



# FJHRA SILVERLINE HISTORIC FORMULA JUNIOR

Formula Junior single-seater racing cars 1958-1963



BRDC Classic  
Silverstone GP

24<sup>th</sup> – 26<sup>th</sup> July 2026



SPORTS TIMING

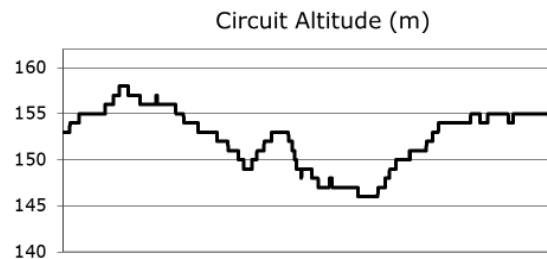
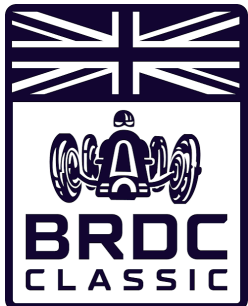
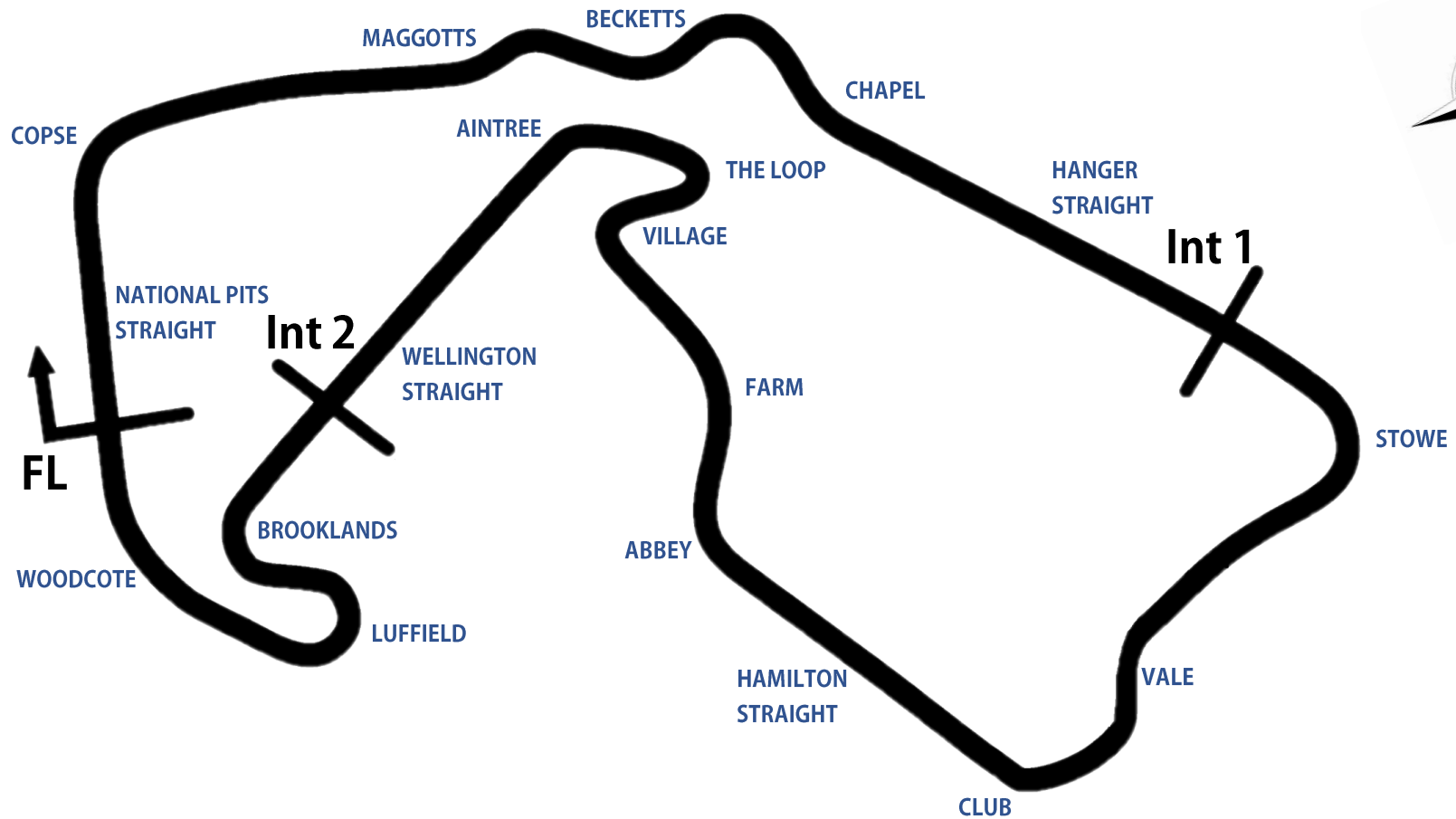
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

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

# Silverstone GP Circuit

Silverstone, Towcester, Northamptonshire, UK



| Length 3.6393 miles   5.857 km   5857.0 m |                                    |            |           |
|-------------------------------------------|------------------------------------|------------|-----------|
| FL                                        |                                    | 52.07872 N | 1.01711 W |
| Start Line Offset                         | 135m                               |            |           |
| Int 1                                     | 2033m                              | 52.06559 N | 1.01486 W |
| Int 2                                     | 4857m                              | 52.07603 N | 1.01669 W |
| Pit Entry                                 | 5805m                              | 52.07859 N | 1.01758 W |
| Pit Exit                                  | 305m after FL                      | 52.07880 N | 1.01268 W |
| Pit Entry - Pit Exit                      | 336m, 24.2s @ 50kph, 20.1s @ 60kph |            |           |



# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - CLASSIFICATION



| POS | NO  | CL | PIC | NAME              | ENTRY                | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|-----|-------------------|----------------------|----------|----|------|--------|-------|-------|
| 1   | 53* | E1 | 1   | Sam WILSON        | Cooper T59           | 2:20.010 | 3  | 7    |        |       | 93.57 |
| 2   | 57  | E1 | 2   | Callum GRANT      | Merlyn Mk5/7         | 2:20.291 | 2  | 8    | 0.281  | 0.281 | 93.38 |
| 3   | 55  | E1 | 3   | Lukas HALUSA      | Lotus 22             | 2:20.671 | 7  | 7    | 0.661  | 0.380 | 93.13 |
| 4   | 21  | E1 | 4   | Alex AMES         | Brabham BT6          | 2:20.986 | 7  | 8    | 0.976  | 0.315 | 92.92 |
| 5   | 41  | E1 | 5   | Andrew HIBBERD    | Lotus 22             | 2:21.974 | 7  | 7    | 1.964  | 0.988 | 92.28 |
| 6   | 28  | E1 | 6   | Spencer SHINNER   | Lola Mk5A            | 2:22.630 | 7  | 7    | 2.620  | 0.656 | 91.85 |
| 7   | 90  | E1 | 7   | Rufus FLANN       | Lotus 22             | 2:23.238 | 3  | 8    | 3.228  | 0.608 | 91.46 |
| 8   | 69  | E1 | 8   | Stuart ROACH      | Alexis Mk4           | 2:23.721 | 8  | 8    | 3.711  | 0.483 | 91.16 |
| 9   | 50  | E1 | 9   | Philipp BUHOFFER  | Lotus 27             | 2:23.974 | 8  | 8    | 3.964  | 0.253 | 91.00 |
| 10  | 143 | E1 | 10  | Stuart MONUMENT   | Lotus 22             | 2:24.464 | 7  | 7    | 4.454  | 0.490 | 90.69 |
| 11  | 171 | D2 | 1   | Nathan METCALFE   | Lotus 20             | 2:25.599 | 6  | 6    | 5.589  | 1.135 | 89.98 |
| 12  | 77  | E1 | 11  | Lukas BUHOFFER    | Brabham BT6          | 2:25.814 | 6  | 7    | 5.804  | 0.215 | 89.85 |
| 13  | 92  | E1 | 12  | Simon JACKSON     | De Tomaso FJ         | 2:25.919 | 6  | 6    | 5.909  | 0.105 | 89.78 |
| 14  | 61  | D2 | 2   | Oscar TREPESS     | Lotus 20             | 2:26.288 | 7  | 8    | 6.278  | 0.369 | 89.56 |
| 15  | 54  | E1 | 13  | Niklas HALUSA     | Lotus 22             | 2:26.335 | 7  | 7    | 6.325  | 0.047 | 89.53 |
| 16  | 39  | D2 | 3   | Nic CARLTON-SMITH | Lotus 20             | 2:26.343 | 8  | 8    | 6.333  | 0.008 | 89.52 |
| 17  | 17  | E1 | 14  | George DIFFEY     | Lotus 20/22          | 2:26.557 | 7  | 7    | 6.547  | 0.214 | 89.39 |
| 18  | 51  | E1 | 15  | Michael HIBBERD   | Lotus 22             | 2:27.549 | 3  | 5    | 7.539  | 0.992 | 88.79 |
| 19  | 32  | B2 | 1   | Ray MALLOCK       | U2 Mk2               | 2:28.935 | 7  | 7    | 8.925  | 1.386 | 87.96 |
| 20  | 166 | E1 | 16  | Geoff UNDERWOOD   | Brabham BT2          | 2:29.203 | 7  | 7    | 9.193  | 0.268 | 87.81 |
| 21  | 45  | E2 | 1   | Duncan ROSS       | Lynx Mk3             | 2:29.298 | 7  | 7    | 9.288  | 0.095 | 87.75 |
| 22  | 124 | E1 | 17  | Paul CLARK        | Lotus 20/22          | 2:30.851 | 7  | 7    | 10.841 | 1.553 | 86.85 |
| 23  | 68  | E1 | 18  | Tony LEES         | Lola Mk5A            | 2:30.917 | 6  | 7    | 10.907 | 0.066 | 86.81 |
| 24  | 76  | E1 | 19  | Tim CHILD         | Lotus 22             | 2:31.045 | 6  | 6    | 11.035 | 0.128 | 86.74 |
| 25  | 153 | E1 | 20  | Andreas HALUSA    | Lotus 22             | 2:31.427 | 7  | 7    | 11.417 | 0.382 | 86.52 |
| 26  | 167 | E1 | 21  | Alan SCHMIDT      | Brabham BT6          | 2:31.691 | 7  | 7    | 11.681 | 0.264 | 86.37 |
| 27  | 23  | B2 | 2   | Adrian RUSSELL    | Condor S2            | 2:32.316 | 7  | 7    | 12.306 | 0.625 | 86.01 |
| 28  | 71  | D2 | 4   | James HICKS       | Caravelle Mk3        | 2:33.343 | 7  | 7    | 13.333 | 1.027 | 85.44 |
| 29  | 13  | B2 | 3   | Niall MCFADDEN    | Elva 100             | 2:34.720 | 7  | 7    | 14.710 | 1.377 | 84.68 |
| 30  | 81  | E1 | 22  | Ralph CARTER      | Brabham BT2          | 2:34.828 | 7  | 7    | 14.818 | 0.108 | 84.62 |
| 31  | 14  | C2 | 1   | Crispian BESLEY   | Cooper T56           | 2:34.934 | 6  | 7    | 14.924 | 0.106 | 84.56 |
| 32  | 83  | E1 | 23  | Martin HALUSA     | Lotus 22             | 2:35.322 | 7  | 7    | 15.312 | 0.388 | 84.35 |
| 33  | 46  | C2 | 2   | Marco ZOLIN       | Cooper T56           | 2:35.537 | 6  | 6    | 15.527 | 0.215 | 84.23 |
| 34  | 56  | C2 | 3   | Jeremy DEELEY     | Cooper T56           | 2:37.522 | 7  | 7    | 17.512 | 1.985 | 83.17 |
| 35  | 66  | D2 | 5   | John TIMONEY      | Ausper T3            | 2:37.846 | 7  | 7    | 17.836 | 0.324 | 83.00 |
| 36  | 197 | E1 | 24  | Martin MCHUGH     | Lotus 20/22          | 2:39.135 | 7  | 7    | 19.125 | 1.289 | 82.33 |
| 37  | 3   | B2 | 4   | Justin FLEMING    | Lola Mk2             | 2:40.184 | 7  | 7    | 20.174 | 1.049 | 81.79 |
| 38  | 131 | B2 | 5   | Dave WALL         | Gemini Mk2           | 2:40.809 | 2  | 7    | 20.799 | 0.625 | 81.47 |
| 39  | 91  | B2 | 6   | Adrian HOLEY      | Terrier Mk4 Series 2 | 2:41.656 | 6  | 6    | 21.646 | 0.847 | 81.04 |
| 40  | 33  | C2 | 4   | Giuseppe FELET    | Elva 200             | 2:43.399 | 2  | 6    | 23.389 | 1.743 | 80.18 |
| 41  | 6   | E1 | 25  | Sharon ADELMAN    | Brabham BT6          | 2:46.461 | 7  | 7    | 26.451 | 3.062 | 78.70 |
| 42  | 138 | B2 | 7   | Neil HODGES       | Gemini Mk2           | 2:54.460 | 4  | 4    | 34.450 | 7.999 | 75.09 |
| 43  | 7   | B2 | 8   | Duncan RABAGLIATI | Alexis HF1           | 3:01.221 | 6  | 6    | 41.211 | 6.761 | 72.29 |
| 44  | 24  | A  | 1   | Adrian STEVENS    | Hillwood FJ          | 3:01.424 | 6  | 6    | 41.414 | 0.203 | 72.21 |
| 45  | 99  | B2 | 9   | Simon JONES       | Elva 100             | 3:02.026 | 2  | 2    | 42.016 | 0.602 | 71.97 |
| 46  | 18  | D2 | 6   | Erik JUSTESEN     | Koala FJ             | 3:06.020 | 3  | 3    | 46.010 | 3.994 | 70.43 |
| 47  | 52  | C2 | 5   | Peter FENICHEL    | Cooper T52           | 3:14.392 | 2  | 5    | 54.382 | 8.372 | 67.39 |
| 48  | 4   | B1 | 1   | Graham BARRON     | Gemini Mk2           |          |    | 2    |        |       |       |

\*Car 53 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers. Please fix or you may not be timed in your next race.

