28.007                 | 123.3 | 29.439   | 84.3               | 2:58.770     | 73.28 | 26.630 | 09:02:07.770 |
| 2 -                       | 47.893   | 115.7           | 1:15.853                 | 122.0 | 28.421   | 84.9               | 2:32.167 (2) | 86.10 | 0.027  | 09:04:39.937 |
| 3 -                       | 47.883   | 112.5           | 1:16.335                 | 122.2 | 28.392   | 87.1               | 2:32.610     | 85.85 | 0.470  | 09:07:12.547 |
| 4 -                       | 48.000   | 115.7           | 1:15.923                 | 120.6 | 28.217   | 87.9               | 2:32.140 (1) | 86.11 |        | 09:09:44.687 |
| 5 -                       | 48.023   | 115.5           | 1:16.494                 | 123.8 | 29.053   | 87.3               | 2:33.570     | 85.31 | 1.430  | 09:12:18.257 |
| 6 -                       | 48.656   | 117.3           | 1:15.533                 | 123.8 | 28.129   | 87.9               | 2:32.318 (3) | 86.01 | 0.178  | 09:14:50.575 |
| 7 -                       | 47.004   | 116.9           | 1:15.696                 | 123.1 | 32.927   | 75.6               | 2:35.627     | 84.18 | 3.487  | 09:17:26.202 |
| 8 -                       | 48.313   | 115.1           | 1:16.145                 | 122.6 | 28.562   | 86.5               | 2:33.020     | 85.62 | 0.880  | 09:19:59.222 |
| 9 -                       | 48.314   | 115.1           | 1:16.651                 | 119.8 | 28.197   | 85.4               | 2:33.162     | 85.54 | 1.022  | 09:22:32.384 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P21 124 E1                |          | Paul CLARK |                          | Lotus 20/22 |          |                    |              |       |        |              |
|---------------------------|----------|------------|--------------------------|-------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:31.831 |          |            | BEST LAP TIME : 2:32.927 |             |          | DIFFERENCE : 1.096 |              |       |        |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 82.8       | 1:31.319                 | 112.7       | 30.916   | 83.1               | 3:04.807     | 70.89 | 31.880 | 09:02:13.807 |
| 2 -                       | 50.180   | 117.1      | 1:16.312                 | 126.1       | 29.550   | 85.1               | 2:36.042     | 83.96 | 3.115  | 09:04:49.849 |
| 3 -                       | 48.760   | 115.9      | 1:17.850                 | 127.3       | 30.292   | 80.6               | 2:36.902     | 83.50 | 3.975  | 09:07:26.751 |
| 4 -                       | 48.317   | 118.3      | 1:16.309                 | 125.6       | 29.020   | 87.2               | 2:33.646 (3) | 85.27 | 0.719  | 09:10:00.397 |
| 5 -                       | 47.673   | 115.9      | 1:16.425                 | 128.3       | 28.829   | 86.5               | 2:32.927 (1) | 85.67 |        | 09:12:33.324 |
| 6 -                       | 49.101   | 117.5      | 1:16.248                 | 128.0       | 28.580   | 90.0               | 2:33.929     | 85.11 | 1.002  | 09:15:07.253 |
| 7 -                       | 47.185   | 117.9      | 1:17.185                 | 122.6       | 30.439   | 87.4               | 2:34.809     | 84.63 | 1.882  | 09:17:42.062 |
| 8 -                       | 47.543   | 119.6      | 1:17.341                 | 129.3       | 29.072   | 88.7               | 2:33.956     | 85.10 | 1.029  | 09:20:16.018 |
| 9 -                       | 48.401   | 117.3      | 1:16.066                 | 127.3       | 29.107   | 83.2               | 2:33.574 (2) | 85.31 | 0.647  | 09:22:49.592 |

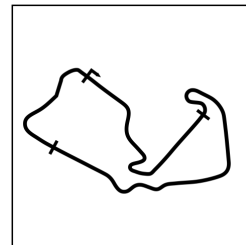
| P22 65 E2                 |          | Richard FERRIS |          | Donford FJ               |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:31.366 |          |                |          | BEST LAP TIME : 2:32.249 |          | DIFFERENCE : 0.883 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 85.8           | 1:28.570 | 121.1                    | 30.503   | 87.2               | 3:02.183     | 71.91 | 29.934 | 09:02:11.183 |
| 2 -                       | 48.881   | 117.7          | 1:15.760 | 127.5                    | 29.650   | 83.1               | 2:34.291     | 84.91 | 2.042  | 09:04:45.474 |
| 3 -                       | 47.901   | 120.4          | 1:16.038 | 128.5                    | 29.179   | 85.8               | 2:33.118 (3) | 85.56 | 0.869  | 09:07:18.592 |
| 4 -                       | 47.849   | 117.7          | 1:16.670 | 126.6                    | 28.861   | 83.8               | 2:33.380     | 85.42 | 1.131  | 09:09:51.972 |
| 5 -                       | 47.456   | 117.9          | 1:15.981 | 125.9                    | 28.987   | 85.3               | 2:32.424 (2) | 85.95 | 0.175  | 09:12:24.396 |
| 6 -                       | 46.745   | 119.6          | 1:16.045 | 126.3                    | 29.459   | 86.1               | 2:32.249 (1) | 86.05 |        | 09:14:56.645 |
| 7 -                       | 47.575   | 105.5          | 1:27.351 | 123.5                    | 30.128   | 87.4               | 2:45.054     | 79.37 | 12.805 | 09:17:41.699 |
| 8 -                       | 47.585   | 117.9          | 1:17.112 | 126.6                    | 29.337   | 88.8               | 2:34.034     | 85.05 | 1.785  | 09:20:15.733 |
| 9 -                       | 48.915   | 112.4          | 1:16.359 | 128.8                    | 29.203   | 83.0               | 2:34.477     | 84.81 | 2.228  | 09:22:50.210 |

| P23 61 E1                 |          | Oscar TREPESS |          | Lotus 20/22              |          |                    |              |       |        |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:31.389 |          |               |          | BEST LAP TIME : 2:33.077 |          | DIFFERENCE : 1.688 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 92.4          | 1:30.931 | 110.3                    | 31.468   | 87.0               | 3:05.860     | 70.49 | 32.783 | 09:02:14.860 |
| 2 -                       | 50.007   | 106.8         | 1:17.839 | 121.3                    | 28.991   | 86.1               | 2:36.837     | 83.53 | 3.760  | 09:04:51.697 |
| 3 -                       | 47.466   | 105.8         | 1:17.136 | 121.5                    | 29.529   | 87.1               | 2:34.131     | 85.00 | 1.054  | 09:07:25.828 |
| 4 -                       | 48.237   | 112.9         | 1:15.547 | 120.6                    | 29.404   | 86.5               | 2:33.188 (2) | 85.52 | 0.111  | 09:09:59.016 |
| 5 -                       | 47.214   | 112.5         | 1:17.126 | 118.9                    | 28.737   | 86.2               | 2:33.077 (1) | 85.58 |        | 09:12:32.093 |
| 6 -                       | 47.302   | 114.5         | 1:17.163 | 120.0                    | 29.574   | 85.3               | 2:34.039     | 85.05 | 0.962  | 09:15:06.132 |
| 7 -                       | 47.509   | 114.7         | 1:16.995 | 120.4                    | 29.401   | 85.9               | 2:33.905 (3) | 85.12 | 0.828  | 09:17:40.037 |
| 8 -                       | 48.019   | 112.0         | 1:18.010 | 120.4                    | 28.628   | 88.0               | 2:34.657     | 84.71 | 1.580  | 09:20:14.694 |
| 9 -                       | 49.681   | 112.4         | 1:16.837 | 117.5                    | 29.425   | 86.8               | 2:35.943     | 84.01 | 2.866  | 09:22:50.637 |

| P24 141 B2                |               | Charlie BESLEY           |                 | Elva 100           |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.478 |               | BEST LAP TIME : 2:34.495 |                 | DIFFERENCE : 1.017 |               |             |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 79.3                     | 1:31.622        | 111.8              | 29.878        | 82.4        | 3:03.344            | 71.45        | 28.849 | 09:02:12.344        |
| 2 -                       | 49.998        | 107.2                    | 1:17.543        | 112.5              | 28.669        | 85.3        | 2:36.210            | 83.87        | 1.715  | 09:04:48.554        |
| 3 -                       | 49.243        | 107.7                    | 1:17.513        | 111.1              | 28.892        | 85.2        | 2:35.648            | 84.17        | 1.153  | 09:07:24.202        |
| 4 -                       | <b>48.408</b> | 106.3                    | <b>1:16.860</b> | 111.2              | 29.257        | 81.0        | 2:34.525 (2)        | 84.78        | 0.030  | 09:09:58.727        |
| 5 -                       | 48.995        | 108.2                    | 1:17.944        | 112.4              | 28.238        | 85.4        | 2:35.177            | 84.43        | 0.682  | 09:12:33.904        |
| 6 -                       | 48.848        | 108.4                    | 1:17.198        | 111.4              | 28.449        | 85.3        | <b>2:34.495 (1)</b> | <b>84.80</b> |        | <b>09:15:08.399</b> |
| 7 -                       | 48.453        | 106.8                    | 1:17.753        | <b>114.1</b>       | 28.760        | 85.5        | 2:34.966            | 84.54        | 0.471  | 09:17:43.365        |
| 8 -                       | 48.434        | <b>109.6</b>             | 1:17.949        | 111.8              | <b>28.210</b> | <b>85.7</b> | 2:34.593 (3)        | 84.74        | 0.098  | 09:20:17.958        |
| 9 -                       | 48.673        | 106.8                    | 1:17.445        | 112.9              | 28.929        | 83.2        | 2:35.047            | 84.50        | 0.552  | 09:22:53.005        |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P25 11 B2                 |          | Nick TAYLOR |          | Elva 100                 |          |                    |              |       |        |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:33.758 |          |             |          | BEST LAP TIME : 2:34.567 |          | DIFFERENCE : 0.809 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 78.8        | 1:27.619 | 117.5                    | 29.251   | 82.1               | 2:59.448     | 73.01 | 24.881 | 09:02:08.448 |
| 2 -                       | 49.294   | 109.4       | 1:18.685 | 117.3                    | 29.457   | 79.9               | 2:37.436     | 83.21 | 2.869  | 09:04:45.884 |
| 3 -                       | 48.753   | 110.9       | 1:17.928 | 114.5                    | 28.506   | 83.9               | 2:35.187     | 84.42 | 0.620  | 09:07:21.071 |
| 4 -                       | 48.840   | 109.1       | 1:17.525 | 113.7                    | 28.535   | 84.0               | 2:34.900 (3) | 84.58 | 0.333  | 09:09:55.971 |
| 5 -                       | 48.916   | 108.2       | 1:18.594 | 113.5                    | 29.166   | 83.4               | 2:36.676     | 83.62 | 2.109  | 09:12:32.647 |
| 6 -                       | 49.513   | 109.2       | 1:17.634 | 114.7                    | 28.422   | 85.4               | 2:35.569     | 84.21 | 1.002  | 09:15:08.216 |
| 7 -                       | 48.787   | 112.5       | 1:17.485 | 114.3                    | 28.565   | 84.9               | 2:34.837 (2) | 84.61 | 0.270  | 09:17:43.053 |
| 8 -                       | 48.328   | 110.1       | 1:18.054 | 113.1                    | 28.185   | 84.9               | 2:34.567 (1) | 84.76 |        | 09:20:17.620 |
| 9 -                       | 49.293   | 110.0       | 1:17.245 | 117.9                    | 29.147   | 86.3               | 2:35.685     | 84.15 | 1.118  | 09:22:53.305 |

| P26                       |               | 2 B2         |                          | Chris HELLIWELL |               | Elva 100           |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|-----------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.776 |               |              | BEST LAP TIME : 2:35.078 |                 |               | DIFFERENCE : 0.302 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |                 | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 91.3         | 1:27.034                 | <b>119.1</b>    | 30.058        | <b>86.7</b>        | 3:01.166            | 72.31        | 26.088 | 09:02:10.166        |
| 2 -                       | 50.302        | 110.3        | 1:18.922                 | 116.7           | 28.917        | 85.9               | 2:38.141            | 82.84        | 3.063  | 09:04:48.307        |
| 3 -                       | 48.594        | 111.4        | 1:18.262                 | 116.1           | 30.045        | 85.5               | 2:36.901            | 83.50        | 1.823  | 09:07:25.208        |
| 4 -                       | <b>48.462</b> | <b>111.8</b> | 1:17.745                 | 116.5           | 29.687        | 84.8               | 2:35.894 (3)        | 84.04        | 0.816  | 09:10:01.102        |
| 5 -                       | 48.538        | 110.3        | 1:17.945                 | 116.9           | 29.254        | 85.4               | 2:35.737 (2)        | 84.12        | 0.659  | 09:12:36.839        |
| 6 -                       | 48.748        | 111.4        | 1:17.551                 | 115.7           | <b>28.779</b> | 86.4               | <b>2:35.078 (1)</b> | <b>84.48</b> |        | <b>09:15:11.917</b> |
| 7 -                       | 48.706        | 110.7        | <b>1:17.535</b>          | 116.3           | 29.994        | 85.2               | 2:36.235            | 83.85        | 1.157  | 09:17:48.152        |
| 8 -                       | 49.110        | 110.0        | 1:18.247                 | 116.3           | 29.287        | 80.8               | 2:36.644            | 83.64        | 1.566  | 09:20:24.796        |
| 9 -                       | 49.483        | 110.1        | 1:18.025                 | 115.5           | 29.309        | 85.3               | 2:36.817            | 83.54        | 1.739  | 09:23:01.613        |

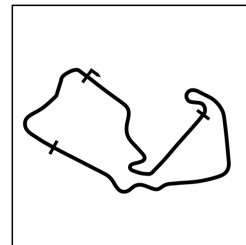
| P27 45 D2 Duncan ROSS     |          |       |          | Lotus 18                 |          |      |                    |       |        |              |
|---------------------------|----------|-------|----------|--------------------------|----------|------|--------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.780 |          |       |          | BEST LAP TIME : 2:35.710 |          |      | DIFFERENCE : 0.930 |       |        |              |
| LAP                       | SECTOR 1 |       | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME           | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 90.8  | 1:31.467 | 117.1                    | 31.805   | 83.4 | 3:07.162           | 70.00 | 31.452 | 09:02:16.162 |
| 2 -                       | 49.077   | 112.2 | 1:19.804 | 122.9                    | 30.153   | 85.4 | 2:39.034           | 82.38 | 3.324  | 09:04:55.196 |
| 3 -                       | 49.803   | 111.8 | 1:18.197 | 121.3                    | 29.556   | 86.9 | 2:37.556           | 83.15 | 1.846  | 09:07:32.752 |
| 4 -                       | 49.212   | 112.9 | 1:17.725 | 120.9                    | 29.705   | 86.3 | 2:36.642 (3)       | 83.64 | 0.932  | 09:10:09.394 |
| 5 -                       | 48.561   | 113.1 | 1:17.872 | 121.7                    | 30.089   | 84.4 | 2:36.522 (2)       | 83.70 | 0.812  | 09:12:45.916 |
| 6 -                       | 48.026   | 114.9 | 1:18.199 | 122.0                    | 29.485   | 87.6 | 2:35.710 (1)       | 84.14 |        | 09:15:21.626 |
| 7 -                       | 49.492   | 114.1 | 1:17.269 | 120.6                    | 30.914   | 86.5 | 2:37.675           | 83.09 | 1.965  | 09:17:59.301 |
| 8 -                       | 49.333   | 114.1 | 1:19.141 | 118.9                    | 29.650   | 86.3 | 2:38.124           | 82.85 | 2.414  | 09:20:37.425 |
| 9 -                       | 49.279   | 112.4 | 1:19.079 | 116.1                    | 31.208   | 85.1 | 2:39.566           | 82.10 | 3.856  | 09:23:16.991 |

| P28 104 B2 Niall MCFADDEN |               |              |                 | Elva 100                 |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.402 |               |              |                 | BEST LAP TIME : 2:36.936 |               | DIFFERENCE : 0.534 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 83.1         | 1:28.534        | <b>112.7</b>             | 29.805        | 81.0               | 3:00.657            | 72.52        | 23.721 | 09:02:09.657        |
| 2 -                       | 51.148        | 103.4        | 1:19.752        | 112.0                    | 29.118        | 81.5               | 2:40.018            | 81.87        | 3.082  | 09:04:49.675        |
| 3 -                       | 49.862        | 101.8        | 1:19.607        | 108.2                    | 28.820        | 83.8               | 2:38.289            | 82.77        | 1.353  | 09:07:27.964        |
| 4 -                       | 49.739        | 101.6        | 1:19.489        | 106.3                    | 28.735        | 82.7               | 2:37.963 (3)        | 82.94        | 1.027  | 09:10:05.927        |
| 5 -                       | 49.635        | 102.7        | 1:19.981        | 110.3                    | 30.651        | 76.6               | 2:40.267            | 81.74        | 3.331  | 09:12:46.194        |
| 6 -                       | 51.437        | 104.3        | 1:20.319        | 109.4                    | <b>28.664</b> | 83.1               | 2:40.420            | 81.67        | 3.484  | 09:15:26.614        |
| 7 -                       | <b>49.435</b> | <b>105.6</b> | 1:18.676        | 110.9                    | 29.286        | <b>84.5</b>        | 2:37.397 (2)        | 83.24        | 0.461  | 09:18:04.011        |
| 8 -                       | 49.847        | 104.2        | <b>1:18.303</b> | 111.8                    | 28.786        | 81.9               | <b>2:36.936 (1)</b> | <b>83.48</b> |        | <b>09:20:40.947</b> |
| 9 -                       | 50.693        | 105.3        | 1:19.777        | 110.9                    | 29.702        | 77.4               | 2:40.172            | 81.79        | 3.236  | 09:23:21.119        |



# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P29 33 C2                 |          | Cliff GRAY |                          | Cooper T56 |                    |      |              |       |        |              |
|---------------------------|----------|------------|--------------------------|------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.446 |          |            | BEST LAP TIME : 2:36.546 |            | DIFFERENCE : 1.100 |      |              |       |        |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |            | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 98.9       | 1:27.966                 | 119.8      | 31.307             | 78.1 | 3:03.658     | 71.33 | 27.112 | 09:02:12.658 |
| 2 -                       | 50.961   | 106.6      | 1:20.171                 | 120.6      | 30.126             | 83.5 | 2:41.258     | 81.24 | 4.712  | 09:04:53.916 |
| 3 -                       | 49.762   | 110.5      | 1:19.552                 | 118.5      | 29.939             | 83.8 | 2:39.253     | 82.26 | 2.707  | 09:07:33.169 |
| 4 -                       | 49.561   | 109.6      | 1:17.659                 | 121.7      | 31.523             | 83.6 | 2:38.743     | 82.53 | 2.197  | 09:10:11.912 |
| 5 -                       | 50.390   | 109.8      | 1:18.182                 | 119.4      | 29.073             | 85.0 | 2:37.645     | 83.10 | 1.099  | 09:12:49.557 |
| 6 -                       | 48.714   | 112.0      | 1:18.650                 | 119.4      | 29.182             | 86.0 | 2:36.546 (1) | 83.69 |        | 09:15:26.103 |
| 7 -                       | 49.668   | 110.1      | 1:18.020                 | 119.6      | 29.609             | 85.1 | 2:37.297 (2) | 83.29 | 0.751  | 09:18:03.400 |
| 8 -                       | 49.065   | 109.8      | 1:18.913                 | 119.4      | 29.379             | 84.3 | 2:37.357 (3) | 83.26 | 0.811  | 09:20:40.757 |
| 9 -                       | 50.754   | 109.6      | 1:19.922                 | 117.9      | 42.971             | 25.5 | 2:53.647     | 75.45 | 17.101 | 09:23:34.404 |

| P30 66 D2                 |          | John TIMONEY |                          | Ausper T3 |                    |      |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|-----------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.561 |          |              | BEST LAP TIME : 2:36.184 |           | DIFFERENCE : 0.623 |      |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |           | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.3         | 1:27.832                 | 114.7     | 31.068             | 81.8 | 3:05.324     | 70.69 | 29.140 | 09:02:14.324 |
| 2 -                       | 50.438   | 108.4        | 1:19.727                 | 124.0     | 30.239             | 83.8 | 2:40.404     | 81.67 | 4.220  | 09:04:54.728 |
| 3 -                       | 49.150   | 114.9        | 1:17.639                 | 124.2     | 29.962             | 83.8 | 2:36.751 (3) | 83.58 | 0.567  | 09:07:31.479 |
| 4 -                       | 48.713   | 113.3        | 1:17.689                 | 123.5     | 29.782             | 82.9 | 2:36.184 (1) | 83.88 |        | 09:10:07.663 |
| 5 -                       | 49.062   | 111.8        | 1:17.477                 | 124.0     | 29.834             | 83.8 | 2:36.373 (2) | 83.78 | 0.189  | 09:12:44.036 |
| 6 -                       | 49.521   | 112.0        | 1:17.698                 | 124.2     | 30.022             | 83.1 | 2:37.241     | 83.32 | 1.057  | 09:15:21.277 |
| 7 -                       | 48.925   | 115.3        | 1:17.066                 | 124.2     | 30.852             | 83.4 | 2:36.843     | 83.53 | 0.659  | 09:17:58.120 |
| 8 -                       | 49.691   | 112.5        | 1:30.880                 | 93.8      | 34.905             | 77.5 | 2:55.476     | 74.66 | 19.292 | 09:20:53.596 |

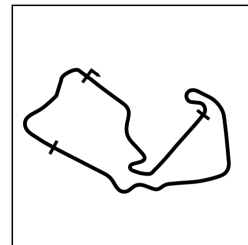
| P31 72 A                  |          | Tom DE GRES |                          | Stanguellini FJ |                    |      |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-----------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:37.597 |          |             | BEST LAP TIME : 2:38.481 |                 | DIFFERENCE : 0.884 |      |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                 | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 88.4        | 1:29.873                 | 114.9           | 32.040             | 80.5 | 3:08.127     | 69.64 | 29.646 | 09:02:17.127 |
| 2 -                       | 50.049   | 100.7       | 1:19.707                 | 120.6           | 31.061             | 80.9 | 2:40.817     | 81.46 | 2.336  | 09:04:57.944 |
| 3 -                       | 50.479   | 105.6       | 1:20.112                 | 123.1           | 31.065             | 82.7 | 2:41.656     | 81.04 | 3.175  | 09:07:39.600 |
| 4 -                       | 50.000   | 107.8       | 1:19.867                 | 122.0           | 30.752             | 82.4 | 2:40.619     | 81.57 | 2.138  | 09:10:20.219 |
| 5 -                       | 49.641   | 112.2       | 1:19.283                 | 121.7           | 29.885             | 83.5 | 2:38.809 (2) | 82.49 | 0.328  | 09:12:59.028 |
| 6 -                       | 49.125   | 111.6       | 1:18.600                 | 119.6           | 30.756             | 81.4 | 2:38.481 (1) | 82.67 |        | 09:15:37.509 |
| 7 -                       | 49.800   | 112.4       | 1:19.911                 | 120.9           | 31.837             | 81.8 | 2:41.548     | 81.10 | 3.067  | 09:18:19.057 |
| 8 -                       | 49.112   | 112.2       | 1:19.896                 | 120.2           | 30.412             | 80.9 | 2:39.420 (3) | 82.18 | 0.939  | 09:20:58.477 |

| P32 81 E1                 |          | Ralph CARTER |                          | Brabham BT2 |                    |      |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|-------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:36.709 |          |              | BEST LAP TIME : 2:37.108 |             | DIFFERENCE : 0.399 |      |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |             | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 89.4         | 1:30.800                 | 109.2       | 32.803             | 76.1 | 3:09.426     | 69.16 | 32.318 | 09:02:18.426 |
| 2 -                       | 49.643   | 106.8        | 1:19.849                 | 117.5       | 30.916             | 80.5 | 2:40.408     | 81.67 | 3.300  | 09:04:58.834 |
| 3 -                       | 50.105   | 107.0        | 1:20.255                 | 115.5       | 31.022             | 84.2 | 2:41.382     | 81.18 | 4.274  | 09:07:40.216 |
| 4 -                       | 50.210   | 108.5        | 1:19.922                 | 123.3       | 30.610             | 85.1 | 2:40.742     | 81.50 | 3.634  | 09:10:20.958 |
| 5 -                       | 49.529   | 114.3        | 1:17.285                 | 123.5       | 30.294             | 86.2 | 2:37.108 (1) | 83.39 |        | 09:12:58.066 |
| 6 -                       | 49.678   | 113.5        | 1:17.848                 | 107.7       | 32.802             | 73.8 | 2:40.328 (3) | 81.71 | 3.220  | 09:15:38.394 |
| 7 -                       | 49.677   | 110.3        | 1:17.915                 | 124.9       | 32.317             | 85.2 | 2:39.909 (2) | 81.93 | 2.801  | 09:18:18.303 |
| 8 -                       | 49.130   | 112.0        | 1:22.303                 | 120.4       | 30.450             | 84.8 | 2:41.883     | 80.93 | 4.775  | 09:21:00.186 |

| P33 44 C2                 |          | Eddie O'KANE |                          | Crossle 4F |                    |      |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:38.129 |          |              | BEST LAP TIME : 2:38.497 |            | DIFFERENCE : 0.368 |      |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |            | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 93.9         | 1:29.351                 | 113.1      | 32.874             | 76.1 | 3:10.276     | 68.85 | 31.779 | 09:02:19.276 |
| 2 -                       | 50.812   | 110.0        | 1:19.974                 | 120.2      | 30.859             | 80.0 | 2:41.645     | 81.05 | 3.148  | 09:05:00.921 |
| 3 -                       | 50.393   | 107.5        | 1:19.720                 | 119.1      | 30.437             | 83.9 | 2:40.550 (3) | 81.60 | 2.053  | 09:07:41.471 |
| 4 -                       | 49.768   | 108.4        | 1:20.026                 | 120.2      | 30.819             | 84.2 | 2:40.613     | 81.57 | 2.116  | 09:10:22.084 |
| 5 -                       | 50.519   | 107.8        | 1:21.198                 | 118.1      | 30.420             | 84.8 | 2:42.137     | 80.80 | 3.640  | 09:13:04.221 |
| 6 -                       | 49.213   | 111.8        | 1:18.800                 | 113.9      | 30.484             | 82.6 | 2:38.497 (1) | 82.66 |        | 09:15:42.718 |
| 7 -                       | 49.904   | 111.6        | 1:19.284                 | 117.7      | 31.666             | 81.3 | 2:40.854     | 81.45 | 2.357  | 09:18:23.572 |
| 8 -                       | 50.617   | 111.8        | 1:18.496                 | 119.8      | 30.977             | 82.8 | 2:40.090 (2) | 81.83 | 1.593  | 09:21:03.662 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P34 52 C2                 |          | Jeremy DEELEY |                          | Cooper T52 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:39.367 |          |               | BEST LAP TIME : 2:40.176 |            |          | DIFFERENCE : 0.809 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 89.8          | 1:28.488                 | 114.1      | 32.266   | 81.9               | 3:07.650     | 69.82 | 27.474 | 09:02:16.650 |
| 2 -                       | 50.172   | 107.3         | 1:19.819                 | 118.5      | 30.611   | 82.7               | 2:40.602 (3) | 81.57 | 0.426  | 09:04:57.252 |
| 3 -                       | 50.934   | 111.2         | 1:20.330                 | 117.9      | 30.613   | 83.4               | 2:41.877     | 80.93 | 1.701  | 09:07:39.129 |
| 4 -                       | 50.647   | 104.6         | 1:20.623                 | 117.1      | 31.305   | 83.4               | 2:42.575     | 80.58 | 2.399  | 09:10:21.704 |
| 5 -                       | 50.514   | 107.5         | 1:19.899                 | 117.5      | 30.110   | 84.8               | 2:40.523 (2) | 81.61 | 0.347  | 09:13:02.227 |
| 6 -                       | 49.801   | 111.1         | 1:19.777                 | 115.3      | 30.598   | 84.6               | 2:40.176 (1) | 81.79 |        | 09:15:42.403 |
| 7 -                       | 51.299   | 108.0         | 1:20.164                 | 117.7      | 30.887   | 83.5               | 2:42.350     | 80.70 | 2.174  | 09:18:24.753 |
| 8 -                       | 1:00.021 | 103.2         | 1:19.456                 | 117.7      | 30.214   | 83.6               | 2:49.691     | 77.20 | 9.515  | 09:21:14.444 |

| P35 131 B2                |               | Dave WALL    |                          | Gemini Mk2   |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:39.314 |               |              | BEST LAP TIME : 2:40.795 |              |               | DIFFERENCE : 1.481 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 102.2        | 1:29.296                 | <b>111.8</b> | 33.721        | 78.0               | 3:12.409            | 68.09        | 31.614 | 09:02:21.409        |
| 2 -                       | 53.299        | 104.6        | 1:21.155                 | 111.6        | 30.895        | 81.2               | 2:45.349            | 79.23        | 4.554  | 09:05:06.758        |
| 3 -                       | 50.855        | 105.3        | 1:20.154                 | 111.1        | 30.113        | 83.6               | 2:41.122            | 81.31        | 0.327  | 09:07:47.880        |
| 4 -                       | 51.697        | 96.2         | <b>1:20.129</b>          | 110.9        | 29.930        | 82.8               | 2:41.756            | 80.99        | 0.961  | 09:10:29.636        |
| 5 -                       | 51.021        | 103.5        | 1:20.293                 | 110.9        | <b>29.561</b> | 83.4               | 2:40.875 (2)        | 81.44        | 0.080  | 09:13:10.511        |
| 6 -                       | 50.354        | <b>105.6</b> | 1:20.855                 | 99.5         | 29.864        | <b>83.7</b>        | 2:41.073 (3)        | 81.34        | 0.278  | 09:15:51.584        |
| 7 -                       | <b>49.624</b> | 105.1        | 1:20.417                 | 110.7        | 30.754        | 80.0               | <b>2:40.795 (1)</b> | <b>81.48</b> |        | <b>09:18:32.379</b> |
| 8 -                       | 51.940        | <b>105.6</b> | 1:20.212                 | 110.3        | 30.278        | 80.0               | 2:42.430            | 80.66        | 1.635  | 09:21:14.809        |