Weather / Track : Sunny / Dry

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

Date: 24/07/2026 Start: 09:39 Finish: 09:59

Silverstone Historic GP: 3.6393 miles

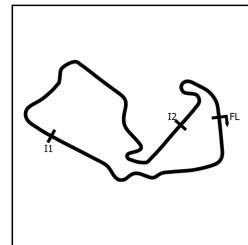
Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 : |          | BEST LAP TIME : 2:20.010 |          | DIFFERENCE : |       |          |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -              |          |                          |          |              |       |          | 09:42:21.046 |
| 2 -              |          |                          |          | 2:20.760 (2) | 93.07 | 0.750    | 09:44:41.806 |
| 3 -              |          |                          |          | 2:20.010 (1) | 93.57 |          | 09:47:01.816 |
| 4 -              |          |                          |          | 3:05.338     | 70.69 | 45.328   | 09:50:07.154 |
| 5 -              |          |                          |          | 2:40.021 (3) | 81.87 | 20.011   | 09:52:47.175 |
| 6 -              |          |                          | IN PIT   | 3:39.217 P   | 59.76 | 1:19.207 | 09:56:26.392 |
| 7 -              |          |                          |          | 2:55.247     | 74.76 | 35.237   | 09:59:21.640 |

| P2 57 E1                  |          | Callum GRANT             |          | Merlyn Mk5/7       |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:20.291 |          | BEST LAP TIME : 2:20.291 |          | DIFFERENCE : 0.000 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 123.5                    | 1:11.480 | 118.3              | 27.930 | 116.3 | 09:42:21.217                          |
| 2 -                       | 43.854   | 129.0                    | 1:10.168 | 123.5              | 26.269 | 112.9 | 2:20.291 (1) 93.38 09:44:41.508       |
| 3 -                       | 44.190   | 129.0                    | 1:10.205 | 125.4              | 26.275 | 114.5 | 2:20.670 (2) 93.13 0.379 09:47:02.178 |
| 4 -                       | 47.905   | 85.1                     | 1:40.927 | 58.7               | 36.462 | 84.3  | 3:05.294 70.70 45.003 09:50:07.472    |
| 5 -                       | 50.571   | 104.0                    | 1:28.600 | 60.6               | 32.934 | 104.8 | 2:52.105 76.12 31.814 09:52:59.577    |
| 6 -                       | 56.829   | 47.5                     | 1:47.095 | 58.5               | 28.847 | 113.1 | 3:12.771 67.96 52.480 09:56:12.348    |
| 7 -                       | 45.799   | 120.2                    | 1:11.570 | 108.7              | 28.334 | 115.1 | 2:25.703 89.92 5.412 09:58:38.051     |
| 8 -                       | 44.895   | 127.8                    | 1:10.704 | 121.3              | 26.343 | 114.5 | 2:21.942 (3) 92.30 1.651 10:00:59.993 |

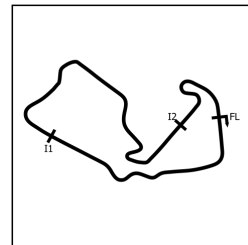
| P3 55 E1                  |          | Lukas HALUSA             |          | Lotus 22           |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:20.671 |          | BEST LAP TIME : 2:20.671 |          | DIFFERENCE : 0.000 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 125.2                    | 1:13.907 | 120.9              | 26.744 | 111.8 | 09:42:51.865                          |
| 2 -                       | 44.654   | 126.3                    | 1:13.117 | 123.3              | 26.844 | 112.6 | 2:24.615 (3) 90.59 3.944 09:45:16.480 |
| 3 -                       | 45.238   | 128.8                    | 1:13.904 | 105.1              | 46.979 | 55.9  | 2:46.121 78.86 25.450 09:48:02.601    |
| 4 -                       | 1:08.353 | 63.7                     | 2:02.070 | 62.6               | 42.791 | 54.1  | 3:53.214 56.17 1:32.543 09:51:55.815  |
| 5 -                       | 1:24.889 | 61.1                     | 1:48.639 | 94.5               | 33.125 | 111.4 | 3:46.653 57.80 1:25.982 09:55:42.468  |
| 6 -                       | 44.395   | 125.9                    | 1:10.768 | 121.5              | 26.585 | 112.4 | 2:21.748 (2) 92.42 1.077 09:58:04.216 |
| 7 -                       | 44.007   | 126.8                    | 1:10.126 | 122.9              | 26.538 | 111.6 | 2:20.671 (1) 93.13 10:00:24.887       |

| P4 21 E1                  |          | Alex AMES                |          | Brabham BT6        |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:20.315 |          | BEST LAP TIME : 2:20.986 |          | DIFFERENCE : 0.671 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 127.5                    | 1:12.296 | 126.8              | 27.299 | 114.5 | 09:42:39.718                          |
| 2 -                       | 44.148   | 130.0                    | 1:12.179 | 125.6              | 26.965 | 114.7 | 2:23.292 91.43 2.306 09:45:03.010     |
| 3 -                       | 43.736   | 130.5                    | 1:11.660 | 124.9              | 26.533 | 114.9 | 2:21.929 (2) 92.31 0.943 09:47:24.939 |
| 4 -                       | 45.834   | 112.2                    | 1:35.942 | 84.6               | 35.799 | 84.5  | 2:57.575 73.78 36.589 09:50:22.514    |
| 5 -                       | 1:00.597 | 95.3                     | 1:47.410 | 104.0              | 29.299 | 84.4  | 3:17.306 66.40 56.320 09:53:39.820    |
| 6 -                       | 1:04.056 | 93.7                     | 1:34.162 | 122.0              | 27.033 | 113.5 | 3:05.251 70.72 44.265 09:56:45.071    |
| 7 -                       | 44.069   | 129.8                    | 1:10.254 | 125.2              | 26.663 | 115.5 | 2:20.986 (1) 92.92 09:59:06.057       |
| 8 -                       | 45.223   | 128.5                    | 1:10.046 | 126.8              | 27.349 | 113.1 | 2:22.618 (3) 91.86 1.632 10:01:28.675 |

| P5 41 E1                  |          | Andrew HIBBERD           |          | Lotus 22           |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:21.637 |          | BEST LAP TIME : 2:21.974 |          | DIFFERENCE : 0.337 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 121.5                    | 1:15.104 | 116.3              | 27.316 | 111.6 | 09:42:19.965                          |
| 2 -                       | 44.801   | 127.8                    | 1:11.820 | 123.5              | 26.585 | 114.3 | 2:23.206 (3) 91.48 1.232 09:44:43.171 |
| 3 -                       | 44.409   | 129.8                    | 1:11.186 | 122.0              | 26.872 | 112.0 | 2:22.467 (2) 91.96 0.493 09:47:05.638 |
| 4 -                       | 50.397   | 95.4                     | 1:35.832 | 56.3               | IN PIT |       | 3:09.847 P 69.01 47.873 09:50:15.485  |
| 5 -                       | OUTLAP   | 124.7                    | 1:23.811 | 56.0               | 34.120 | 101.9 | 4:11.043 52.18 1:49.069 09:54:26.528  |
| 6 -                       | 53.524   | 98.1                     | 1:20.968 | 117.1              | 28.346 | 112.8 | 2:42.838 80.45 20.864 09:57:09.366    |
| 7 -                       | 44.734   | 126.8                    | 1:10.643 | 121.7              | 26.597 | 112.6 | 2:21.974 (1) 92.28 09:59:31.340       |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 28 E1                  |          | Spencer SHINNER          |          |          |        |       | Lola Mk5A          |       |                       |
|---------------------------|----------|--------------------------|----------|----------|--------|-------|--------------------|-------|-----------------------|
| IDEAL LAP TIME : 2:22.630 |          | BEST LAP TIME : 2:22.630 |          |          |        |       | DIFFERENCE : 0.000 |       |                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH    | DIFF  | TIME OF DAY        |       |                       |
| 1 -                       | OUTLAP   | 114.1                    | 1:16.951 | 118.5    | 27.925 | 108.7 | 09:43:20.498       |       |                       |
| 2 -                       | 44.646   | 124.5                    | 1:13.534 | 118.5    | 27.368 | 109.6 | 2:25.548 (2)       | 90.01 | 2.918 09:45:46.046    |
| 3 -                       | 44.541   | 124.9                    | 1:11.949 | 99.1     | IN PIT |       | 2:32.517 P         | 85.90 | 9.887 09:48:18.563    |
| 4 -                       | OUTLAP   | 68.5                     | 1:25.832 | 93.2     | 36.534 | 65.1  | 4:24.810           | 49.47 | 2:02.180 09:52:43.373 |
| 5 -                       | 1:11.116 | 38.3                     | 1:46.810 | 67.5     | 31.447 | 111.6 | 3:29.373           | 62.57 | 1:06.743 09:56:12.746 |
| 6 -                       | 45.603   | 120.6                    | 1:12.158 | 101.5    | 29.110 | 111.2 | 2:26.871 (3)       | 89.20 | 4.241 09:58:39.617    |
| 7 -                       | 44.346   | 126.8                    | 1:11.258 | 120.0    | 27.026 | 111.0 | 2:22.630 (1)       | 91.85 | 10:01:02.247          |

| P7 90 E1                  |          | Rufus FLANN              |          |          |        |       | Lotus 22           |       |                     |
|---------------------------|----------|--------------------------|----------|----------|--------|-------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.651 |          | BEST LAP TIME : 2:23.238 |          |          |        |       | DIFFERENCE : 0.587 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH    | DIFF  | TIME OF DAY        |       |                     |
| 1 -                       | OUTLAP   | 123.3                    | 1:13.355 | 118.5    | 27.129 | 109.2 | 09:42:19.467       |       |                     |
| 2 -                       | 44.837   | 124.0                    | 1:11.690 | 122.6    | 26.866 | 111.8 | 2:23.393 (2)       | 91.36 | 0.155 09:44:42.860  |
| 3 -                       | 44.452   | 125.6                    | 1:11.805 | 123.3    | 26.981 | 112.6 | 2:23.238 (1)       | 91.46 | 09:47:06.098        |
| 4 -                       | 57.178   | 85.2                     | 1:37.649 | 89.1     | 35.026 | 81.3  | 3:09.853           | 69.00 | 46.615 09:50:15.951 |
| 5 -                       | 50.630   | 101.9                    | 1:22.378 | 68.7     | 31.117 | 102.7 | 2:44.125 (3)       | 79.82 | 20.887 09:53:00.076 |
| 6 -                       | 57.459   | 51.0                     | 1:46.876 | 56.4     | 30.219 | 105.9 | 3:14.554           | 67.34 | 51.316 09:56:14.630 |
| 7 -                       | 47.877   | 123.5                    | 1:15.129 | 99.7     | IN PIT |       | 2:39.102 P         | 82.34 | 15.864 09:58:53.732 |
| 8 -                       | OUTLAP   | 125.2                    | 1:11.458 | 122.2    | 26.741 | 112.0 | 2:44.581           | 79.60 | 21.343 10:01:38.313 |

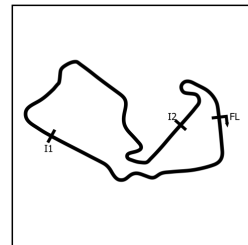
| P8 69 E1                  |          | Stuart ROACH             |          |          |        |       | Alexis Mk4         |       |                     |
|---------------------------|----------|--------------------------|----------|----------|--------|-------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.721 |          | BEST LAP TIME : 2:23.721 |          |          |        |       | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH    | DIFF  | TIME OF DAY        |       |                     |
| 1 -                       | OUTLAP   | 122.9                    | 1:15.503 | 114.9    | 27.184 | 111.8 | 09:42:35.151       |       |                     |
| 2 -                       | 45.990   | 124.0                    | 1:12.497 | 121.5    | 27.328 | 111.0 | 2:25.815 (3)       | 89.85 | 2.094 09:45:00.966  |
| 3 -                       | 45.228   | 124.5                    | 1:13.659 | 119.8    | 27.069 | 108.1 | 2:25.956           | 89.76 | 2.235 09:47:26.922  |
| 4 -                       | 47.366   | 118.9                    | 1:34.642 | 83.4     | 36.268 | 93.8  | 2:58.276           | 73.49 | 34.555 09:50:25.198 |
| 5 -                       | 59.601   | 100.6                    | 1:46.478 | 96.9     | 30.336 | 85.8  | 3:16.415           | 66.70 | 52.694 09:53:41.613 |
| 6 -                       | 1:02.876 | 92.8                     | 1:34.774 | 118.5    | 27.694 | 108.7 | 3:05.344           | 70.68 | 41.623 09:56:46.957 |
| 7 -                       | 45.754   | 126.6                    | 1:12.946 | 122.0    | 27.030 | 111.6 | 2:25.730 (2)       | 89.90 | 2.009 09:59:12.687  |
| 8 -                       | 44.948   | 124.5                    | 1:11.827 | 121.7    | 26.946 | 112.8 | 2:23.721 (1)       | 91.16 | 10:01:36.408        |