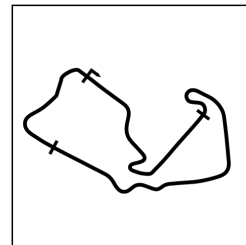
| P36 4 B1                  |               | Graham BARRON |                          | Gemini Mk2   |               |                    |                     |              |        |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.555 |               |               | BEST LAP TIME : 2:36.555 |              |               | DIFFERENCE : 0.000 |                     |              |        |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 95.4          | 1:28.221                 | <b>120.4</b> | 31.903        | 78.3               | 3:06.763            | 70.15        | 30.208 | 09:02:15.763        |
| 2 -                       | 50.686        | 110.5         | 1:19.478                 | 118.9        | 30.280        | 81.6               | 2:40.444            | 81.65        | 3.889  | 09:04:56.207        |
| 3 -                       | 49.016        | <b>112.0</b>  | 1:20.075                 | 117.3        | 30.356        | 83.2               | 2:39.447 (3)        | 82.16        | 2.892  | 09:07:35.654        |
| 4 -                       | 49.337        | 109.4         | 1:18.641                 | 116.7        | 30.937        | 84.5               | 2:38.915 (2)        | 82.44        | 2.360  | 09:10:14.569        |
| 5 -                       | <b>48.882</b> | 110.9         | <b>1:18.095</b>          | 117.1        | <b>29.578</b> | <b>86.0</b>        | <b>2:36.555 (1)</b> | <b>83.68</b> |        | <b>09:12:51.124</b> |
| 6 -                       | 49.202        | 101.5         | 1:18.774                 | 118.7        | 33.988        | 81.0               | 2:41.964            | 80.89        | 5.409  | 09:15:33.088        |
| 7 -                       | 56.952        | 92.5          | 1:24.652                 | 112.9        | 31.102        | 81.0               | 2:52.706            | 75.86        | 16.151 | 09:18:25.794        |
| 8 -                       | 54.548        | 101.6         | 1:24.665                 | 108.0        | 30.840        | 84.9               | 2:50.053            | 77.04        | 13.498 | 09:21:15.847        |

| P37 78 E1                 |          | Richard PRIOR |                          | Lotus 22 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:39.193 |          |               | BEST LAP TIME : 2:39.950 |          |          | DIFFERENCE : 0.757 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 104.3         | 1:27.849                 | 112.9    | 33.023   | 74.2               | 3:12.106     | 68.20 | 32.156 | 09:02:21.106 |
| 2 -                       | 53.886   | 105.1         | 1:22.328                 | 119.6    | 31.413   | 81.0               | 2:47.627     | 78.16 | 7.677  | 09:05:08.733 |
| 3 -                       | 53.294   | 106.1         | 1:25.876                 | 118.7    | 33.268   | 79.9               | 2:52.438     | 75.97 | 12.488 | 09:08:01.171 |
| 4 -                       | 52.070   | 100.1         | 1:20.252                 | 118.9    | 30.700   | 83.7               | 2:43.022     | 80.36 | 3.072  | 09:10:44.193 |
| 5 -                       | 50.767   | 111.1         | 1:19.779                 | 119.1    | 29.956   | 84.6               | 2:40.502 (2) | 81.62 | 0.552  | 09:13:24.695 |
| 6 -                       | 51.168   | 110.9         | 1:19.366                 | 118.5    | 30.509   | 87.9               | 2:41.043 (3) | 81.35 | 1.093  | 09:16:05.738 |
| 7 -                       | 50.083   | 111.2         | 1:21.299                 | 118.7    | 30.961   | 85.1               | 2:42.343     | 80.70 | 2.393  | 09:18:48.081 |
| 8 -                       | 50.218   | 112.2         | 1:19.988                 | 120.2    | 29.744   | 86.1               | 2:39.950 (1) | 81.91 |        | 09:21:28.031 |

| P38 6 E1                  |          | Sharon ADELMAN |                          |       |          | Brabham BT6        |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:46.380 |          |                | BEST LAP TIME : 2:47.852 |       |          | DIFFERENCE : 1.472 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 95.0           | 1:28.728                 | 118.9 | 33.200   | 76.0               | 3:11.838     | 68.29 | 23.986 | 09:02:20.838 |
| 2 -                       | 51.293   | 114.1          | 1:22.679                 | 120.9 | 33.880   | 73.9               | 2:47.852 (1) | 78.05 |        | 09:05:08.690 |
| 3 -                       | 53.235   | 111.4          | 1:25.282                 | 116.9 | 33.923   | 77.4               | 2:52.440     | 75.97 | 4.588  | 09:08:01.130 |
| 4 -                       | 52.993   | 100.1          | 1:26.084                 | 120.0 | 35.082   | 76.6               | 2:54.159     | 75.22 | 6.307  | 09:10:55.289 |
| 5 -                       | 53.529   | 106.1          | 1:24.651                 | 122.4 | 32.750   | 79.9               | 2:50.930     | 76.64 | 3.078  | 09:13:46.219 |
| 6 -                       | 54.687   | 112.7          | 1:24.219                 | 121.7 | 33.455   | 76.8               | 2:52.361     | 76.01 | 4.509  | 09:16:38.580 |
| 7 -                       | 53.038   | 112.5          | 1:23.870                 | 121.1 | 32.892   | 75.7               | 2:49.800 (3) | 77.15 | 1.948  | 09:19:28.380 |
| 8 -                       | 51.718   | 110.0          | 1:24.909                 | 123.3 | 32.408   | 79.8               | 2:49.035 (2) | 77.50 | 1.183  | 09:22:17.415 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

|                           |               |                         |                          |              |               |                    |                     |              |        |                     |
|---------------------------|---------------|-------------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| <b>P39 151 A</b>          |               | <b>Daniele SALODINI</b> |                          | Taraschi FJ  |               |                    |                     |              |        |                     |
| IDEAL LAP TIME : 2:48.077 |               |                         | BEST LAP TIME : 2:49.684 |              |               | DIFFERENCE : 1.607 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                         | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 106.6                   | 1:27.827                 | <b>118.9</b> | 33.637        | 78.0               | 3:13.329            | 67.76        | 23.645 | 09:02:22.329        |
| 2 -                       | <b>53.079</b> | 105.6                   | 1:24.001                 | 117.9        | 32.604        | 76.0               | <b>2:49.684 (1)</b> | <b>77.21</b> |        | <b>09:05:12.013</b> |
| 3 -                       | 53.713        | 109.4                   | 1:23.180                 | 118.5        | 33.454        | <b>79.7</b>        | 2:50.347 <b>(3)</b> | 76.91        | 0.663  | 09:08:02.360        |
| 4 -                       | 53.126        | 108.9                   | 1:25.157                 | 117.9        | 33.633        | 76.1               | 2:51.916            | 76.21        | 2.232  | 09:10:54.276        |
| 5 -                       | 53.703        | 108.7                   | 1:24.165                 | 116.7        | 33.323        | 77.2               | 2:51.191            | 76.53        | 1.507  | 09:13:45.467        |
| 6 -                       | 55.493        | 104.6                   | 1:26.009                 | 118.1        | <b>32.230</b> | 75.5               | 2:53.732            | 75.41        | 4.048  | 09:16:39.199        |
| 7 -                       | 54.077        | <b>110.3</b>            | <b>1:22.768</b>          | 117.1        | 32.867        | 76.6               | 2:49.712 <b>(2)</b> | 77.19        | 0.028  | 09:19:28.911        |
| 8 -                       | 54.282        | 100.7                   | 1:41.511                 | 111.8        | 32.646        | 72.7               | 3:08.439            | 69.52        | 18.755 | 09:22:37.350        |

|                           |               |                    |                          |              |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| <b>P40 138 B2</b>         |               | <b>Neil HODGES</b> |                          | Gemini Mk2   |               |                    |                     |              |        |                     |
| IDEAL LAP TIME : 2:52.118 |               |                    | BEST LAP TIME : 2:53.325 |              |               | DIFFERENCE : 1.207 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 100.6              | 1:29.155                 | 107.3        | <b>33.286</b> | 74.8               | 3:16.870            | 66.55        | 23.545 | 09:02:25.870        |
| 2 -                       | 54.938        | 98.9               | 1:27.852                 | 111.2        | 34.243        | 76.7               | 2:57.033            | 74.00        | 3.708  | 09:05:22.903        |
| 3 -                       | 54.781        | 100.4              | 1:27.343                 | 108.2        | 34.362        | 77.3               | 2:56.486            | 74.23        | 3.161  | 09:08:19.389        |
| 4 -                       | 54.114        | 100.1              | 1:26.804                 | 110.0        | 33.558        | 74.6               | 2:54.476            | 75.09        | 1.151  | 09:11:13.865        |
| 5 -                       | 54.791        | <b>107.2</b>       | 1:25.707                 | <b>111.4</b> | 33.298        | 76.6               | 2:53.796 <b>(2)</b> | 75.38        | 0.471  | 09:14:07.661        |
| 6 -                       | 54.141        | 105.6              | <b>1:25.299</b>          | 108.5        | 34.885        | 75.7               | 2:54.325 <b>(3)</b> | 75.15        | 1.000  | 09:17:01.986        |
| 7 -                       | <b>53.533</b> | 103.7              | 1:26.269                 | 110.0        | 33.523        | <b>78.5</b>        | <b>2:53.325 (1)</b> | <b>75.59</b> |        | <b>09:19:55.311</b> |
| 8 -                       | 54.690        | 102.7              | 1:26.510                 | 110.1        | 33.834        | 73.5               | 2:55.034            | 74.85        | 1.709  | 09:22:50.345        |

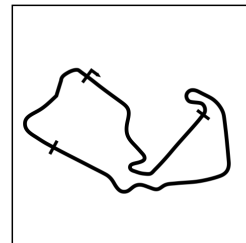
|                           |               |                          |                          |              |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| <b>P41 7 B2</b>           |               | <b>Duncan RABAGLIATI</b> |                          | Alexis HF1   |               |                    |                     |              |        |                     |
| IDEAL LAP TIME : 2:52.199 |               |                          | BEST LAP TIME : 2:53.209 |              |               | DIFFERENCE : 1.010 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 98.3                     | 1:31.906                 | 101.3        | 33.602        | 66.7               | 3:20.645            | 65.29        | 27.436 | 09:02:29.645        |
| 2 -                       | 55.880        | 98.3                     | 1:27.161                 | 98.5         | 33.245        | 73.4               | 2:56.286            | 74.32        | 3.077  | 09:05:25.931        |
| 3 -                       | 56.235        | 100.3                    | 1:25.755                 | 104.2        | 32.431        | 73.1               | 2:54.421 <b>(3)</b> | 75.11        | 1.212  | 09:08:20.352        |
| 4 -                       | 55.017        | 100.4                    | 1:26.052                 | <b>108.4</b> | 32.993        | 70.1               | 2:54.062 <b>(2)</b> | 75.27        | 0.853  | 09:11:14.414        |
| 5 -                       | 56.574        | <b>102.7</b>             | 1:26.775                 | 106.5        | <b>31.944</b> | 73.6               | 2:55.293            | 74.74        | 2.084  | 09:14:09.707        |
| 6 -                       | 57.188        | 100.6                    | <b>1:25.673</b>          | 108.2        | 34.572        | 68.7               | 2:57.433            | 73.84        | 4.224  | 09:17:07.140        |
| 7 -                       | 56.505        | 97.9                     | 1:26.226                 | 106.3        | 32.255        | 74.1               | 2:54.986            | 74.87        | 1.777  | 09:20:02.126        |
| 8 -                       | <b>54.582</b> | 101.2                    | 1:26.498                 | 107.8        | 32.129        | <b>74.4</b>        | <b>2:53.209 (1)</b> | <b>75.64</b> |        | <b>09:22:55.335</b> |

|                           |               |                       |                          |                 |               |                    |                     |              |        |                     |
|---------------------------|---------------|-----------------------|--------------------------|-----------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| <b>P42 16 A</b>           |               | <b>Peter FENICHEL</b> |                          | Stanguellini FJ |               |                    |                     |              |        |                     |
| IDEAL LAP TIME : 2:52.547 |               |                       | BEST LAP TIME : 2:55.397 |                 |               | DIFFERENCE : 2.850 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                       | SECTOR 2                 |                 | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 95.0                  | 1:29.952                 | 101.3           | 34.589        | 74.2               | 3:18.078            | 66.14        | 22.681 | 09:02:27.078        |
| 2 -                       | 55.636        | 96.9                  | 1:28.269                 | 103.2           | 33.720        | <b>76.6</b>        | 2:57.625            | 73.76        | 2.228  | 09:05:24.703        |
| 3 -                       | 1:07.292      | 97.3                  | 1:29.159                 | 108.0           | 34.917        | 71.0               | 3:11.368            | 68.46        | 15.971 | 09:08:36.071        |
| 4 -                       | 54.766        | 96.6                  | 1:28.316                 | 106.8           | 33.535        | 74.3               | 2:56.617 <b>(2)</b> | 74.18        | 1.220  | 09:11:32.688        |
| 5 -                       | 54.373        | <b>104.2</b>          | 1:29.711                 | <b>110.9</b>    | 33.869        | 70.8               | 2:57.953            | 73.62        | 2.556  | 09:14:30.641        |
| 6 -                       | <b>53.931</b> | 103.8                 | <b>1:25.892</b>          | 110.3           | 35.574        | 70.3               | <b>2:55.397 (1)</b> | <b>74.69</b> |        | <b>09:17:26.038</b> |
| 7 -                       | 55.034        | 101.8                 | 1:29.558                 | 108.7           | <b>32.724</b> | 73.3               | 2:57.316 <b>(3)</b> | 73.88        | 1.919  | 09:20:23.354        |
| 8 -                       | 54.656        | 103.0                 | 1:27.264                 | 105.0           | 36.448        | 67.7               | 2:58.368            | 73.45        | 2.971  | 09:23:21.722        |

|                           |               |                    |                          |              |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| <b>P43 48 C2</b>          |               | <b>Nick POWELL</b> |                          | Cooper T52   |               |                    |                     |              |        |                     |
| IDEAL LAP TIME : 2:52.732 |               |                    | BEST LAP TIME : 2:56.329 |              |               | DIFFERENCE : 3.597 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 93.4               | 1:30.270                 | 103.8        | 34.034        | 69.2               | 3:19.792            | 65.57        | 23.463 | 09:02:28.792        |
| 2 -                       | 55.303        | 97.5               | 1:27.555                 | 106.5        | 33.650        | 72.9               | 2:56.508 <b>(2)</b> | 74.22        | 0.179  | 09:05:25.300        |
| 3 -                       | 1:06.170      | 83.7               | 1:29.683                 | 103.0        | 35.439        | 72.8               | 3:11.292            | 68.49        | 14.963 | 09:08:36.592        |
| 4 -                       | 55.029        | 98.8               | 1:28.109                 | 104.2        | 33.472        | 74.1               | 2:56.610            | 74.18        | 0.281  | 09:11:33.202        |
| 5 -                       | 55.516        | 100.4              | 1:29.695                 | 105.5        | 33.046        | <b>75.3</b>        | 2:58.257            | 73.49        | 1.928  | 09:14:31.459        |
| 6 -                       | <b>54.365</b> | <b>100.6</b>       | <b>1:25.566</b>          | 106.5        | 36.589        | 70.1               | 2:56.520 <b>(3)</b> | 74.22        | 0.191  | 09:17:27.979        |
| 7 -                       | 55.601        | 97.9               | 1:27.927                 | <b>106.8</b> | <b>32.801</b> | 66.2               | <b>2:56.329 (1)</b> | <b>74.30</b> |        | <b>09:20:24.308</b> |
| 8 -                       | 55.199        | 100.0              | 1:45.926                 | 94.6         | 37.024        | 56.2               | 3:18.149            | 66.12        | 21.820 | 09:23:42.457        |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P44 17 E1                 |          | George DIFFEY |          | Lotus 20/22              |          |                    |              |       |        |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:22.915 |          |               |          | BEST LAP TIME : 2:23.132 |          | DIFFERENCE : 0.217 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 75.0          | 1:28.913 | 124.7                    | 28.943   | 87.0               | 2:58.840     | 73.25 | 35.708 | 09:02:07.840 |
| 2 -                       | 49.143   | 120.4         | 1:14.300 | 131.3                    | 26.899   | 89.7               | 2:30.342     | 87.14 | 7.210  | 09:04:38.182 |
| 3 -                       | 45.600   | 122.9         | 1:11.893 | 130.8                    | 27.092   | 91.3               | 2:24.585 (2) | 90.61 | 1.453  | 09:07:02.767 |
| 4 -                       | 44.646   | 124.9         | 1:11.519 | 132.6                    | 26.967   | 95.1               | 2:23.132 (1) | 91.53 |        | 09:09:25.899 |
| 5 -                       | 45.471   | 119.8         | 1:13.509 | 130.8                    | 27.802   | 92.9               | 2:26.782     | 89.25 | 3.650  | 09:11:52.681 |
| 6 -                       | 45.762   | 120.0         | 1:13.086 | 131.5                    | 26.750   | 92.1               | 2:25.598 (3) | 89.98 | 2.466  | 09:14:18.279 |
| 7 -                       | 49.950   | 102.2         | 1:16.311 | 118.7                    | 29.071   | 85.7               | 2:35.332     | 84.34 | 12.200 | 09:16:53.611 |

| P45 32 B2                 |          | Ray MALLOCK |          | U2 Mk2                   |          |                    |              |       |        |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:26.692 |          |             |          | BEST LAP TIME : 2:27.090 |          | DIFFERENCE : 0.398 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 76.6        | 1:20.258 | 117.9                    | 29.175   | 85.8               | 2:49.644     | 77.23 | 22.554 | 09:01:58.644 |
| 2 -                       | 47.387   | 113.1       | 1:15.170 | 121.5                    | 27.676   | 89.4               | 2:30.233     | 87.20 | 3.143  | 09:04:28.877 |
| 3 -                       | 46.134   | 120.4       | 1:13.652 | 124.0                    | 27.565   | 90.6               | 2:27.351 (2) | 88.91 | 0.261  | 09:06:56.228 |
| 4 -                       | 45.475   | 121.1       | 1:13.972 | 124.2                    | 27.643   | 88.7               | 2:27.090 (1) | 89.07 |        | 09:09:23.318 |
| 5 -                       | 45.863   | 121.3       | 1:15.057 | 121.1                    | 29.686   | 85.9               | 2:30.606     | 86.99 | 3.516  | 09:11:53.924 |
| 6 -                       | 46.881   | 123.3       | 1:14.683 | 124.0                    | 28.083   | 88.6               | 2:29.647 (3) | 87.55 | 2.557  | 09:14:23.571 |

| P46 96 E2                 |               | Lawrence DE BRUYNE |                          |              |               | Cooper T65         |                     |              |        |                     |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:42.317 |               |                    | BEST LAP TIME : 2:43.125 |              |               | DIFFERENCE : 0.808 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 94.7               | 1:35.800                 | 110.0        | 31.805        | 72.3               | 3:15.112            | 67.14        | 31.987 | 09:02:24.112        |
| 2 -                       | 51.953        | 108.9              | 1:23.468                 | <b>113.9</b> | 32.790        | 73.0               | 2:48.211            | 77.88        | 5.086  | 09:05:12.323        |
| 3 -                       | 51.984        | 108.9              | 1:23.891                 | 111.6        | 33.665        | 76.7               | 2:49.540            | 77.27        | 6.415  | 09:08:01.863        |
| 4 -                       | 52.645        | 99.8               | 1:21.938                 | 110.3        | 31.355        | <b>80.1</b>        | 2:45.938 (3)        | 78.95        | 2.813  | 09:10:47.801        |
| 5 -                       | 51.439        | 107.7              | <b>1:20.882</b>          | 112.4        | <b>30.804</b> | 79.1               | <b>2:43.125 (1)</b> | <b>80.31</b> |        | <b>09:13:30.926</b> |
| 6 -                       | <b>50.631</b> | <b>109.2</b>       | 1:20.969                 | 111.6        | 31.779        | 72.7               | 2:43.379 (2)        | 80.19        | 0.254  | 09:16:14.305        |

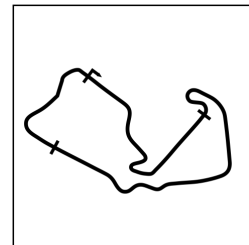
| P47 14 C2                 |          | Crispian BESLEY |          |                          |          | Cooper T56         |              |       |        |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:31.104 |          |                 |          | BEST LAP TIME : 2:32.735 |          | DIFFERENCE : 1.631 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 86.7            | 1:28.262 | 115.1                    | 30.466   | 85.7               | 3:01.689     | 72.11 | 28.954 | 09:02:10.689 |
| 2 -                       | 50.461   | 113.1           | 1:16.621 | 123.5                    | 28.659   | 84.2               | 2:35.741     | 84.12 | 3.006  | 09:04:46.430 |
| 3 -                       | 48.175   | 112.7           | 1:15.468 | 125.4                    | 29.266   | 78.2               | 2:32.909 (3) | 85.68 | 0.174  | 09:07:19.339 |
| 4 -                       | 48.069   | 113.3           | 1:16.023 | 125.4                    | 28.734   | 87.0               | 2:32.826 (2) | 85.72 | 0.091  | 09:09:52.165 |
| 5 -                       | 47.846   | 114.1           | 1:15.728 | 124.2                    | 29.161   | 85.1               | 2:32.735 (1) | 85.78 |        | 09:12:24.900 |

| P48 88 E1                 |          | Andrew GEMMILL |          | Lotus 20/22              |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:41.061 |          |                |          | BEST LAP TIME : 2:41.061 |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 103.5          | 1:28.447 | 111.6                    | 32.745   | 79.9               | 3:09.846     | 69.01 | 28.785 | 09:02:18.846 |
| 2 -                       | 50.121   | 111.2          | 1:19.975 | 112.5                    | 30.965   | 80.9               | 2:41.061 (1) | 81.34 |        | 09:04:59.907 |
| 3 -                       | 1:10.219 | 102.9          | 1:23.083 | 116.3                    | 31.415   | 80.1               | 3:04.717     | 70.92 | 23.656 | 09:08:04.624 |
| 4 -                       | 51.576   | 102.1          | 1:24.821 | 114.7                    | 33.469   | 76.8               | 2:49.866 (2) | 77.12 | 8.805  | 09:10:54.490 |
| 5 -                       | 53.683   | 107.8          | 1:24.125 | 112.9                    | 45.573   | 43.5               | 3:03.381 (3) | 71.44 | 22.320 | 09:13:57.871 |

| P49 57 D2                 |          | George CHRISTODOULOU |          |                          |          | BMC Mk2            |              |       |        |              |
|---------------------------|----------|----------------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:51.690 |          |                      |          | BEST LAP TIME : 2:52.459 |          | DIFFERENCE : 0.769 |              |       |        |              |
| LAP                       | SECTOR 1 |                      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 98.3                 | 1:29.507 | 103.5                    | 34.879   | 71.7               | 3:18.999     | 65.83 | 26.540 | 09:02:27.999 |
| 2 -                       | 54.253   | 94.2                 | 1:27.882 | 100.4                    | 34.213   | 72.4               | 2:56.348     | 74.29 | 3.889  | 09:05:24.347 |
| 3 -                       | 53.316   | 100.1                | 1:26.853 | 107.0                    | 34.206   | 75.9               | 2:54.375 (3) | 75.13 | 1.916  | 09:08:18.722 |
| 4 -                       | 52.420   | 100.7                | 1:26.096 | 103.7                    | 35.283   | 73.6               | 2:53.799 (2) | 75.38 | 1.340  | 09:11:12.521 |
| 5 -                       | 52.903   | 103.5                | 1:25.180 | 104.3                    | 34.376   | 71.8               | 2:52.459 (1) | 75.97 |        | 09:14:04.980 |

# Historic Formula Junior

## RACE 1 - SECTOR ANALYSIS



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

| P50 40 C2                 |               | Chris WILKS              |                 | Deep Sanderson FJ  |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:39.455 |               | BEST LAP TIME : 2:39.455 |                 | DIFFERENCE : 0.000 |               |             |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 89.3          |                          | 1:27.637        |                    | 115.3         |             | 3:04.397 (3)        | 71.05        | 24.942 | 09:02:13.397        |
| 2 -                       | 50.896        | 107.2                    | 1:19.572        | <b>118.1</b>       | 30.490        | 81.2        | 2:40.958 (2)        | 81.39        | 1.503  | 09:04:54.355        |
| 3 -                       | <b>50.688</b> | <b>110.5</b>             | <b>1:19.409</b> | 117.3              | <b>29.358</b> | <b>87.4</b> | <b>2:39.455 (1)</b> | <b>82.16</b> |        | <b>09:07:33.810</b> |

Historic Formula Junior

RACE 1 - BEST SECTORS

| SECTOR 1 |     |        | SECTOR 2 |          | SECTOR 3 |        | IDEAL / BEST COMPARISON        |     |                    |          |          |       |  |
|----------|-----|--------|----------|----------|----------|--------|--------------------------------|-----|--------------------|----------|----------|-------|--|
| POS      | NO  | TIME   | NO       | TIME     | NO       | TIME   | POS                            | NO  | NAME               | IDEAL    | BEST     | DIFF  |  |
|          |     |        |          |          |          |        | <div>PERFECT LAP2:18.569</div> |     |                    |          |          |       |  |
| 1        | 53  | 43.237 | 53       | 1:09.672 | 53       | 25.660 | 1                              | 53  | WILSON             | 2:18.569 | 2:18.569 | 0.000 |  |
| 2        | 114 | 43.379 | 114      | 1:09.725 | 21       | 25.811 | 2                              | 114 | FITZ-SIMON         | 2:19.001 | 2:19.452 | 0.451 |  |
| 3        | 175 | 43.675 | 21       | 1:10.045 | 114      | 25.897 | 3                              | 21  | AMES               | 2:19.692 | 2:20.359 | 0.667 |  |
| 4        | 21  | 43.836 | 175      | 1:10.102 | 69       | 26.292 | 4                              | 175 | GOODWIN            | 2:20.087 | 2:20.087 | 0.000 |  |
| 5        | 166 | 44.613 | 17       | 1:11.519 | 175      | 26.310 | 5                              | 27  | WILSON             | 2:22.789 | 2:23.550 | 0.761 |  |
| 6        | 17  | 44.646 | 27       | 1:11.574 | 27       | 26.548 | 6                              | 17  | DIFFEY             | 2:22.915 | 2:23.132 | 0.217 |  |
| 7        | 27  | 44.667 | 69       | 1:11.643 | 143      | 26.648 | 7                              | 69  | ROACH              | 2:23.103 | 2:23.191 | 0.088 |  |
| 8        | 177 | 44.765 | 39       | 1:11.743 | 39       | 26.707 | 8                              | 39  | CARLTON-SMITH      | 2:23.612 | 2:24.699 | 1.087 |  |
| 9        | 143 | 44.806 | 177      | 1:12.027 | 26       | 26.750 | 9                              | 143 | MONUMENT           | 2:23.626 | 2:24.264 | 0.638 |  |
| 10       | 84  | 44.831 | 26       | 1:12.126 | 17       | 26.750 | 10                             | 166 | UNDERWOOD          | 2:23.758 | 2:24.163 | 0.405 |  |
| 11       | 51  | 44.890 | 143      | 1:12.172 | 171      | 26.781 | 11                             | 177 | BUHOFER            | 2:23.890 | 2:24.014 | 0.124 |  |
| 12       | 26  | 45.089 | 51       | 1:12.186 | 51       | 26.862 | 12                             | 51  | HIBBERD            | 2:23.938 | 2:24.708 | 0.770 |  |
| 13       | 39  | 45.162 | 166      | 1:12.257 | 166      | 26.888 | 13                             | 26  | THOMAS             | 2:23.965 | 2:24.246 | 0.281 |  |
| 14       | 69  | 45.168 | 84       | 1:12.624 | 177      | 27.098 | 14                             | 84  | WOODHOUSE          | 2:24.661 | 2:25.402 | 0.741 |  |
| 15       | 167 | 45.459 | 171      | 1:12.882 | 167      | 27.100 | 15                             | 171 | METCALFE           | 2:25.289 | 2:25.450 | 0.161 |  |
| 16       | 32  | 45.475 | 167      | 1:12.978 | 84       | 27.206 | 16                             | 167 | SCHMIDT            | 2:25.537 | 2:26.131 | 0.594 |  |
| 17       | 171 | 45.626 | 32       | 1:13.652 | 23       | 27.451 | 17                             | 32  | MALLOCK            | 2:26.692 | 2:27.090 | 0.398 |  |
| 18       | 23  | 46.400 | 90       | 1:14.295 | 32       | 27.565 | 18                             | 23  | RUSSELL            | 2:28.448 | 2:28.587 | 0.139 |  |
| 19       | 90  | 46.432 | 23       | 1:14.597 | 56       | 28.014 | 19                             | 90  | FLANN              | 2:29.339 | 2:29.694 | 0.355 |  |
| 20       | 56  | 46.493 | 56       | 1:14.841 | 77       | 28.082 | 20                             | 56  | PAULO CAMPOS COSTA | 2:29.348 | 2:30.480 | 1.132 |  |
| 21       | 65  | 46.745 | 77       | 1:15.036 | 140      | 28.129 | 21                             | 77  | PORRITT            | 2:29.976 | 2:30.854 | 0.878 |  |
| 22       | 77  | 46.858 | 14       | 1:15.468 | 11       | 28.185 | 22                             | 140 | PICKERING          | 2:30.666 | 2:32.140 | 1.474 |  |
| 23       | 14  | 46.977 | 140      | 1:15.533 | 141      | 28.210 | 23                             | 14  | BESLEY             | 2:31.104 | 2:32.735 | 1.631 |  |
| 24       | 140 | 47.004 | 61       | 1:15.547 | 124      | 28.580 | 24                             | 65  | FERRIS             | 2:31.366 | 2:32.249 | 0.883 |  |
| 25       | 124 | 47.185 | 65       | 1:15.760 | 90       | 28.612 | 25                             | 61  | TREPES             | 2:31.389 | 2:33.077 | 1.688 |  |
| 26       | 61  | 47.214 | 124      | 1:16.066 | 61       | 28.628 | 26                             | 124 | CLARK              | 2:31.831 | 2:32.927 | 1.096 |  |
| 27       | 45  | 48.026 | 141      | 1:16.860 | 14       | 28.659 | 27                             | 141 | BESLEY             | 2:33.478 | 2:34.495 | 1.017 |  |
| 28       | 11  | 48.328 | 66       | 1:17.066 | 104      | 28.664 | 28                             | 11  | TAYLOR             | 2:33.758 | 2:34.567 | 0.809 |  |
| 29       | 141 | 48.408 | 11       | 1:17.245 | 2        | 28.779 | 29                             | 2   | HELLIWELL          | 2:34.776 | 2:35.078 | 0.302 |  |
| 30       | 2   | 48.462 | 45       | 1:17.269 | 65       | 28.861 | 30                             | 45  | ROSS               | 2:34.780 | 2:35.710 | 0.930 |  |
| 31       | 66  | 48.713 | 81       | 1:17.285 | 33       | 29.073 | 31                             | 33  | GRAY               | 2:35.446 | 2:36.546 | 1.100 |  |
| 32       | 33  | 48.714 | 2        | 1:17.535 | 40       | 29.358 | 32                             | 66  | TIMONEY            | 2:35.561 | 2:36.184 | 0.623 |  |
| 33       | 4   | 48.882 | 33       | 1:17.659 | 45       | 29.485 | 33                             | 104 | MCFADDEN           | 2:36.402 | 2:36.936 | 0.534 |  |
| 34       | 72  | 49.112 | 4        | 1:18.095 | 131      | 29.561 | 34                             | 4   | BARRON             | 2:36.555 | 2:36.555 | 0.000 |  |
| 35       | 81  | 49.130 | 104      | 1:18.303 | 4        | 29.578 | 35                             | 81  | CARTER             | 2:36.709 | 2:37.108 | 0.399 |  |
| 36       | 44  | 49.213 | 44       | 1:18.496 | 78       | 29.744 | 36                             | 72  | DE GRES            | 2:37.597 | 2:38.481 | 0.884 |  |
| 37       | 104 | 49.435 | 72       | 1:18.600 | 66       | 29.782 | 37                             | 44  | O'KANE             | 2:38.129 | 2:38.497 | 0.368 |  |
| 38       | 131 | 49.624 | 78       | 1:19.366 | 72       | 29.885 | 38                             | 78  | PRIOR              | 2:39.193 | 2:39.950 | 0.757 |  |
| 39       | 52  | 49.801 | 40       | 1:19.409 | 52       | 30.110 | 39                             | 131 | WALL               | 2:39.314 | 2:40.795 | 1.481 |  |
| 40       | 78  | 50.083 | 52       | 1:19.456 | 81       | 30.294 | 40                             | 52  | DEELEY             | 2:39.367 | 2:40.176 | 0.809 |  |
| 41       | 88  | 50.121 | 88       | 1:19.975 | 44       | 30.420 | 41                             | 40  | WILKS              | 2:39.455 | 2:39.455 | 0.000 |  |
| 42       | 96  | 50.631 | 131      | 1:20.129 | 96       | 30.804 | 42                             | 88  | GEMMILL            | 2:41.061 | 2:41.061 | 0.000 |  |
| 43       | 40  | 50.688 | 96       | 1:20.882 | 88       | 30.965 | 43                             | 96  | DE BRUYNE          | 2:42.317 | 2:43.125 | 0.808 |  |
| 44       | 6   | 51.293 | 6        | 1:22.679 | 7        | 31.944 | 44                             | 6   | ADELMAN            | 2:46.380 | 2:47.852 | 1.472 |  |
| 45       | 57  | 52.420 | 151      | 1:22.768 | 151      | 32.230 | 45                             | 151 | SALODINI           | 2:48.077 | 2:49.684 | 1.607 |  |
| 46       | 151 | 53.079 | 57       | 1:25.064 | 6        | 32.408 | 46                             | 57  | CHRISTODOULOU      | 2:51.690 | 2:52.459 | 0.769 |  |
| 47       | 138 | 53.533 | 138      | 1:25.299 | 16       | 32.724 | 47                             | 138 | HODGES             | 2:52.118 | 2:53.325 | 1.207 |  |
| 48       | 16  | 53.931 | 48       | 1:25.566 | 48       | 32.801 | 48                             | 7   | RABAGLIATI         | 2:52.199 | 2:53.209 | 1.010 |  |
| 49       | 48  | 54.365 | 7        | 1:25.673 | 138      | 33.286 | 49                             | 16  | FENICHEL           | 2:52.547 | 2:55.397 | 2.850 |  |
| 50       | 7   | 54.582 | 16       | 1:25.892 | 57       | 34.206 | 50                             | 48  | POWELL             | 2:52.732 | 2:56.329 | 3.597 |  |
| 51       |     |        |          |          |          |        |                                |     |                    |          |          |       |  |