| P9 50 E1                  |          | Philipp BUHOFFER         |          |          |        |       | Lotus 27           |       |                     |
|---------------------------|----------|--------------------------|----------|----------|--------|-------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.974 |          | BEST LAP TIME : 2:23.974 |          |          |        |       | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH    | DIFF  | TIME OF DAY        |       |                     |
| 1 -                       | OUTLAP   | 123.8                    | 1:16.709 | 119.4    | 27.940 | 110.5 | 09:42:40.436       |       |                     |
| 2 -                       | 46.322   | 123.3                    | 1:13.533 | 121.1    | 27.461 | 109.6 | 2:27.316           | 88.93 | 3.342 09:45:07.752  |
| 3 -                       | 45.657   | 124.0                    | 1:12.801 | 120.2    | 27.247 | 110.1 | 2:25.705 (3)       | 89.91 | 1.731 09:47:33.457  |
| 4 -                       | 50.090   | 102.9                    | 1:30.288 | 77.6     | 35.490 | 91.2  | 2:55.868           | 74.49 | 31.894 09:50:29.325 |
| 5 -                       | 1:01.933 | 73.0                     | 1:44.416 | 83.9     | 29.583 | 100.4 | 3:15.932           | 66.86 | 51.958 09:53:45.257 |
| 6 -                       | 1:03.453 | 85.1                     | 1:30.782 | 121.1    | 27.453 | 109.4 | 3:01.688           | 72.11 | 37.714 09:56:46.945 |
| 7 -                       | 45.664   | 122.6                    | 1:12.586 | 119.8    | 27.097 | 110.1 | 2:25.347 (2)       | 90.14 | 1.373 09:59:12.292  |
| 8 -                       | 45.250   | 124.9                    | 1:12.010 | 121.7    | 26.714 | 111.0 | 2:23.974 (1)       | 91.00 | 10:01:36.266        |

| P10 143 E1                |          | Stuart MONUMENT          |          |          |        |       | Lotus 22           |       |                     |
|---------------------------|----------|--------------------------|----------|----------|--------|-------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.345 |          | BEST LAP TIME : 2:24.464 |          |          |        |       | DIFFERENCE : 0.119 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH    | DIFF  | TIME OF DAY        |       |                     |
| 1 -                       | OUTLAP   | 119.8                    | 1:16.131 | 116.5    | 28.247 | 106.2 | 09:42:39.868       |       |                     |
| 2 -                       | 46.631   | 124.2                    | 1:14.355 | 122.0    | 27.357 | 110.5 | 2:28.343 (3)       | 88.32 | 3.879 09:45:08.211  |
| 3 -                       | 45.728   | 125.9                    | 1:13.634 | 121.1    | 27.712 | 99.1  | 2:27.074 (2)       | 89.08 | 2.610 09:47:35.285  |
| 4 -                       | 50.666   | 97.3                     | 1:29.402 | 73.3     | 35.683 | 88.9  | 2:55.751           | 74.54 | 31.287 09:50:31.036 |
| 5 -                       | 1:03.429 | 74.0                     | 1:43.861 | 75.0     | 31.585 | 95.3  | 3:18.875           | 65.87 | 54.411 09:53:49.911 |
| 6 -                       | 1:02.288 | 77.2                     | 1:34.287 | 113.7    | 27.998 | 109.9 | 3:04.573           | 70.98 | 40.109 09:56:54.484 |
| 7 -                       | 44.852   | 125.4                    | 1:12.136 | 122.0    | 27.476 | 111.4 | 2:24.464 (1)       | 90.69 | 09:59:18.948        |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 171 D2                |          | Nathan METCALFE |                          | Lotus 20 |                    |       |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|----------|--------------------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:25.414 |          |                 | BEST LAP TIME : 2:25.599 |          | DIFFERENCE : 0.185 |       |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |          | SECTOR 3           |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 114.9           | 1:17.051                 | 120.0    | 28.083             | 109.6 |              |       |          | 09:42:24.453 |
| 2 -                       | 46.048   | 125.6           | 1:13.523                 | 121.1    | 27.760             | 109.2 | 2:27.331 (3) | 88.92 | 1.732    | 09:44:51.784 |
| 3 -                       | 45.774   | 125.9           | 1:13.801                 | 120.6    | 27.459             | 110.1 | 2:27.034 (2) | 89.10 | 1.435    | 09:47:18.818 |
| 4 -                       | OUTLAP   | 52.4            | 1:47.889                 | 53.9     | 30.891             | 111.4 | 8:58.325     | 24.33 | 6:32.726 | 09:56:17.143 |
| 5 -                       | 46.536   | 127.0           | 1:14.405                 | 92.3     | 28.148             | 111.6 | 2:29.089     | 87.87 | 3.490    | 09:58:46.232 |
| 6 -                       | 45.959   | 128.3           | 1:12.446                 | 122.0    | 27.194             | 111.2 | 2:25.599 (1) | 89.98 |          | 10:01:11.831 |

| P12 77 E1                 |          | Lukas BUHOFFER           |          | Brabham BT6        |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:25.730 |          | BEST LAP TIME : 2:25.814 |          | DIFFERENCE : 0.084 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 124.5                    | 1:17.242 | 120.0              | 27.830 | 112.0 | 09:42:42.747                          |
| 2 -                       | 46.706   | 126.8                    | 1:17.325 | 112.2              | 28.085 | 113.1 | 2:32.116 (3) 86.12 6.302 09:45:14.863 |
| 3 -                       | 46.675   | 124.7                    | 1:15.199 | 120.6              | 46.130 | 53.3  | 2:48.004 77.98 22.190 09:48:02.867    |
| 4 -                       | 1:08.633 | 62.9                     | 2:02.297 | 59.6               | 42.595 | 55.8  | 3:53.525 56.10 1:27.711 09:51:56.392  |
| 5 -                       | 1:24.924 | 60.4                     | 1:48.581 | 94.5               | 34.195 | 111.2 | 3:47.700 57.53 1:21.886 09:55:44.092  |
| 6 -                       | 45.517   | 125.6                    | 1:13.154 | 120.0              | 27.143 | 112.8 | 2:25.814 (1) 89.85 09:58:09.906       |
| 7 -                       | 45.544   | 125.9                    | 1:13.070 | 119.4              | 27.426 | 112.6 | 2:26.040 (2) 89.71 0.226 10:00:35.946 |

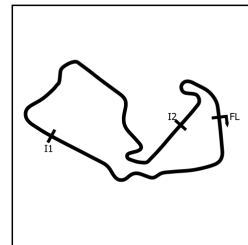
| P13 92 E1                 |          | Simon JACKSON |                          |       | De Tomaso FJ       |       |              |       |          |              |
|---------------------------|----------|---------------|--------------------------|-------|--------------------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:25.482 |          |               | BEST LAP TIME : 2:25.919 |       | DIFFERENCE : 0.437 |       |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 114.5         | 1:17.697                 | 118.3 | 28.172             | 108.5 |              |       |          | 09:43:09.832 |
| 2 -                       | 46.552   | 123.1         | 1:14.548                 | 118.9 | 27.311             | 111.4 | 2:28.411 (2) | 88.28 | 2.492    | 09:45:38.243 |
| 3 -                       | 45.984   | 123.1         | 1:12.642                 | 119.1 | 31.136             | 52.9  | 2:29.762 (3) | 87.48 | 3.843    | 09:48:08.005 |
| 4 -                       | 1:12.594 | 53.2          | 1:59.113                 | 58.3  | IN PIT             |       | 3:56.110 P   | 55.48 | 1:30.191 | 09:52:04.115 |
| 5 -                       | OUTLAP   | 123.8         | 1:12.900                 | 118.7 | 27.309             | 110.7 | 5:43.589     | 38.13 | 3:17.670 | 09:57:47.704 |
| 6 -                       | 45.766   | 124.2         | 1:13.079                 | 118.9 | 27.074             | 112.4 | 2:25.919 (1) | 89.78 |          | 10:00:13.623 |

| P14 61 D2                 |          | Oscar TREPESS |                          |       |          | Lotus 20           |              |       |        |              |
|---------------------------|----------|---------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:25.693 |          |               | BEST LAP TIME : 2:26.288 |       |          | DIFFERENCE : 0.595 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 117.1         | 1:16.649                 | 116.3 | 27.969   | 110.3              |              |       |        | 09:42:31.797 |
| 2 -                       | 46.748   | 122.4         | 1:13.708                 | 116.9 | 27.575   | 108.7              | 2:28.031 (3) | 88.50 | 1.743  | 09:44:59.828 |
| 3 -                       | 46.253   | 122.0         | 1:15.579                 | 116.9 | 27.837   | 108.7              | 2:29.669     | 87.53 | 3.381  | 09:47:29.497 |
| 4 -                       | 47.413   | 120.2         | 1:33.206                 | 82.1  | 36.102   | 90.7               | 2:56.721     | 74.13 | 30.433 | 09:50:26.218 |
| 5 -                       | 1:00.761 | 105.6         | 1:46.193                 | 91.5  | 30.359   | 95.3               | 3:17.313     | 66.40 | 51.025 | 09:53:43.531 |
| 6 -                       | 1:02.528 | 87.9          | 1:35.879                 | 110.9 | 29.101   | 109.2              | 3:07.508     | 69.87 | 41.220 | 09:56:51.039 |
| 7 -                       | 45.949   | 123.5         | 1:12.969                 | 118.7 | 27.370   | 109.2              | 2:26.288 (1) | 89.56 |        | 09:59:17.327 |
| 8 -                       | 45.497   | 123.8         | 1:13.705                 | 119.8 | 27.227   | 108.8              | 2:26.429 (2) | 89.47 | 0.141  | 10:01:43.756 |

| P15 54 E1                 |          | Niklas HALUSA            |          | Lotus 22           |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:26.262 |          | BEST LAP TIME : 2:26.335 |          | DIFFERENCE : 0.073 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 122.9                    | 1:16.299 | 119.8              | 27.761 | 111.8 | 09:42:55.246                          |
| 2 -                       | 47.908   | 124.9                    | 1:13.575 | 122.2              | 27.265 | 110.9 | 2:28.748 (2) 88.08 2.413 09:45:23.994 |
| 3 -                       | 46.304   | 125.2                    | 1:14.914 | 104.6              | 42.048 | 53.1  | 2:43.266 80.24 16.931 09:48:07.260    |
| 4 -                       | 1:12.244 | 59.2                     | 1:59.304 | 51.3               | 42.383 | 66.4  | 3:53.931 56.00 1:27.596 09:52:01.191  |
| 5 -                       | 1:24.946 | 46.8                     | 1:48.048 | 87.1               | 34.353 | 107.9 | 3:47.347 57.62 1:21.012 09:55:48.538  |
| 6 -                       | 47.514   | 127.3                    | 1:13.442 | 119.4              | 28.370 | 110.7 | 2:29.326 (3) 87.73 2.991 09:58:17.864 |
| 7 -                       | 45.659   | 127.0                    | 1:13.515 | 120.9              | 27.161 | 111.0 | 2:26.335 (1) 89.53 10:00:44.199       |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 39 D2                 |          | Nic CARLTON-SMITH |                          |       |          | Lotus 20           |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:26.140 |          |                   | BEST LAP TIME : 2:26.343 |       |          | DIFFERENCE : 0.203 |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 122.2             | 1:16.587                 | 115.5 | 28.338   | 107.8              |              |       |        | 09:42:31.670 |
| 2 -                       | 47.005   | 120.0             | 1:14.176                 | 117.3 | 27.512   | 109.4              | 2:28.693 (3) | 88.11 | 2.350  | 09:45:00.363 |
| 3 -                       | 45.944   | 117.9             | 1:16.237                 | 117.9 | 28.918   | 99.4               | 2:31.099     | 86.70 | 4.756  | 09:47:31.462 |
| 4 -                       | 51.083   | 112.4             | 1:30.436                 | 78.8  | 35.944   | 91.0               | 2:57.463     | 73.82 | 31.120 | 09:50:28.925 |
| 5 -                       | 1:01.632 | 77.8              | 1:44.314                 | 84.5  | 29.925   | 100.1              | 3:15.871     | 66.88 | 49.528 | 09:53:44.796 |
| 6 -                       | 1:03.164 | 87.9              | 1:32.671                 | 114.9 | 27.902   | 109.4              | 3:03.737     | 71.30 | 37.394 | 09:56:48.533 |
| 7 -                       | 45.957   | 121.7             | 1:13.355                 | 118.5 | 27.502   | 109.7              | 2:26.814 (2) | 89.24 | 0.471  | 09:59:15.347 |
| 8 -                       | 45.365   | 126.3             | 1:13.558                 | 117.3 | 27.420   | 110.1              | 2:26.343 (1) | 89.52 |        | 10:01:41.690 |

| P17 17 E1                 |          | George DIFFEY            |          | Lotus 20/22        |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:26.375 |          | BEST LAP TIME : 2:26.557 |          | DIFFERENCE : 0.182 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 120.0                    | 1:17.126 | 113.5              | 27.826 | 109.9 | 09:42:36.036                          |
| 2 -                       | 46.067   | 122.0                    | 1:16.050 | 113.3              | 27.900 | 109.9 | 2:30.017 (2) 87.33 3.460 09:45:06.053 |
| 3 -                       | 47.414   | 115.3                    | 1:15.476 | 118.5              | 29.008 | 105.2 | 2:31.898 (3) 86.25 5.341 09:47:37.951 |
| 4 -                       | 51.614   | 103.7                    | 1:30.799 | 76.0               | 32.289 | 90.5  | 2:54.702 74.99 28.145 09:50:32.653    |
| 5 -                       | 1:03.472 | 68.9                     | 1:44.963 | 72.3               | 30.889 | 92.6  | 3:19.324 65.73 52.767 09:53:51.977    |
| 6 -                       | 1:01.373 | 79.2                     | 1:34.903 | 114.1              | 28.415 | 105.3 | 3:04.691 70.93 38.134 09:56:56.668    |
| 7 -                       | 46.249   | 123.8                    | 1:13.281 | 118.9              | 27.027 | 110.3 | 2:26.557 (1) 89.39 09:59:23.225       |