# Historic Formula Junior

## RACE 1 - BEST SPEEDS

| INTERMEDIATE 1 |     |                    |       | INTERMEDIATE 2 |                    |       | FINISH LINE |                    |      |
|----------------|-----|--------------------|-------|----------------|--------------------|-------|-------------|--------------------|------|
| POS            | NO  | NAME               | MPH   | NO             | NAME               | MPH   | NO          | NAME               | MPH  |
| 1              | 21  | AMES               | 128.8 | 53             | WILSON             | 135.5 | 53          | WILSON             | 95.4 |
| 2              | 53  | WILSON             | 127.0 | 21             | AMES               | 134.7 | 21          | AMES               | 95.1 |
| 3              | 175 | GOODWIN            | 126.1 | 175            | GOODWIN            | 133.1 | 17          | DIFFEY             | 95.1 |
| 4              | 84  | WOODHOUSE          | 125.4 | 17             | DIFFEY             | 132.6 | 114         | FITZ-SIMON         | 95.0 |
| 5              | 143 | MONUMENT           | 124.9 | 143            | MONUMENT           | 132.3 | 175         | GOODWIN            | 94.5 |
| 6              | 17  | DIFFEY             | 124.9 | 177            | BUHOFER            | 132.1 | 177         | BUHOFER            | 93.8 |
| 7              | 114 | FITZ-SIMON         | 124.5 | 167            | SCHMIDT            | 132.1 | 143         | MONUMENT           | 93.8 |
| 8              | 51  | HIBBERD            | 124.5 | 39             | CARLTON-SMITH      | 131.8 | 39          | CARLTON-SMITH      | 93.7 |
| 9              | 177 | BUHOFER            | 124.2 | 114            | FITZ-SIMON         | 131.3 | 171         | METCALFE           | 93.2 |
| 10             | 27  | WILSON             | 123.3 | 27             | WILSON             | 131.3 | 167         | SCHMIDT            | 93.0 |
| 11             | 39  | CARLTON-SMITH      | 123.3 | 84             | WOODHOUSE          | 130.3 | 166         | UNDERWOOD          | 92.8 |
| 12             | 167 | SCHMIDT            | 123.3 | 166            | UNDERWOOD          | 130.0 | 51          | HIBBERD            | 92.8 |
| 13             | 32  | MALLOCK            | 123.3 | 26             | THOMAS             | 129.5 | 90          | FLANN              | 92.6 |
| 14             | 69  | ROACH              | 122.4 | 51             | HIBBERD            | 129.5 | 26          | THOMAS             | 92.4 |
| 15             | 166 | UNDERWOOD          | 122.4 | 124            | CLARK              | 129.3 | 27          | WILSON             | 92.1 |
| 16             | 26  | THOMAS             | 122.0 | 171            | METCALFE           | 129.0 | 69          | ROACH              | 91.8 |
| 17             | 56  | PAULO CAMPOS COSTA | 121.5 | 65             | FERRIS             | 128.8 | 84          | WOODHOUSE          | 91.5 |
| 18             | 171 | METCALFE           | 121.3 | 90             | FLANN              | 128.0 | 56          | PAULO CAMPOS COSTA | 91.1 |
| 19             | 90  | FLANN              | 121.1 | 56             | PAULO CAMPOS COSTA | 128.0 | 32          | MALLOCK            | 90.6 |
| 20             | 65  | FERRIS             | 120.4 | 69             | ROACH              | 126.8 | 23          | RUSSELL            | 90.5 |
| 21             | 77  | PORRITT            | 119.6 | 77             | PORRITT            | 126.8 | 124         | CLARK              | 90.0 |
| 22             | 124 | CLARK              | 119.6 | 14             | BESLEY             | 125.4 | 77          | PORRITT            | 89.0 |
| 23             | 23  | RUSSELL            | 117.7 | 23             | RUSSELL            | 124.9 | 65          | FERRIS             | 88.8 |
| 24             | 140 | PICKERING          | 117.3 | 81             | CARTER             | 124.9 | 61          | TREPES             | 88.0 |
| 25             | 14  | BESLEY             | 116.7 | 66             | TIMONEY            | 124.2 | 140         | PICKERING          | 87.9 |
| 26             | 66  | TIMONEY            | 115.3 | 32             | MALLOCK            | 124.2 | 78          | PRIOR              | 87.9 |
| 27             | 45  | ROSS               | 114.9 | 140            | PICKERING          | 123.8 | 45          | ROSS               | 87.6 |
| 28             | 61  | TREPES             | 114.7 | 6              | ADELMAN            | 123.3 | 40          | WILKS              | 87.4 |
| 29             | 81  | CARTER             | 114.3 | 72             | DE GRES            | 123.1 | 14          | BESLEY             | 87.0 |
| 30             | 6   | ADELMAN            | 114.1 | 45             | ROSS               | 122.9 | 2           | HELLIWELL          | 86.7 |
| 31             | 11  | TAYLOR             | 112.5 | 33             | GRAY               | 121.7 | 11          | TAYLOR             | 86.3 |
| 32             | 72  | DE GRES            | 112.4 | 61             | TREPES             | 121.5 | 81          | CARTER             | 86.2 |
| 33             | 78  | PRIOR              | 112.2 | 4              | BARRON             | 120.4 | 33          | GRAY               | 86.0 |
| 34             | 33  | GRAY               | 112.0 | 44             | O'KANE             | 120.2 | 4           | BARRON             | 86.0 |
| 35             | 4   | BARRON             | 112.0 | 78             | PRIOR              | 120.2 | 141         | BESLEY             | 85.7 |
| 36             | 2   | HELLIWELL          | 111.8 | 2              | HELLIWELL          | 119.1 | 44          | O'KANE             | 84.8 |
| 37             | 44  | O'KANE             | 111.8 | 151            | SALODINI           | 118.9 | 52          | DEELEY             | 84.8 |
| 38             | 52  | DEELEY             | 111.2 | 52             | DEELEY             | 118.5 | 104         | MCFADDEN           | 84.5 |
| 39             | 88  | GEMMILL            | 111.2 | 40             | WILKS              | 118.1 | 66          | TIMONEY            | 83.8 |
| 40             | 40  | WILKS              | 110.5 | 11             | TAYLOR             | 117.9 | 131         | WALL               | 83.7 |
| 41             | 151 | SALODINI           | 110.3 | 88             | GEMMILL            | 116.3 | 72          | DE GRES            | 83.5 |
| 42             | 141 | BESLEY             | 109.6 | 141            | BESLEY             | 114.1 | 88          | GEMMILL            | 80.9 |
| 43             | 96  | DE BRUYNE          | 109.2 | 96             | DE BRUYNE          | 113.9 | 96          | DE BRUYNE          | 80.1 |
| 44             | 138 | HODGES             | 107.2 | 104            | MCFADDEN           | 112.7 | 6           | ADELMAN            | 79.9 |
| 45             | 104 | MCFADDEN           | 105.6 | 131            | WALL               | 111.8 | 151         | SALODINI           | 79.7 |
| 46             | 131 | WALL               | 105.6 | 138            | HODGES             | 111.4 | 138         | HODGES             | 78.5 |
| 47             | 16  | FENICHEL           | 104.2 | 16             | FENICHEL           | 110.9 | 16          | FENICHEL           | 76.6 |
| 48             | 57  | CHRISTODOULOU      | 103.5 | 7              | RABAGLIATI         | 108.4 | 57          | CHRISTODOULOU      | 75.9 |
| 49             | 7   | RABAGLIATI         | 102.7 | 57             | CHRISTODOULOU      | 107.0 | 48          | POWELL             | 75.3 |
| 50             | 48  | POWELL             | 100.6 | 48             | POWELL             | 106.8 | 7           | RABAGLIATI         | 74.4 |
| 51             |     |                    |       |                |                    |       |             |                    |      |
| 52             |     |                    |       |                |                    |       |             |                    |      |

Historic Formula Junior

RACE 1 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 50                        |
| Planned Start          | 2025-08-23 @ 09:00:00.000 |
| Actual Start           | 2025-08-23 @ 08:59:09.000 |
| Finish Time            | 2025-08-23 @ 09:20:46.063 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 410                       |
| Total Distance Covered | 1492.1421mi.              |

Session Fastest Lap History

| NO  | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|--------------------|----------|--------------|-----|-------------|
| 32  | B2 | Ray MALLOCK        | 2:49.644 | 09:01:58.604 | 1   | U2 Mk2      |
| 114 | E1 | Horatio FITZ-SIMON | 2:21.194 | 09:04:20.188 | 2   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:19.681 | 09:06:39.868 | 3   | Brabham BT6 |
| 53  | E1 | Sam WILSON         | 2:18.569 | 09:06:41.617 | 3   | Cooper T59  |

Session Leader History

| NO  | CL | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|-----|----|--------------------|----------|----------|-------------|-------------|
| 32  | B2 | Ray MALLOCK        | 1        | 1        | 3.63 miles  | U2 Mk2      |
| 114 | E1 | Horatio FITZ-SIMON | 2        | 4        | 14.55 miles | Brabham BT6 |
| 53  | E1 | Sam WILSON         | 6        | 4        | 14.55 miles | Cooper T59  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 08:59:09.000 |
| FINISH | 09:20:46.063 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 9          | 24:43.197  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : A**

**3 Starters**

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE         |
|----|-------------|-----------------|--------------|-----|-----------------|
| 72 | Tom DE GRES | <b>3:08.127</b> | 09:02:17.117 | 1   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:40.817</b> | 09:04:57.935 | 2   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:40.619</b> | 09:10:20.212 | 4   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:38.809</b> | 09:12:59.020 | 5   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:38.481</b> | 09:15:37.501 | 6   | Stanguellini FJ |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-------------|----------|----------|-------------|-----------------|
| 72 | Tom DE GRES | 1        | 8        | 29.11 miles | Stanguellini FJ |

## Historic Formula Junior

### RACE 1 - STATISTICS

CLASS : B1

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------|----------|--------------|-----|------------|
| 4  | Graham BARRON | 3:06.763 | 09:02:15.740 | 1   | Gemini Mk2 |
| 4  | Graham BARRON | 2:40.444 | 09:04:56.186 | 2   | Gemini Mk2 |
| 4  | Graham BARRON | 2:39.447 | 09:07:35.637 | 3   | Gemini Mk2 |
| 4  | Graham BARRON | 2:38.915 | 09:10:14.541 | 4   | Gemini Mk2 |
| 4  | Graham BARRON | 2:36.555 | 09:12:51.106 | 5   | Gemini Mk2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|---------------|----------|----------|-------------|------------|
| 4  | Graham BARRON | 1        | 8        | 29.11 miles | Gemini Mk2 |

## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : B2**

**9 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------|-----------------|--------------|-----|-----------|
| 32 | Ray MALLOCK    | <b>2:49.644</b> | 09:01:58.604 | 1   | U2 Mk2    |
| 32 | Ray MALLOCK    | <b>2:30.233</b> | 09:04:28.838 | 2   | U2 Mk2    |
| 23 | Adrian RUSSELL | <b>2:29.892</b> | 09:04:34.785 | 2   | Condor S2 |
| 32 | Ray MALLOCK    | <b>2:27.351</b> | 09:06:56.190 | 3   | U2 Mk2    |
| 32 | Ray MALLOCK    | <b>2:27.090</b> | 09:09:23.279 | 4   | U2 Mk2    |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------|----------|----------|-------------|-----------|
| 32 | Ray MALLOCK    | 1        | 6        | 21.83 miles | U2 Mk2    |
| 23 | Adrian RUSSELL | 7        | 3        | 10.91 miles | Condor S2 |

## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : C2**

**8 Starters**

#### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE      |
|-----|-----------------|-----------------|--------------|-----|--------------|
| 140 | Keith PICKERING | <b>2:58.770</b> | 09:02:07.746 | 1   | Britannia FJ |
| 140 | Keith PICKERING | <b>2:32.167</b> | 09:04:39.913 | 2   | Britannia FJ |
| 77  | Chris PORRITT   | <b>2:31.893</b> | 09:04:41.091 | 2   | Lotus 18     |
| 77  | Chris PORRITT   | <b>2:30.854</b> | 09:14:48.892 | 6   | Lotus 18     |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|-----|-----------------|----------|----------|-------------|--------------|
| 140 | Keith PICKERING | 1        | 4        | 14.55 miles | Britannia FJ |
| 77  | Chris PORRITT   | 5        | 5        | 18.19 miles | Lotus 18     |

## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : D2**

**5 Starters**

#### Fastest Lap History

| NO  | NAME              | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|-----|-------------------|-----------------|--------------|-----|----------|
| 171 | Nathan METCALFE   | <b>2:53.702</b> | 09:02:02.685 | 1   | Lotus 20 |
| 171 | Nathan METCALFE   | <b>2:26.781</b> | 09:04:29.449 | 2   | Lotus 20 |
| 39  | Nic CARLTON-SMITH | <b>2:24.699</b> | 09:06:58.868 | 3   | Lotus 20 |

#### Leader History

| NO  | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|-----|-------------------|----------|----------|-------------|----------|
| 171 | Nathan METCALFE   | 1        | 8        | 29.11 miles | Lotus 20 |
| 39  | Nic CARLTON-SMITH | 9        | 1        | 3.63 miles  | Lotus 20 |

## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : E1**

**22 Starters**

#### Fastest Lap History

| NO  | NAME               | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|-----|--------------------|-----------------|--------------|-----|-------------|
| 21  | Alex AMES          | <b>2:49.813</b> | 09:01:58.799 | 1   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | <b>2:21.194</b> | 09:04:20.188 | 2   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | <b>2:19.681</b> | 09:06:39.868 | 3   | Brabham BT6 |
| 53  | Sam WILSON         | <b>2:18.569</b> | 09:06:41.617 | 3   | Cooper T59  |

#### Leader History

| NO  | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|-----|--------------------|----------|----------|-------------|-------------|
| 21  | Alex AMES          | 1        | 1        | 3.63 miles  | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | 2        | 4        | 14.55 miles | Brabham BT6 |
| 53  | Sam WILSON         | 6        | 4        | 14.55 miles | Cooper T59  |

## Historic Formula Junior

### RACE 1 - STATISTICS

**CLASS : E2**

**2 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|----------|--------------|-----|------------|
| 65 | Richard FERRIS | 3:02.183 | 09:02:11.144 | 1   | Donford FJ |
| 65 | Richard FERRIS | 2:34.291 | 09:04:45.433 | 2   | Donford FJ |
| 65 | Richard FERRIS | 2:33.118 | 09:07:18.553 | 3   | Donford FJ |
| 65 | Richard FERRIS | 2:32.424 | 09:12:24.357 | 5   | Donford FJ |
| 65 | Richard FERRIS | 2:32.249 | 09:14:56.606 | 6   | Donford FJ |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|----------------|----------|----------|-------------|------------|
| 65 | Richard FERRIS | 1        | 9        | 32.75 miles | Donford FJ |

# Historic Formula Junior

## RACE 11 - CLASSIFICATION

Race Distance: 9 Laps / 32.75 miles

| POS | NO  | CL | PIC | NAME                    | ENTRY             | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------------|-------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 114 | E1 | 1   | Horatio FITZ-SIMON      | Brabham BT6       | 9    | 20:59.593 |          |        | 93.61 | 2:18.295 | 3  | 1   | 0  |
| 2   | 53* | E1 | 2   | Sam WILSON              | Cooper T59        | 9    | 21:00.716 | 1.123    | 1.123  | 93.53 | 2:18.783 | 3  | 3   | 1  |
| 3   | 21  | E1 | 3   | Alex AMES               | Brabham BT6       | 9    | 21:10.788 | 11.195   | 10.072 | 92.78 | 2:19.875 | 4  | 2   | -1 |
| 4   | 175 | E1 | 4   | Chris GOODWIN           | Lotus 22          | 9    | 21:23.690 | 24.097   | 12.902 | 91.85 | 2:20.605 | 4  | 4   | 0  |
| 5   | 60  | E1 | 5   | Jon MILICEVIC           | Brabham BT6       | 9    | 21:39.462 | 39.869   | 15.772 | 90.74 | 2:22.722 | 2  | 8   | 3  |
| 6   | 27  | E1 | 6   | Richard WILSON          | Lotus 27          | 9    | 21:39.719 | 40.126   | 0.257  | 90.72 | 2:23.034 | 2  | 6   | 0  |
| 7   | 69  | E1 | 7   | Stuart ROACH            | Alexis Mk4        | 9    | 21:40.353 | 40.760   | 0.634  | 90.67 | 2:22.693 | 2  | 7   | 0  |
| 8   | 182 | E1 | 8   | Spencer SHINNER         | Lotus 22          | 9    | 21:43.539 | 43.946   | 3.186  | 90.45 | 2:23.264 | 2  | 5   | -3 |
| 9   | 166 | E1 | 9   | Geoff UNDERWOOD         | Brabham BT2       | 9    | 21:48.478 | 48.885   | 4.939  | 90.11 | 2:24.025 | 2  | 9   | 0  |
| 10  | 51  | E1 | 10  | Michael HIBBERD         | Lotus 22          | 9    | 21:55.000 | 55.407   | 6.522  | 89.66 | 2:24.449 | 2  | 11  | 1  |
| 11  | 143 | E1 | 11  | Stuart MONUMENT         | Lotus 22          | 9    | 21:57.017 | 57.424   | 2.017  | 89.53 | 2:24.102 | 7  | 14  | 3  |
| 12  | 39  | D2 | 1   | Nic CARLTON-SMITH       | Lotus 20          | 9    | 21:58.732 | 59.139   | 1.715  | 89.41 | 2:24.773 | 5  | 13  | 1  |
| 13  | 84  | E1 | 12  | Mark WOODHOUSE          | Lotus 20/22       | 9    | 22:02.348 | 1:02.755 | 3.616  | 89.17 | 2:25.170 | 5  | 17  | 4  |
| 14  | 177 | E1 | 13  | Lukas BUHOFFER          | Brabham BT6       | 9    | 22:02.583 | 1:02.990 | 0.235  | 89.15 | 2:25.230 | 5  | 10  | -4 |
| 15  | 17  | E1 | 14  | George DIFFEY           | Lotus 20/22       | 9    | 22:03.814 | 1:04.221 | 1.231  | 89.07 | 2:24.781 | 5  | 12  | -3 |
| 16  | 32  | B2 | 1   | Ray MALLOCK             | U2 Mk2            | 9    | 22:29.662 | 1:30.069 | 25.848 | 87.36 | 2:25.606 | 4  | 18  | 2  |
| 17  | 23  | B2 | 2   | Adrian RUSSELL          | Condor S2         | 9    | 22:34.685 | 1:35.092 | 5.023  | 87.04 | 2:28.466 | 3  | 20  | 3  |
| 18  | 56  | E1 | 15  | Joao PAULO CAMPOS COSTA | Lola Mk5          | 9    | 22:36.855 | 1:37.262 | 2.170  | 86.90 | 2:28.457 | 4  | 22  | 4  |
| 19  | 26  | E1 | 16  | Paul THOMAS             | Brabham BT6       | 9    | 22:37.458 | 1:37.865 | 0.603  | 86.86 | 2:23.928 | 7  | 16  | -3 |
| 20  | 90  | E1 | 17  | Jeremy FLANN            | Lotus 22          | 9    | 22:38.800 | 1:39.207 | 1.342  | 86.77 | 2:28.118 | 4  | 21  | 1  |
| 21  | 77  | C2 | 1   | Chris PORRITT           | Lotus 18          | 9    | 22:46.725 | 1:47.132 | 7.925  | 86.27 | 2:29.585 | 4  | 23  | 2  |
| 22  | 171 | D2 | 2   | Nathan METCALFE         | Lotus 20          | 9    | 22:52.450 | 1:52.857 | 5.725  | 85.91 | 2:27.822 | 6  | 15  | -7 |
| 23  | 65  | E2 | 1   | Richard FERRIS          | Donford FJ        | 9    | 23:14.500 | 2:14.907 | 22.050 | 84.55 | 2:32.160 | 4  | 27  | 4  |
| 24  | 124 | E1 | 18  | Paul CLARK              | Lotus 20/22       | 9    | 23:14.801 | 2:15.208 | 0.301  | 84.53 | 2:30.475 | 7  | 25  | 1  |
| 25  | 167 | E1 | 19  | Alan SCHMIDT            | Brabham BT6       | 9    | 23:18.492 | 2:18.899 | 3.691  | 84.31 | 2:30.435 | 4  | 19  | -6 |
| 26  | 141 | B2 | 3   | Charlie BESLEY          | Elva 100          | 9    | 23:19.862 | 2:20.269 | 1.370  | 84.23 | 2:33.391 | 7  | 28  | 2  |
| 27  | 14  | C2 | 2   | Crispian BESLEY         | Cooper T56        | 9    | 23:24.779 | 2:25.186 | 4.917  | 83.93 | 2:34.106 | 4  | 24  | -3 |
| 28  | 11  | B2 | 4   | Nick TAYLOR             | Elva 100          | 9    | 23:32.304 | 2:32.711 | 7.525  | 83.49 | 2:34.575 | 5  | 29  | 1  |
| 29  | 66  | D2 | 3   | John TIMONEY            | Ausper T3         | 8    | 21:06.297 | 1 Lap    | 1 Lap  | 82.77 | 2:34.840 | 5  | 37  | 8  |
| 30  | 4   | B1 | 1   | Graham BARRON           | Gemini Mk2        | 8    | 21:07.424 | 1 Lap    | 1.127  | 82.69 | 2:35.177 | 5  | 38  | 8  |
| 31  | 104 | B2 | 5   | Niall MCFADDEN          | Elva 100          | 8    | 21:09.051 | 1 Lap    | 1.627  | 82.59 | 2:34.535 | 6  | 30  | -1 |
| 32  | 45  | D2 | 4   | Duncan ROSS             | Lotus 18          | 8    | 21:10.729 | 1 Lap    | 1.678  | 82.48 | 2:35.760 | 4  | 33  | 1  |
| 33  | 40  | C2 | 3   | Chris WILKS             | Deep Sanderson FJ | 8    | 21:27.081 | 1 Lap    | 16.352 | 81.43 | 2:38.081 | 5  | 36  | 3  |
| 34  | 44  | C2 | 4   | Eddie O'KANE            | Crossle 4F        | 8    | 21:27.568 | 1 Lap    | 0.487  | 81.40 | 2:37.068 | 5  | 41  | 7  |
| 35  | 81  | E1 | 20  | Ralph CARTER            | Brabham BT2       | 8    | 21:32.021 | 1 Lap    | 4.453  | 81.12 | 2:35.004 | 6  | 32  | -3 |
| 36  | 72  | A  | 1   | Tom DE GRES             | Stanguellini FJ   | 8    | 21:44.049 | 1 Lap    | 12.028 | 80.37 | 2:38.498 | 4  | 34  | -2 |
| 37  | 78  | E1 | 21  | Richard PRIOR           | Lotus 22          | 8    | 21:53.120 | 1 Lap    | 9.071  | 79.82 | 2:38.367 | 4  | 40  | 3  |
| 38  | 131 | B2 | 6   | Dave WALL               | Gemini Mk2        | 8    | 21:54.399 | 1 Lap    | 1.279  | 79.74 | 2:39.530 | 5  | 42  | 4  |
| 39  | 88  | E1 | 22  | Andrew GEMMILL          | Lotus 20/22       | 8    | 22:40.375 | 1 Lap    | 45.976 | 77.04 | 2:40.863 | 5  | 43  | 4  |
| 40  | 6   | E1 | 23  | Sharon ADELMAN          | Brabham BT6       | 8    | 23:03.780 | 1 Lap    | 23.405 | 75.74 | 2:44.427 | 7  | 44  | 4  |
| 41  | 138 | B2 | 7   | Neil HODGES             | Gemini Mk2        | 8    | 23:25.789 | 1 Lap    | 22.009 | 74.55 | 2:52.864 | 6  | 45  | 4  |
| 42  | 151 | A  | 2   | Daniele SALODINI        | Taraschi FJ       | 8    | 23:29.540 | 1 Lap    | 3.751  | 74.36 | 2:47.828 | 4  | 47  | 5  |
| 43  | 16  | A  | 3   | Peter FENICHEL          | Stanguellini FJ   | 8    | 23:29.801 | 1 Lap    | 0.261  | 74.34 | 2:53.011 | 3  | 48  | 5  |
| 44  | 7   | B2 | 8   | Duncan RABAGLIATI       | Alexis HF1        | 8    | 23:34.990 | 1 Lap    | 5.189  | 74.07 | 2:52.840 | 3  | 46  | 2  |
| 45  | 48  | C2 | 5   | Nick POWELL             | Cooper T52        | 7    | 21:53.297 | 2 Laps   | 1 Lap  | 69.83 | 3:01.055 | 3  | 49  | 4  |

NOT CLASSIFIED

|     |     |    |  |                    |              |   |           |        |        |       |          |   |    |  |
|-----|-----|----|--|--------------------|--------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 140 | C2 |  | Keith PICKERING    | Britannia FJ | 5 | 12:49.115 | 4 Laps | 2 Laps | 85.17 | 2:31.237 | 2 | 26 |  |
| DNF | 61  | E1 |  | Oscar TREPESS      | Lotus 20/22  | 5 | 13:03.821 | 4 Laps | 14.706 | 83.57 | 2:31.390 | 3 | 31 |  |
| DNF | 96  | E2 |  | Lawrence DE BRUYNE | Cooper T65   | 4 | 12:31.962 | 5 Laps | 1 Lap  | 69.69 | 2:42.965 | 3 | 39 |  |

NOT STARTED

|    |   |    |  |                 |          |  |  |  |  |  |  |  |  |    |
|----|---|----|--|-----------------|----------|--|--|--|--|--|--|--|--|----|
| NS | 2 | B2 |  | Chris HELLIWELL | Elva 100 |  |  |  |  |  |  |  |  | 35 |
|----|---|----|--|-----------------|----------|--|--|--|--|--|--|--|--|----|

Weather / Track : Cloudy / Dry

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

Date: 24/08/2025 Start: 09:03 Finish: 09:24  
Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer





## Historic Formula Junior

### RACE 11 - CLASSIFICATION

Race Distance: 9 Laps / 32.75 miles

#### FASTEST LAP

|            |    |                    |                 |          |          |           |            |
|------------|----|--------------------|-----------------|----------|----------|-----------|------------|
| <b>114</b> | E1 | Horatio FITZ-SIMON | Brabham BT6     | <b>3</b> | 2:18.295 | 94.73 mph | 152.46 kph |
| <b>39</b>  | D2 | Nic CARLTON-SMITH  | Lotus 20        | <b>5</b> | 2:24.773 | 90.49 mph | 145.64 kph |
| <b>32</b>  | B2 | Ray MALLOCK        | U2 Mk2          | <b>4</b> | 2:25.606 | 89.98 mph | 144.80 kph |
| <b>77</b>  | C2 | Chris PORRITT      | Lotus 18        | <b>4</b> | 2:29.585 | 87.58 mph | 140.95 kph |
| <b>65</b>  | E2 | Richard FERRIS     | Donford FJ      | <b>4</b> | 2:32.160 | 86.10 mph | 138.57 kph |
| <b>4</b>   | B1 | Graham BARRON      | Gemini Mk2      | <b>5</b> | 2:35.177 | 84.43 mph | 135.87 kph |
| <b>72</b>  | A  | Tom DE GRES        | Stanguellini FJ | <b>4</b> | 2:38.498 | 82.66 mph | 133.03 kph |

\*Car 53 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers.

Weather / Track : Cloudy / Dry

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

Date: 24/08/2025 Start: 09:03 Finish: 09:24

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

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Printed - 09:31 Sunday, 24 August 2025



# Historic Formula Junior

## RACE 11 - LAP CHART

| LAP 1 @ 09:05:50.418 |        |          | LAP 2 @ 09:08:10.762 |          |          | LAP 3 @ 09:10:29.057 |          |          | LAP 4 @ 09:12:48.160 |          |          | LAP 5 @ 09:15:08.340 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 114                  |        | 2:21.250 | 114                  |          | 2:20.344 | 114                  |          | 2:18.295 | 114                  |          | 2:19.103 | 114                  |          | 2:20.180 |
| 21                   | 1.385  | 2:22.635 | 53                   | 1.332    | 2:19.412 | 53                   | 1.820    | 2:18.783 | 53                   | 1.512    | 2:18.795 | 53                   | 2.663    | 2:21.330 |
| 53                   | 2.264  | 2:23.514 | 21                   | 1.655    | 2:20.614 | 21                   | 3.520    | 2:20.160 | 48                   | 1 Lap    | 3:01.055 | 21                   | 4.480    | 2:20.368 |
| 175                  | 4.250  | 2:25.500 | 175                  | 5.445    | 2:21.539 | 175                  | 7.930    | 2:20.780 | 21                   | 4.292    | 2:19.875 | 138                  | 1 Lap    | 2:57.445 |
| 69                   | 4.981  | 2:26.231 | 69                   | 7.330    | 2:22.693 | 69                   | 12.091   | 2:23.056 | 175                  | 9.432    | 2:20.605 | 175                  | 11.900   | 2:22.648 |
| 182                  | 5.620  | 2:26.870 | 182                  | 8.540    | 2:23.264 | 182                  | 13.536   | 2:23.291 | 60                   | 18.603   | 2:23.521 | 7                    | 1 Lap    | 2:57.825 |
| 60                   | 6.794  | 2:28.044 | 60                   | 9.172    | 2:22.722 | 60                   | 14.185   | 2:23.308 | 182                  | 18.703   | 2:24.270 | 16                   | 1 Lap    | 2:57.462 |
| 27                   | 7.122  | 2:28.372 | 27                   | 9.812    | 2:23.034 | 27                   | 15.339   | 2:23.822 | 69                   | 19.047   | 2:26.059 | 60                   | 21.773   | 2:23.350 |
| 166                  | 8.487  | 2:29.737 | 166                  | 12.168   | 2:24.025 | 166                  | 18.770   | 2:24.897 | 27                   | 19.521   | 2:23.285 | 182                  | 21.943   | 2:23.420 |
| 51                   | 9.121  | 2:30.371 | 51                   | 13.226   | 2:24.449 | 51                   | 19.754   | 2:24.823 | 166                  | 23.949   | 2:24.282 | 27                   | 22.907   | 2:23.566 |
| 177                  | 11.396 | 2:32.646 | 39                   | 17.377   | 2:25.601 | 39                   | 25.200   | 2:26.118 | 51                   | 25.184   | 2:24.533 | 69                   | 23.302   | 2:24.435 |
| 39                   | 12.120 | 2:33.370 | 177                  | 17.750   | 2:26.698 | 177                  | 25.653   | 2:26.198 | 39                   | 30.941   | 2:24.844 | 166                  | 28.349   | 2:24.580 |
| 143                  | 12.549 | 2:33.799 | 143                  | 18.216   | 2:26.011 | 143                  | 26.131   | 2:26.210 | 177                  | 31.984   | 2:25.434 | 51                   | 29.803   | 2:24.799 |
| 17                   | 12.911 | 2:34.161 | 17                   | 18.626   | 2:26.059 | 17                   | 26.749   | 2:26.418 | 143                  | 32.392   | 2:25.364 | 39                   | 35.534   | 2:24.773 |
| 171                  | 13.478 | 2:34.728 | 84                   | 19.891   | 2:25.467 | 84                   | 27.231   | 2:25.635 | 17                   | 32.830   | 2:25.184 | 177                  | 37.034   | 2:25.230 |
| 26                   | 14.424 | 2:35.674 | 23                   | 24.186   | 2:29.042 | 23                   | 34.357   | 2:28.466 | 84                   | 33.855   | 2:25.727 | 17                   | 37.431   | 2:24.781 |
| 84                   | 14.768 | 2:36.018 | 90                   | 25.270   | 2:29.294 | 32                   | 34.726   | 2:27.408 | 32                   | 41.229   | 2:25.606 | 143                  | 37.639   | 2:25.427 |
| 32                   | 15.025 | 2:36.275 | 32                   | 25.613   | 2:30.932 | 90                   | 36.238   | 2:29.263 | 23                   | 44.516   | 2:29.262 | 84                   | 38.845   | 2:25.170 |
| 23                   | 15.488 | 2:36.738 | 56                   | 27.358   | 2:30.432 | 56                   | 38.615   | 2:29.552 | 90                   | 45.253   | 2:28.118 | 32                   | 49.051   | 2:28.002 |
| 90                   | 16.320 | 2:37.570 | 77                   | 27.789   | 2:30.400 | 77                   | 39.385   | 2:29.891 | 56                   | 47.969   | 2:28.457 | 48                   | 1 Lap    | 3:08.593 |
| 56                   | 17.270 | 2:38.520 | 140                  | 29.776   | 2:31.237 | 140                  | 43.253   | 2:31.772 | 77                   | 49.867   | 2:29.585 | 96                   | 1 Lap    | 4:03.048 |
| 77                   | 17.733 | 2:38.983 | 65                   | 35.927   | 2:32.494 | 167                  | 49.368   | 2:31.371 | 140                  | 56.298   | 2:32.148 | 23                   | 54.386   | 2:30.050 |
| 140                  | 18.883 | 2:40.133 | 167                  | 36.292   | 2:33.447 | 65                   | 50.285   | 2:32.653 | 167                  | 1:00.700 | 2:30.435 | 90                   | 55.468   | 2:30.395 |
| 14                   | 20.275 | 2:41.525 | 14                   | 37.101   | 2:37.170 | 141                  | 53.092   | 2:34.151 | 65                   | 1:03.342 | 2:32.160 | 56                   | 57.353   | 2:29.564 |
| 141                  | 21.897 | 2:43.147 | 141                  | 37.236   | 2:35.683 | 14                   | 54.261   | 2:35.455 | 141                  | 1:07.863 | 2:33.874 | 77                   | 1:00.549 | 2:30.862 |
| 124                  | 22.543 | 2:43.793 | 124                  | 37.747   | 2:35.548 | 124                  | 54.959   | 2:35.507 | 26                   | 1:08.207 | 2:28.179 | 140                  | 1:09.943 | 2:33.825 |
| 167                  | 23.189 | 2:44.439 | 11                   | 38.703   | 2:34.849 | 11                   | 55.226   | 2:34.818 | 14                   | 1:09.264 | 2:34.106 | 65                   | 1:16.603 | 2:33.441 |
| 65                   | 23.777 | 2:45.027 | 61                   | 42.779   | 2:37.241 | 61                   | 55.874   | 2:31.390 | 124                  | 1:09.961 | 2:34.105 | 26                   | 1:16.641 | 2:28.614 |
| 11                   | 24.198 | 2:45.448 | 45                   | 43.351   | 2:38.350 | 26                   | 59.131   | 2:29.011 | 171                  | 1:10.175 | 2:28.392 | 171                  | 1:19.175 | 2:29.180 |
| 104                  | 24.619 | 2:45.869 | 104                  | 44.868   | 2:40.593 | 171                  | 1:00.886 | 2:30.939 | 61                   | 1:11.177 | 2:34.406 | 141                  | 1:21.309 | 2:33.626 |
| 45                   | 25.345 | 2:46.595 | 66                   | 45.232   | 2:38.118 | 45                   | 1:02.227 | 2:37.171 | 11                   | 1:12.138 | 2:36.015 | 124                  | 1:22.438 | 2:32.657 |
| 61                   | 25.882 | 2:47.132 | 81                   | 45.844   | 2:38.130 | 66                   | 1:06.014 | 2:39.077 | 45                   | 1:18.884 | 2:35.760 | 14                   | 1:24.290 | 2:35.206 |
| 66                   | 27.458 | 2:48.708 | 4                    | 46.577   | 2:38.390 | 104                  | 1:06.486 | 2:39.913 | 66                   | 1:23.126 | 2:36.215 | 61                   | 1:24.649 | 2:33.652 |
| 81                   | 28.058 | 2:49.308 | 72                   | 48.070   | 2:39.167 | 4                    | 1:06.650 | 2:38.368 | 81                   | 1:23.751 | 2:35.295 | 11                   | 1:26.533 | 2:34.575 |
| 4                    | 28.531 | 2:49.781 | 171                  | 48.242   | 2:55.108 | 81                   | 1:07.559 | 2:40.010 | 4                    | 1:24.282 | 2:36.735 | 167                  | 1:27.454 | 2:46.934 |
| 72                   | 29.247 | 2:50.497 | 26                   | 48.415   | 2:54.335 | 72                   | 1:08.485 | 2:38.710 | 104                  | 1:27.489 | 2:40.106 | 45                   | 1:35.019 | 2:36.315 |
| 40                   | 30.345 | 2:51.595 | 40                   | 50.172   | 2:40.171 | 40                   | 1:10.548 | 2:38.671 | 72                   | 1:27.880 | 2:38.498 | 66                   | 1:37.786 | 2:34.840 |
| 88                   | 35.384 | 2:56.634 | 44                   | 1:00.505 | 2:44.572 | 44                   | 1:19.480 | 2:37.270 | 40                   | 1:30.058 | 2:38.613 | 4                    | 1:39.279 | 2:35.177 |
| 44                   | 36.277 | 2:57.527 | 96                   | 1:04.355 | 2:46.946 | 96                   | 1:29.025 | 2:42.965 | 44                   | 1:38.023 | 2:37.646 | 81                   | 1:40.881 | 2:37.310 |
| 96                   | 37.753 | 2:59.003 | 88                   | 1:04.726 | 2:49.686 | 131                  | 1:29.868 | 2:43.178 | 131                  | 1:51.403 | 2:40.638 | 104                  | 1:43.728 | 2:36.419 |
| 131                  | 38.020 | 2:59.270 | 131                  | 1:04.985 | 2:47.309 | 88                   | 1:31.758 | 2:45.327 | 78                   | 1:53.376 | 2:38.367 | 72                   | 1:46.333 | 2:38.633 |
| 151                  | 41.651 | 3:02.901 | 151                  | 1:10.804 | 2:49.497 | 78                   | 1:34.112 | 2:41.566 | 88                   | 1:55.299 | 2:42.644 | 40                   | 1:47.959 | 2:38.081 |
| 6                    | 42.089 | 3:03.339 | 78                   | 1:10.841 | 2:48.946 | 6                    | 1:43.418 | 2:48.769 | 6                    | 2:13.189 | 2:48.874 | 44                   | 1:54.911 | 2:37.068 |
| 78                   | 42.239 | 3:03.489 | 6                    | 1:12.944 | 2:51.199 | 151                  | 1:45.760 | 2:53.251 | 151                  | 2:14.485 | 2:47.828 | 131                  | 2:10.753 | 2:39.530 |
| 138                  | 43.377 | 3:04.627 | 138                  | 1:17.442 | 2:54.409 | 138                  | 1:53.331 | 2:54.184 |                      |          |          | 78                   | 2:12.124 | 2:38.928 |
| 7                    | 45.540 | 3:06.790 | 7                    | 1:19.149 | 2:53.953 | 7                    | 1:53.694 | 2:52.840 |                      |          |          | 88                   | 2:15.982 | 2:40.863 |
| 16                   | 45.979 | 3:07.229 | 16                   | 1:19.802 | 2:54.167 | 16                   | 1:54.518 | 2:53.011 |                      |          |          |                      |          |          |
| 48                   | 54.449 | 3:15.699 | 48                   | 1:37.857 | 3:03.752 |                      |          |          |                      |          |          |                      |          |          |

Historic Formula Junior

RACE 11 - LAP CHART

| LAP 6 @ 09:17:27.006 |          |          | LAP 7 @ 09:19:47.127 |          |          | LAP 8 @ 09:22:08.039 |          |          | LAP 9 @ 09:24:28.761 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 114                  |          | 2:18.666 | 114                  |          | 2:20.121 | 114                  |          | 2:20.912 | 114                  |          | 2:20.722 |
| 53                   | 3.271    | 2:19.274 | 53                   | 2.624    | 2:19.474 | 53                   | 1.545    | 2:19.833 | 53                   | 1.123    | 2:20.300 |
| 21                   | 6.712    | 2:20.898 | 21                   | 7.991    | 2:21.400 | 40                   | 1 Lap    | 2:38.934 | 66                   | 1 Lap    | 2:36.971 |
| 175                  | 15.747   | 2:22.513 | 131                  | 1 Lap    | 2:40.993 | 72                   | 1 Lap    | 2:39.814 | 4                    | 1 Lap    | 2:37.303 |
| 6                    | 1 Lap    | 2:49.941 | 78                   | 1 Lap    | 2:40.278 | 21                   | 8.531    | 2:21.452 | 104                  | 1 Lap    | 2:35.627 |
| 60                   | 27.483   | 2:24.376 | 175                  | 17.140   | 2:21.514 | 48                   | 2 Laps   | 3:12.165 | 45                   | 1 Lap    | 2:39.585 |
| 27                   | 28.010   | 2:23.769 | 88                   | 1 Lap    | 2:45.664 | 44                   | 1 Lap    | 2:38.352 | 21                   | 11.195   | 2:23.386 |
| 69                   | 29.181   | 2:24.545 | 60                   | 31.506   | 2:24.144 | 81                   | 1 Lap    | 2:59.301 | 175                  | 24.097   | 2:22.633 |
| 182                  | 32.979   | 2:29.702 | 27                   | 31.867   | 2:23.978 | 175                  | 22.186   | 2:25.958 | 40                   | 1 Lap    | 2:42.688 |
| 166                  | 34.543   | 2:24.860 | 69                   | 33.676   | 2:24.616 | 131                  | 1 Lap    | 2:40.685 | 44                   | 1 Lap    | 2:37.332 |
| 151                  | 1 Lap    | 3:00.539 | 182                  | 36.433   | 2:23.575 | 78                   | 1 Lap    | 2:40.708 | 81                   | 1 Lap    | 2:37.663 |
| 51                   | 37.506   | 2:26.369 | 166                  | 39.784   | 2:25.362 | 60                   | 34.274   | 2:23.680 | 60                   | 39.869   | 2:26.317 |
| 39                   | 42.727   | 2:25.859 | 51                   | 43.717   | 2:26.332 | 27                   | 35.213   | 2:24.258 | 27                   | 40.126   | 2:25.635 |
| 143                  | 43.973   | 2:25.000 | 143                  | 47.954   | 2:24.102 | 69                   | 36.958   | 2:24.194 | 69                   | 40.760   | 2:24.524 |
| 177                  | 45.245   | 2:26.877 | 39                   | 48.717   | 2:26.111 | 182                  | 39.137   | 2:23.616 | 182                  | 43.946   | 2:25.531 |
| 17                   | 46.772   | 2:28.007 | 6                    | 1 Lap    | 2:47.769 | 166                  | 43.790   | 2:24.918 | 72                   | 1 Lap    | 2:57.961 |
| 84                   | 46.869   | 2:26.690 | 84                   | 52.502   | 2:25.754 | 51                   | 49.404   | 2:26.599 | 166                  | 48.885   | 2:25.817 |
| 138                  | 1 Lap    | 2:55.235 | 177                  | 52.704   | 2:27.580 | 143                  | 52.087   | 2:25.045 | 78                   | 1 Lap    | 2:40.838 |
| 7                    | 1 Lap    | 2:55.257 | 17                   | 53.121   | 2:26.470 | 39                   | 53.889   | 2:26.084 | 48                   | 2 Laps   | 3:05.038 |
| 16                   | 1 Lap    | 2:55.225 | 32                   | 1:07.449 | 2:30.323 | 84                   | 57.492   | 2:25.902 | 131                  | 1 Lap    | 2:42.796 |
| 32                   | 57.247   | 2:26.862 | 23                   | 1:17.040 | 2:31.441 | 177                  | 57.796   | 2:26.004 | 51                   | 55.407   | 2:26.725 |
| 23                   | 1:05.720 | 2:30.000 | 90                   | 1:18.359 | 2:29.748 | 17                   | 58.248   | 2:26.039 | 143                  | 57.424   | 2:26.059 |
| 90                   | 1:08.732 | 2:31.930 | 151                  | 1 Lap    | 3:02.432 | 88                   | 1 Lap    | 3:10.291 | 39                   | 59.139   | 2:25.972 |
| 56                   | 1:09.400 | 2:30.713 | 56                   | 1:18.640 | 2:29.361 | 6                    | 1 Lap    | 2:44.427 | 84                   | 1:02.755 | 2:25.985 |
| 77                   | 1:12.443 | 2:30.560 | 138                  | 1 Lap    | 2:52.864 | 32                   | 1:16.444 | 2:29.907 | 177                  | 1:02.990 | 2:25.916 |
| 26                   | 1:23.902 | 2:25.927 | 7                    | 1 Lap    | 2:53.758 | 23                   | 1:25.996 | 2:29.868 | 17                   | 1:04.221 | 2:26.695 |
| 171                  | 1:28.331 | 2:27.822 | 16                   | 1 Lap    | 2:54.507 | 56                   | 1:28.065 | 2:30.337 | 32                   | 1:30.069 | 2:34.347 |
| 65                   | 1:32.684 | 2:34.747 | 77                   | 1:23.769 | 2:31.447 | 90                   | 1:28.884 | 2:31.437 | 23                   | 1:35.092 | 2:29.818 |
| 124                  | 1:36.577 | 2:32.805 | 26                   | 1:27.709 | 2:23.928 | 26                   | 1:33.445 | 2:26.648 | 56                   | 1:37.262 | 2:29.919 |
| 141                  | 1:37.438 | 2:34.795 | 171                  | 1:36.182 | 2:27.972 | 77                   | 1:36.115 | 2:33.258 | 26                   | 1:37.865 | 2:25.142 |
| 48                   | 1 Lap    | 3:06.995 | 65                   | 1:45.859 | 2:33.296 | 171                  | 1:43.998 | 2:28.728 | 90                   | 1:39.207 | 2:31.045 |
| 14                   | 1:40.369 | 2:34.745 | 124                  | 1:46.931 | 2:30.475 | 138                  | 1 Lap    | 2:54.148 | 88                   | 1 Lap    | 2:49.266 |
| 167                  | 1:41.895 | 2:33.107 | 141                  | 1:50.708 | 2:33.391 | 7                    | 1 Lap    | 2:53.371 | 77                   | 1:47.132 | 2:31.739 |
| 11                   | 1:43.567 | 2:35.700 | 167                  | 1:53.540 | 2:31.766 | 151                  | 1 Lap    | 2:58.744 | 171                  | 1:52.857 | 2:29.581 |
| 45                   | 1:54.680 | 2:38.327 | 14                   | 1:56.147 | 2:35.899 | 16                   | 1 Lap    | 2:53.885 | 6                    | 1 Lap    | 3:09.462 |
| 66                   | 1:55.049 | 2:35.929 | 11                   | 1:59.873 | 2:36.427 | 65                   | 1:57.976 | 2:33.029 | 65                   | 2:14.907 | 2:37.653 |
| 4                    | 1:55.795 | 2:35.182 | 66                   | 2:11.367 | 2:36.439 | 124                  | 1:58.257 | 2:32.238 | 124                  | 2:15.208 | 2:37.673 |
| 81                   | 1:57.219 | 2:35.004 | 4                    | 2:12.162 | 2:36.488 | 141                  | 2:03.452 | 2:33.656 | 167                  | 2:18.899 | 2:34.754 |
| 104                  | 1:59.597 | 2:34.535 | 45                   | 2:13.185 | 2:38.626 | 167                  | 2:04.867 | 2:32.239 | 141                  | 2:20.269 | 2:37.539 |
| 40                   | 2:07.621 | 2:38.328 | 104                  | 2:15.465 | 2:35.989 | 14                   | 2:10.796 | 2:35.561 | 14                   | 2:25.186 | 2:35.112 |
| 72                   | 2:08.436 | 2:40.769 |                      |          |          | 11                   | 2:15.755 | 2:36.794 | 138                  | 1 Lap    | 2:52.877 |
| 44                   | 2:14.046 | 2:37.801 |                      |          |          |                      |          |          | 151                  | 1 Lap    | 2:54.348 |
|                      |          |          |                      |          |          |                      |          |          | 16                   | 1 Lap    | 2:54.315 |
|                      |          |          |                      |          |          |                      |          |          | 11                   | 2:32.711 | 2:37.678 |
|                      |          |          |                      |          |          |                      |          |          | 7                    | 1 Lap    | 3:01.196 |

Historic Formula Junior

RACE 11 - POSITION CHART WITH INTERMEDIATES

|     |                  | Lap |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|-----|------------------|-----|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No  | Name             | Pos | L0 - Int1-M | L0 - Int2-M | L1 - Finish | L1 - Int1-M | L1 - Int2-M | L2 - Finish | L2 - Int1-M | L2 - Int2-M | L3 - Finish | L3 - Int1-M | L3 - Int2-M | L4 - Finish | L4 - Int1-M | L4 - Int2-M | L5 - Finish | L5 - Int1-M | L5 - Int2-M | L6 - Finish | L6 - Int1-M | L6 - Int2-M | L6 - Int2-M | L7 - Finish | L7 - Int1-M | L7 - Int2-M | L8 - Finish | L8 - Int1-M | L8 - Int2-M | L9 - Finish |
| 114 | FITZ-SIMON       | 1   | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         | 114         |
| 21  | AMES             | 2   | 21          | 21          | 21          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          | 21          | 21          | 53          |             |
| 53  | WILSON           | 3   | 175         | 175         | 53          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          | 175         | 175         | 21          |             |
| 175 | GOODWIN          | 4   | 182         | 69          | 175         | 69          | 69          | 175         | 69          | 69          | 175         | 69          | 60          | 175         | 60          | 60          | 175         | 60          | 60          | 175         | 60          | 60          | 175         | 60          | 60          | 175         | 27          | 60          | 175         |             |
| 182 | SHINNER          | 5   | 69          | 182         | 69          | 182         | 182         | 69          | 182         | 60          | 69          | 182         | 182         | 60          | 182         | 182         | 60          | 27          | 27          | 60          | 27          | 27          | 60          | 27          | 27          | 60          | 60          | 27          | 60          |             |
| 27  | WILSON           | 6   | 27          | 27          | 182         | 60          | 60          | 182         | 60          | 182         | 182         | 60          | 69          | 182         | 69          | 27          | 182         | 69          | 69          | 27          | 69          | 69          | 27          | 69          | 69          | 27          | 69          | 69          | 27          |             |
| 69  | ROACH            | 7   | 60          | 60          | 60          | 27          | 27          | 60          | 27          | 27          | 60          | 27          | 27          | 69          | 27          | 69          | 27          | 182         | 182         | 69          | 182         | 182         | 69          | 182         | 182         | 69          | 182         | 182         | 69          |             |
| 60  | MILICEVIC        | 8   | 166         | 166         | 27          | 166         | 166         | 27          | 166         | 166         | 27          | 166         | 166         | 27          | 166         | 166         | 69          | 166         | 166         | 182         | 166         | 166         | 182         | 166         | 166         | 182         | 166         | 166         | 182         |             |
| 166 | UNDERWOOD        | 9   | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         | 51          | 51          | 166         |             |
| 177 | BUHOFER          | 10  | 177         | 177         | 51          | 177         | 177         | 51          | 39          | 177         | 51          | 39          | 39          | 51          | 39          | 39          | 51          | 39          | 39          | 51          | 39          | 143         | 51          | 143         | 143         | 51          | 143         | 143         | 51          |             |
| 51  | HIBBERD          | 11  | 143         | 143         | 177         | 39          | 39          | 39          | 177         | 39          | 39          | 177         | 177         | 39          | 177         | 177         | 39          | 177         | 177         | 39          | 143         | 39          | 143         | 39          | 39          | 143         | 39          | 39          | 143         |             |
| 17  | DIFFEY           | 12  | 39          | 39          | 39          | 143         | 143         | 177         | 143         | 143         | 177         | 143         | 143         | 177         | 17          | 17          | 177         | 143         | 143         | 143         | 177         | 177         | 39          | 84          | 84          | 39          | 84          | 84          | 39          |             |
| 39  | CARLTON-SMITH    | 13  | 17          | 17          | 143         | 17          | 17          | 143         | 17          | 17          | 143         | 17          | 17          | 143         | 143         | 143         | 17          | 17          | 17          | 177         | 84          | 84          | 84          | 177         | 177         | 84          | 177         | 177         | 84          |             |
| 143 | MONUMENT         | 14  | 26          | 171         | 17          | 84          | 84          | 17          | 84          | 84          | 17          | 84          | 84          | 17          | 84          | 84          | 143         | 84          | 84          | 17          | 17          | 17          | 177         | 17          | 17          | 177         | 17          | 17          | 177         |             |
| 171 | METCALFE         | 15  | 171         | 84          | 171         | 26          | 23          | 84          | 23          | 23          | 84          | 32          | 32          | 84          | 32          | 32          | 84          | 32          | 32          | 84          | 32          | 32          | 17          | 32          | 32          | 17          | 32          | 32          | 17          |             |
| 26  | THOMAS           | 16  | 32          | 26          | 26          | 171         | 90          | 23          | 90          | 32          | 23          | 23          | 23          | 32          | 23          | 23          | 32          | 23          | 23          | 32          | 23          | 23          | 32          | 23          | 23          | 32          | 23          | 23          | 32          |             |
| 84  | WOODHOUSE        | 17  | 84          | 32          | 84          | 32          | 32          | 90          | 32          | 90          | 32          | 90          | 90          | 23          | 90          | 90          | 23          | 90          | 90          | 23          | 90          | 90          | 23          | 90          | 90          | 23          | 90          | 56          | 23          |             |
| 32  | MALLOCK          | 18  | 90          | 23          | 32          | 23          | 56          | 32          | 56          | 56          | 90          | 56          | 56          | 90          | 56          | 56          | 90          | 56          | 56          | 90          | 56          | 56          | 90          | 56          | 90          | 56          | 90          | 90          | 56          |             |
| 167 | SCHMIDT          | 19  | 23          | 90          | 23          | 90          | 77          | 56          | 77          | 77          | 56          | 77          | 77          | 56          | 77          | 77          | 56          | 77          | 77          | 56          | 77          | 77          | 56          | 77          | 26          | 90          | 26          | 26          |             |             |
| 23  | RUSSELL          | 20  | 77          | 56          | 90          | 56          | 140         | 77          | 140         | 140         | 77          | 140         | 140         | 77          | 140         | 140         | 77          | 26          | 26          | 77          | 26          | 26          | 77          | 26          | 77          | 26          | 77          | 77          | 90          |             |
| 90  | FLANN            | 21  | 56          | 77          | 56          | 77          | 65          | 140         | 65          | 167         | 140         | 167         | 167         | 140         | 167         | 65          | 140         | 171         | 171         | 26          | 171         | 171         | 26          | 171         | 171         | 77          | 171         | 171         | 77          |             |
| 56  | PAULO CAMPOS COS | 22  | 14          | 140         | 77          | 140         | 167         | 65          | 167         | 65          | 167         | 65          | 65          | 167         | 65          | 26          | 65          | 65          | 65          | 171         | 65          | 65          | 171         | 65          | 65          | 171         | 65          | 65          | 171         |             |
| 77  | PORRITT          | 23  | 140         | 14          | 140         | 14          | 14          | 167         | 141         | 141         | 65          | 141         | 141         | 65          | 26          | 171         | 26          | 141         | 124         | 65          | 124         | 124         | 65          | 124         | 124         | 65          | 124         | 124         | 65          |             |
| 14  | BESLEY           | 24  | 141         | 124         | 14          | 141         | 141         | 14          | 14          | 14          | 141         | 14          | 26          | 141         | 141         | 141         | 171         | 124         | 141         | 124         | 141         | 141         | 124         | 141         | 141         | 124         | 141         | 167         | 124         |             |
| 124 | CLARK            | 25  | 124         | 141         | 141         | 124         | 124         | 141         | 124         | 124         | 14          | 124         | 14          | 26          | 171         | 124         | 141         | 14          | 14          | 141         | 14          | 167         | 141         | 167         | 167         | 141         | 167         | 141         | 167         |             |
| 140 | PICKERING        | 26  | 104         | 167         | 124         | 65          | 11          | 124         | 11          | 11          | 124         | 11          | 124         | 14          | 14          | 14          | 124         | 11          | 167         | 14          | 167         | 14          | 167         | 14          | 14          | 167         | 14          | 14          | 141         |             |
| 65  | FERRIS           | 27  | 65          | 65          | 167         | 167         | 45          | 11          | 61          | 61          | 11          | 61          | 171         | 124         | 124         | 61          | 14          | 167         | 11          | 167         | 11          | 11          | 14          | 11          | 11          | 14          | 11          | 11          | 14          |             |
| 141 | BESLEY           | 28  | 11          | 11          | 65          | 11          | 61          | 61          | 45          | 26          | 61          | 26          | 61          | 171         | 61          | 11          | 61          | 45          | 45          | 11          | 66          | 66          | 11          | 66          | 66          | 11          | 11          | 11          |             |             |
| 11  | TAYLOR           | 29  | 167         | 104         | 11          | 45          | 66          | 45          | 104         | 45          | 26          | 171         | 11          | 61          | 11          | 167         | 11          | 66          | 66          | 45          | 4           | 4           | 66          | 4           | 4           | 66          |             |             |             |             |
| 104 | MCFADDEN         | 30  | 45          | 45          | 104         | 61          | 104         | 104         | 66          | 171         | 171         | 45          | 45          | 11          | 45          | 45          | 167         | 4           | 4           | 66          | 45          | 45          | 4           | 45          | 104         | 4           |             |             |             |             |
| 61  | TREPES           | 31  | 66          | 61          | 45          | 104         | 81          | 66          | 26          | 66          | 45          | 66          | 66          | 45          | 66          | 66          | 45          | 81          | 81          | 4           | 104         | 104         | 45          | 104         | 45          | 104         |             |             |             |             |
| 81  | CARTER           | 32  | 81          | 66          | 61          | 66          | 4           | 81          | 171         | 104         | 66          | 4           | 81          | 66          | 4           | 4           | 66          | 104         | 104         | 81          | 40          | 40          | 104         | 40          | 40          | 45          |             |             |             |             |
| 45  | ROSS             | 33  | 61          | 81          | 66          | 81          | 72          | 4           | 4           | 4           | 104         | 81          | 4           | 81          | 81          | 81          | 4           | 72          | 72          | 104         | 72          | 72          | 40          | 44          | 44          | 40          |             |             |             |             |
| 72  | DE GRES          | 34  | 4           | 4           | 81          | 4           | 171         | 72          | 72          | 81          | 4           | 104         | 72          | 4           | 104         | 104         | 81          | 40          | 40          | 40          | 44          | 44          | 72          | 81          | 81          | 44          |             |             |             |             |
| 2   | HELLIWELL        | 35  | 72          | 72          | 4           | 72          | 40          | 171         | 81          | 72          | 81          | 72          | 104         | 104         | 72          | 72          | 104         | 44          | 44          | 72          | 81          | 81          | 44          | 72          | 72          | 81          |             |             |             |             |
| 40  | WILKS            | 36  | 40          | 40          | 72          | 40          | 26          | 26          | 40          | 40          | 72          | 40          | 40          | 72          | 40          | 40          | 72          | 131         | 131         | 44          | 131         | 131         | 81          | 78          | 78          | 72          |             |             |             |             |
| 66  | TIMONEY          | 37  | 88          | 88          | 40          | 88          | 44          | 40          | 44          | 44          | 40          | 44          | 44          | 40          | 44          | 44          | 40          | 78          | 78          | 131         | 78          | 78          | 131         | 131         | 131         | 78          |             |             |             |             |
| 4   | BARRON           | 38  | 96          | 96          | 88          | 44          | 88          | 44          | 96          | 96          | 44          | 131         | 131         | 44          | 131         | 131         | 44          | 88          | 88          | 78          | 88          | 88          | 78          | 88          | 88          | 131         |             |             |             |             |
| 96  | DE BRUYNE        | 39  | 44          | 44          | 44          | 96          | 96          | 96          | 88          | 131         | 96          | 88          | 88          | 131         | 78          | 78          | 131         | 6           | 6           | 88          | 6           | 6           | 88          | 6           | 6           | 88          |             |             |             |             |
| 78  | PRIOR            | 40  | 131         | 131         | 96          | 131         | 131         | 88          | 131         | 88          | 131         | 78          | 78          | 78          | 88          | 88          | 78          | 151         | 151         | 6           | 151         | 138         | 6           | 138         | 138         | 6           |             |             |             |             |
| 44  | O'KANE           | 41  | 151         | 151         | 131         | 151         | 151         | 131         | 78          | 78          | 88          | 96          | 6           | 88          | 6           | 6           | 88          | 138         | 138         | 151         | 138         | 151         | 138         | 151         | 138         | 151         | 151         | 138         |             |             |
| 131 | WALL             | 42  | 6           | 6           | 151         | 78          | 78          | 151         | 6           | 6           | 78          | 6           | 151         | 6           | 151         | 151         | 6           | 7           | 7           | 138         | 7           | 7           | 7           | 7           | 16          | 151         |             |             |             |             |
| 88  | GEMMILL          | 43  | 138         | 78          | 6           | 6           | 6           | 78          | 151         | 151         | 6           | 151         | 138         | 151         | 138         | 138         | 151         | 16          | 16          | 7           | 16          | 16          | 151         | 16          | 7           | 16          |             |             |             |             |
| 6   | ADELMAN          | 44  | 78          | 138         | 78          | 138         | 138         | 6           | 138         | 138         | 151         | 7           | 7           | 138         | 7           | 7           | 138         | 48          | 48          | 16          | 48          | 48          | 16          | 7           |             |             |             |             |             |             |
| 138 | HODGES           | 45  | 7           | 7           | 138         | 7           | 7           | 138         | 7           | 7           | 138         | 16          | 16          | 7           | 16          | 16          | 7           | 48          | 48          |             |             |             |             |             |             |             |             |             |             |             |