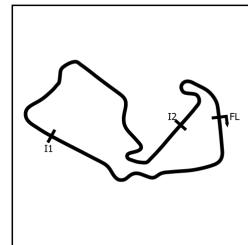
| P18 51 E1                 |          | Michael HIBBERD |          | Lotus 22                 |          |                    |              |       |        |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:27.549 |          |                 |          | BEST LAP TIME : 2:27.549 |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 126.1           | 1:16.416 | 119.8                    | 28.778   | 108.8              |              |       |        | 09:42:29.701 |
| 2 -                       | 47.312   | 124.7           | 1:18.176 | 118.1                    | 27.884   | 110.1              | 2:33.372 (2) | 85.42 | 5.823  | 09:45:03.073 |
| 3 -                       | 46.961   | 125.9           | 1:12.777 | 125.4                    | 27.811   | 106.5              | 2:27.549 (1) | 88.79 |        | 09:47:30.622 |
| 4 -                       | 51.169   | 112.0           | 1:30.685 | 76.4                     | 35.880   | 89.2               | 2:57.734 (3) | 73.71 | 30.185 | 09:50:28.356 |
| 5 -                       | 1:00.895 | 85.3            | 1:44.867 | 86.9                     | 29.948   | 102.1              | 3:15.710     | 66.94 | 48.161 | 09:53:44.066 |
| 6 -                       | 1:02.603 | 87.9            | 1:33.042 | 98.6                     |          |                    |              |       |        |              |

| P19 32 B2                 |          | Ray MALLOCK              |          | U2 Mk2             |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:28.935 |          | BEST LAP TIME : 2:28.935 |          | DIFFERENCE : 0.000 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 119.8                    | 1:21.872 | 115.3              | 28.465 | 107.9 | 09:43:30.581                          |
| 2 -                       | 48.993   | 122.6                    | 1:18.345 | 119.8              | 28.101 | 109.9 | 2:35.439 (3) 84.28 6.504 09:46:06.020 |
| 3 -                       | 48.328   | 124.0                    | 1:27.902 | 82.0               | 33.084 | 77.5  | 2:49.314 77.38 20.379 09:48:55.334    |
| 4 -                       | 55.027   | 102.2                    | 1:40.730 | 69.1               | 40.490 | 69.6  | 3:16.247 66.76 47.312 09:52:11.581    |
| 5 -                       | 1:27.231 | 59.3                     | 1:48.753 | 62.7               | 32.415 | 105.3 | 3:48.399 57.36 1:19.464 09:55:59.980  |
| 6 -                       | 47.276   | 125.6                    | 1:16.814 | 116.7              | 28.375 | 110.5 | 2:32.465 (2) 85.93 3.530 09:58:32.445 |
| 7 -                       | 46.455   | 124.7                    | 1:14.793 | 117.7              | 27.687 | 110.1 | 2:28.935 (1) 87.96 10:01:01.380       |

| P20 166 E1                |          | Geoff UNDERWOOD |                          |       |                    | Brabham BT2 |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|-------|--------------------|-------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:27.895 |          |                 | BEST LAP TIME : 2:29.203 |       | DIFFERENCE : 1.308 |             |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3           |             | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 105.6           | 1:23.257                 | 110.0 | 29.146             | 106.0       |              |       |          | 09:43:43.099 |
| 2 -                       | 47.043   | 123.8           | 1:16.298                 | 114.9 | 27.988             | 107.9       | 2:31.329 (2) | 86.57 | 2.126    | 09:46:14.428 |
| 3 -                       | 46.573   | 123.8           | 1:26.411                 | 87.0  | 31.648             | 95.3        | 2:44.632     | 79.58 | 15.429   | 09:48:59.060 |
| 4 -                       | 56.652   | 99.8            | 1:39.387                 | 65.2  | 39.835             | 49.6        | 3:15.874     | 66.88 | 46.671   | 09:52:14.934 |
| 5 -                       | 1:28.051 | 53.7            | 1:47.811                 | 56.8  | 33.928             | 104.2       | 3:49.790     | 57.01 | 1:20.587 | 09:56:04.724 |
| 6 -                       | 47.772   | 122.2           | 1:15.599                 | 113.1 | 28.223             | 108.8       | 2:31.594 (3) | 86.42 | 2.391    | 09:58:36.318 |
| 7 -                       | 47.881   | 118.1           | 1:13.913                 | 117.7 | 27.409             | 111.0       | 2:29.203 (1) | 87.81 |          | 10:01:05.521 |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 45 E2                 |          | Duncan ROSS |                          | Lynx Mk3 |                    |       |              |       |          |              |
|---------------------------|----------|-------------|--------------------------|----------|--------------------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.503 |          |             | BEST LAP TIME : 2:29.298 |          | DIFFERENCE : 0.795 |       |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3           |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 123.1       | 1:17.685                 | 115.9    | 27.971             | 107.8 |              |       |          | 09:42:35.019 |
| 2 -                       | 46.839   | 124.2       | 1:15.334                 | 118.3    | 27.632             | 109.9 | 2:29.805 (2) | 87.45 | 0.507    | 09:45:04.824 |
| 3 -                       | 49.516   | 98.8        | 1:25.907                 | 102.4    | IN PIT             |       | 2:58.744 P   | 73.29 | 29.446   | 09:48:03.568 |
| 4 -                       | OUTLAP   | 117.1       | 1:40.712                 | 71.6     | 42.768             | 59.4  | 4:05.992     | 53.26 | 1:36.694 | 09:52:09.560 |
| 5 -                       | 1:24.762 | 63.1        | 1:48.986                 | 76.4     | IN PIT             |       | 3:53.935 P   | 56.00 | 1:24.637 | 09:56:03.495 |
| 6 -                       | OUTLAP   | 110.9       | 1:18.891                 | 115.3    | 27.631             | 107.9 | 2:56.515     | 74.22 | 27.217   | 09:59:00.010 |
| 7 -                       | 46.021   | 124.9       | 1:14.851                 | 119.6    | 28.426             | 110.1 | 2:29.298 (1) | 87.75 |          | 10:01:29.308 |

| P22 124 E1                |          | Paul CLARK               |          | Lotus 20/22        |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:30.724 |          | BEST LAP TIME : 2:30.851 |          | DIFFERENCE : 0.127 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 115.1                    | 1:21.072 | 109.1              | 30.031   | 81.1  |              |       |          | 09:42:38.465 |
| 2 -                       | 50.183   | 123.3                    | 1:18.573 | 97.3               | 29.682   | 108.1 | 2:38.438 (3) | 82.69 | 7.587    | 09:45:16.903 |
| 3 -                       | 47.293   | 123.5                    | 1:17.402 | 106.3              | 44.177   | 40.1  | 2:48.872     | 77.58 | 18.021   | 09:48:05.775 |
| 4 -                       | 1:10.317 | 68.7                     | 2:01.137 | 54.6               | 42.405   | 53.3  | 3:53.859     | 56.02 | 1:23.008 | 09:51:59.634 |
| 5 -                       | 1:25.297 | 51.9                     | 1:47.424 | 89.9               | 34.911   | 104.0 | 3:47.632     | 57.55 | 1:16.781 | 09:55:47.266 |
| 6 -                       | 48.576   | 122.2                    | 1:17.201 | 113.5              | 28.913   | 108.8 | 2:34.690 (2) | 84.69 | 3.839    | 09:58:21.956 |
| 7 -                       | 47.420   | 124.0                    | 1:15.086 | 118.1              | 28.345   | 107.8 | 2:30.851 (1) | 86.85 |          | 10:00:52.807 |

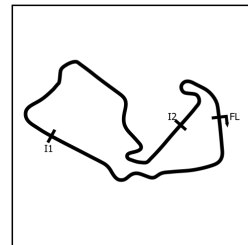
| P23 68 E1                 |          | Tony LEES                |          | Lola Mk5A          |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:29.993 |          | BEST LAP TIME : 2:30.917 |          | DIFFERENCE : 0.924 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 122.0                    | 1:18.949 | 121.3              | 28.307   | 110.9 |              |       |          | 09:42:42.020 |
| 2 -                       | 47.105   | 125.2                    | 1:17.338 | 117.1              | 28.014   | 112.2 | 2:32.457 (3) | 85.93 | 1.540    | 09:45:14.477 |
| 3 -                       | 46.906   | 124.2                    | 1:17.597 | 120.2              | 44.652   | 50.5  | 2:49.155     | 77.45 | 18.238   | 09:48:03.632 |
| 4 -                       | 1:08.882 | 64.6                     | 2:02.441 | 60.5               | 42.519   | 56.6  | 3:53.842     | 56.02 | 1:22.925 | 09:51:57.474 |
| 5 -                       | 1:24.737 | 59.9                     | 1:48.375 | 96.6               | 34.269   | 109.2 | 3:47.381     | 57.62 | 1:16.464 | 09:55:44.855 |
| 6 -                       | 47.027   | 124.0                    | 1:15.073 | 115.1              | 28.817   | 110.5 | 2:30.917 (1) | 86.81 |          | 09:58:15.772 |
| 7 -                       | 47.434   | 123.1                    | 1:16.794 | 120.4              | 28.048   | 106.5 | 2:32.276 (2) | 86.03 | 1.359    | 10:00:48.048 |

| P24 76 E1                 |          | Tim CHILD                |          | Lotus 22           |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:30.926 |          | BEST LAP TIME : 2:31.045 |          | DIFFERENCE : 0.119 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 92.8                     | 1:24.923 | 106.5              | 28.676   | 104.3 |              |       |          | 09:46:14.106 |
| 2 -                       | 48.010   | 122.6                    | 1:26.260 | 89.7               | 31.697   | 95.0  | 2:45.967 (2) | 78.94 | 14.922   | 09:49:00.073 |
| 3 -                       | 56.281   | 105.0                    | 1:39.365 | 63.1               | 39.729   | 48.8  | 3:15.375     | 67.05 | 44.330   | 09:52:15.448 |
| 4 -                       | 1:28.374 | 53.6                     | 1:47.593 | 57.9               | 33.952   | 102.9 | 3:49.919     | 56.98 | 1:18.874 | 09:56:05.367 |
| 5 -                       | 47.820   | 122.9                    | 1:43.353 | 110.7              | 28.094   | 110.9 | 2:59.267 (3) | 73.08 | 28.222   | 09:59:04.634 |
| 6 -                       | 47.939   | 126.3                    | 1:15.499 | 120.0              | 27.607   | 111.6 | 2:31.045 (1) | 86.74 |          | 10:01:35.679 |

| P25 153 E1                |          | Andreas HALUSA           |          | Lotus 22           |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:31.427 |          | BEST LAP TIME : 2:31.427 |          | DIFFERENCE : 0.000 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 115.3                    | 1:21.068 | 115.9              | 28.695 | 106.0 | 09:43:12.633                          |
| 2 -                       | 48.915   | 118.3                    | 1:18.113 | 111.4              | 30.278 | 102.2 | 2:37.306 83.28 5.879 09:45:49.939     |
| 3 -                       | 47.464   | 110.9                    | 1:18.331 | 97.9               | 29.124 | 102.1 | 2:34.919 (3) 84.57 3.492 09:48:24.858 |
| 4 -                       | 59.495   | 48.5                     | 1:58.571 | 64.0               | 42.195 | 63.1  | 3:40.261 59.48 1:08.834 09:52:05.119  |
| 5 -                       | 1:24.810 | 57.0                     | 1:49.393 | 94.1               | 31.499 | 101.3 | 3:45.702 58.04 1:14.275 09:55:50.821  |
| 6 -                       | 48.646   | 120.0                    | 1:17.261 | 106.6              | 28.902 | 108.5 | 2:34.809 (2) 84.63 3.382 09:58:25.630 |
| 7 -                       | 46.878   | 123.1                    | 1:16.510 | 116.1              | 28.039 | 108.8 | 2:31.427 (1) 86.52 10:00:57.057       |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 167 E1                |          | Alan SCHMIDT             |          | Brabham BT6        |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.552 |          | BEST LAP TIME : 2:31.691 |          | DIFFERENCE : 0.139 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 116.1                    | 1:25.082 | 112.9              | 28.858   | 106.4 |              |       |          | 09:43:25.230 |
| 2 -                       | 51.918   | 118.9                    | 1:18.227 | 113.5              | 29.080   | 106.9 | 2:39.225 (3) | 82.28 | 7.534    | 09:46:04.455 |
| 3 -                       | 47.915   | 122.6                    | 1:28.098 | 87.4               | 33.834   | 88.2  | 2:49.847     | 77.13 | 18.156   | 09:48:54.302 |
| 4 -                       | 54.213   | 110.5                    | 1:40.902 | 75.5               | 40.934   | 56.5  | 3:16.049     | 66.82 | 44.358   | 09:52:10.351 |
| 5 -                       | 1:25.727 | 58.8                     | 1:49.019 | 80.4               | 34.597   | 105.9 | 3:49.343     | 57.12 | 1:17.652 | 09:55:59.694 |
| 6 -                       | 46.522   | 125.4                    | 1:22.727 | 101.3              | 29.693   | 108.1 | 2:38.942 (2) | 82.43 | 7.251    | 09:58:38.636 |
| 7 -                       | 46.661   | 126.6                    | 1:16.814 | 115.7              | 28.216   | 108.3 | 2:31.691 (1) | 86.37 |          | 10:01:10.327 |

| P27 23 B2                 |          | Adrian RUSSELL           |          | Condor S2          |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.262 |          | BEST LAP TIME : 2:32.316 |          | DIFFERENCE : 1.054 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 117.5                    | 1:18.713 | 114.1              | 28.782   | 105.2 |              |       |          | 09:42:48.304 |
| 2 -                       | 47.699   | 118.1                    | 1:16.407 | 115.9              | 28.213   | 107.2 | 2:32.319 (2) | 86.01 | 0.003    | 09:45:20.623 |
| 3 -                       | 47.036   | 117.9                    | 1:16.680 | 115.5              | 42.319   | 42.9  | 2:46.035     | 78.90 | 13.719   | 09:48:06.658 |
| 4 -                       | 1:11.964 | 62.6                     | 1:59.566 | 54.1               | 42.539   | 57.1  | 3:54.069     | 55.97 | 1:21.753 | 09:52:00.727 |
| 5 -                       | 1:24.976 | 48.1                     | 1:47.995 | 98.1               | 34.343   | 105.3 | 3:47.314     | 57.63 | 1:14.998 | 09:55:48.041 |
| 6 -                       | 48.318   | 118.5                    | 1:17.625 | 114.9              | 29.105   | 106.9 | 2:35.048 (3) | 84.50 | 2.732    | 09:58:23.089 |
| 7 -                       | 47.054   | 121.5                    | 1:17.443 | 113.7              | 27.819   | 106.5 | 2:32.316 (1) | 86.01 |          | 10:00:55.405 |

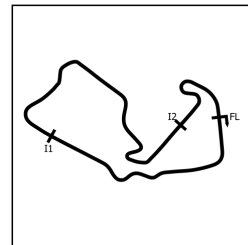
| P28 71 D2                 |          | James HICKS              |          | Caravelle Mk3      |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.338 |          | BEST LAP TIME : 2:33.343 |          | DIFFERENCE : 0.005 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 116.9                    | 1:21.549 | 110.7              | 29.090   | 105.0 |              |       |          | 09:42:54.489 |
| 2 -                       | 49.804   | 119.8                    | 1:17.439 | 114.1              | 29.191   | 106.9 | 2:36.434 (3) | 83.75 | 3.091    | 09:45:30.923 |
| 3 -                       | 48.383   | 121.5                    | 1:21.725 | 107.3              | 29.866   | 62.2  | 2:39.974     | 81.89 | 6.631    | 09:48:10.897 |
| 4 -                       | 1:11.216 | 51.5                     | 1:58.591 | 65.2               | 42.646   | 58.8  | 3:52.453     | 56.36 | 1:19.110 | 09:52:03.350 |
| 5 -                       | 1:23.357 | 54.7                     | 1:49.602 | 93.7               | 33.021   | 100.7 | 3:45.980     | 57.97 | 1:12.637 | 09:55:49.330 |
| 6 -                       | 49.021   | 117.7                    | 1:17.691 | 112.2              | 29.216   | 109.2 | 2:35.928 (2) | 84.02 | 2.585    | 09:58:25.258 |
| 7 -                       | 48.388   | 122.2                    | 1:16.780 | 116.3              | 28.175   | 107.2 | 2:33.343 (1) | 85.44 |          | 10:00:58.601 |

| P29 13 B2                 |          | Niall MCFADDEN           |          | Elva 100           |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.720 |          | BEST LAP TIME : 2:34.720 |          | DIFFERENCE : 0.000 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 96.9                     | 1:25.364 | 104.6              | 30.567   | 96.2 |              |       |        | 09:43:32.532 |
| 2 -                       | 50.468   | 89.9                     | 1:37.574 | 82.1               | 32.957   | 96.4 | 3:00.999     | 72.38 | 26.279 | 09:46:33.531 |
| 3 -                       | 49.018   | 109.4                    | 1:32.868 | 77.1               | 36.191   | 74.3 | 2:58.077 (3) | 73.57 | 23.357 | 09:49:31.608 |
| 4 -                       | 1:08.817 | 71.6                     | 1:25.279 | 102.1              | 37.198   | 71.0 | 3:11.294     | 68.49 | 36.574 | 09:52:42.902 |
| 5 -                       | 1:10.724 | 39.2                     | 1:46.414 | 63.6               | 34.770   | 82.1 | 3:31.908     | 61.82 | 57.188 | 09:56:14.810 |
| 6 -                       | 56.811   | 78.2                     | 1:27.758 | 101.0              | 29.641   | 97.2 | 2:54.210 (2) | 75.20 | 19.490 | 09:59:09.020 |
| 7 -                       | 48.468   | 110.7                    | 1:17.344 | 108.5              | 28.908   | 98.5 | 2:34.720 (1) | 84.68 |        | 10:01:43.740 |

| P30 81 E1                 |          | Ralph CARTER             |          | Brabham BT2        |          |       |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.737 |          | BEST LAP TIME : 2:34.828 |          | DIFFERENCE : 1.091 |          |       |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 100.3                    | 1:33.868 | 86.9               | 32.752   | 106.5 |              |       |          | 09:43:46.635 |
| 2 -                       | 48.076   | 123.8                    | 1:20.047 | 114.1              | 28.974   | 107.1 | 2:37.097 (2) | 83.39 | 2.269    | 09:46:23.732 |
| 3 -                       | 48.520   | 124.0                    | 1:25.134 | 86.7               | 29.877   | 96.2  | 2:43.531 (3) | 80.11 | 8.703    | 09:49:07.263 |
| 4 -                       | 54.574   | 84.9                     | 1:36.918 | 69.4               | 38.591   | 51.4  | 3:10.083     | 68.92 | 35.255   | 09:52:17.346 |
| 5 -                       | 1:28.835 | 53.5                     | 1:47.793 | 61.2               | 36.280   | 105.0 | 3:52.908     | 56.25 | 1:18.080 | 09:56:10.254 |
| 6 -                       | 1:02.535 | 96.9                     | 1:22.383 | 94.6               | 28.655   | 111.4 | 2:53.573     | 75.48 | 18.745   | 09:59:03.827 |
| 7 -                       | 48.589   | 123.8                    | 1:17.006 | 108.4              | 29.233   | 103.8 | 2:34.828 (1) | 84.62 |          | 10:01:38.655 |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 14 C2                 |          | Crispian BESLEY |                          |       |          | Cooper T56         |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:34.670 |          |                 | BEST LAP TIME : 2:34.934 |       |          | DIFFERENCE : 0.264 |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 114.1           | 1:23.326                 | 109.4 | 30.072   | 101.3              |              |       |          | 09:42:38.218 |
| 2 -                       | 48.522   | 118.5           | 1:18.289                 | 109.8 | 29.026   | 105.9              | 2:35.837 (3) | 84.07 | 0.903    | 09:45:14.055 |
| 3 -                       | 48.474   | 119.6           | 1:18.780                 | 112.9 | 44.129   | 39.7               | 2:51.383     | 76.44 | 16.449   | 09:48:05.438 |
| 4 -                       | 1:09.420 | 70.2            | 2:01.472                 | 58.4  | 42.723   | 53.3               | 3:53.615     | 56.08 | 1:18.681 | 09:51:59.053 |
| 5 -                       | 1:24.631 | 60.2            | 1:47.774                 | 91.0  | 34.482   | 102.9              | 3:46.887     | 57.74 | 1:11.953 | 09:55:45.940 |
| 6 -                       | 47.804   | 119.6           | 1:18.553                 | 110.5 | 28.577   | 107.1              | 2:34.934 (1) | 84.56 |          | 09:58:20.874 |
| 7 -                       | 47.865   | 118.3           | 1:18.912                 | 109.2 | 28.919   | 107.2              | 2:35.696 (2) | 84.14 | 0.762    | 10:00:56.570 |

| P32 83 E1                 |          | Martin HALUSA            |          | Lotus 22           |        |       |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|---------------------------------------|
| IDEAL LAP TIME : 2:35.232 |          | BEST LAP TIME : 2:35.322 |          | DIFFERENCE : 0.090 |        |       |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 105.5                    | 1:26.682 | 105.3              | 30.283 | 104.5 | 09:43:09.791                          |
| 2 -                       | 48.388   | 123.8                    | 1:19.496 | 110.9              | 29.170 | 107.1 | 2:37.054 (2) 83.42 1.732 09:45:46.845 |
| 3 -                       | 47.330   | 121.3                    | 1:20.618 | 106.3              | 29.206 | 100.7 | 2:37.154 (3) 83.36 1.832 09:48:23.999 |
| 4 -                       | 59.357   | 47.5                     | 1:58.854 | 65.7               | 42.376 | 58.1  | 3:40.587 59.39 1:05.265 09:52:04.586  |
| 5 -                       | 1:23.544 | 55.8                     | 1:50.178 | 89.9               | 31.628 | 102.7 | 3:45.350 58.13 1:10.028 09:55:49.936  |
| 6 -                       | 49.042   | 118.3                    | 1:19.155 | 96.0               | 29.319 | 109.0 | 2:37.516 83.17 2.194 09:58:27.452     |
| 7 -                       | 47.222   | 123.1                    | 1:18.840 | 110.7              | 29.260 | 106.2 | 2:35.322 (1) 84.35 10:01:02.774       |

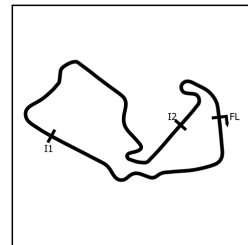
| P33 46 C2                 |          | Marco ZOLIN              |          | Cooper T56         |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:35.537 |          | BEST LAP TIME : 2:35.537 |          | DIFFERENCE : 0.000 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 96.2                     | 1:24.414 | 102.4              | 30.953   | 96.7 |              |       |          | 09:43:21.388 |
| 2 -                       | 51.290   | 107.0                    | 1:18.255 | 105.1              | 29.107   | 99.0 | 2:38.652 (2) | 82.58 | 3.115    | 09:46:00.040 |
| 3 -                       | 49.932   | 109.1                    | 1:24.376 | 103.8              | 30.926   | 92.8 | 2:45.234 (3) | 79.29 | 9.697    | 09:48:45.274 |
| 4 -                       | 55.357   | 104.8                    | 1:45.490 | 63.0               | IN PIT   |      | 3:31.032 P   | 62.08 | 55.495   | 09:52:16.306 |
| 5 -                       | OUTLAP   | 64.4                     | 1:25.042 | 102.2              | 29.823   | 96.2 | 4:48.135     | 45.47 | 2:12.598 | 09:57:04.441 |
| 6 -                       | 49.545   | 108.7                    | 1:17.048 | 104.5              | 28.944   | 99.1 | 2:35.537 (1) | 84.23 |          | 09:59:39.978 |

| P34 56 C2                 |          | Jeremy DEELEY |                          | Cooper T56 |          |                    |              |       |          |              |
|---------------------------|----------|---------------|--------------------------|------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:36.979 |          |               | BEST LAP TIME : 2:37.522 |            |          | DIFFERENCE : 0.543 |              |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 96.0          | 1:24.907                 | 104.6      | 30.418   | 99.1               |              |       |          | 09:43:28.827 |
| 2 -                       | 51.931   | 116.1         | 1:20.884                 | 109.1      | 29.021   | 103.2              | 2:41.836 (3) | 80.95 | 4.314    | 09:46:10.663 |
| 3 -                       | 49.342   | 115.9         | 1:26.767                 | 85.8       | 31.565   | 94.9               | 2:47.674     | 78.13 | 10.152   | 09:48:58.337 |
| 4 -                       | 55.652   | 106.8         | 1:39.673                 | 59.7       | 40.451   | 53.2               | 3:15.776     | 66.92 | 38.254   | 09:52:14.113 |
| 5 -                       | 1:27.599 | 53.5          | 1:48.348                 | 60.9       | 32.856   | 102.4              | 3:48.803     | 57.26 | 1:11.281 | 09:56:02.916 |
| 6 -                       | 49.362   | 116.5         | 1:19.623                 | 101.2      | 29.740   | 106.9              | 2:38.725 (2) | 82.54 | 1.203    | 09:58:41.641 |
| 7 -                       | 49.878   | 116.9         | 1:18.616                 | 106.0      | 29.028   | 103.2              | 2:37.522 (1) | 83.17 |          | 10:01:19.163 |