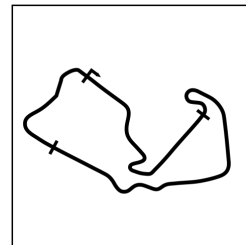
Historic Formula Junior

RACE 11 - POSITION CHART WITH INTERMEDIATES

| No  | Name       | Lap |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|-----|------------|-----|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|     |            | Pos | L0 - Int1-M | L0 - Int2-M | L1 - Finish | L1 - Int1-M | L1 - Int2-M | L2 - Finish | L2 - Int1-M | L2 - Int2-M | L3 - Finish | L3 - Int1-M | L3 - Int2-M | L4 - Finish | L4 - Int1-M | L4 - Int2-M | L5 - Finish | L5 - Int1-M | L5 - Int2-M | L6 - Finish | L6 - Int1-M | L6 - Int2-M | L7 - Finish | L7 - Int1-M | L7 - Int2-M | L8 - Finish | L8 - Int1-M | L8 - Int2-M | L9 - Finish |
| 7   | RABAGLIATI | 46  | 16          | 16          | 7           | 16          | 16          | 7           | 16          | 16          | 7           | 138         | 48          | 16          | 48          | 48          | 16          |             |             |             |             |             |             |             |             |             |             |             |             |
| 151 | SALODINI   | 47  | 48          | 48          | 16          | 48          | 48          | 16          | 48          | 48          | 16          | 48          | 96          | 48          | 96          | 48          |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 16  | FENICHEL   | 48  | 48          | 48          | 48          | 96          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 48  | POWELL     | 49  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P1114 E1 Horatio FITZ-SIMON |          |       |                          |       |          |                    |              |       |       |              |
|-----------------------------|----------|-------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:18.027   |          |       | BEST LAP TIME : 2:18.295 |       |          | DIFFERENCE : 0.268 |              |       |       |              |
| LAP                         | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                         |          | 126.1 | 1:10.673                 | 126.3 | 26.096   | 94.7               | 2:21.250     | 92.75 | 2.955 | 09:05:50.418 |
| 2 -                         | 43.162   | 126.1 | 1:11.353                 | 124.7 | 25.829   | 96.0               | 2:20.344     | 93.35 | 2.049 | 09:08:10.762 |
| 3 -                         | 42.763   | 126.1 | 1:09.851                 | 126.3 | 25.681   | 96.0               | 2:18.295 (1) | 94.73 |       | 09:10:29.057 |
| 4 -                         | 42.882   | 126.6 | 1:10.076                 | 126.8 | 26.145   | 93.0               | 2:19.103 (3) | 94.18 | 0.808 | 09:12:48.160 |
| 5 -                         | 43.026   | 126.3 | 1:11.489                 | 125.6 | 25.665   | 95.5               | 2:20.180     | 93.46 | 1.885 | 09:15:08.340 |
| 6 -                         | 43.281   | 125.2 | 1:09.599                 | 127.5 | 25.786   | 95.1               | 2:18.666 (2) | 94.48 | 0.371 | 09:17:27.006 |
| 7 -                         | 43.865   | 119.1 | 1:10.228                 | 126.8 | 26.028   | 93.5               | 2:20.121     | 93.50 | 1.826 | 09:19:47.127 |
| 8 -                         | 43.750   | 120.2 | 1:11.106                 | 127.0 | 26.056   | 94.2               | 2:20.912     | 92.97 | 2.617 | 09:22:08.039 |
| 9 -                         | 43.157   | 126.6 | 1:11.294                 | 114.3 | 26.271   | 93.7               | 2:20.722     | 93.10 | 2.427 | 09:24:28.761 |

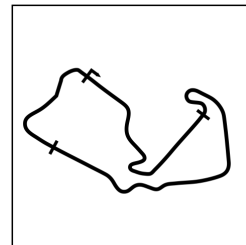
| P253 E1 Sam WILSON |          |  |                          |  |          |              |              |       |       |              |
|--------------------|----------|--|--------------------------|--|----------|--------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME :   |          |  | BEST LAP TIME : 2:18.783 |  |          | DIFFERENCE : |              |       |       |              |
| LAP                | SECTOR 1 |  | SECTOR 2                 |  | SECTOR 3 |              | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                |          |  |                          |  |          |              | 2:23.514     | 91.29 | 4.731 | 09:05:52.682 |
| 2 -                |          |  |                          |  |          |              | 2:19.412     | 93.97 | 0.629 | 09:08:12.094 |
| 3 -                |          |  |                          |  |          |              | 2:18.783 (1) | 94.40 |       | 09:10:30.877 |
| 4 -                |          |  |                          |  |          |              | 2:18.795 (2) | 94.39 | 0.012 | 09:12:49.672 |
| 5 -                |          |  |                          |  |          |              | 2:21.330     | 92.70 | 2.547 | 09:15:11.003 |
| 6 -                |          |  |                          |  |          |              | 2:19.274 (3) | 94.07 | 0.491 | 09:17:30.277 |
| 7 -                |          |  |                          |  |          |              | 2:19.474     | 93.93 | 0.691 | 09:19:49.751 |
| 8 -                |          |  |                          |  |          |              | 2:19.833     | 93.69 | 1.050 | 09:22:09.584 |
| 9 -                |          |  |                          |  |          |              | 2:20.300     | 93.38 | 1.517 | 09:24:29.884 |

| P321 E1 Alex AMES         |          |       |                          |       |          |                    |              |       |       |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.748 |          |       | BEST LAP TIME : 2:19.875 |       |          | DIFFERENCE : 0.127 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.7 | 1:10.686                 | 128.0 | 25.824   | 93.9               | 2:22.635     | 91.85 | 2.760 | 09:05:51.803 |
| 2 -                       | 43.752   | 125.6 | 1:10.661                 | 129.0 | 26.201   | 94.2               | 2:20.614     | 93.17 | 0.739 | 09:08:12.417 |
| 3 -                       | 43.702   | 127.3 | 1:10.585                 | 129.3 | 25.873   | 92.8               | 2:20.160 (2) | 93.47 | 0.285 | 09:10:32.577 |
| 4 -                       | 43.650   | 126.3 | 1:10.486                 | 128.8 | 25.739   | 94.6               | 2:19.875 (1) | 93.66 |       | 09:12:52.452 |
| 5 -                       | 44.042   | 125.6 | 1:10.359                 | 128.3 | 25.967   | 89.9               | 2:20.368 (3) | 93.33 | 0.493 | 09:15:12.820 |
| 6 -                       | 44.197   | 125.6 | 1:10.845                 | 127.8 | 25.856   | 93.3               | 2:20.898     | 92.98 | 1.023 | 09:17:33.718 |
| 7 -                       | 44.142   | 125.6 | 1:10.990                 | 127.8 | 26.268   | 93.9               | 2:21.400     | 92.65 | 1.525 | 09:19:55.118 |
| 8 -                       | 43.924   | 125.4 | 1:10.983                 | 130.0 | 26.545   | 90.5               | 2:21.452     | 92.62 | 1.577 | 09:22:16.570 |
| 9 -                       | 44.873   | 125.6 | 1:11.708                 | 128.3 | 26.805   | 90.9               | 2:23.386     | 91.37 | 3.511 | 09:24:39.956 |

| P4175 E1 Chris GOODWIN    |          |       |                          |       |          |                    |              |       |       |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:20.202 |          |       | BEST LAP TIME : 2:20.605 |       |          | DIFFERENCE : 0.403 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 123.5 | 1:11.603                 | 129.0 | 26.767   | 94.2               | 2:25.500     | 90.04 | 4.895 | 09:05:54.668 |
| 2 -                       | 43.844   | 125.9 | 1:11.080                 | 128.5 | 26.615   | 95.0               | 2:21.539     | 92.56 | 0.934 | 09:08:16.207 |
| 3 -                       | 43.603   | 125.9 | 1:10.681                 | 127.8 | 26.496   | 95.1               | 2:20.780 (2) | 93.06 | 0.175 | 09:10:36.987 |
| 4 -                       | 43.528   | 126.1 | 1:10.824                 | 128.0 | 26.253   | 95.1               | 2:20.605 (1) | 93.18 |       | 09:12:57.592 |
| 5 -                       | 43.917   | 125.9 | 1:10.421                 | 128.5 | 28.310   | 86.2               | 2:22.648     | 91.84 | 2.043 | 09:15:20.240 |
| 6 -                       | 44.060   | 126.1 | 1:11.768                 | 127.5 | 26.685   | 94.2               | 2:22.513     | 91.93 | 1.908 | 09:17:42.753 |
| 7 -                       | 43.716   | 125.6 | 1:11.435                 | 127.8 | 26.363   | 95.1               | 2:21.514 (3) | 92.58 | 0.909 | 09:20:04.267 |
| 8 -                       | 47.165   | 91.9  | 1:12.302                 | 127.8 | 26.491   | 94.7               | 2:25.958     | 89.76 | 5.353 | 09:22:30.225 |
| 9 -                       | 43.729   | 126.1 | 1:12.122                 | 129.5 | 26.782   | 93.9               | 2:22.633     | 91.85 | 2.028 | 09:24:52.858 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P5 60 E1 Jon MILICEVIC    |          |       |          | Brabham BT6              |          |      |                    |       |       |              |
|---------------------------|----------|-------|----------|--------------------------|----------|------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.285 |          |       |          | BEST LAP TIME : 2:22.722 |          |      | DIFFERENCE : 0.437 |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.0 | 1:13.173 | 125.9                    | 26.703   | 91.6 | 2:28.044           | 88.49 | 5.322 | 09:05:57.212 |
| 2 -                       | 44.583   | 123.3 | 1:11.831 | 126.1                    | 26.308   | 93.5 | 2:22.722 (1)       | 91.79 |       | 09:08:19.934 |
| 3 -                       | 44.146   | 124.7 | 1:12.263 | 124.7                    | 26.899   | 91.1 | 2:23.308 (2)       | 91.42 | 0.586 | 09:10:43.242 |
| 4 -                       | 44.421   | 124.0 | 1:12.532 | 125.4                    | 26.568   | 91.8 | 2:23.521           | 91.28 | 0.799 | 09:13:06.763 |
| 5 -                       | 45.018   | 122.2 | 1:11.910 | 123.5                    | 26.422   | 93.4 | 2:23.350 (3)       | 91.39 | 0.628 | 09:15:30.113 |
| 6 -                       | 44.671   | 121.7 | 1:13.170 | 124.7                    | 26.535   | 92.6 | 2:24.376           | 90.74 | 1.654 | 09:17:54.489 |
| 7 -                       | 44.731   | 121.3 | 1:12.453 | 123.5                    | 26.960   | 92.3 | 2:24.144           | 90.89 | 1.422 | 09:20:18.633 |
| 8 -                       | 44.747   | 122.0 | 1:12.464 | 124.5                    | 26.469   | 92.9 | 2:23.680           | 91.18 | 0.958 | 09:22:42.313 |
| 9 -                       | 46.131   | 124.0 | 1:13.280 | 123.8                    | 26.906   | 93.3 | 2:26.317           | 89.54 | 3.595 | 09:25:08.630 |

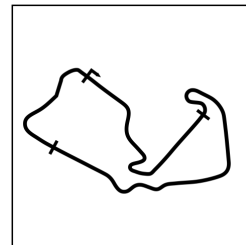
| P6 27 E1 Richard WILSON   |          |       |          | Lotus 27                 |          |      |                    |       |       |              |
|---------------------------|----------|-------|----------|--------------------------|----------|------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.980 |          |       |          | BEST LAP TIME : 2:23.034 |          |      | DIFFERENCE : 0.054 |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.2 | 1:13.607 | 124.9                    | 27.039   | 88.8 | 2:28.372           | 88.30 | 5.338 | 09:05:57.540 |
| 2 -                       | 44.573   | 123.5 | 1:11.980 | 129.5                    | 26.481   | 92.8 | 2:23.034 (1)       | 91.59 |       | 09:08:20.574 |
| 3 -                       | 45.162   | 122.6 | 1:11.968 | 128.3                    | 26.692   | 91.1 | 2:23.822           | 91.09 | 0.788 | 09:10:44.396 |
| 4 -                       | 44.531   | 123.5 | 1:12.088 | 128.8                    | 26.666   | 92.3 | 2:23.285 (2)       | 91.43 | 0.251 | 09:13:07.681 |
| 5 -                       | 44.919   | 124.7 | 1:12.067 | 128.3                    | 26.580   | 91.4 | 2:23.566 (3)       | 91.25 | 0.532 | 09:15:31.247 |
| 6 -                       | 44.588   | 122.6 | 1:12.309 | 128.5                    | 26.872   | 92.8 | 2:23.769           | 91.13 | 0.735 | 09:17:55.016 |
| 7 -                       | 45.343   | 111.8 | 1:12.008 | 127.8                    | 26.627   | 93.4 | 2:23.978           | 90.99 | 0.944 | 09:20:18.994 |
| 8 -                       | 45.623   | 116.9 | 1:12.015 | 128.0                    | 26.620   | 93.0 | 2:24.258           | 90.82 | 1.224 | 09:22:43.252 |
| 9 -                       | 44.990   | 122.2 | 1:13.487 | 124.5                    | 27.158   | 93.8 | 2:25.635           | 89.96 | 2.601 | 09:25:08.887 |

| P7 69 E1 Stuart ROACH     |          |       |          | Alexis Mk4               |          |      |                    |       |       |              |
|---------------------------|----------|-------|----------|--------------------------|----------|------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.263 |          |       |          | BEST LAP TIME : 2:22.693 |          |      | DIFFERENCE : 0.430 |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 121.7 | 1:11.844 | 126.3                    | 26.744   | 92.0 | 2:26.231           | 89.59 | 3.538 | 09:05:55.399 |
| 2 -                       | 44.387   | 121.7 | 1:11.808 | 124.5                    | 26.498   | 92.0 | 2:22.693 (1)       | 91.81 |       | 09:08:18.092 |
| 3 -                       | 44.693   | 121.3 | 1:12.051 | 122.9                    | 26.312   | 90.4 | 2:23.056 (2)       | 91.58 | 0.363 | 09:10:41.148 |
| 4 -                       | 45.644   | 119.6 | 1:13.726 | 126.1                    | 26.689   | 92.5 | 2:26.059           | 89.70 | 3.366 | 09:13:07.207 |
| 5 -                       | 45.345   | 121.7 | 1:12.610 | 125.9                    | 26.480   | 91.5 | 2:24.435           | 90.71 | 1.742 | 09:15:31.642 |
| 6 -                       | 45.815   | 121.5 | 1:12.662 | 124.9                    | 26.068   | 92.9 | 2:24.545           | 90.64 | 1.852 | 09:17:56.187 |
| 7 -                       | 45.884   | 119.4 | 1:12.377 | 124.5                    | 26.355   | 92.0 | 2:24.616           | 90.59 | 1.923 | 09:20:20.803 |
| 8 -                       | 45.350   | 120.6 | 1:12.655 | 124.5                    | 26.189   | 92.9 | 2:24.194 (3)       | 90.86 | 1.501 | 09:22:44.997 |
| 9 -                       | 45.288   | 121.1 | 1:12.535 | 124.9                    | 26.701   | 91.0 | 2:24.524           | 90.65 | 1.831 | 09:25:09.521 |

| P8 182 E1 Spencer SHINNER |          |       |          | Lotus 22                 |          |      |                    |       |       |              |
|---------------------------|----------|-------|----------|--------------------------|----------|------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.192 |          |       |          | BEST LAP TIME : 2:23.264 |          |      | DIFFERENCE : 1.072 |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 118.5 | 1:13.140 | 123.1                    | 26.456   | 93.0 | 2:26.870           | 89.20 | 3.606 | 09:05:56.038 |
| 2 -                       | 44.989   | 119.8 | 1:12.082 | 122.4                    | 26.193   | 92.9 | 2:23.264 (1)       | 91.45 |       | 09:08:19.302 |
| 3 -                       | 44.642   | 119.4 | 1:12.534 | 126.6                    | 26.115   | 91.5 | 2:23.291 (2)       | 91.43 | 0.027 | 09:10:42.593 |
| 4 -                       | 44.287   | 122.2 | 1:13.355 | 120.2                    | 26.628   | 92.0 | 2:24.270           | 90.81 | 1.006 | 09:13:06.863 |
| 5 -                       | 45.417   | 121.1 | 1:11.790 | 124.2                    | 26.213   | 91.9 | 2:23.420 (3)       | 91.35 | 0.156 | 09:15:30.283 |
| 6 -                       | 50.807   | 119.6 | 1:12.320 | 121.7                    | 26.575   | 90.9 | 2:29.702           | 87.51 | 6.438 | 09:17:59.985 |
| 7 -                       | 44.616   | 120.2 | 1:12.746 | 121.7                    | 26.213   | 92.5 | 2:23.575           | 91.25 | 0.311 | 09:20:23.560 |
| 8 -                       | 44.790   | 119.1 | 1:12.536 | 122.4                    | 26.290   | 92.0 | 2:23.616           | 91.22 | 0.352 | 09:22:47.176 |
| 9 -                       | 45.528   | 120.4 | 1:13.051 | 121.7                    | 26.952   | 87.4 | 2:25.531           | 90.02 | 2.267 | 09:25:12.707 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P9 166 E1                 |          | Geoff UNDERWOOD |                          |       |          | Brabham BT2        |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:23.770 |          |                 | BEST LAP TIME : 2:24.025 |       |          | DIFFERENCE : 0.255 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 120.6           | 1:13.153                 | 126.1 | 27.291   | 92.0               | 2:29.737     | 87.49 | 5.712 | 09:05:58.905 |
| 2 -                       | 44.683   | 121.5           | 1:12.659                 | 126.3 | 26.683   | 93.7               | 2:24.025 (1) | 90.96 |       | 09:08:22.930 |
| 3 -                       | 44.791   | 119.4           | 1:12.879                 | 124.9 | 27.227   | 93.4               | 2:24.897     | 90.42 | 0.872 | 09:10:47.827 |
| 4 -                       | 44.716   | 120.4           | 1:12.618                 | 125.2 | 26.948   | 92.6               | 2:24.282 (2) | 90.80 | 0.257 | 09:13:12.109 |
| 5 -                       | 44.776   | 120.6           | 1:12.818                 | 124.9 | 26.986   | 93.7               | 2:24.580 (3) | 90.61 | 0.555 | 09:15:36.689 |
| 6 -                       | 45.052   | 120.9           | 1:12.404                 | 126.8 | 27.404   | 88.5               | 2:24.860     | 90.44 | 0.835 | 09:18:01.549 |
| 7 -                       | 45.170   | 112.0           | 1:13.149                 | 125.4 | 27.043   | 92.8               | 2:25.362     | 90.13 | 1.337 | 09:20:26.911 |
| 8 -                       | 44.891   | 121.1           | 1:12.840                 | 124.9 | 27.187   | 91.3               | 2:24.918     | 90.40 | 0.893 | 09:22:51.829 |
| 9 -                       | 45.175   | 120.0           | 1:12.952                 | 124.9 | 27.690   | 88.3               | 2:25.817     | 89.85 | 1.792 | 09:25:17.646 |

| P10 51 E1                 |          | Michael HIBBERD |                          |       |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.165 |          |                 | BEST LAP TIME : 2:24.449 |       |          | DIFFERENCE : 0.284 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.2           | 1:13.365                 | 127.8 | 27.387   | 93.0               | 2:30.371     | 87.12 | 5.922 | 09:05:59.539 |
| 2 -                       | 45.048   | 124.2           | 1:12.455                 | 128.0 | 26.946   | 92.0               | 2:24.449 (1) | 90.70 |       | 09:08:23.988 |
| 3 -                       | 45.079   | 124.0           | 1:12.971                 | 127.0 | 26.773   | 93.5               | 2:24.823     | 90.46 | 0.374 | 09:10:48.811 |
| 4 -                       | 45.005   | 123.8           | 1:12.823                 | 127.0 | 26.705   | 91.8               | 2:24.533 (2) | 90.64 | 0.084 | 09:13:13.344 |
| 5 -                       | 45.167   | 123.5           | 1:12.834                 | 126.3 | 26.798   | 92.1               | 2:24.799 (3) | 90.48 | 0.350 | 09:15:38.143 |
| 6 -                       | 45.117   | 123.8           | 1:14.074                 | 126.1 | 27.178   | 89.2               | 2:26.369     | 89.51 | 1.920 | 09:18:04.512 |
| 7 -                       | 45.480   | 123.8           | 1:13.520                 | 125.9 | 27.332   | 89.3               | 2:26.332     | 89.53 | 1.883 | 09:20:30.844 |
| 8 -                       | 45.832   | 123.5           | 1:13.608                 | 125.9 | 27.159   | 92.1               | 2:26.599     | 89.37 | 2.150 | 09:22:57.443 |
| 9 -                       | 45.603   | 122.4           | 1:13.469                 | 126.8 | 27.653   | 87.9               | 2:26.725     | 89.29 | 2.276 | 09:25:24.168 |

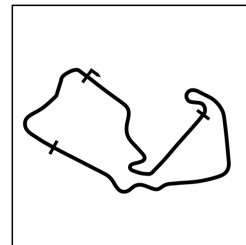
| P11 143 E1                |          | Stuart MONUMENT |                          |       |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.102 |          |                 | BEST LAP TIME : 2:24.102 |       |          | DIFFERENCE : 0.000 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 122.2           | 1:14.682                 | 127.8 | 27.974   | 90.6               | 2:33.799     | 85.18 | 9.697 | 09:06:02.967 |
| 2 -                       | 45.490   | 121.5           | 1:12.950                 | 129.5 | 27.571   | 91.1               | 2:26.011     | 89.73 | 1.909 | 09:08:28.978 |
| 3 -                       | 45.514   | 118.3           | 1:13.393                 | 130.0 | 27.303   | 93.0               | 2:26.210     | 89.60 | 2.108 | 09:10:55.188 |
| 4 -                       | 45.048   | 123.3           | 1:13.069                 | 129.0 | 27.247   | 93.4               | 2:25.364     | 90.13 | 1.262 | 09:13:20.552 |
| 5 -                       | 45.281   | 116.9           | 1:12.945                 | 128.8 | 27.201   | 93.8               | 2:25.427     | 90.09 | 1.325 | 09:15:45.979 |
| 6 -                       | 45.096   | 123.1           | 1:12.560                 | 128.8 | 27.344   | 92.8               | 2:25.000 (2) | 90.35 | 0.898 | 09:18:10.979 |
| 7 -                       | 44.691   | 120.9           | 1:12.291                 | 128.3 | 27.120   | 92.9               | 2:24.102 (1) | 90.91 |       | 09:20:35.081 |
| 8 -                       | 44.895   | 122.0           | 1:12.927                 | 124.9 | 27.223   | 91.9               | 2:25.045 (3) | 90.32 | 0.943 | 09:23:00.126 |
| 9 -                       | 45.650   | 120.9           | 1:13.016                 | 124.9 | 27.393   | 90.8               | 2:26.059     | 89.70 | 1.957 | 09:25:26.185 |

| P12 39 D2                 |          | Nic CARLTON-SMITH |                          |       |          | Lotus 20           |              |       |       |              |
|---------------------------|----------|-------------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.715 |          |                   | BEST LAP TIME : 2:24.773 |       |          | DIFFERENCE : 0.058 |              |       |       |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 115.3             | 1:14.518                 | 126.6 | 27.480   | 90.9               | 2:33.370     | 85.42 | 8.597 | 09:06:02.538 |
| 2 -                       | 45.222   | 121.5             | 1:13.333                 | 126.3 | 27.046   | 90.0               | 2:25.601 (3) | 89.98 | 0.828 | 09:08:28.139 |
| 3 -                       | 45.738   | 120.0             | 1:13.568                 | 126.6 | 26.812   | 90.0               | 2:26.118     | 89.66 | 1.345 | 09:10:54.257 |
| 4 -                       | 45.172   | 120.4             | 1:12.917                 | 123.3 | 26.755   | 91.3               | 2:24.844 (2) | 90.45 | 0.071 | 09:13:19.101 |
| 5 -                       | 45.107   | 120.0             | 1:12.909                 | 123.3 | 26.757   | 91.6               | 2:24.773 (1) | 90.49 |       | 09:15:43.874 |
| 6 -                       | 45.468   | 119.6             | 1:12.853                 | 123.5 | 27.538   | 91.8               | 2:25.859     | 89.82 | 1.086 | 09:18:09.733 |
| 7 -                       | 45.326   | 120.2             | 1:12.903                 | 122.6 | 27.882   | 91.1               | 2:26.111     | 89.66 | 1.338 | 09:20:35.844 |
| 8 -                       | 45.331   | 121.1             | 1:13.628                 | 123.3 | 27.125   | 90.3               | 2:26.084     | 89.68 | 1.311 | 09:23:01.928 |
| 9 -                       | 45.281   | 120.4             | 1:13.147                 | 124.7 | 27.544   | 85.9               | 2:25.972     | 89.75 | 1.199 | 09:25:27.900 |



# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P13 84 E1                 |               | Mark WOODHOUSE |                          | Lotus 20/22  |               |                    |                     |              |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.899 |               |                | BEST LAP TIME : 2:25.170 |              |               | DIFFERENCE : 0.271 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 121.3          | 1:14.885                 | 126.1        | 28.337        | 89.1               | 2:36.018            | 83.97        | 10.848 | 09:06:05.186        |
| 2 -                       | 45.495        | <b>124.9</b>   | 1:12.760                 | 125.9        | 27.212        | <b>92.1</b>        | 2:25.467 (2)        | 90.06        | 0.297  | 09:08:30.653        |
| 3 -                       | 45.554        | 122.0          | 1:12.998                 | 128.0        | <b>27.083</b> | 91.1               | 2:25.635 (3)        | 89.96        | 0.465  | 09:10:56.288        |
| 4 -                       | 45.454        | 124.0          | 1:13.169                 | <b>129.0</b> | 27.104        | 91.0               | 2:25.727            | 89.90        | 0.557  | 09:13:22.015        |
| 5 -                       | <b>45.088</b> | 121.7          | <b>1:12.728</b>          | 128.0        | 27.354        | 91.5               | <b>2:25.170 (1)</b> | <b>90.25</b> |        | <b>09:15:47.185</b> |
| 6 -                       | 45.164        | 121.1          | 1:12.859                 | 128.5        | 28.667        | 88.7               | 2:26.690            | 89.31        | 1.520  | 09:18:13.875        |
| 7 -                       | 45.410        | 123.3          | 1:13.162                 | 127.5        | 27.182        | 89.1               | 2:25.754            | 89.88        | 0.584  | 09:20:39.629        |
| 8 -                       | 45.330        | 124.5          | 1:12.966                 | 127.5        | 27.606        | 91.1               | 2:25.902            | 89.79        | 0.732  | 09:23:05.531        |
| 9 -                       | 45.333        | 122.2          | 1:13.143                 | 126.1        | 27.509        | 87.7               | 2:25.985            | 89.74        | 0.815  | 09:25:31.516        |