| P35 66 D2                 |          | John TIMONEY |                          | Ausper T3 |          |                    |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|-----------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:36.481 |          |              | BEST LAP TIME : 2:37.846 |           |          | DIFFERENCE : 1.365 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 113.3        | 1:30.076                 | 83.6      | 33.321   | 104.8              |              |       |          | 09:43:47.918 |
| 2 -                       | 50.503   | 119.6        | 1:21.408                 | 109.6     | 29.353   | 106.0              | 2:41.264 (3) | 81.24 | 3.418    | 09:46:29.182 |
| 3 -                       | 49.674   | 120.9        | 1:23.363                 | 102.2     | 30.249   | 105.3              | 2:43.286     | 80.23 | 5.440    | 09:49:12.468 |
| 4 -                       | 51.072   | 92.9         | 1:36.354                 | 67.7      | 38.147   | 51.6               | 3:05.573     | 70.60 | 27.727   | 09:52:18.041 |
| 5 -                       | 1:29.025 | 51.9         | 1:48.045                 | 59.9      | 36.264   | 100.5              | 3:53.334     | 56.15 | 1:15.488 | 09:56:11.375 |
| 6 -                       | 52.087   | 113.1        | 1:20.241                 | 114.3     | 28.889   | 106.9              | 2:41.217 (2) | 81.26 | 3.371    | 09:58:52.592 |
| 7 -                       | 48.702   | 118.1        | 1:18.890                 | 112.0     | 30.254   | 107.1              | 2:37.846 (1) | 83.00 |          | 10:01:30.438 |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 197 E1                |          | Martin MCHUGH            |          | Lotus 20/22        |        |       |              |                             |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|--------------|-----------------------------|
| IDEAL LAP TIME : 2:39.135 |          | BEST LAP TIME : 2:39.135 |          | DIFFERENCE : 0.000 |        |       |              |                             |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY  |                             |
| 1 -                       | OUTLAP   | 111.2                    | 1:27.130 | 109.1              | 31.713 | 99.1  | 09:43:10.514 |                             |
| 2 -                       | 51.626   | 118.9                    | 1:24.692 | 114.5              | 29.958 | 104.3 | 2:46.276 (3) | 78.79 7.141 09:45:56.790    |
| 3 -                       | 51.291   | 119.6                    | 1:24.731 | 104.2              | 31.149 | 87.9  | 2:47.171     | 78.37 8.036 09:48:43.961    |
| 4 -                       | 54.316   | 104.5                    | 1:46.803 | 61.6               | 42.387 | 64.9  | 3:23.506     | 64.38 44.371 09:52:07.467   |
| 5 -                       | 1:25.021 | 67.7                     | 1:49.197 | 81.4               | 32.001 | 104.5 | 3:46.219     | 57.91 1:07.084 09:55:53.686 |
| 6 -                       | 50.383   | 122.4                    | 1:20.900 | 118.5              | 29.114 | 109.0 | 2:40.397 (2) | 81.68 1.262 09:58:34.083    |
| 7 -                       | 50.360   | 103.8                    | 1:20.060 | 118.3              | 28.715 | 109.0 | 2:39.135 (1) | 82.33 10:01:13.218          |

| P37 3 B2                  |          | Justin FLEMING           |          | Lola Mk2           |        |       |              |                           |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|--------------|---------------------------|
| IDEAL LAP TIME : 2:39.378 |          | BEST LAP TIME : 2:40.184 |          | DIFFERENCE : 0.806 |        |       |              |                           |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY  |                           |
| 1 -                       | OUTLAP   | 101.0                    | 1:34.015 | 96.9               | 33.324 | 100.7 | 09:43:46.610 |                           |
| 2 -                       | 52.045   | 108.7                    | 1:25.337 | 102.1              | 30.672 | 104.2 | 2:48.054 (3) | 77.96 7.870 09:46:34.664  |
| 3 -                       | 51.389   | 114.3                    | 1:26.083 | 77.4               | 37.355 | 73.8  | 2:54.827     | 74.94 14.643 09:49:29.491 |
| 4 -                       | 1:00.059 | 93.9                     | 1:34.597 | 92.6               | 37.918 | 70.1  | 3:12.574     | 68.03 32.390 09:52:42.065 |
| 5 -                       | 1:08.800 | 53.3                     | 1:45.513 | 62.3               | 36.506 | 96.8  | 3:30.819     | 62.14 50.635 09:56:12.884 |
| 6 -                       | 51.573   | 117.7                    | 1:20.234 | 111.8              | 29.495 | 103.5 | 2:41.302 (2) | 81.22 1.118 09:58:54.186  |
| 7 -                       | 49.676   | 116.1                    | 1:21.040 | 111.8              | 29.468 | 103.2 | 2:40.184 (1) | 81.79 10:01:34.370        |

| P38 131 B2                |          | Dave WALL                |          | Gemini Mk2         |        |      |              |                             |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------|--------------|-----------------------------|
| IDEAL LAP TIME : 2:39.715 |          | BEST LAP TIME : 2:40.809 |          | DIFFERENCE : 1.094 |        |      |              |                             |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF | TIME OF DAY  |                             |
| 1 -                       | OUTLAP   | 105.0                    | 1:24.778 | 95.8               | 33.621 | 96.0 | 09:43:23.230 |                             |
| 2 -                       | 50.813   | 109.6                    | 1:19.976 | 104.6              | 30.020 | 97.7 | 2:40.809 (1) | 81.47 09:46:04.039          |
| 3 -                       | 51.536   | 110.0                    | 1:28.103 | 76.1               | 32.826 | 88.5 | 2:52.465     | 75.96 11.656 09:48:56.504   |
| 4 -                       | 56.048   | 103.5                    | 1:40.344 | 61.5               | 40.107 | 57.5 | 3:16.499     | 66.67 35.690 09:52:13.003   |
| 5 -                       | 1:27.014 | 54.4                     | 1:49.044 | 63.4               | 33.442 | 97.2 | 3:49.500     | 57.08 1:08.691 09:56:02.503 |
| 6 -                       | 50.050   | 102.4                    | 1:21.545 | 98.8               | 30.658 | 98.5 | 2:42.253 (3) | 80.74 1.444 09:58:44.756    |
| 7 -                       | 50.246   | 111.4                    | 1:21.438 | 104.3              | 29.689 | 98.3 | 2:41.373 (2) | 81.18 0.564 10:01:26.129    |

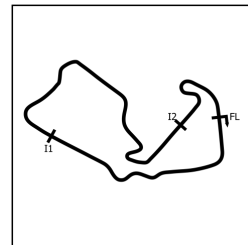
| P39 91 B2                 |          | Adrian HOLEY             |          | Terrier Mk4 Series 2 |        |       |              |                             |
|---------------------------|----------|--------------------------|----------|----------------------|--------|-------|--------------|-----------------------------|
| IDEAL LAP TIME : 2:40.899 |          | BEST LAP TIME : 2:41.656 |          | DIFFERENCE : 0.757   |        |       |              |                             |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF  | TIME OF DAY  |                             |
| 1 -                       | OUTLAP   | 98.8                     | 1:33.799 | 99.2                 | 31.426 | 102.9 | 09:43:34.175 |                             |
| 2 -                       | 51.376   | 113.9                    | 1:25.090 | 106.8                | 30.031 | 101.1 | 2:46.497 (3) | 78.69 4.841 09:46:20.672    |
| 3 -                       | 50.004   | 113.7                    | 1:24.944 | 100.0                | 31.004 | 98.8  | 2:45.952 (2) | 78.94 4.296 09:49:06.624    |
| 4 -                       | 54.518   | 92.0                     | 1:36.431 | 68.3                 | 39.024 | 53.4  | 3:09.973     | 68.96 28.317 09:52:16.597   |
| 5 -                       | 1:28.190 | 53.3                     | 1:48.181 | 64.5                 | 34.396 | 99.9  | 3:50.767     | 56.77 1:09.111 09:56:07.364 |
| 6 -                       | 50.761   | 113.7                    | 1:20.905 | 102.1                | 29.990 | 101.8 | 2:41.656 (1) | 81.04 09:58:49.020          |

| P40 33 C2                 |          | Giuseppe FELET           |          | Elva 200           |        |      |              |                             |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------|--------------|-----------------------------|
| IDEAL LAP TIME : 2:42.090 |          | BEST LAP TIME : 2:43.399 |          | DIFFERENCE : 1.309 |        |      |              |                             |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF | TIME OF DAY  |                             |
| 1 -                       | OUTLAP   | 102.2                    | 1:29.079 | 102.7              | 30.526 | 93.5 | 09:43:31.105 |                             |
| 2 -                       | 50.784   | 108.0                    | 1:22.624 | 103.2              | 29.991 | 93.4 | 2:43.399 (1) | 80.18 09:46:14.504          |
| 3 -                       | 51.329   | 107.0                    | 1:26.172 | 82.9               | 31.362 | 92.3 | 2:48.863 (3) | 77.58 5.464 09:49:03.367    |
| 4 -                       | 56.249   | 100.1                    | 1:36.991 | 68.5               | IN PIT |      | 3:14.877 P   | 67.23 31.478 09:52:18.244   |
| 5 -                       | OUTLAP   | 98.2                     | 1:25.400 | 97.5               | 31.033 | 91.4 | 5:05.414     | 42.89 2:22.015 09:57:23.658 |
| 6 -                       | 54.030   | 105.6                    | 1:21.315 | 99.1               | 30.835 | 92.6 | 2:46.180 (2) | 78.84 2.781 10:00:09.838    |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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>P41</b>                |          | <b>6 E1</b> |                          | <b>Sharon ADELMAN</b> |                    | Brabham BT6 |              |       |          |              |
| IDEAL LAP TIME : 2:45.726 |          |             | BEST LAP TIME : 2:46.461 |                       | DIFFERENCE : 0.735 |             |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                       | SECTOR 3           |             | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 117.9       | 1:23.457                 | 108.7                 | 30.792             | 94.6        |              |       |          | 09:43:00.609 |
| 2 -                       | 52.491   | 119.1       | 1:26.526                 | 110.7                 | 30.273             | 99.4        | 2:49.290 (3) | 77.39 | 2.829    | 09:45:49.899 |
| 3 -                       | 51.996   | 120.4       | 1:26.733                 | 103.5                 | 32.603             | 82.4        | 2:51.332     | 76.46 | 4.871    | 09:48:41.231 |
| 4 -                       | 55.911   | 111.2       | 1:46.721                 | 59.5                  | 42.343             | 64.0        | 3:24.975     | 63.91 | 38.514   | 09:52:06.206 |
| 5 -                       | 1:24.765 | 63.3        | 1:49.676                 | 86.8                  | 32.415             | 97.1        | 3:46.856     | 57.75 | 1:00.395 | 09:55:53.062 |
| 6 -                       | 52.682   | 120.4       | 1:24.343                 | 99.8                  | 31.008             | 97.7        | 2:48.033 (2) | 77.97 | 1.572    | 09:58:41.095 |
| 7 -                       | 52.260   | 119.8       | 1:23.887                 | 108.7                 | 30.314             | 98.0        | 2:46.461 (1) | 78.70 |          | 10:01:27.556 |

|                           |          |               |                          |                    |                    |            |               |       |          |              |
|---------------------------|----------|---------------|--------------------------|--------------------|--------------------|------------|---------------|-------|----------|--------------|
| <b>P42</b>                |          | <b>138 B2</b> |                          | <b>Neil HODGES</b> |                    | Gemini Mk2 |               |       |          |              |
| IDEAL LAP TIME : 2:51.794 |          |               | BEST LAP TIME : 2:54.460 |                    | DIFFERENCE : 2.666 |            |               |       |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |                    | SECTOR 3           |            | LAP TIME      | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 107.7         | 1:26.553                 | 101.8              | 32.212             | 97.1       |               |       |          | 09:43:22.968 |
| 2 -                       | 54.545   | 106.1         | 8:43.212                 | 91.1               | 32.783             | 94.9       | 10:10.540 (3) | 21.45 | 7:16.080 | 09:53:33.508 |
| 3 -                       | 57.348   | 104.2         | 1:31.150                 | 99.1               | 32.273             | 96.9       | 3:00.771 (2)  | 72.47 | 6.311    | 09:56:34.279 |
| 4 -                       | 54.506   | 109.2         | 1:29.219                 | 106.1              | 30.735             | 99.0       | 2:54.460 (1)  | 75.09 |          | 09:59:28.739 |

|                           |          |             |                          |                          |                    |            |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|--------------------------|--------------------|------------|--------------|-------|--------|--------------|
| <b>P43</b>                |          | <b>7 B2</b> |                          | <b>Duncan RABAGLIATI</b> |                    | Alexis HF1 |              |       |        |              |
| IDEAL LAP TIME : 3:01.221 |          |             | BEST LAP TIME : 3:01.221 |                          | DIFFERENCE : 0.000 |            |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                          | SECTOR 3           |            | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 81.7        | 1:39.265                 | 83.5                     | 35.664             | 83.9       |              |       |        | 09:43:49.768 |
| 2 -                       | 1:00.407 | 94.7        | 1:37.929                 | 94.1                     | 33.522             | 83.2       | 3:11.858 (2) | 68.28 | 10.637 | 09:47:01.626 |
| 3 -                       | 1:00.891 | 89.0        | 1:37.422                 | 85.1                     | IN PIT             |            | 3:22.443 P   | 64.71 | 21.222 | 09:50:24.069 |
| 4 -                       | OUTLAP   | 87.1        | 1:44.193                 | 87.8                     | 35.293             | 80.9       | 3:48.362     | 57.37 | 47.141 | 09:54:12.431 |
| 5 -                       | 1:00.131 | 87.1        | 1:40.201                 | 89.8                     | 33.650             | 89.1       | 3:13.982 (3) | 67.54 | 12.761 | 09:57:26.413 |
| 6 -                       | 57.052   | 92.8        | 1:30.789                 | 94.1                     | 33.380             | 85.8       | 3:01.221 (1) | 72.29 |        | 10:00:27.634 |