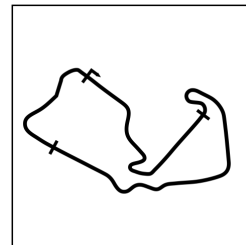
| P14 177 E1                |          | Lukas BUHOFFER |                          | Brabham BT6 |          |                    |              |       |       |              |
|---------------------------|----------|----------------|--------------------------|-------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.633 |          |                | BEST LAP TIME : 2:25.230 |             |          | DIFFERENCE : 0.597 |              |       |       |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 121.1          | 1:14.388                 | 126.8       | 27.681   | 93.4               | 2:32.646     | 85.83 | 7.416 | 09:06:01.814 |
| 2 -                       | 44.940   | 122.4          | 1:13.928                 | 127.0       | 27.830   | 92.0               | 2:26.698     | 89.31 | 1.468 | 09:08:28.512 |
| 3 -                       | 45.372   | 124.2          | 1:13.443                 | 127.0       | 27.383   | 92.4               | 2:26.198     | 89.61 | 0.968 | 09:10:54.710 |
| 4 -                       | 45.098   | 120.9          | 1:13.158                 | 127.8       | 27.178   | 92.1               | 2:25.434 (2) | 90.08 | 0.204 | 09:13:20.144 |
| 5 -                       | 44.671   | 124.5          | 1:13.339                 | 127.0       | 27.220   | 89.8               | 2:25.230 (1) | 90.21 |       | 09:15:45.374 |
| 6 -                       | 44.995   | 123.3          | 1:13.200                 | 127.8       | 28.682   | 90.8               | 2:26.877     | 89.20 | 1.647 | 09:18:12.251 |
| 7 -                       | 46.401   | 123.5          | 1:13.503                 | 126.8       | 27.676   | 89.8               | 2:27.580     | 88.77 | 2.350 | 09:20:39.831 |
| 8 -                       | 45.364   | 120.2          | 1:13.431                 | 127.5       | 27.209   | 92.8               | 2:26.004     | 89.73 | 0.774 | 09:23:05.835 |
| 9 -                       | 45.653   | 123.8          | 1:12.784                 | 130.8       | 27.479   | 91.9               | 2:25.916 (3) | 89.78 | 0.686 | 09:25:31.751 |

| P15 17 E1                 |          | George DIFFEY |          | Lotus 20/22              |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.069 |          |               |          | BEST LAP TIME : 2:24.781 |          | DIFFERENCE : 0.712 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 111.1         | 1:14.843 | 121.7                    | 27.811   | 91.4               | 2:34.161     | 84.98 | 9.380 | 09:06:03.329 |
| 2 -                       | 45.281   | 110.3         | 1:13.164 | 129.5                    | 27.614   | 93.9               | 2:26.059     | 89.70 | 1.278 | 09:08:29.388 |
| 3 -                       | 45.331   | 118.5         | 1:13.677 | 127.8                    | 27.410   | 92.5               | 2:26.418     | 89.48 | 1.637 | 09:10:55.806 |
| 4 -                       | 45.200   | 122.0         | 1:13.124 | 130.0                    | 26.860   | 94.3               | 2:25.184 (2) | 90.24 | 0.403 | 09:13:20.990 |
| 5 -                       | 44.653   | 124.7         | 1:12.786 | 124.5                    | 27.342   | 92.3               | 2:24.781 (1) | 90.49 |       | 09:15:45.771 |
| 6 -                       | 45.993   | 123.1         | 1:12.556 | 125.2                    | 29.458   | 86.1               | 2:28.007     | 88.52 | 3.226 | 09:18:13.778 |
| 7 -                       | 45.993   | 119.4         | 1:13.108 | 128.5                    | 27.369   | 90.4               | 2:26.470     | 89.44 | 1.689 | 09:20:40.248 |
| 8 -                       | 46.116   | 123.8         | 1:12.822 | 126.1                    | 27.101   | 93.3               | 2:26.039 (3) | 89.71 | 1.258 | 09:23:06.287 |
| 9 -                       | 45.875   | 122.9         | 1:12.683 | 129.3                    | 28.137   | 90.3               | 2:26.695     | 89.31 | 1.914 | 09:25:32.982 |

| P16 32 B2 Ray MALLOCK     |               |              |                 | U2 Mk2                   |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:25.605 |               |              |                 | BEST LAP TIME : 2:25.606 |               | DIFFERENCE : 0.001 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 117.1        | 1:15.683        | <b>129.3</b>             | 28.494        | 88.7               | 2:36.275            | 83.83        | 10.669 | 09:06:05.443        |
| 2 -                       | 46.017        | 124.0        | 1:17.044        | 121.1                    | 27.871        | 91.5               | 2:30.932            | 86.80        | 5.326  | 09:08:36.375        |
| 3 -                       | 45.840        | <b>124.7</b> | 1:14.171        | 125.6                    | <b>27.397</b> | <b>92.3</b>        | 2:27.408 (3)        | 88.88        | 1.802  | 09:11:03.783        |
| 4 -                       | <b>45.288</b> | <b>124.7</b> | <b>1:12.920</b> | 127.5                    | 27.398        | 89.9               | <b>2:25.606 (1)</b> | <b>89.98</b> |        | <b>09:13:29.389</b> |
| 5 -                       | 45.318        | 123.5        | 1:14.436        | 126.3                    | 28.248        | 84.8               | 2:28.002            | 88.52        | 2.396  | 09:15:57.391        |
| 6 -                       | 45.724        | 122.2        | 1:13.597        | 126.8                    | 27.541        | 91.6               | 2:26.862 (2)        | 89.21        | 1.256  | 09:18:24.253        |
| 7 -                       | 45.936        | 106.5        | 1:15.670        | 126.3                    | 28.717        | 86.7               | 2:30.323            | 87.15        | 4.717  | 09:20:54.576        |
| 8 -                       | 46.047        | 119.6        | 1:15.338        | 126.3                    | 28.522        | 88.3               | 2:29.907            | 87.39        | 4.301  | 09:23:24.483        |
| 9 -                       | 48.126        | 116.7        | 1:16.556        | 121.1                    | 29.665        | 85.2               | 2:34.347            | 84.88        | 8.741  | 09:25:58.830        |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P17 23 B2                 |          | Adrian RUSSELL |                          | Condor S2 |          |                    |              |       |       |              |
|---------------------------|----------|----------------|--------------------------|-----------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:27.807 |          |                | BEST LAP TIME : 2:28.466 |           |          | DIFFERENCE : 0.659 |              |       |       |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 116.9          | 1:15.563                 | 121.3     | 27.555   | 89.5               | 2:36.738     | 83.58 | 8.272 | 09:06:05.906 |
| 2 -                       | 46.599   | 119.4          | 1:15.280                 | 119.8     | 27.163   | 90.8               | 2:29.042 (2) | 87.90 | 0.576 | 09:08:34.948 |
| 3 -                       | 45.931   | 117.3          | 1:15.183                 | 118.1     | 27.352   | 87.7               | 2:28.466 (1) | 88.24 |       | 09:11:03.414 |
| 4 -                       | 46.893   | 117.3          | 1:14.713                 | 119.4     | 27.656   | 89.0               | 2:29.262 (3) | 87.77 | 0.796 | 09:13:32.676 |
| 5 -                       | 46.775   | 116.7          | 1:15.811                 | 118.9     | 27.464   | 89.9               | 2:30.050     | 87.31 | 1.584 | 09:16:02.726 |
| 6 -                       | 46.913   | 117.1          | 1:15.506                 | 118.1     | 27.581   | 88.5               | 2:30.000     | 87.34 | 1.534 | 09:18:32.726 |
| 7 -                       | 47.724   | 115.7          | 1:15.598                 | 121.1     | 28.119   | 89.1               | 2:31.441     | 86.51 | 2.975 | 09:21:04.167 |
| 8 -                       | 46.747   | 116.9          | 1:15.428                 | 118.1     | 27.693   | 89.9               | 2:29.868     | 87.42 | 1.402 | 09:23:34.035 |
| 9 -                       | 46.856   | 116.3          | 1:15.019                 | 119.4     | 27.943   | 83.6               | 2:29.818     | 87.45 | 1.352 | 09:26:03.853 |

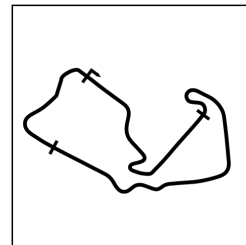
| P18 56 E1                 |          | Joao PAULO CAMPOS COSTA  |          |                    |          | Lola Mk5 |          |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|----------|-------|--------|--------------|
| IDEAL LAP TIME : 2:28.119 |          | BEST LAP TIME : 2:28.457 |          | DIFFERENCE : 0.338 |          |          |          |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |          | LAP TIME | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 115.7                    | 1:16.322 | 125.6              | 28.156   | 92.0     | 2:38.520 | 82.65 | 10.063 | 09:06:07.688 |
| 2 -                       | 46.402   | 122.0                    | 1:15.710 | 124.5              | 28.320   | 89.8     | 2:30.432 | 87.09 | 1.975  | 09:08:38.120 |
| 3 -                       | 46.370   | 120.6                    | 1:15.018 | 122.6              | 28.164   | 90.3     | 2:29.552 | 87.60 | 1.095  | 09:11:07.672 |
| 4 -                       | 45.787   | 120.6                    | 1:14.733 | 123.3              | 27.937   | 90.6     | 2:28.457 | 88.25 |        | 09:13:36.129 |
| 5 -                       | 45.918   | 119.8                    | 1:15.516 | 123.5              | 28.130   | 88.4     | 2:29.564 | 87.59 | 1.107  | 09:16:05.693 |
| 6 -                       | 47.081   | 110.0                    | 1:15.584 | 124.0              | 28.048   | 90.3     | 2:30.713 | 86.93 | 2.256  | 09:18:36.406 |
| 7 -                       | 45.631   | 119.1                    | 1:14.855 | 124.5              | 28.875   | 86.1     | 2:29.361 | 87.71 | 0.904  | 09:21:05.767 |
| 8 -                       | 47.393   | 118.9                    | 1:15.189 | 122.2              | 27.755   | 89.9     | 2:30.337 | 87.14 | 1.880  | 09:23:36.104 |
| 9 -                       | 46.375   | 118.9                    | 1:14.859 | 123.5              | 28.685   | 88.1     | 2:29.919 | 87.39 | 1.462  | 09:26:06.023 |

| P19 26 E1                 |          | Paul THOMAS |                          | Brabham BT6 |          |                    |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:23.802 |          |             | BEST LAP TIME : 2:23.928 |             |          | DIFFERENCE : 0.126 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 118.1       | 1:15.794                 | 125.4       | 27.960   | 89.4               | 2:35.674     | 84.16 | 11.746 | 09:06:04.842 |
| 2 -                       | 45.840   | 117.3       | 1:40.243                 | 124.0       | 28.252   | 87.2               | 2:54.335     | 75.15 | 30.407 | 09:08:59.177 |
| 3 -                       | 47.966   | 115.9       | 1:13.878                 | 122.4       | 27.167   | 91.9               | 2:29.011     | 87.92 | 5.083  | 09:11:28.188 |
| 4 -                       | 45.282   | 118.1       | 1:15.262                 | 123.1       | 27.635   | 92.3               | 2:28.179     | 88.41 | 4.251  | 09:13:56.367 |
| 5 -                       | 44.964   | 120.0       | 1:15.566                 | 116.3       | 28.084   | 88.8               | 2:28.614     | 88.15 | 4.686  | 09:16:24.981 |
| 6 -                       | 45.378   | 119.1       | 1:13.767                 | 122.2       | 26.782   | 91.3               | 2:25.927 (3) | 89.78 | 1.999  | 09:18:50.908 |
| 7 -                       | 44.788   | 119.1       | 1:12.232                 | 123.3       | 26.908   | 92.6               | 2:23.928 (1) | 91.02 |        | 09:21:14.836 |
| 8 -                       | 45.696   | 116.9       | 1:13.837                 | 122.4       | 27.115   | 92.4               | 2:26.648     | 89.34 | 2.720  | 09:23:41.484 |
| 9 -                       | 45.308   | 119.6       | 1:12.638                 | 125.6       | 27.196   | 92.1               | 2:25.142 (2) | 90.26 | 1.214  | 09:26:06.626 |

| P20 90 E1                 |               | Jeremy FLANN |                          | Lotus 22     |                    |             |                 |            |              |              |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|--------------------|-------------|-----------------|------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:27.460 |               |              | BEST LAP TIME : 2:28.118 |              | DIFFERENCE : 0.658 |             |                 |            |              |              |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3           |             | LAP TIME        | MPH        | DIFF         | TIME OF DAY  |                     |
| 1 -                       |               | 120.9        | 1:15.951                 | <b>126.1</b> | 28.286             | 89.4        | 2:37.570        | 83.14      | 9.452        | 09:06:06.738 |                     |
| 2 -                       | 46.165        | <b>123.3</b> | 1:15.290                 | 125.2        | 27.839             | 90.1        | 2:29.294        | <b>(3)</b> | 87.75        | 1.176        | 09:08:36.032        |
| 3 -                       | 46.142        | 121.3        | 1:15.094                 | 125.4        | 28.027             | 89.7        | 2:29.263        | <b>(2)</b> | 87.77        | 1.145        | 09:11:05.295        |
| 4 -                       | <b>46.030</b> | 122.0        | <b>1:13.702</b>          | 125.6        | 28.386             | <b>91.4</b> | <b>2:28.118</b> | <b>(1)</b> | <b>88.45</b> |              | <b>09:13:33.413</b> |
| 5 -                       | 46.552        | 121.5        | 1:15.537                 | 117.3        | 28.306             | 91.0        | 2:30.395        |            | 87.11        | 2.277        | 09:16:03.808        |
| 6 -                       | 48.806        | 117.1        | 1:15.396                 | 124.0        | <b>27.728</b>      | 90.8        | 2:31.930        |            | 86.23        | 3.812        | 09:18:35.738        |
| 7 -                       | 46.031        | 120.4        | 1:14.766                 | 123.1        | 28.951             | 85.4        | 2:29.748        |            | 87.49        | 1.630        | 09:21:05.486        |
| 8 -                       | 47.211        | 120.4        | 1:16.320                 | 125.4        | 27.906             | 90.8        | 2:31.437        |            | 86.51        | 3.319        | 09:23:36.923        |
| 9 -                       | 46.327        | 121.1        | 1:15.627                 | 124.7        | 29.091             | 84.5        | 2:31.045        |            | 86.74        | 2.927        | 09:26:07.968        |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P21 77 C2                 |          | Chris PORRITT |          | Lotus 18                 |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:29.459 |          |               |          | BEST LAP TIME : 2:29.585 |          | DIFFERENCE : 0.126 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 116.5         | 1:16.588 | 124.9                    | 28.460   | 90.0               | 2:38.983     | 82.40 | 9.398 | 09:06:08.151 |
| 2 -                       | 46.692   | 121.1         | 1:15.475 | 124.9                    | 28.233   | 90.0               | 2:30.400 (3) | 87.11 | 0.815 | 09:08:38.551 |
| 3 -                       | 46.830   | 119.4         | 1:15.076 | 122.9                    | 27.985   | 89.7               | 2:29.891 (2) | 87.40 | 0.306 | 09:11:08.442 |
| 4 -                       | 46.719   | 118.9         | 1:15.119 | 122.9                    | 27.747   | 89.5               | 2:29.585 (1) | 87.58 |       | 09:13:38.027 |
| 5 -                       | 47.626   | 116.9         | 1:15.331 | 121.5                    | 27.905   | 89.9               | 2:30.862     | 86.84 | 1.277 | 09:16:08.889 |
| 6 -                       | 47.645   | 116.5         | 1:15.045 | 121.7                    | 27.870   | 89.1               | 2:30.560     | 87.02 | 0.975 | 09:18:39.449 |
| 7 -                       | 46.667   | 118.5         | 1:16.206 | 121.3                    | 28.574   | 86.3               | 2:31.447     | 86.51 | 1.862 | 09:21:10.896 |
| 8 -                       | 48.482   | 116.9         | 1:16.572 | 122.0                    | 28.204   | 88.5               | 2:33.258     | 85.48 | 3.673 | 09:23:44.154 |
| 9 -                       | 47.369   | 118.1         | 1:15.747 | 121.3                    | 28.623   | 87.7               | 2:31.739     | 86.34 | 2.154 | 09:26:15.893 |

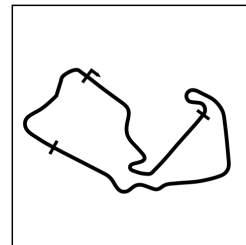
| P22 171 D2                |          | Nathan METCALFE |          | Lotus 20                 |          |                    |              |       |        |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:27.397 |          |                 |          | BEST LAP TIME : 2:27.822 |          | DIFFERENCE : 0.425 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 121.1           | 1:15.488 | 124.5                    | 27.219   | 91.5               | 2:34.728     | 84.67 | 6.906  | 09:06:03.896 |
| 2 -                       | 46.839   | 119.1           | 1:39.732 | 123.5                    | 28.537   | 87.0               | 2:55.108     | 74.82 | 27.286 | 09:08:59.004 |
| 3 -                       | 48.512   | 117.1           | 1:14.951 | 124.0                    | 27.476   | 91.3               | 2:30.939     | 86.80 | 3.117  | 09:11:29.943 |
| 4 -                       | 46.476   | 119.4           | 1:14.131 | 124.9                    | 27.785   | 91.8               | 2:28.392 (3) | 88.29 | 0.570  | 09:13:58.335 |
| 5 -                       | 47.189   | 119.4           | 1:14.564 | 121.3                    | 27.427   | 89.8               | 2:29.180     | 87.82 | 1.358  | 09:16:27.515 |
| 6 -                       | 46.291   | 117.9           | 1:14.079 | 121.7                    | 27.452   | 92.4               | 2:27.822 (1) | 88.63 |        | 09:18:55.337 |
| 7 -                       | 46.099   | 118.1           | 1:14.176 | 121.5                    | 27.697   | 89.8               | 2:27.972 (2) | 88.54 | 0.150  | 09:21:23.309 |
| 8 -                       | 46.148   | 119.1           | 1:14.792 | 121.3                    | 27.788   | 89.2               | 2:28.728     | 88.09 | 0.906  | 09:23:52.037 |
| 9 -                       | 46.905   | 117.5           | 1:14.976 | 121.5                    | 27.700   | 87.2               | 2:29.581     | 87.58 | 1.759  | 09:26:21.618 |

| P23 65 E2                 |               | Richard FERRIS |                          | Donford FJ   |               |                    |                     |              |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:31.242 |               |                | BEST LAP TIME : 2:32.160 |              |               | DIFFERENCE : 0.918 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 113.9          | 1:18.118                 | 121.5        | 30.310        | <b>90.3</b>        | 2:45.027            | 79.39        | 12.867 | 09:06:14.195        |
| 2 -                       | 46.980        | 117.9          | 1:16.228                 | 124.2        | 29.286        | 84.9               | 2:32.494 <b>(2)</b> | 85.91        | 0.334  | 09:08:46.689        |
| 3 -                       | 47.704        | <b>119.6</b>   | 1:16.184                 | 122.2        | 28.765        | 88.7               | 2:32.653 <b>(3)</b> | 85.82        | 0.493  | 09:11:19.342        |
| 4 -                       | 47.628        | 119.1          | <b>1:15.878</b>          | 123.3        | <b>28.654</b> | 86.8               | <b>2:32.160 (1)</b> | <b>86.10</b> |        | <b>09:13:51.502</b> |
| 5 -                       | <b>46.710</b> | 118.7          | 1:17.861                 | 120.6        | 28.870        | 85.1               | 2:33.441            | 85.38        | 1.281  | 09:16:24.943        |
| 6 -                       | 49.130        | 82.7           | 1:16.501                 | 122.9        | 29.116        | 88.5               | 2:34.747            | 84.66        | 2.587  | 09:18:59.690        |
| 7 -                       | 47.491        | 117.1          | 1:16.826                 | 122.0        | 28.979        | 85.0               | 2:33.296            | 85.46        | 1.136  | 09:21:32.986        |
| 8 -                       | 47.204        | 118.9          | 1:16.762                 | 122.2        | 29.063        | 88.3               | 2:33.029            | 85.61        | 0.869  | 09:24:06.015        |
| 9 -                       | 50.542        | 117.9          | 1:17.610                 | <b>124.9</b> | 29.501        | 85.5               | 2:37.653            | 83.10        | 5.493  | 09:26:43.668        |

| P24 124 E1                |          | Paul CLARK |                          | Lotus 20/22 |                    |      |              |       |        |              |
|---------------------------|----------|------------|--------------------------|-------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.052 |          |            | BEST LAP TIME : 2:30.475 |             | DIFFERENCE : 0.423 |      |              |       |        |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |             | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 114.9      | 1:18.069                 | 124.0       | 29.609             | 86.7 | 2:43.793     | 79.98 | 13.318 | 09:06:12.961 |
| 2 -                       | 48.164   | 110.3      | 1:18.533                 | 125.9       | 28.851             | 85.7 | 2:35.548     | 84.22 | 5.073  | 09:08:48.509 |
| 3 -                       | 48.494   | 114.7      | 1:17.667                 | 120.0       | 29.346             | 85.1 | 2:35.507     | 84.25 | 5.032  | 09:11:24.016 |
| 4 -                       | 48.569   | 118.3      | 1:17.024                 | 125.9       | 28.512             | 89.9 | 2:34.105     | 85.01 | 3.630  | 09:13:58.121 |
| 5 -                       | 47.691   | 117.9      | 1:16.827                 | 125.6       | 28.139             | 89.5 | 2:32.657 (3) | 85.82 | 2.182  | 09:16:30.778 |
| 6 -                       | 47.615   | 100.6      | 1:16.153                 | 125.6       | 29.037             | 87.3 | 2:32.805     | 85.74 | 2.330  | 09:19:03.583 |
| 7 -                       | 47.246   | 118.9      | 1:15.319                 | 126.1       | 27.910             | 89.1 | 2:30.475 (1) | 87.06 |        | 09:21:34.058 |
| 8 -                       | 46.823   | 121.3      | 1:16.710                 | 124.2       | 28.705             | 89.1 | 2:32.238 (2) | 86.06 | 1.763  | 09:24:06.296 |
| 9 -                       | 50.276   | 116.3      | 1:17.629                 | 121.3       | 29.768             | 83.4 | 2:37.673     | 83.09 | 7.198  | 09:26:43.969 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P25 167 E1                |          | Alan SCHMIDT |                          | Brabham BT6 |                    |      |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|-------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:29.469 |          |              | BEST LAP TIME : 2:30.435 |             | DIFFERENCE : 0.966 |      |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |             | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 112.0        | 1:17.470                 | 123.8       | 30.091             | 88.4 | 2:44.439     | 79.67 | 14.004 | 09:06:13.607 |
| 2 -                       | 48.339   | 119.4        | 1:16.236                 | 126.8       | 28.872             | 85.1 | 2:33.447     | 85.38 | 3.012  | 09:08:47.054 |
| 3 -                       | 48.835   | 117.7        | 1:14.630                 | 127.8       | 27.906             | 85.2 | 2:31.371 (2) | 86.55 | 0.936  | 09:11:18.425 |
| 4 -                       | 47.533   | 119.4        | 1:14.914                 | 127.3       | 27.988             | 86.7 | 2:30.435 (1) | 87.09 |        | 09:13:48.860 |
| 5 -                       | 46.970   | 120.9        | 1:31.209                 | 117.1       | 28.755             | 88.0 | 2:46.934     | 78.48 | 16.499 | 09:16:35.794 |
| 6 -                       | 48.795   | 117.3        | 1:15.931                 | 127.3       | 28.381             | 89.4 | 2:33.107     | 85.57 | 2.672  | 09:19:08.901 |
| 7 -                       | 48.295   | 113.7        | 1:15.602                 | 126.8       | 27.869             | 88.4 | 2:31.766 (3) | 86.32 | 1.331  | 09:21:40.667 |
| 8 -                       | 47.874   | 110.1        | 1:15.330                 | 120.0       | 29.035             | 86.5 | 2:32.239     | 86.06 | 1.804  | 09:24:12.906 |
| 9 -                       | 47.406   | 118.3        | 1:18.897                 | 125.4       | 28.451             | 88.5 | 2:34.754     | 84.66 | 4.319  | 09:26:47.660 |

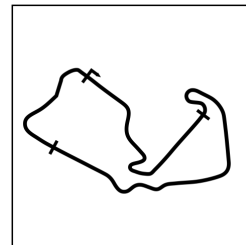
| P26 141 B2                |          | Charlie BESLEY           |          | Elva 100           |          |          |              |       |             |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 2:33.107 |          | BEST LAP TIME : 2:33.391 |          | DIFFERENCE : 0.284 |          |          |              |       |             |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 108.9                    | 1:19.004 | 109.6              | 28.884   | 85.8     | 2:43.147     | 80.30 | 9.756       | 09:06:12.315 |
| 2 -                       | 48.119   | 106.6                    | 1:18.451 | 109.4              | 29.113   | 83.5     | 2:35.683     | 84.15 | 2.292       | 09:08:47.998 |
| 3 -                       | 48.491   | 107.3                    | 1:17.609 | 108.7              | 28.051   | 85.7     | 2:34.151     | 84.99 | 0.760       | 09:11:22.149 |
| 4 -                       | 48.118   | 104.3                    | 1:17.553 | 108.5              | 28.203   | 85.5     | 2:33.874     | 85.14 | 0.483       | 09:13:56.023 |
| 5 -                       | 47.969   | 107.2                    | 1:17.544 | 109.2              | 28.113   | 85.5     | 2:33.626 (2) | 85.28 | 0.235       | 09:16:29.649 |
| 6 -                       | 48.289   | 105.5                    | 1:17.922 | 109.2              | 28.584   | 83.2     | 2:34.795     | 84.63 | 1.404       | 09:19:04.444 |
| 7 -                       | 48.181   | 106.5                    | 1:17.303 | 109.2              | 27.907   | 85.7     | 2:33.391 (1) | 85.41 |             | 09:21:37.835 |
| 8 -                       | 47.897   | 106.8                    | 1:17.603 | 105.5              | 28.156   | 85.8     | 2:33.656 (3) | 85.26 | 0.265       | 09:24:11.491 |
| 9 -                       | 48.244   | 107.0                    | 1:20.823 | 108.2              | 28.472   | 85.7     | 2:37.539     | 83.16 | 4.148       | 09:26:49.030 |

| P27 14 C2                 |          |       | Crispian BESLEY          |       |          | Cooper T56         |              |       |       |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:33.380 |          |       | BEST LAP TIME : 2:34.106 |       |          | DIFFERENCE : 0.726 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 115.7 | 1:17.912                 | 120.2 | 29.034   | 84.4               | 2:41.525     | 81.11 | 7.419 | 09:06:10.693 |
| 2 -                       | 48.639   | 110.1 | 1:19.146                 | 118.1 | 29.385   | 83.3               | 2:37.170     | 83.36 | 3.064 | 09:08:47.863 |
| 3 -                       | 48.958   | 111.2 | 1:17.531                 | 119.1 | 28.966   | 86.8               | 2:35.455     | 84.27 | 1.349 | 09:11:23.318 |
| 4 -                       | 48.926   | 112.2 | 1:16.859                 | 116.9 | 28.321   | 86.5               | 2:34.106 (1) | 85.01 |       | 09:13:57.424 |
| 5 -                       | 48.200   | 111.2 | 1:18.156                 | 119.1 | 28.850   | 85.9               | 2:35.206     | 84.41 | 1.100 | 09:16:32.630 |
| 6 -                       | 48.295   | 110.0 | 1:17.642                 | 117.9 | 28.808   | 86.1               | 2:34.745 (2) | 84.66 | 0.639 | 09:19:07.375 |
| 7 -                       | 49.216   | 109.1 | 1:17.450                 | 118.1 | 29.233   | 85.3               | 2:35.899     | 84.03 | 1.793 | 09:21:43.274 |
| 8 -                       | 48.546   | 110.0 | 1:17.908                 | 115.9 | 29.107   | 81.9               | 2:35.561     | 84.22 | 1.455 | 09:24:18.835 |
| 9 -                       | 48.439   | 110.0 | 1:17.497                 | 119.4 | 29.176   | 84.6               | 2:35.112 (3) | 84.46 | 1.006 | 09:26:53.947 |

| P28 11 B2                 |          | Nick TAYLOR |          | Elva 100                 |          |                    |              |       |        |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.029 |          |             |          | BEST LAP TIME : 2:34.575 |          | DIFFERENCE : 0.546 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 108.2       | 1:20.055 | 112.9                    | 28.756   | 85.9               | 2:45.448     | 79.18 | 10.873 | 09:06:14.616 |
| 2 -                       | 48.305   | 111.2       | 1:18.342 | 113.3                    | 28.202   | 84.6               | 2:34.849 (3) | 84.60 | 0.274  | 09:08:49.465 |
| 3 -                       | 48.749   | 110.5       | 1:17.584 | 113.7                    | 28.485   | 85.5               | 2:34.818 (2) | 84.62 | 0.243  | 09:11:24.283 |
| 4 -                       | 48.517   | 108.7       | 1:19.358 | 113.9                    | 28.140   | 83.5               | 2:36.015     | 83.97 | 1.440  | 09:14:00.298 |
| 5 -                       | 48.491   | 109.2       | 1:17.857 | 112.0                    | 28.227   | 84.4               | 2:34.575 (1) | 84.75 |        | 09:16:34.873 |
| 6 -                       | 48.500   | 108.5       | 1:18.870 | 112.2                    | 28.330   | 85.4               | 2:35.700     | 84.14 | 1.125  | 09:19:10.573 |
| 7 -                       | 48.966   | 108.7       | 1:18.503 | 110.1                    | 28.958   | 84.5               | 2:36.427     | 83.75 | 1.852  | 09:21:47.000 |
| 8 -                       | 48.771   | 108.4       | 1:18.888 | 109.8                    | 29.135   | 82.2               | 2:36.794     | 83.56 | 2.219  | 09:24:23.794 |
| 9 -                       | 48.990   | 107.8       | 1:19.276 | 110.1                    | 29.412   | 82.7               | 2:37.678     | 83.09 | 3.103  | 09:27:01.472 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P29 66 D2                 |          | John TIMONEY |                          |       |          | Ausper T3          |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.840 |          |              | BEST LAP TIME : 2:34.840 |       |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 108.9        | 1:19.367                 | 115.3 | 30.637   | 81.4               | 2:48.708     | 77.65 | 13.868 | 09:06:17.876 |
| 2 -                       | 49.556   | 114.9        | 1:18.341                 | 123.1 | 30.221   | 83.6               | 2:38.118     | 82.86 | 3.278  | 09:08:55.994 |
| 3 -                       | 50.668   | 110.9        | 1:18.602                 | 123.3 | 29.807   | 87.1               | 2:39.077     | 82.36 | 4.237  | 09:11:35.071 |
| 4 -                       | 48.713   | 116.7        | 1:17.946                 | 122.0 | 29.556   | 87.0               | 2:36.215 (3) | 83.86 | 1.375  | 09:14:11.286 |
| 5 -                       | 48.456   | 117.1        | 1:16.907                 | 122.4 | 29.477   | 89.3               | 2:34.840 (1) | 84.61 |        | 09:16:46.126 |
| 6 -                       | 48.791   | 109.4        | 1:17.594                 | 116.7 | 29.544   | 88.8               | 2:35.929 (2) | 84.02 | 1.089  | 09:19:22.055 |
| 7 -                       | 48.959   | 112.4        | 1:17.429                 | 120.4 | 30.051   | 87.9               | 2:36.439     | 83.74 | 1.599  | 09:21:58.494 |
| 8 -                       | 48.686   | 114.5        | 1:18.705                 | 122.2 | 29.580   | 87.8               | 2:36.971     | 83.46 | 2.131  | 09:24:35.465 |

| P30 4 B1                  |          | Graham BARRON |                          |       |          | Gemini Mk2         |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.749 |          |               | BEST LAP TIME : 2:35.177 |       |          | DIFFERENCE : 0.428 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 111.1         | 1:20.247                 | 116.3 | 29.847   | 87.3               | 2:49.781     | 77.16 | 14.604 | 09:06:18.949 |
| 2 -                       | 49.916   | 112.4         | 1:18.996                 | 114.5 | 29.478   | 86.9               | 2:38.390     | 82.71 | 3.213  | 09:08:57.339 |
| 3 -                       | 50.260   | 109.2         | 1:18.565                 | 116.1 | 29.543   | 82.4               | 2:38.368     | 82.72 | 3.191  | 09:11:35.707 |
| 4 -                       | 48.306   | 114.5         | 1:18.529                 | 115.3 | 29.900   | 85.7               | 2:36.735     | 83.59 | 1.558  | 09:14:12.442 |
| 5 -                       | 48.406   | 112.0         | 1:17.853                 | 115.7 | 28.918   | 86.4               | 2:35.177 (1) | 84.43 |        | 09:16:47.619 |
| 6 -                       | 47.978   | 113.3         | 1:17.981                 | 116.7 | 29.223   | 87.1               | 2:35.182 (2) | 84.42 | 0.005  | 09:19:22.801 |
| 7 -                       | 48.695   | 112.9         | 1:18.697                 | 114.5 | 29.096   | 87.4               | 2:36.488 (3) | 83.72 | 1.311  | 09:21:59.289 |
| 8 -                       | 48.527   | 113.1         | 1:19.538                 | 115.5 | 29.238   | 84.4               | 2:37.303     | 83.28 | 2.126  | 09:24:36.592 |