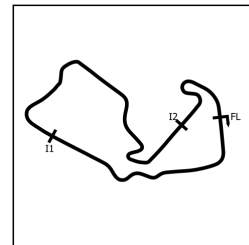
|                           |          |             |                          |                       |                    |             |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|-----------------------|--------------------|-------------|--------------|-------|--------|--------------|
| <b>P44</b>                |          | <b>24 A</b> |                          | <b>Adrian STEVENS</b> |                    | Hillwood FJ |              |       |        |              |
| IDEAL LAP TIME : 3:01.424 |          |             | BEST LAP TIME : 3:01.424 |                       | DIFFERENCE : 0.000 |             |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                       | SECTOR 3           |             | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 81.4        | 1:41.418                 | 80.4                  | 35.885             | 93.1        |              |       |        | 09:43:51.471 |
| 2 -                       | 58.309   | 99.8        | 1:37.519                 | 88.8                  | 33.457             | 85.4        | 3:09.285 (2) | 69.21 | 7.861  | 09:47:00.756 |
| 3 -                       | 1:03.237 | 88.1        | 1:40.021                 | 94.6                  | 35.266             | 79.0        | 3:18.524 (3) | 65.99 | 17.100 | 09:50:19.280 |
| 4 -                       | 59.752   | 92.5        | 1:42.577                 | 89.2                  | IN PIT             |             | 3:24.530 P   | 64.05 | 23.106 | 09:53:43.810 |
| 5 -                       | OUTLAP   | 64.9        | 1:39.851                 | 94.3                  | 33.306             | 95.4        | 3:39.499     | 59.68 | 38.075 | 09:57:23.309 |
| 6 -                       | 57.067   | 93.8        | 1:32.448                 | 99.4                  | 31.909             | 94.9        | 3:01.424 (1) | 72.21 |        | 10:00:24.733 |

|                           |          |              |                          |                    |                    |          |              |       |      |              |
|---------------------------|----------|--------------|--------------------------|--------------------|--------------------|----------|--------------|-------|------|--------------|
| <b>P45</b>                |          | <b>99 B2</b> |                          | <b>Simon JONES</b> |                    | Elva 100 |              |       |      |              |
| IDEAL LAP TIME : 3:02.026 |          |              | BEST LAP TIME : 3:02.026 |                    | DIFFERENCE : 0.000 |          |              |       |      |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |                    | SECTOR 3           |          | LAP TIME     | MPH   | DIFF | TIME OF DAY  |
| 1 -                       | OUTLAP   | 102.6        | 1:33.542                 | 99.5               | 34.732             | 89.7     |              |       |      | 09:43:24.154 |
| 2 -                       | 56.855   | 95.3         | 1:30.721                 | 105.1              | 34.450             | 78.9     | 3:02.026 (1) | 71.97 |      | 09:46:26.180 |

|                           |          |              |                          |                      |                    |          |              |       |           |              |
|---------------------------|----------|--------------|--------------------------|----------------------|--------------------|----------|--------------|-------|-----------|--------------|
| <b>P46</b>                |          | <b>18 D2</b> |                          | <b>Erik JUSTESEN</b> |                    | Koala FJ |              |       |           |              |
| IDEAL LAP TIME : 3:06.020 |          |              | BEST LAP TIME : 3:06.020 |                      | DIFFERENCE : 0.000 |          |              |       |           |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |                      | SECTOR 3           |          | LAP TIME     | MPH   | DIFF      | TIME OF DAY  |
| 1 -                       | OUTLAP   | 82.4         | 1:40.181                 | 82.6                 | IN PIT             |          | P            |       |           | 09:44:23.578 |
| 2 -                       | OUTLAP   | 90.6         | 2:27.981                 | 83.9                 | 34.826             | 83.9     | 13:42.047    | 15.93 | 10:36.027 | 09:58:05.625 |
| 3 -                       | 59.744   | 93.3         | 1:33.670                 | 91.9                 | 32.606             | 94.7     | 3:06.020 (1) | 70.43 |           | 10:01:11.645 |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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

| P47 52 C2                 |          | Peter FENICHEL           |          | Cooper T52         |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 3:14.268 |          | BEST LAP TIME : 3:14.392 |          | DIFFERENCE : 0.124 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 89.0                     | 1:45.576 | 87.4               | 36.700   | 87.3 |              |       |        | 09:43:49.281 |
| 2 -                       | 59.756   | 100.4                    | 1:39.915 | 89.4               | 34.721   | 91.4 | 3:14.392 (1) | 67.39 |        | 09:47:03.673 |
| 3 -                       | 1:02.012 | 85.7                     | 1:39.791 | 87.6               | 36.403   | 86.1 | 3:18.206 (3) | 66.10 | 3.814  | 09:50:21.879 |
| 4 -                       | 1:00.965 | 89.9                     | 1:40.134 | 85.4               | 36.621   | 82.8 | 3:17.720 (2) | 66.26 | 3.328  | 09:53:39.599 |
| 5 -                       | 1:02.785 | 93.5                     | 1:45.379 | 86.8               | IN PIT   |      | 3:33.124 P   | 61.47 | 18.732 | 09:57:12.723 |

| P48 4 B1         |          | Graham BARRON   |          |              |        | Gemini Mk2 |       |      |              |
|------------------|----------|-----------------|----------|--------------|--------|------------|-------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |          | DIFFERENCE : |        |            |       |      |              |
| LAP              | SECTOR 1 | SECTOR 2        |          | SECTOR 3     |        | LAP TIME   | MPH   | DIFF | TIME OF DAY  |
| 1 -              | OUTLAP   | 65.9            | 1:47.308 | 69.3         | IN PIT | P          |       |      | 09:44:05.430 |
| 2 -              | OUTLAP   | 71.6            | 1:47.714 | 63.3         | IN PIT | 6:09.097 P | 35.49 |      | 09:50:14.527 |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - 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 | 2:20.051 |       |
| 1        | 21  | 43.736 | 21       | 1:10.046 | 57       | 26.269 | 1                       | 57  | GRANT         | 2:20.291    | 2:20.291 | 0.000 |
| 2        | 57  | 43.854 | 55       | 1:10.126 | 21       | 26.533 | 2                       | 21  | AMES          | 2:20.315    | 2:20.986 | 0.671 |
| 3        | 55  | 44.007 | 57       | 1:10.168 | 55       | 26.538 | 3                       | 55  | HALUSA        | 2:20.671    | 2:20.671 | 0.000 |
| 4        | 28  | 44.346 | 41       | 1:10.643 | 41       | 26.585 | 4                       | 41  | HIBBERD       | 2:21.637    | 2:21.974 | 0.337 |
| 5        | 41  | 44.409 | 28       | 1:11.258 | 50       | 26.714 | 5                       | 28  | SHINNER       | 2:22.630    | 2:22.630 | 0.000 |
| 6        | 90  | 44.452 | 90       | 1:11.458 | 90       | 26.741 | 6                       | 90  | FLANN         | 2:22.651    | 2:23.238 | 0.587 |
| 7        | 143 | 44.852 | 69       | 1:11.827 | 69       | 26.946 | 7                       | 69  | ROACH         | 2:23.721    | 2:23.721 | 0.000 |
| 8        | 69  | 44.948 | 50       | 1:12.010 | 28       | 27.026 | 8                       | 50  | BUHOFFER      | 2:23.974    | 2:23.974 | 0.000 |
| 9        | 50  | 45.250 | 143      | 1:12.136 | 17       | 27.027 | 9                       | 143 | MONUMENT      | 2:24.345    | 2:24.464 | 0.119 |
| 10       | 39  | 45.365 | 171      | 1:12.446 | 92       | 27.074 | 10                      | 171 | METCALFE      | 2:25.414    | 2:25.599 | 0.185 |
| 11       | 61  | 45.497 | 92       | 1:12.642 | 77       | 27.143 | 11                      | 92  | JACKSON       | 2:25.482    | 2:25.919 | 0.437 |
| 12       | 77  | 45.517 | 51       | 1:12.777 | 54       | 27.161 | 12                      | 61  | TREPES        | 2:25.693    | 2:26.288 | 0.595 |
| 13       | 54  | 45.659 | 61       | 1:12.969 | 171      | 27.194 | 13                      | 77  | BUHOFFER      | 2:25.730    | 2:25.814 | 0.084 |
| 14       | 92  | 45.766 | 77       | 1:13.070 | 61       | 27.227 | 14                      | 39  | CARLTON-SMITH | 2:26.140    | 2:26.343 | 0.203 |
| 15       | 171 | 45.774 | 17       | 1:13.281 | 143      | 27.357 | 15                      | 54  | HALUSA        | 2:26.262    | 2:26.335 | 0.073 |
| 16       | 45  | 46.021 | 39       | 1:13.355 | 166      | 27.409 | 16                      | 17  | DIFFEY        | 2:26.375    | 2:26.557 | 0.182 |
| 17       | 17  | 46.067 | 54       | 1:13.442 | 39       | 27.420 | 17                      | 51  | HIBBERD       | 2:27.549    | 2:27.549 | 0.000 |
| 18       | 32  | 46.455 | 166      | 1:13.913 | 76       | 27.607 | 18                      | 166 | UNDERWOOD     | 2:27.895    | 2:29.203 | 1.308 |
| 19       | 167 | 46.522 | 32       | 1:14.793 | 45       | 27.631 | 19                      | 45  | ROSS          | 2:28.503    | 2:29.298 | 0.795 |
| 20       | 166 | 46.573 | 45       | 1:14.851 | 32       | 27.687 | 20                      | 32  | MALLOCK       | 2:28.935    | 2:28.935 | 0.000 |
| 21       | 153 | 46.878 | 68       | 1:15.073 | 51       | 27.811 | 21                      | 68  | LEES          | 2:29.993    | 2:30.917 | 0.924 |
| 22       | 68  | 46.906 | 124      | 1:15.086 | 23       | 27.819 | 22                      | 124 | CLARK         | 2:30.724    | 2:30.851 | 0.127 |
| 23       | 51  | 46.961 | 76       | 1:15.499 | 68       | 28.014 | 23                      | 76  | CHILD         | 2:30.926    | 2:31.045 | 0.119 |
| 24       | 23  | 47.036 | 23       | 1:16.407 | 153      | 28.039 | 24                      | 23  | RUSSELL       | 2:31.262    | 2:32.316 | 1.054 |
| 25       | 83  | 47.222 | 153      | 1:16.510 | 71       | 28.175 | 25                      | 153 | HALUSA        | 2:31.427    | 2:31.427 | 0.000 |
| 26       | 124 | 47.293 | 71       | 1:16.780 | 167      | 28.216 | 26                      | 167 | SCHMIDT       | 2:31.552    | 2:31.691 | 0.139 |
| 27       | 14  | 47.804 | 167      | 1:16.814 | 124      | 28.345 | 27                      | 71  | HICKS         | 2:33.338    | 2:33.343 | 0.005 |
| 28       | 76  | 47.820 | 81       | 1:17.006 | 14       | 28.577 | 28                      | 81  | CARTER        | 2:33.737    | 2:34.828 | 1.091 |
| 29       | 81  | 48.076 | 46       | 1:17.048 | 81       | 28.655 | 29                      | 14  | BESLEY        | 2:34.670    | 2:34.934 | 0.264 |
| 30       | 71  | 48.383 | 13       | 1:17.344 | 197      | 28.715 | 30                      | 13  | MCFADDEN      | 2:34.720    | 2:34.720 | 0.000 |
| 31       | 13  | 48.468 | 14       | 1:18.289 | 66       | 28.889 | 31                      | 83  | HALUSA        | 2:35.232    | 2:35.322 | 0.090 |
| 32       | 66  | 48.702 | 56       | 1:18.616 | 13       | 28.908 | 32                      | 46  | ZOLIN         | 2:35.537    | 2:35.537 | 0.000 |
| 33       | 56  | 49.342 | 83       | 1:18.840 | 46       | 28.944 | 33                      | 66  | TIMONEY       | 2:36.481    | 2:37.846 | 1.365 |
| 34       | 46  | 49.545 | 66       | 1:18.890 | 56       | 29.021 | 34                      | 56  | DEELEY        | 2:36.979    | 2:37.522 | 0.543 |
| 35       | 3   | 49.676 | 131      | 1:19.976 | 83       | 29.170 | 35                      | 197 | MCHUGH        | 2:39.135    | 2:39.135 | 0.000 |
| 36       | 91  | 50.004 | 197      | 1:20.060 | 3        | 29.468 | 36                      | 3   | FLEMING       | 2:39.378    | 2:40.184 | 0.806 |
| 37       | 131 | 50.050 | 3        | 1:20.234 | 131      | 29.689 | 37                      | 131 | WALL          | 2:39.715    | 2:40.809 | 1.094 |
| 38       | 197 | 50.360 | 91       | 1:20.905 | 91       | 29.990 | 38                      | 91  | HOLEY         | 2:40.899    | 2:41.656 | 0.757 |
| 39       | 33  | 50.784 | 33       | 1:21.315 | 33       | 29.991 | 39                      | 33  | FELET         | 2:42.090    | 2:43.399 | 1.309 |
| 40       | 6   | 51.996 | 6        | 1:23.457 | 6        | 30.273 | 40                      | 6   | ADELMAN       | 2:45.726    | 2:46.461 | 0.735 |
| 41       | 138 | 54.506 | 138      | 1:26.553 | 138      | 30.735 | 41                      | 138 | HODGES        | 2:51.794    | 2:54.460 | 2.666 |
| 42       | 99  | 56.855 | 99       | 1:30.721 | 24       | 31.909 | 42                      | 7   | RABAGLIATI    | 3:01.221    | 3:01.221 | 0.000 |
| 43       | 7   | 57.052 | 7        | 1:30.789 | 18       | 32.606 | 43                      | 24  | STEVENS       | 3:01.424    | 3:01.424 | 0.000 |
| 44       | 24  | 57.067 | 24       | 1:32.448 | 7        | 33.380 | 44                      | 99  | JONES         | 3:02.026    | 3:02.026 | 0.000 |
| 45       | 18  | 59.744 | 18       | 1:33.670 | 99       | 34.450 | 45                      | 18  | JUSTESEN      | 3:06.020    | 3:06.020 | 0.000 |
| 46       | 52  | 59.756 | 52       | 1:39.791 | 52       | 34.721 | 46                      | 52  | FENICHEL      | 3:14.268    | 3:14.392 | 0.124 |
| 47       |     |        | 4        | 1:47.308 |          |        | 47                      | 53  | WILSON        |             | 2:20.010 |       |
| 48       |     |        |          |          |          |        | 48                      | 4   | BARRON        |             |          |       |