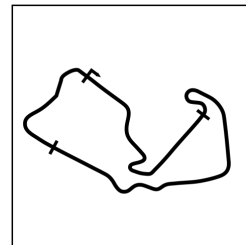
| P31 104 B2                |          | Niall MCFADDEN |                          |       |          | Elva 100           |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.534 |          |                | BEST LAP TIME : 2:34.535 |       |          | DIFFERENCE : 0.001 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 105.1          | 1:20.883                 | 112.7 | 28.826   | 84.5               | 2:45.869     | 78.98 | 11.334 | 09:06:15.037 |
| 2 -                       | 49.691   | 108.0          | 1:21.511                 | 108.4 | 29.391   | 83.0               | 2:40.593     | 81.58 | 6.058  | 09:08:55.630 |
| 3 -                       | 50.555   | 106.1          | 1:19.263                 | 108.0 | 30.095   | 77.1               | 2:39.913     | 81.93 | 5.378  | 09:11:35.543 |
| 4 -                       | 50.027   | 107.5          | 1:21.062                 | 110.9 | 29.017   | 78.1               | 2:40.106     | 81.83 | 5.571  | 09:14:15.649 |
| 5 -                       | 49.729   | 107.2          | 1:18.509                 | 107.7 | 28.181   | 82.7               | 2:36.419     | 83.76 | 1.884  | 09:16:52.068 |
| 6 -                       | 48.967   | 105.5          | 1:17.386                 | 107.3 | 28.182   | 80.2               | 2:34.535 (1) | 84.78 |        | 09:19:26.603 |
| 7 -                       | 49.099   | 107.8          | 1:18.351                 | 108.2 | 28.539   | 83.3               | 2:35.989 (3) | 83.99 | 1.454  | 09:22:02.592 |
| 8 -                       | 49.014   | 108.0          | 1:18.275                 | 110.9 | 28.338   | 83.6               | 2:35.627 (2) | 84.18 | 1.092  | 09:24:38.219 |

| P32 45 D2                 |          | Duncan ROSS |                          |       |          | Lotus 18           |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.741 |          |             | BEST LAP TIME : 2:35.760 |       |          | DIFFERENCE : 0.019 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 113.3       | 1:19.810                 | 114.7 | 29.125   | 85.9               | 2:46.595     | 78.64 | 10.835 | 09:06:15.763 |
| 2 -                       | 48.851   | 113.7       | 1:19.789                 | 117.5 | 29.710   | 83.4               | 2:38.350     | 82.73 | 2.590  | 09:08:54.113 |
| 3 -                       | 48.758   | 111.8       | 1:18.393                 | 113.9 | 30.020   | 84.6               | 2:37.171 (3) | 83.35 | 1.411  | 09:11:31.284 |
| 4 -                       | 48.604   | 111.6       | 1:18.012                 | 117.5 | 29.144   | 85.9               | 2:35.760 (1) | 84.11 |        | 09:14:07.044 |
| 5 -                       | 48.905   | 112.4       | 1:18.165                 | 117.7 | 29.245   | 86.9               | 2:36.315 (2) | 83.81 | 0.555  | 09:16:43.359 |
| 6 -                       | 49.884   | 110.3       | 1:18.983                 | 116.3 | 29.460   | 86.3               | 2:38.327     | 82.75 | 2.567  | 09:19:21.686 |
| 7 -                       | 50.149   | 109.8       | 1:18.939                 | 118.3 | 29.538   | 86.8               | 2:38.626     | 82.59 | 2.866  | 09:22:00.312 |
| 8 -                       | 48.770   | 112.7       | 1:20.932                 | 116.3 | 29.883   | 84.0               | 2:39.585     | 82.09 | 3.825  | 09:24:39.897 |

| P33 40 C2                 |          | Chris WILKS |                          |       |          | Deep Sanderson FJ  |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:37.667 |          |             | BEST LAP TIME : 2:38.081 |       |          | DIFFERENCE : 0.414 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 106.3       | 1:20.239                 | 116.7 | 29.846   | 85.4               | 2:51.595     | 76.35 | 13.514 | 09:06:20.763 |
| 2 -                       | 50.196   | 111.2       | 1:19.861                 | 113.1 | 30.114   | 84.0               | 2:40.171     | 81.79 | 2.090  | 09:09:00.934 |
| 3 -                       | 49.719   | 110.0       | 1:19.657                 | 116.7 | 29.295   | 86.8               | 2:38.671     | 82.57 | 0.590  | 09:11:39.605 |
| 4 -                       | 49.733   | 110.3       | 1:19.859                 | 112.7 | 29.021   | 87.1               | 2:38.613 (3) | 82.60 | 0.532  | 09:14:18.218 |
| 5 -                       | 49.705   | 108.7       | 1:19.314                 | 116.9 | 29.062   | 85.1               | 2:38.081 (1) | 82.87 |        | 09:16:56.299 |
| 6 -                       | 49.839   | 109.1       | 1:18.941                 | 115.5 | 29.548   | 85.8               | 2:38.328 (2) | 82.75 | 0.247  | 09:19:34.627 |
| 7 -                       | 49.785   | 109.1       | 1:19.206                 | 113.1 | 29.943   | 79.8               | 2:38.934     | 82.43 | 0.853  | 09:22:13.561 |
| 8 -                       | 51.546   | 107.5       | 1:20.777                 | 111.8 | 30.365   | 86.3               | 2:42.688     | 80.53 | 4.607  | 09:24:56.249 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

| P34 44 C2                 |          | Eddie O'KANE |                          | Crossle 4F |          |                    |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.100 |          |              | BEST LAP TIME : 2:37.068 |            |          | DIFFERENCE : 1.968 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 103.5        | 1:23.705                 | 116.1      | 30.998   | 77.0               | 2:57.527     | 73.80 | 20.459 | 09:06:26.695 |
| 2 -                       | 51.220   | 96.5         | 1:22.529                 | 115.3      | 30.823   | 81.4               | 2:44.572     | 79.61 | 7.504  | 09:09:11.267 |
| 3 -                       | 48.846   | 111.8        | 1:18.892                 | 115.7      | 29.532   | 80.1               | 2:37.270 (2) | 83.30 | 0.202  | 09:11:48.537 |
| 4 -                       | 49.204   | 112.7        | 1:18.498                 | 115.9      | 29.944   | 82.0               | 2:37.646     | 83.10 | 0.578  | 09:14:26.183 |
| 5 -                       | 48.220   | 113.3        | 1:18.969                 | 115.9      | 29.879   | 81.2               | 2:37.068 (1) | 83.41 |        | 09:17:03.251 |
| 6 -                       | 50.329   | 103.0        | 1:17.831                 | 116.1      | 29.641   | 81.7               | 2:37.801     | 83.02 | 0.733  | 09:19:41.052 |
| 7 -                       | 49.353   | 112.0        | 1:19.323                 | 116.9      | 29.676   | 84.2               | 2:38.352     | 82.73 | 1.284  | 09:22:19.404 |
| 8 -                       | 50.053   | 113.1        | 1:17.348                 | 115.5      | 29.931   | 85.7               | 2:37.332 (3) | 83.27 | 0.264  | 09:24:56.736 |

| P35 81 E1                 |               | Ralph CARTER |                          | Brabham BT2  |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.752 |               |              | BEST LAP TIME : 2:35.004 |              |               | DIFFERENCE : 0.252 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 109.2        | 1:19.642                 | 118.3        | 30.458        | 80.4               | 2:49.308            | 77.38        | 14.304 | 09:06:18.476        |
| 2 -                       | 49.673        | 115.7        | 1:18.559                 | 106.3        | 29.898        | 86.5               | 2:38.130            | 82.85        | 3.126  | 09:08:56.606        |
| 3 -                       | 52.328        | 109.8        | 1:17.985                 | 114.7        | 29.697        | 85.5               | 2:40.010            | 81.88        | 5.006  | 09:11:36.616        |
| 4 -                       | <b>48.873</b> | <b>117.7</b> | 1:16.932                 | 123.5        | 29.490        | <b>88.4</b>        | 2:35.295 <b>(2)</b> | 84.36        | 0.291  | 09:14:11.911        |
| 5 -                       | 49.261        | 102.4        | 1:18.300                 | 112.5        | 29.749        | 84.4               | 2:37.310 <b>(3)</b> | 83.28        | 2.306  | 09:16:49.221        |
| <b>6 -</b>                | 49.125        | 113.7        | <b>1:16.815</b>          | <b>124.0</b> | <b>29.064</b> | 88.3               | <b>2:35.004 (1)</b> | <b>84.52</b> |        | <b>09:19:24.225</b> |
| 7 -                       | 1:11.762      | 106.8        | 1:17.780                 | 120.6        | 29.759        | 87.6               | 2:59.301            | 73.07        | 24.297 | 09:22:23.526        |
| 8 -                       | 49.703        | 110.9        | 1:17.965                 | 121.1        | 29.995        | 83.9               | 2:37.663            | 83.09        | 2.659  | 09:25:01.189        |

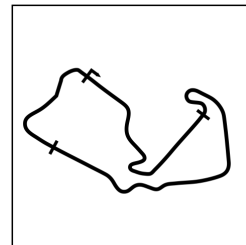
| P36 72 A                  |               | Tom DE GRES  |                          | Stanguellini FJ |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|-----------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:37.821 |               |              | BEST LAP TIME : 2:38.498 |                 |               | DIFFERENCE : 0.677 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |                 | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 104.5        | 1:20.022                 | 117.9           | 30.125        | 83.8               | 2:50.497            | 76.84        | 11.999 | 09:06:19.665        |
| 2 -                       | 49.548        | 106.6        | 1:19.717                 | 119.1           | 29.902        | 83.4               | 2:39.167            | 82.31        | 0.669  | 09:08:58.832        |
| 3 -                       | 49.597        | 113.7        | 1:19.548                 | <b>120.2</b>    | <b>29.565</b> | 84.9               | 2:38.710 (3)        | 82.55        | 0.212  | 09:11:37.542        |
| <b>4 -</b>                | <b>48.775</b> | <b>114.9</b> | 1:19.508                 | 118.9           | 30.215        | 78.5               | <b>2:38.498 (1)</b> | <b>82.66</b> |        | <b>09:14:16.040</b> |
| 5 -                       | 49.559        | 107.7        | <b>1:19.481</b>          | 118.9           | 29.593        | 84.3               | 2:38.633 (2)        | 82.59        | 0.135  | 09:16:54.673        |
| 6 -                       | 49.854        | 112.9        | 1:20.391                 | 114.5           | 30.524        | <b>85.1</b>        | 2:40.769            | 81.49        | 2.271  | 09:19:35.442        |
| 7 -                       | 49.246        | 107.5        | 1:20.587                 | 118.3           | 29.981        | 80.8               | 2:39.814            | 81.98        | 1.316  | 09:22:15.256        |
| 8 -                       | 1:05.199      | 110.1        | 1:20.409                 | 113.7           | 32.353        | 76.6               | 2:57.961            | 73.62        | 19.463 | 09:25:13.217        |

| P37 78 E1                 |          | Richard PRIOR |                          | Lotus 22 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|----------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:37.825 |          |               | BEST LAP TIME : 2:38.367 |          |          | DIFFERENCE : 0.542 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 94.9          | 1:24.197                 | 113.7    | 33.214   | 80.0               | 3:03.489     | 71.40 | 25.122 | 09:06:32.657 |
| 2 -                       | 52.234   | 97.9          | 1:24.470                 | 113.5    | 32.242   | 79.9               | 2:48.946     | 77.54 | 10.579 | 09:09:21.603 |
| 3 -                       | 51.616   | 110.0         | 1:20.456                 | 116.7    | 29.494   | 86.0               | 2:41.566     | 81.09 | 3.199  | 09:12:03.169 |
| 4 -                       | 49.889   | 110.5         | 1:19.213                 | 117.3    | 29.265   | 86.4               | 2:38.367 (1) | 82.73 |        | 09:14:41.536 |
| 5 -                       | 49.367   | 113.1         | 1:19.695                 | 115.9    | 29.866   | 83.1               | 2:38.928 (2) | 82.43 | 0.561  | 09:17:20.464 |
| 6 -                       | 50.242   | 101.6         | 1:20.791                 | 114.3    | 29.245   | 86.9               | 2:40.278 (3) | 81.74 | 1.911  | 09:20:00.742 |
| 7 -                       | 50.424   | 94.7          | 1:20.744                 | 114.1    | 29.540   | 84.9               | 2:40.708     | 81.52 | 2.341  | 09:22:41.450 |
| 8 -                       | 50.752   | 113.5         | 1:20.308                 | 116.9    | 29.778   | 77.5               | 2:40.838     | 81.45 | 2.471  | 09:25:22.288 |

| P38 131 B2                |          | Dave WALL |                          | Gemini Mk2 |          |                    |              |       |        |              |
|---------------------------|----------|-----------|--------------------------|------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:39.303 |          |           | BEST LAP TIME : 2:39.530 |            |          | DIFFERENCE : 0.227 |              |       |        |              |
| LAP                       | SECTOR 1 |           | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 101.5     | 1:24.035                 | 106.1      | 31.920   | 80.9               | 2:59.270     | 73.08 | 19.740 | 09:06:28.438 |
| 2 -                       | 52.522   | 90.3      | 1:23.418                 | 108.2      | 31.369   | 79.6               | 2:47.309     | 78.30 | 7.779  | 09:09:15.747 |
| 3 -                       | 51.957   | 105.3     | 1:21.550                 | 104.3      | 29.671   | 83.8               | 2:43.178     | 80.29 | 3.648  | 09:11:58.925 |
| 4 -                       | 50.386   | 104.5     | 1:20.556                 | 106.3      | 29.696   | 82.2               | 2:40.638 (2) | 81.56 | 1.108  | 09:14:39.563 |
| 5 -                       | 50.253   | 104.5     | 1:19.993                 | 106.6      | 29.284   | 82.6               | 2:39.530 (1) | 82.12 |        | 09:17:19.093 |
| 6 -                       | 50.776   | 90.9      | 1:21.160                 | 107.3      | 29.057   | 83.3               | 2:40.993     | 81.38 | 1.463  | 09:20:00.086 |
| 7 -                       | 50.777   | 96.4      | 1:20.678                 | 107.2      | 29.230   | 83.0               | 2:40.685 (3) | 81.53 | 1.155  | 09:22:40.771 |
| 8 -                       | 51.865   | 105.1     | 1:21.512                 | 109.2      | 29.419   | 81.7               | 2:42.796     | 80.47 | 3.266  | 09:25:23.567 |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

|                           |               |              |                          |              |               |                    |                 |                  |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|-----------------|------------------|--------|---------------------|
| <b>P39</b>                |               | <b>88 E1</b> | <b>Andrew GEMMILL</b>    |              | Lotus 20/22   |                    |                 |                  |        |                     |
| IDEAL LAP TIME : 2:40.233 |               |              | BEST LAP TIME : 2:40.863 |              |               | DIFFERENCE : 0.630 |                 |                  |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME        | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 109.4        | 1:23.128                 | 114.1        | 31.649        | 77.4               | 2:56.634        | 74.17            | 15.771 | 09:06:25.802        |
| 2 -                       | 51.522        | 107.8        | 1:25.227                 | 110.5        | 32.937        | 78.5               | 2:49.686        | 77.21            | 8.823  | 09:09:15.488        |
| 3 -                       | 51.536        | 109.6        | 1:23.259                 | 110.7        | <b>30.532</b> | 79.1               | 2:45.327        | <b>(3)</b> 79.24 | 4.464  | 09:12:00.815        |
| 4 -                       | 50.457        | 111.2        | 1:20.928                 | 107.0        | 31.259        | 77.4               | 2:42.644        | <b>(2)</b> 80.55 | 1.781  | 09:14:43.459        |
| 5 -                       | <b>50.001</b> | <b>113.3</b> | <b>1:19.700</b>          | <b>116.7</b> | 31.162        | <b>83.9</b>        | <b>2:40.863</b> | <b>(1)</b> 81.44 |        | <b>09:17:24.322</b> |
| 6 -                       | 52.283        | 107.8        | 1:22.770                 | 111.8        | 30.611        | 76.4               | 2:45.664        | 79.08            | 4.801  | 09:20:09.986        |
| 7 -                       | 51.596        | 105.8        | 1:45.929                 | 101.6        | 32.766        | 72.6               | 3:10.291        | 68.85            | 29.428 | 09:23:20.277        |
| 8 -                       | 53.161        | 102.9        | 1:22.812                 | 109.8        | 33.293        | 81.5               | 2:49.266        | 77.40            | 8.403  | 09:26:09.543        |

|                           |               |              |                          |              |               |                    |                 |                  |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|-----------------|------------------|--------|---------------------|
| <b>P40</b>                |               | <b>6 E1</b>  | <b>Sharon ADELMAN</b>    |              | Brabham BT6   |                    |                 |                  |        |                     |
| IDEAL LAP TIME : 2:44.340 |               |              | BEST LAP TIME : 2:44.427 |              |               | DIFFERENCE : 0.087 |                 |                  |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME        | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 102.6        | 1:25.491                 | 117.5        | 33.187        | 77.7               | 3:03.339        | 71.46            | 18.912 | 09:06:32.507        |
| 2 -                       | 53.065        | 94.9         | 1:25.503                 | 121.3        | 32.631        | 76.3               | 2:51.199        | 76.52            | 6.772  | 09:09:23.706        |
| 3 -                       | <b>51.516</b> | 112.0        | 1:24.386                 | 119.6        | 32.867        | 80.5               | 2:48.769        | <b>(3)</b> 77.63 | 4.342  | 09:12:12.475        |
| 4 -                       | 52.183        | 110.9        | 1:24.218                 | 117.1        | 32.473        | 81.5               | 2:48.874        | 77.58            | 4.447  | 09:15:01.349        |
| 5 -                       | 51.731        | 107.5        | 1:25.400                 | 120.0        | 32.810        | 79.0               | 2:49.941        | 77.09            | 5.514  | 09:17:51.290        |
| 6 -                       | 52.420        | 108.4        | 1:23.540                 | <b>121.5</b> | 31.809        | 81.5               | 2:47.769        | <b>(2)</b> 78.09 | 3.342  | 09:20:39.059        |
| 7 -                       | 51.603        | <b>115.9</b> | <b>1:21.768</b>          | 121.3        | <b>31.056</b> | <b>82.5</b>        | <b>2:44.427</b> | <b>(1)</b> 79.68 |        | <b>09:23:23.486</b> |
| 8 -                       | 1:15.637      | 108.0        | 1:22.486                 | 120.9        | 31.339        | 79.6               | 3:09.462        | 69.15            | 25.035 | 09:26:32.948        |

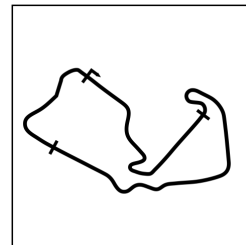
|                           |               |               |                          |              |               |                    |                 |                  |        |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|---------------|--------------------|-----------------|------------------|--------|---------------------|
| <b>P41</b>                |               | <b>138 B2</b> | <b>Neil HODGES</b>       |              | Gemini Mk2    |                    |                 |                  |        |                     |
| IDEAL LAP TIME : 2:50.823 |               |               | BEST LAP TIME : 2:52.864 |              |               | DIFFERENCE : 2.041 |                 |                  |        |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME        | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 99.4          | <b>1:25.583</b>          | 107.3        | 33.497        | <b>78.2</b>        | 3:04.627        | 70.96            | 11.763 | 09:06:33.795        |
| 2 -                       | 53.359        | 94.2          | 1:27.296                 | 108.9        | 33.754        | 77.3               | 2:54.409        | 75.12            | 1.545  | 09:09:28.204        |
| 3 -                       | 53.553        | <b>104.2</b>  | 1:26.574                 | 108.4        | 34.057        | 75.2               | 2:54.184        | 75.21            | 1.320  | 09:12:22.388        |
| 4 -                       | 56.722        | 97.1          | 1:26.664                 | 102.2        | 34.059        | 75.4               | 2:57.445        | 73.83            | 4.581  | 09:15:19.833        |
| 5 -                       | 53.188        | 100.9         | 1:27.229                 | <b>110.1</b> | 34.818        | 73.5               | 2:55.235        | 74.76            | 2.371  | 09:18:15.068        |
| 6 -                       | 54.529        | 102.4         | 1:25.846                 | <b>110.1</b> | <b>32.489</b> | 77.0               | <b>2:52.864</b> | <b>(1)</b> 75.79 |        | <b>09:21:07.932</b> |
| 7 -                       | 54.446        | 102.6         | 1:27.057                 | 110.0        | 32.645        | 76.3               | 2:54.148        | <b>(3)</b> 75.23 | 1.284  | 09:24:02.080        |
| 8 -                       | <b>52.751</b> | <b>104.2</b>  | 1:26.576                 | 107.7        | 33.550        | 74.5               | 2:52.877        | <b>(2)</b> 75.78 | 0.013  | 09:26:54.957        |

|                           |               |              |                          |              |               |                    |                 |                  |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|-----------------|------------------|--------|---------------------|
| <b>P42</b>                |               | <b>151 A</b> | <b>Daniele SALODINI</b>  |              | Taraschi FJ   |                    |                 |                  |        |                     |
| IDEAL LAP TIME : 2:47.828 |               |              | BEST LAP TIME : 2:47.828 |              |               | DIFFERENCE : 0.000 |                 |                  |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME        | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 107.0        | 1:25.475                 | 116.3        | 33.174        | 76.0               | 3:02.901        | 71.63            | 15.073 | 09:06:32.069        |
| 2 -                       | 52.360        | 106.0        | 1:24.259                 | <b>116.5</b> | 32.878        | 76.4               | 2:49.497        | <b>(2)</b> 77.29 | 1.669  | 09:09:21.566        |
| 3 -                       | 53.895        | 98.6         | 1:26.349                 | 112.7        | 33.007        | 77.9               | 2:53.251        | <b>(3)</b> 75.62 | 5.423  | 09:12:14.817        |
| 4 -                       | <b>52.358</b> | <b>109.8</b> | <b>1:23.306</b>          | 115.9        | <b>32.164</b> | <b>79.6</b>        | <b>2:47.828</b> | <b>(1)</b> 78.06 |        | <b>09:15:02.645</b> |
| 5 -                       | 54.799        | 96.1         | 1:27.819                 | 114.9        | 37.921        | 74.3               | 3:00.539        | 72.57            | 12.711 | 09:18:03.184        |
| 6 -                       | 1:00.370      | 91.6         | 1:27.413                 | 111.8        | 34.649        | 69.9               | 3:02.432        | 71.81            | 14.604 | 09:21:05.616        |
| 7 -                       | 55.113        | 93.5         | 1:29.941                 | 115.3        | 33.690        | 76.7               | 2:58.744        | 73.29            | 10.916 | 09:24:04.360        |
| 8 -                       | 54.196        | 101.5        | 1:25.821                 | 115.5        | 34.331        | 76.2               | 2:54.348        | 75.14            | 6.520  | 09:26:58.708        |

|                           |               |              |                          |              |                 |                    |                 |                  |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|-----------------|--------------------|-----------------|------------------|--------|---------------------|
| <b>P43</b>                |               | <b>16 A</b>  | <b>Peter FENICHEL</b>    |              | Stanguellini FJ |                    |                 |                  |        |                     |
| IDEAL LAP TIME : 2:52.687 |               |              | BEST LAP TIME : 2:53.011 |              |                 | DIFFERENCE : 0.324 |                 |                  |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3        |                    | LAP TIME        | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |               | 89.1         | 1:27.796                 | 105.8        | 32.598          | 76.9               | 3:07.229        | 69.97            | 14.218 | 09:06:36.397        |
| 2 -                       | 54.132        | 98.8         | 1:27.249                 | 100.9        | 32.786          | 76.0               | 2:54.167        | <b>(3)</b> 75.22 | 1.156  | 09:09:30.564        |
| 3 -                       | <b>53.698</b> | 98.6         | 1:26.779                 | 101.2        | <b>32.534</b>   | 77.3               | <b>2:53.011</b> | <b>(1)</b> 75.72 |        | <b>09:12:23.575</b> |
| 4 -                       | 55.150        | 96.5         | 1:27.817                 | 105.0        | 34.495          | 74.0               | 2:57.462        | 73.82            | 4.451  | 09:15:21.037        |
| 5 -                       | 54.361        | 95.5         | 1:27.794                 | 103.5        | 33.070          | 77.6               | 2:55.225        | 74.77            | 2.214  | 09:18:16.262        |
| 6 -                       | 54.498        | 94.2         | 1:27.295                 | 102.7        | 32.714          | <b>77.7</b>        | 2:54.507        | 75.07            | 1.496  | 09:21:10.769        |
| 7 -                       | 54.310        | <b>102.6</b> | <b>1:26.455</b>          | 108.7        | 33.120          | 72.0               | 2:53.885        | <b>(2)</b> 75.34 | 0.874  | 09:24:04.654        |
| 8 -                       | 54.549        | 99.4         | 1:27.135                 | <b>109.4</b> | 32.631          | 74.3               | 2:54.315        | 75.16            | 1.304  | 09:26:58.969        |

# Historic Formula Junior

## RACE 11 - SECTOR ANALYSIS



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

|                           |               |              |                 |                          |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| <b>P44</b>                |               | <b>7 B2</b>  |                 | <b>Duncan RABAGLIATI</b> |               |             | Alexis HF1          |              |        |                     |
| IDEAL LAP TIME : 2:52.246 |               |              |                 | BEST LAP TIME : 2:52.840 |               |             | DIFFERENCE : 0.594  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 97.6         | 1:27.736        | 104.3                    | 32.500        | <b>75.4</b> | 3:06.790            | 70.14        | 13.950 | 09:06:35.958        |
| 2 -                       | 54.158        | 101.0        | 1:27.439        | 100.7                    | 32.356        | 73.9        | 2:53.953            | 75.31        | 1.113  | 09:09:29.911        |
| 3 -                       | <b>54.021</b> | <b>103.7</b> | 1:26.902        | 106.6                    | <b>31.917</b> | 73.2        | <b>2:52.840 (1)</b> | <b>75.80</b> |        | <b>09:12:22.751</b> |
| 4 -                       | 55.725        | 101.5        | 1:27.528        | 103.5                    | 34.572        | 72.3        | 2:57.825            | 73.67        | 4.985  | 09:15:20.576        |
| 5 -                       | 54.368        | 102.7        | 1:27.478        | 105.1                    | 33.411        | 74.5        | 2:55.257            | 74.75        | 2.417  | 09:18:15.833        |
| 6 -                       | 54.526        | 103.0        | 1:27.273        | 106.6                    | 31.959        | 73.8        | 2:53.758 <b>(3)</b> | 75.40        | 0.918  | 09:21:09.591        |
| 7 -                       | 55.126        | 102.1        | <b>1:26.308</b> | <b>107.5</b>             | 31.937        | 71.7        | 2:53.371 <b>(2)</b> | 75.57        | 0.531  | 09:24:02.962        |
| 8 -                       | 55.635        | 91.4         | 1:31.992        | 92.4                     | 33.569        | 68.1        | 3:01.196            | 72.30        | 8.356  | 09:27:04.158        |

|                           |               |              |                 |                          |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| <b>P45</b>                |               | <b>48 C2</b> |                 | <b>Nick POWELL</b>       |               |             | Cooper T52          |              |        |                     |
| IDEAL LAP TIME : 3:01.055 |               |              |                 | BEST LAP TIME : 3:01.055 |               |             | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 95.5         | 1:31.594        | 93.9                     | 35.905        | 66.4        | 3:15.699            | 66.94        | 14.644 | 09:06:44.867        |
| 2 -                       | 56.482        | 97.1         | 1:31.936        | 97.2                     | 35.334        | 67.9        | 3:03.752 <b>(2)</b> | 71.30        | 2.697  | 09:09:48.619        |
| 3 -                       | <b>55.879</b> | <b>99.4</b>  | <b>1:30.604</b> | 97.8                     | <b>34.572</b> | <b>68.2</b> | <b>3:01.055 (1)</b> | <b>72.36</b> |        | <b>09:12:49.674</b> |
| 4 -                       | 58.198        | 91.8         | 1:35.370        | <b>98.5</b>              | 35.025        | 65.9        | 3:08.593            | 69.47        | 7.538  | 09:15:58.267        |
| 5 -                       | 59.317        | 96.6         | 1:31.780        | 94.7                     | 35.898        | 65.2        | 3:06.995            | 70.06        | 5.940  | 09:19:05.262        |
| 6 -                       | 58.542        | 97.6         | 1:34.673        | 96.9                     | 38.950        | 64.3        | 3:12.165            | 68.17        | 11.110 | 09:22:17.427        |
| 7 -                       | 58.098        | 97.1         | 1:31.973        | 95.7                     | 34.967        | 64.5        | 3:05.038 <b>(3)</b> | 70.80        | 3.983  | 09:25:22.465        |

|                           |               |               |                 |                          |               |             |                     |              |       |                     |
|---------------------------|---------------|---------------|-----------------|--------------------------|---------------|-------------|---------------------|--------------|-------|---------------------|
| <b>P46</b>                |               | <b>140 C2</b> |                 | <b>Keith PICKERING</b>   |               |             | Britannia FJ        |              |       |                     |
| IDEAL LAP TIME : 2:31.101 |               |               |                 | BEST LAP TIME : 2:31.237 |               |             | DIFFERENCE : 0.136  |              |       |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2        |                          | SECTOR 3      |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 117.5         | 1:16.937        | 121.5                    | 28.312        | 87.3        | 2:40.133            | 81.81        | 8.896 | 09:06:09.301        |
| 2 -                       | 47.024        | <b>118.3</b>  | <b>1:15.929</b> | <b>121.7</b>             | 28.284        | <b>89.2</b> | <b>2:31.237 (1)</b> | <b>86.63</b> |       | <b>09:08:40.538</b> |
| 3 -                       | 47.195        | 117.1         | 1:16.403        | 120.2                    | <b>28.174</b> | 87.7        | 2:31.772 <b>(2)</b> | 86.32        | 0.535 | 09:11:12.310        |
| 4 -                       | <b>46.998</b> | 116.5         | 1:16.621        | 119.6                    | 28.529        | 85.1        | 2:32.148 <b>(3)</b> | 86.11        | 0.911 | 09:13:44.458        |
| 5 -                       | 47.424        | 116.1         | 1:17.628        | 117.1                    | 28.773        | 84.6        | 2:33.825            | 85.17        | 2.588 | 09:16:18.283        |

|                           |               |              |                 |                          |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| <b>P47</b>                |               | <b>61 E1</b> |                 | <b>Oscar TREPESS</b>     |               |             | Lotus 20/22         |              |        |                     |
| IDEAL LAP TIME : 2:31.195 |               |              |                 | BEST LAP TIME : 2:31.390 |               |             | DIFFERENCE : 0.195  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 108.5        | 1:18.510        | 119.4                    | 29.160        | 89.2        | 2:47.132            | 78.39        | 15.742 | 09:06:16.300        |
| 2 -                       | 48.416        | 113.3        | 1:19.755        | 118.9                    | 29.070        | 85.5        | 2:37.241            | 83.32        | 5.851  | 09:08:53.541        |
| 3 -                       | 47.131        | <b>115.9</b> | <b>1:15.824</b> | 119.4                    | <b>28.435</b> | <b>89.5</b> | <b>2:31.390 (1)</b> | <b>86.54</b> |        | <b>09:11:24.931</b> |
| 4 -                       | 48.225        | 99.7         | 1:17.443        | 117.7                    | 28.738        | <b>89.5</b> | 2:34.406 <b>(3)</b> | 84.85        | 3.016  | 09:13:59.337        |
| 5 -                       | <b>46.936</b> | 114.7        | 1:18.200        | <b>120.2</b>             | 28.516        | 89.2        | 2:33.652 <b>(2)</b> | 85.26        | 2.262  | 09:16:32.989        |

|                           |               |              |                 |                           |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------|-----------------|---------------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| <b>P48</b>                |               | <b>96 E2</b> |                 | <b>Lawrence DE BRUYNE</b> |               |             | Cooper T65          |              |          |                     |
| IDEAL LAP TIME : 2:42.965 |               |              |                 | BEST LAP TIME : 2:42.965  |               |             | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                           | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 104.8        | 1:24.123        | 110.1                     | 32.556        | 77.0        | 2:59.003 <b>(3)</b> | 73.19        | 16.038   | 09:06:28.171        |
| 2 -                       | 51.637        | 103.8        | 1:23.227        | <b>115.1</b>              | 32.082        | 75.8        | 2:46.946 <b>(2)</b> | 78.47        | 3.981    | 09:09:15.117        |
| 3 -                       | <b>50.901</b> | <b>108.7</b> | <b>1:21.513</b> | 112.4                     | <b>30.551</b> | <b>83.2</b> | <b>2:42.965 (1)</b> | <b>80.39</b> |          | <b>09:11:58.082</b> |
| 4 -                       | OUTLAP        |              |                 | 112.4                     | 30.845        | 82.9        | 4:03.048            | 53.90        | 1:20.083 | 09:16:01.130        |



Historic Formula Junior

RACE 11 - BEST SECTORS

| SECTOR 1 |     |        | SECTOR 2 |          |     | SECTOR 3 |     |     | IDEAL / BEST COMPARISON |          |          |       |  |  |
|----------|-----|--------|----------|----------|-----|----------|-----|-----|-------------------------|----------|----------|-------|--|--|
| POS      | NO  | TIME   | NO       | TIME     | NO  | TIME     | POS | NO  | NAME                    | IDEAL    | BEST     | DIFF  |  |  |
|          |     |        |          |          |     |          |     |     | PERFECT LAP             | 2:18.027 |          |       |  |  |
| 1        | 114 | 42.763 | 114      | 1:09.599 | 114 | 25.665   | 1   | 114 | FITZ-SIMON              | 2:18.027 | 2:18.295 | 0.268 |  |  |
| 2        | 175 | 43.528 | 21       | 1:10.359 | 21  | 25.739   | 2   | 21  | AMES                    | 2:19.748 | 2:19.875 | 0.127 |  |  |
| 3        | 21  | 43.650 | 175      | 1:10.421 | 69  | 26.068   | 3   | 175 | GOODWIN                 | 2:20.202 | 2:20.605 | 0.403 |  |  |
| 4        | 60  | 44.146 | 182      | 1:11.790 | 182 | 26.115   | 4   | 182 | SHINNER                 | 2:22.192 | 2:23.264 | 1.072 |  |  |
| 5        | 182 | 44.287 | 69       | 1:11.808 | 175 | 26.253   | 5   | 69  | ROACH                   | 2:22.263 | 2:22.693 | 0.430 |  |  |
| 6        | 69  | 44.387 | 60       | 1:11.831 | 60  | 26.308   | 6   | 60  | MILICEVIC               | 2:22.285 | 2:22.722 | 0.437 |  |  |
| 7        | 27  | 44.531 | 27       | 1:11.968 | 27  | 26.481   | 7   | 27  | WILSON                  | 2:22.980 | 2:23.034 | 0.054 |  |  |
| 8        | 17  | 44.653 | 26       | 1:12.232 | 166 | 26.683   | 8   | 166 | UNDERWOOD               | 2:23.770 | 2:24.025 | 0.255 |  |  |
| 9        | 177 | 44.671 | 143      | 1:12.291 | 51  | 26.705   | 9   | 26  | THOMAS                  | 2:23.802 | 2:23.928 | 0.126 |  |  |
| 10       | 166 | 44.683 | 166      | 1:12.404 | 39  | 26.755   | 10  | 17  | DIFFEY                  | 2:24.069 | 2:24.781 | 0.712 |  |  |
| 11       | 143 | 44.691 | 51       | 1:12.455 | 26  | 26.782   | 11  | 143 | MONUMENT                | 2:24.102 | 2:24.102 | 0.000 |  |  |
| 12       | 26  | 44.788 | 17       | 1:12.556 | 17  | 26.860   | 12  | 51  | HIBBERD                 | 2:24.165 | 2:24.449 | 0.284 |  |  |
| 13       | 51  | 45.005 | 84       | 1:12.728 | 84  | 27.083   | 13  | 177 | BUHOFFER                | 2:24.633 | 2:25.230 | 0.597 |  |  |
| 14       | 84  | 45.088 | 177      | 1:12.784 | 143 | 27.120   | 14  | 39  | CARLTON-SMITH           | 2:24.715 | 2:24.773 | 0.058 |  |  |
| 15       | 39  | 45.107 | 39       | 1:12.853 | 23  | 27.163   | 15  | 84  | WOODHOUSE               | 2:24.899 | 2:25.170 | 0.271 |  |  |
| 16       | 32  | 45.288 | 32       | 1:12.920 | 177 | 27.178   | 16  | 32  | MALLOCK                 | 2:25.605 | 2:25.606 | 0.001 |  |  |
| 17       | 56  | 45.631 | 90       | 1:13.702 | 171 | 27.219   | 17  | 171 | METCALFE                | 2:27.397 | 2:27.822 | 0.425 |  |  |
| 18       | 23  | 45.931 | 171      | 1:14.079 | 32  | 27.397   | 18  | 90  | FLANN                   | 2:27.460 | 2:28.118 | 0.658 |  |  |
| 19       | 90  | 46.030 | 167      | 1:14.630 | 90  | 27.728   | 19  | 23  | RUSSELL                 | 2:27.807 | 2:28.466 | 0.659 |  |  |
| 20       | 171 | 46.099 | 23       | 1:14.713 | 77  | 27.747   | 20  | 56  | PAULO CAMPOS COSTA      | 2:28.119 | 2:28.457 | 0.338 |  |  |
| 21       | 77  | 46.667 | 56       | 1:14.733 | 56  | 27.755   | 21  | 77  | PORRITT                 | 2:29.459 | 2:29.585 | 0.126 |  |  |
| 22       | 65  | 46.710 | 77       | 1:15.045 | 167 | 27.869   | 22  | 167 | SCHMIDT                 | 2:29.469 | 2:30.435 | 0.966 |  |  |
| 23       | 124 | 46.823 | 124      | 1:15.319 | 141 | 27.907   | 23  | 124 | CLARK                   | 2:30.052 | 2:30.475 | 0.423 |  |  |
| 24       | 61  | 46.936 | 61       | 1:15.824 | 124 | 27.910   | 24  | 140 | PICKERING               | 2:31.101 | 2:31.237 | 0.136 |  |  |
| 25       | 167 | 46.970 | 65       | 1:15.878 | 11  | 28.140   | 25  | 61  | TREPES                  | 2:31.195 | 2:31.390 | 0.195 |  |  |
| 26       | 140 | 46.998 | 140      | 1:15.929 | 140 | 28.174   | 26  | 65  | FERRIS                  | 2:31.242 | 2:32.160 | 0.918 |  |  |
| 27       | 141 | 47.897 | 81       | 1:16.815 | 104 | 28.181   | 27  | 141 | BESLEY                  | 2:33.107 | 2:33.391 | 0.284 |  |  |
| 28       | 4   | 47.978 | 14       | 1:16.859 | 14  | 28.321   | 28  | 14  | BESLEY                  | 2:33.380 | 2:34.106 | 0.726 |  |  |
| 29       | 14  | 48.200 | 66       | 1:16.907 | 61  | 28.435   | 29  | 11  | TAYLOR                  | 2:34.029 | 2:34.575 | 0.546 |  |  |
| 30       | 44  | 48.220 | 141      | 1:17.303 | 65  | 28.654   | 30  | 104 | MCFADDEN                | 2:34.534 | 2:34.535 | 0.001 |  |  |
| 31       | 11  | 48.305 | 44       | 1:17.348 | 4   | 28.918   | 31  | 4   | BARRON                  | 2:34.749 | 2:35.177 | 0.428 |  |  |
| 32       | 66  | 48.456 | 104      | 1:17.386 | 40  | 29.021   | 32  | 81  | CARTER                  | 2:34.752 | 2:35.004 | 0.252 |  |  |
| 33       | 45  | 48.604 | 11       | 1:17.584 | 131 | 29.057   | 33  | 66  | TIMONEY                 | 2:34.840 | 2:34.840 | 0.000 |  |  |
| 34       | 72  | 48.775 | 4        | 1:17.853 | 81  | 29.064   | 34  | 44  | O'KANE                  | 2:35.100 | 2:37.068 | 1.968 |  |  |
| 35       | 81  | 48.873 | 45       | 1:18.012 | 45  | 29.125   | 35  | 45  | ROSS                    | 2:35.741 | 2:35.760 | 0.019 |  |  |
| 36       | 104 | 48.967 | 40       | 1:18.941 | 78  | 29.245   | 36  | 40  | WILKS                   | 2:37.667 | 2:38.081 | 0.414 |  |  |
| 37       | 78  | 49.367 | 78       | 1:19.213 | 66  | 29.477   | 37  | 72  | DE GRES                 | 2:37.821 | 2:38.498 | 0.677 |  |  |
| 38       | 40  | 49.705 | 72       | 1:19.481 | 44  | 29.532   | 38  | 78  | PRIOR                   | 2:37.825 | 2:38.367 | 0.542 |  |  |
| 39       | 88  | 50.001 | 88       | 1:19.700 | 72  | 29.565   | 39  | 131 | WALL                    | 2:39.303 | 2:39.530 | 0.227 |  |  |
| 40       | 131 | 50.253 | 131      | 1:19.993 | 88  | 30.532   | 40  | 88  | GEMMILL                 | 2:40.233 | 2:40.863 | 0.630 |  |  |
| 41       | 96  | 50.901 | 96       | 1:21.513 | 96  | 30.551   | 41  | 96  | DE BRUYNE               | 2:42.965 | 2:42.965 | 0.000 |  |  |
| 42       | 6   | 51.516 | 6        | 1:21.768 | 6   | 31.056   | 42  | 6   | ADELMAN                 | 2:44.340 | 2:44.427 | 0.087 |  |  |
| 43       | 151 | 52.358 | 151      | 1:23.306 | 7   | 31.917   | 43  | 151 | SALODINI                | 2:47.828 | 2:47.828 | 0.000 |  |  |
| 44       | 138 | 52.751 | 138      | 1:25.583 | 151 | 32.164   | 44  | 138 | HODGES                  | 2:50.823 | 2:52.864 | 2.041 |  |  |
| 45       | 16  | 53.698 | 7        | 1:26.308 | 138 | 32.489   | 45  | 7   | RABAGLIATI              | 2:52.246 | 2:52.840 | 0.594 |  |  |
| 46       | 7   | 54.021 | 16       | 1:26.455 | 16  | 32.534   | 46  | 16  | FENICHEL                | 2:52.687 | 2:53.011 | 0.324 |  |  |
| 47       | 48  | 55.879 | 48       | 1:30.604 | 48  | 34.572   | 47  | 48  | POWELL                  | 3:01.055 | 3:01.055 | 0.000 |  |  |
| 48       |     |        |          |          |     |          | 48  | 53  | WILSON                  |          | 2:18.783 |       |  |  |

# Historic Formula Junior

## RACE 11 - BEST SPEEDS

| INTERMEDIATE 1 |     |                    |       | INTERMEDIATE 2 |                    |       | FINISH LINE |                    |      |
|----------------|-----|--------------------|-------|----------------|--------------------|-------|-------------|--------------------|------|
| POS            | NO  | NAME               | MPH   | NO             | NAME               | MPH   | NO          | NAME               | MPH  |
| 1              | 21  | AMES               | 127.3 | 177            | BUHOFER            | 130.8 | 114         | FITZ-SIMON         | 96.0 |
| 2              | 114 | FITZ-SIMON         | 126.6 | 21             | AMES               | 130.0 | 175         | GOODWIN            | 95.1 |
| 3              | 175 | GOODWIN            | 126.1 | 143            | MONUMENT           | 130.0 | 21          | AMES               | 94.6 |
| 4              | 84  | WOODHOUSE          | 124.9 | 17             | DIFFEY             | 130.0 | 17          | DIFFEY             | 94.3 |
| 5              | 60  | MILICEVIC          | 124.7 | 175            | GOODWIN            | 129.5 | 27          | WILSON             | 93.8 |
| 6              | 27  | WILSON             | 124.7 | 27             | WILSON             | 129.5 | 143         | MONUMENT           | 93.8 |
| 7              | 17  | DIFFEY             | 124.7 | 32             | MALLOCK            | 129.3 | 166         | UNDERWOOD          | 93.7 |
| 8              | 32  | MALLOCK            | 124.7 | 84             | WOODHOUSE          | 129.0 | 60          | MILICEVIC          | 93.5 |
| 9              | 177 | BUHOFER            | 124.5 | 51             | HIBBERD            | 128.0 | 51          | HIBBERD            | 93.5 |
| 10             | 51  | HIBBERD            | 124.2 | 167            | SCHMIDT            | 127.8 | 177         | BUHOFER            | 93.4 |
| 11             | 143 | MONUMENT           | 123.3 | 114            | FITZ-SIMON         | 127.5 | 182         | SHINNER            | 93.0 |
| 12             | 90  | FLANN              | 123.3 | 166            | UNDERWOOD          | 126.8 | 69          | ROACH              | 92.9 |
| 13             | 182 | SHINNER            | 122.2 | 182            | SHINNER            | 126.6 | 26          | THOMAS             | 92.6 |
| 14             | 56  | PAULO CAMPOS COSTA | 122.0 | 39             | CARLTON-SMITH      | 126.6 | 171         | METCALFE           | 92.4 |
| 15             | 69  | ROACH              | 121.7 | 69             | ROACH              | 126.3 | 32          | MALLOCK            | 92.3 |
| 16             | 166 | UNDERWOOD          | 121.5 | 60             | MILICEVIC          | 126.1 | 84          | WOODHOUSE          | 92.1 |
| 17             | 39  | CARLTON-SMITH      | 121.5 | 90             | FLANN              | 126.1 | 56          | PAULO CAMPOS COSTA | 92.0 |
| 18             | 124 | CLARK              | 121.3 | 124            | CLARK              | 126.1 | 39          | CARLTON-SMITH      | 91.8 |
| 19             | 77  | PORRITT            | 121.1 | 56             | PAULO CAMPOS COSTA | 125.6 | 90          | FLANN              | 91.4 |
| 20             | 171 | METCALFE           | 121.1 | 26             | THOMAS             | 125.6 | 23          | RUSSELL            | 90.8 |
| 21             | 167 | SCHMIDT            | 120.9 | 77             | PORRITT            | 124.9 | 65          | FERRIS             | 90.3 |
| 22             | 26  | THOMAS             | 120.0 | 171            | METCALFE           | 124.9 | 77          | PORRITT            | 90.0 |
| 23             | 65  | FERRIS             | 119.6 | 65             | FERRIS             | 124.9 | 124         | CLARK              | 89.9 |
| 24             | 23  | RUSSELL            | 119.4 | 81             | CARTER             | 124.0 | 61          | TREPES             | 89.5 |
| 25             | 140 | PICKERING          | 118.3 | 66             | TIMONEY            | 123.3 | 167         | SCHMIDT            | 89.4 |
| 26             | 81  | CARTER             | 117.7 | 140            | PICKERING          | 121.7 | 66          | TIMONEY            | 89.3 |
| 27             | 66  | TIMONEY            | 117.1 | 6              | ADELMAN            | 121.5 | 140         | PICKERING          | 89.2 |
| 28             | 6   | ADELMAN            | 115.9 | 23             | RUSSELL            | 121.3 | 81          | CARTER             | 88.4 |
| 29             | 61  | TREPES             | 115.9 | 14             | BESLEY             | 120.2 | 4           | BARRON             | 87.4 |
| 30             | 14  | BESLEY             | 115.7 | 72             | DE GRES            | 120.2 | 40          | WILKS              | 87.1 |
| 31             | 72  | DE GRES            | 114.9 | 61             | TREPES             | 120.2 | 45          | ROSS               | 86.9 |
| 32             | 4   | BARRON             | 114.5 | 45             | ROSS               | 118.3 | 78          | PRIOR              | 86.9 |
| 33             | 45  | ROSS               | 113.7 | 78             | PRIOR              | 117.3 | 14          | BESLEY             | 86.8 |
| 34             | 78  | PRIOR              | 113.5 | 40             | WILKS              | 116.9 | 11          | TAYLOR             | 85.9 |
| 35             | 44  | O'KANE             | 113.3 | 44             | O'KANE             | 116.9 | 141         | BESLEY             | 85.8 |
| 36             | 88  | GEMMILL            | 113.3 | 4              | BARRON             | 116.7 | 44          | O'KANE             | 85.7 |
| 37             | 11  | TAYLOR             | 111.2 | 88             | GEMMILL            | 116.7 | 72          | DE GRES            | 85.1 |
| 38             | 40  | WILKS              | 111.2 | 151            | SALODINI           | 116.5 | 104         | MCFADDEN           | 84.5 |
| 39             | 151 | SALODINI           | 109.8 | 96             | DE BRUYNE          | 115.1 | 88          | GEMMILL            | 83.9 |
| 40             | 141 | BESLEY             | 108.9 | 11             | TAYLOR             | 113.9 | 131         | WALL               | 83.8 |
| 41             | 96  | DE BRUYNE          | 108.7 | 104            | MCFADDEN           | 112.7 | 96          | DE BRUYNE          | 83.2 |
| 42             | 104 | MCFADDEN           | 108.0 | 138            | HODGES             | 110.1 | 6           | ADELMAN            | 82.5 |
| 43             | 131 | WALL               | 105.3 | 141            | BESLEY             | 109.6 | 151         | SALODINI           | 79.6 |
| 44             | 138 | HODGES             | 104.2 | 16             | FENICHEL           | 109.4 | 138         | HODGES             | 78.2 |
| 45             | 7   | RABAGLIATI         | 103.7 | 131            | WALL               | 109.2 | 16          | FENICHEL           | 77.7 |
| 46             | 16  | FENICHEL           | 102.6 | 7              | RABAGLIATI         | 107.5 | 7           | RABAGLIATI         | 75.4 |
| 47             | 48  | POWELL             | 99.4  | 48             | POWELL             | 98.5  | 48          | POWELL             | 68.2 |
| 48             |     |                    |       |                |                    |       |             |                    |      |
| 49             |     |                    |       |                |                    |       |             |                    |      |

Historic Formula Junior

RACE 11 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 48                        |
| Planned Start          | 2025-08-24 @ 09:00:00.000 |
| Actual Start           | 2025-08-24 @ 09:03:29.167 |
| Finish Time            | 2025-08-24 @ 09:24:28.380 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 401                       |
| Total Distance Covered | 1459.3878mi.              |

Session Fastest Lap History

| NO  | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|--------------------|----------|--------------|-----|-------------|
| 114 | E1 | Horatio FITZ-SIMON | 2:21.250 | 09:05:50.379 | 1   | Brabham BT6 |
| 114 | E1 | Horatio FITZ-SIMON | 2:20.344 | 09:08:10.738 | 2   | Brabham BT6 |
| 53  | E1 | Sam WILSON         | 2:19.412 | 09:08:12.094 | 2   | Cooper T59  |
| 114 | E1 | Horatio FITZ-SIMON | 2:18.295 | 09:10:29.033 | 3   | Brabham BT6 |

Session Leader History

| NO  | CL | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|-----|----|--------------------|----------|----------|-------------|-------------|
| 114 | E1 | Horatio FITZ-SIMON | 1        | 9        | 32.75 miles | Brabham BT6 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:03:29.167 |
| FINISH | 09:24:28.380 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 9          | 24:16.187  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## Historic Formula Junior

### RACE 11 - STATISTICS

**CLASS : A**

**3 Starters**

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE         |
|----|-------------|-----------------|--------------|-----|-----------------|
| 72 | Tom DE GRES | <b>2:50.497</b> | 09:06:19.656 | 1   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:39.167</b> | 09:08:58.823 | 2   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:38.710</b> | 09:11:37.534 | 3   | Stanguellini FJ |
| 72 | Tom DE GRES | <b>2:38.498</b> | 09:14:16.031 | 4   | Stanguellini FJ |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-------------|----------|----------|-------------|-----------------|
| 72 | Tom DE GRES | 1        | 8        | 29.11 miles | Stanguellini FJ |

## Historic Formula Junior

### RACE 11 - STATISTICS

CLASS : B1

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------|----------|--------------|-----|------------|
| 4  | Graham BARRON | 2:49.781 | 09:06:18.929 | 1   | Gemini Mk2 |
| 4  | Graham BARRON | 2:38.390 | 09:08:57.322 | 2   | Gemini Mk2 |
| 4  | Graham BARRON | 2:38.368 | 09:11:35.632 | 3   | Gemini Mk2 |
| 4  | Graham BARRON | 2:36.735 | 09:14:12.424 | 4   | Gemini Mk2 |
| 4  | Graham BARRON | 2:35.177 | 09:16:47.600 | 5   | Gemini Mk2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|---------------|----------|----------|-------------|------------|
| 4  | Graham BARRON | 1        | 8        | 29.11 miles | Gemini Mk2 |

## Historic Formula Junior

### RACE 11 - STATISTICS

**CLASS : B2**

**8 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------|----------|--------------|-----|-----------|
| 32 | Ray MALLOCK    | 2:36.275 | 09:06:05.405 | 1   | U2 Mk2    |
| 23 | Adrian RUSSELL | 2:29.042 | 09:08:34.931 | 2   | Condor S2 |
| 23 | Adrian RUSSELL | 2:28.466 | 09:11:03.396 | 3   | Condor S2 |
| 32 | Ray MALLOCK    | 2:27.408 | 09:11:03.745 | 3   | U2 Mk2    |
| 32 | Ray MALLOCK    | 2:25.606 | 09:13:29.351 | 4   | U2 Mk2    |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------|----------|----------|-------------|-----------|
| 32 | Ray MALLOCK    | 1        | 1        | 3.63 miles  | U2 Mk2    |
| 23 | Adrian RUSSELL | 2        | 2        | 7.27 miles  | Condor S2 |
| 32 | Ray MALLOCK    | 4        | 6        | 21.83 miles | U2 Mk2    |

## Historic Formula Junior

### RACE 11 - STATISTICS

**CLASS : C2**

**6 Starters**

#### Fastest Lap History

| NO | NAME          | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|----|---------------|-----------------|--------------|-----|----------|
| 77 | Chris PORRITT | <b>2:38.983</b> | 09:06:08.136 | 1   | Lotus 18 |
| 77 | Chris PORRITT | <b>2:30.400</b> | 09:08:38.535 | 2   | Lotus 18 |
| 77 | Chris PORRITT | <b>2:29.891</b> | 09:11:08.431 | 3   | Lotus 18 |
| 77 | Chris PORRITT | <b>2:29.585</b> | 09:13:38.015 | 4   | Lotus 18 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|----|---------------|----------|----------|-------------|----------|
| 77 | Chris PORRITT | 1        | 9        | 32.75 miles | Lotus 18 |

## Historic Formula Junior

### RACE 11 - STATISTICS

CLASS : D2

4 Starters

#### Fastest Lap History

| NO | NAME              | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|----|-------------------|-----------------|--------------|-----|----------|
| 39 | Nic CARLTON-SMITH | <b>2:33.370</b> | 09:06:02.521 | 1   | Lotus 20 |
| 39 | Nic CARLTON-SMITH | <b>2:25.601</b> | 09:08:28.107 | 2   | Lotus 20 |
| 39 | Nic CARLTON-SMITH | <b>2:24.844</b> | 09:13:19.085 | 4   | Lotus 20 |
| 39 | Nic CARLTON-SMITH | <b>2:24.773</b> | 09:15:43.858 | 5   | Lotus 20 |

#### Leader History

| NO | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|----|-------------------|----------|----------|-------------|----------|
| 39 | Nic CARLTON-SMITH | 1        | 9        | 32.75 miles | Lotus 20 |



## Historic Formula Junior

### RACE 11 - STATISTICS

**CLASS : E1**

**24 Starters**

#### Fastest Lap History

| NO  | NAME               | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|-----|--------------------|-----------------|--------------|-----|-------------|
| 114 | Horatio FITZ-SIMON | <b>2:21.250</b> | 09:05:50.379 | 1   | Brabham BT6 |
| 114 | Horatio FITZ-SIMON | <b>2:20.344</b> | 09:08:10.738 | 2   | Brabham BT6 |
| 53  | Sam WILSON         | <b>2:19.412</b> | 09:08:12.094 | 2   | Cooper T59  |
| 114 | Horatio FITZ-SIMON | <b>2:18.295</b> | 09:10:29.033 | 3   | Brabham BT6 |

#### Leader History

| NO  | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|-----|--------------------|----------|----------|-------------|-------------|
| 114 | Horatio FITZ-SIMON | 1        | 9        | 32.75 miles | Brabham BT6 |

## Historic Formula Junior

### RACE 11 - STATISTICS

**CLASS : E2**

**2 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|-----------------|--------------|-----|------------|
| 65 | Richard FERRIS | <b>2:45.027</b> | 09:06:14.157 | 1   | Donford FJ |
| 65 | Richard FERRIS | <b>2:32.494</b> | 09:08:46.650 | 2   | Donford FJ |
| 65 | Richard FERRIS | <b>2:32.160</b> | 09:13:51.463 | 4   | Donford FJ |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|----------------|----------|----------|-------------|------------|
| 65 | Richard FERRIS | 1        | 9        | 32.75 miles | Donford FJ |