# FJHRA Silverline Historic Formula Junior Championship

## QUALIFYING - RACES 2 & 15 - BEST SPEEDS

| INTERMEDIATE 1 |     |               |       | INTERMEDIATE 2 |               |       | FINISH LINE |               |       |
|----------------|-----|---------------|-------|----------------|---------------|-------|-------------|---------------|-------|
| POS            | NO  | NAME          | MPH   | NO             | NAME          | MPH   | NO          | NAME          | MPH   |
| 1              | 21  | AMES          | 130.5 | 21             | AMES          | 126.8 | 57          | GRANT         | 116.3 |
| 2              | 41  | HIBBERD       | 129.8 | 57             | GRANT         | 125.4 | 21          | AMES          | 115.5 |
| 3              | 57  | GRANT         | 129.0 | 51             | HIBBERD       | 125.4 | 41          | HIBBERD       | 114.3 |
| 4              | 55  | HALUSA        | 128.8 | 41             | HIBBERD       | 123.5 | 77          | BUHOFFER      | 113.1 |
| 5              | 171 | METCALFE      | 128.3 | 55             | HALUSA        | 123.3 | 69          | ROACH         | 112.8 |
| 6              | 54  | HALUSA        | 127.3 | 90             | FLANN         | 123.3 | 55          | HALUSA        | 112.6 |
| 7              | 28  | SHINNER       | 126.8 | 54             | HALUSA        | 122.2 | 90          | FLANN         | 112.6 |
| 8              | 77  | BUHOFFER      | 126.8 | 69             | ROACH         | 122.0 | 92          | JACKSON       | 112.4 |
| 9              | 69  | ROACH         | 126.6 | 143            | MONUMENT      | 122.0 | 68          | LEES          | 112.2 |
| 10             | 167 | SCHMIDT       | 126.6 | 171            | METCALFE      | 122.0 | 54          | HALUSA        | 111.8 |
| 11             | 39  | CARLTON-SMITH | 126.3 | 50             | BUHOFFER      | 121.7 | 28          | SHINNER       | 111.6 |
| 12             | 76  | CHILD         | 126.3 | 68             | LEES          | 121.3 | 171         | METCALFE      | 111.6 |
| 13             | 51  | HIBBERD       | 126.1 | 77             | BUHOFFER      | 120.6 | 76          | CHILD         | 111.6 |
| 14             | 143 | MONUMENT      | 125.9 | 28             | SHINNER       | 120.0 | 143         | MONUMENT      | 111.4 |
| 15             | 90  | FLANN         | 125.6 | 76             | CHILD         | 120.0 | 81          | CARTER        | 111.4 |
| 16             | 32  | MALLOCK       | 125.6 | 61             | TREPESSE      | 119.8 | 50          | BUHOFFER      | 111.0 |
| 17             | 68  | LEES          | 125.2 | 32             | MALLOCK       | 119.8 | 166         | UNDERWOOD     | 111.0 |
| 18             | 50  | BUHOFFER      | 124.9 | 45             | ROSS          | 119.6 | 32          | MALLOCK       | 110.5 |
| 19             | 45  | ROSS          | 124.9 | 92             | JACKSON       | 119.1 | 61          | TREPESSE      | 110.3 |
| 20             | 92  | JACKSON       | 124.2 | 17             | DIFFEY        | 118.9 | 17          | DIFFEY        | 110.3 |
| 21             | 124 | CLARK         | 124.0 | 39             | CARLTON-SMITH | 118.5 | 39          | CARLTON-SMITH | 110.1 |
| 22             | 81  | CARTER        | 124.0 | 197            | MCHUGH        | 118.5 | 51          | HIBBERD       | 110.1 |
| 23             | 61  | TREPESSE      | 123.8 | 124            | CLARK         | 118.1 | 45          | ROSS          | 110.1 |
| 24             | 17  | DIFFEY        | 123.8 | 166            | UNDERWOOD     | 117.7 | 71          | HICKS         | 109.2 |
| 25             | 166 | UNDERWOOD     | 123.8 | 71             | HICKS         | 116.3 | 83          | HALUSA        | 109.0 |
| 26             | 83  | HALUSA        | 123.8 | 153            | HALUSA        | 116.1 | 197         | MCHUGH        | 109.0 |
| 27             | 153 | HALUSA        | 123.1 | 23             | RUSSELL       | 115.9 | 124         | CLARK         | 108.8 |
| 28             | 197 | MCHUGH        | 122.4 | 167            | SCHMIDT       | 115.7 | 153         | HALUSA        | 108.8 |
| 29             | 71  | HICKS         | 122.2 | 66             | TIMONEY       | 114.3 | 167         | SCHMIDT       | 108.3 |
| 30             | 23  | RUSSELL       | 121.5 | 81             | CARTER        | 114.1 | 23          | RUSSELL       | 107.2 |
| 31             | 66  | TIMONEY       | 120.9 | 14             | BESLEY        | 112.9 | 14          | BESLEY        | 107.2 |
| 32             | 6   | ADELMAN       | 120.4 | 3              | FLEMING       | 111.8 | 66          | TIMONEY       | 107.1 |
| 33             | 14  | BESLEY        | 119.6 | 83             | HALUSA        | 110.9 | 56          | DEELEY        | 106.9 |
| 34             | 3   | FLEMING       | 117.7 | 6              | ADELMAN       | 110.7 | 3           | FLEMING       | 104.2 |
| 35             | 56  | DEELEY        | 116.9 | 56             | DEELEY        | 109.1 | 91          | HOLEY         | 102.9 |
| 36             | 91  | HOLEY         | 113.9 | 13             | MCFADDEN      | 108.5 | 6           | ADELMAN       | 99.4  |
| 37             | 131 | WALL          | 111.4 | 91             | HOLEY         | 106.8 | 46          | ZOLIN         | 99.1  |
| 38             | 13  | MCFADDEN      | 110.7 | 138            | HODGES        | 106.1 | 138         | HODGES        | 99.0  |
| 39             | 138 | HODGES        | 109.2 | 46             | ZOLIN         | 105.1 | 13          | MCFADDEN      | 98.5  |
| 40             | 46  | ZOLIN         | 109.1 | 99             | JONES         | 105.1 | 131         | WALL          | 98.5  |
| 41             | 33  | FELET         | 108.0 | 131            | WALL          | 104.6 | 24          | STEVENS       | 95.4  |
| 42             | 99  | JONES         | 102.6 | 33             | FELET         | 103.2 | 18          | JUSTESEN      | 94.7  |
| 43             | 52  | FENICHEL      | 100.4 | 24             | STEVENS       | 99.4  | 33          | FELET         | 93.5  |
| 44             | 24  | STEVENS       | 99.8  | 7              | RABAGLIATI    | 94.1  | 52          | FENICHEL      | 91.4  |
| 45             | 7   | RABAGLIATI    | 94.7  | 18             | JUSTESEN      | 91.9  | 99          | JONES         | 89.7  |
| 46             | 18  | JUSTESEN      | 93.3  | 52             | FENICHEL      | 89.4  | 7           | RABAGLIATI    | 89.1  |
| 47             | 4   | BARRON        | 71.6  | 4              | BARRON        | 69.3  |             |               |       |
| 48             |     |               |       |                |               |       |             |               |       |

FJHRA Silverline Historic Formula Junior Championship

QUALIFYING - RACES 2 & 15 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 48                        |
| Planned Start          | 2026-07-24 @ 09:40:00.000 |
| Actual Start           | 2026-07-24 @ 09:39:14.826 |
| Finish Time            | 2026-07-24 @ 09:59:17.328 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 316                       |
| Total Distance Covered | 1150.0412mi.              |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|--------------|----------|--------------|-----|--------------|
| 57 | E1 | Callum GRANT | 2:20.291 | 09:44:41.498 | 2   | Merlyn Mk5/7 |
| 53 | E1 | Sam WILSON   | 2:20.010 | 09:47:01.816 | 3   | Cooper T59   |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:39:14.826 |
| SAFETY | 09:47:22.815 |
| GREEN  | 09:55:21.901 |
| FINISH | 09:59:17.328 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 2     | 6          | 19:23.872  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 1     | 2          | 7:59.085   |
| FCY        | 0     | 0          | 0.000      |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : B2**

9 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------|-----------------|--------------|-----|-----------|
| 23 | Adrian RUSSELL | <b>2:32.319</b> | 09:45:20.621 | 2   | Condor S2 |
| 23 | Adrian RUSSELL | <b>2:32.316</b> | 10:00:55.404 | 7   | Condor S2 |
| 32 | Ray MALLOCK    | <b>2:28.935</b> | 10:01:01.382 | 7   | U2 Mk2    |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : E1**

25 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|--------------|----------|--------------|-----|--------------|
| 57 | Callum GRANT | 2:20.291 | 09:44:41.498 | 2   | Merlyn Mk5/7 |
| 53 | Sam WILSON   | 2:20.010 | 09:47:01.816 | 3   | Cooper T59   |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : C2**

**5 Starters**

#### Fastest Lap History

| NO | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE    |
|----|-----------------|-----------------|--------------|-----|------------|
| 14 | Crispian BESLEY | <b>2:35.837</b> | 09:45:14.052 | 2   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:34.934</b> | 09:58:20.871 | 6   | Cooper T56 |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : D2**

**6 Starters**

#### Fastest Lap History

| NO  | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|-----|-------------------|----------|--------------|-----|----------|
| 171 | Nathan METCALFE   | 2:27.331 | 09:44:51.777 | 2   | Lotus 20 |
| 171 | Nathan METCALFE   | 2:27.034 | 09:47:18.810 | 3   | Lotus 20 |
| 39  | Nic CARLTON-SMITH | 2:26.814 | 09:59:15.343 | 7   | Lotus 20 |
| 61  | Oscar TREPESS     | 2:26.288 | 09:59:17.332 | 7   | Lotus 20 |
| 171 | Nathan METCALFE   | 2:25.599 | 10:01:11.823 | 6   | Lotus 20 |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : A**

1 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 24 | Adrian STEVENS | 3:09.285 | 09:47:00.748 | 2   | Hillwood FJ |
| 24 | Adrian STEVENS | 3:01.424 | 10:00:24.727 | 6   | Hillwood FJ |

## FJHRA Silverline Historic Formula Junior Championship

### QUALIFYING - RACES 2 & 15 - STATISTICS

**CLASS : E2**

1 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|-------------|----------|--------------|-----|----------|
| 45 | Duncan ROSS | 2:29.805 | 09:45:04.811 | 2   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:29.298 | 10:01:29.295 | 7   | Lynx Mk3 |



# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - GRID (20 minutes) - AMENDED 3



|        |    |            |                               |    |                                        |
|--------|----|------------|-------------------------------|----|----------------------------------------|
| ROW 22 | 43 | <b>50</b>  | Lukas BUHOFFER                |    |                                        |
| ROW 21 | 41 | <b>4</b>   | Graham BARRON                 | 42 | <b>141</b> Charlie BESLEY              |
| ROW 20 | 39 | <b>99</b>  | 3:02.026<br>Simon JONES       | 40 | <b>52</b> 3:14.392<br>Peter FENICHEL   |
| ROW 19 | 37 | <b>7</b>   | 3:01.221<br>Duncan RABAGLIATI | 38 | <b>24</b> 3:01.424<br>Adrian STEVENS   |
| ROW 18 | 35 | <b>6</b>   | 2:46.461<br>Sharon ADELMAN    | 36 | <b>138</b> 2:54.460<br>Neil HODGES     |
| ROW 17 | 33 | <b>3</b>   | 2:40.184<br>Justin FLEMING    | 34 | <b>131</b> 2:40.809<br>Dave WALL       |
| ROW 16 | 31 | <b>66</b>  | 2:37.846<br>John TIMONEY      | 32 | <b>197</b> 2:39.135<br>Martin MCHUGH   |
| ROW 15 | 29 | <b>46</b>  | 2:35.537<br>Marco ZOLIN       | 30 | <b>56</b> 2:37.522<br>Jeremy DEELEY    |
| ROW 14 | 27 | <b>14</b>  | 2:34.934<br>Crispian BESLEY   | 28 | <b>83</b> 2:35.322<br>Martin HALUSA    |
| ROW 13 | 25 | <b>13</b>  | 2:34.720<br>Niall MCFADDEN    | 26 | <b>81</b> 2:34.828<br>Ralph CARTER     |
| ROW 12 | 23 | <b>23</b>  | 2:32.316<br>Adrian RUSSELL    | 24 | <b>71</b> 2:33.343<br>James HICKS      |
| ROW 11 | 21 | <b>153</b> | 2:31.427<br>Andreas HALUSA    | 22 | <b>167</b> 2:31.691<br>Alan SCHMIDT    |
| ROW 10 | 19 | <b>68</b>  | 2:30.917<br>Tony LEES         | 20 | <b>76</b> 2:31.045<br>Tim CHILD        |
| ROW 9  | 17 | <b>45</b>  | 2:29.298<br>Duncan ROSS       | 18 | <b>124</b> 2:30.851<br>Paul CLARK      |
| ROW 8  | 15 | <b>32</b>  | 2:28.935<br>Ray MALLOCK       | 16 | <b>166</b> 2:29.203<br>Geoff UNDERWOOD |
| ROW 7  | 13 | <b>17</b>  | 2:26.557<br>George DIFFEY     | 14 | <b>51</b> 2:27.549<br>Michael HIBBERD  |
| ROW 6  | 11 | <b>61</b>  | 2:26.288<br>Oscar TREPESS     | 12 | <b>54</b> 2:26.335<br>Niklas HALUSA    |
| ROW 5  | 9  | <b>143</b> | 2:24.464<br>Stuart MONUMENT   | 10 | <b>171</b> 2:25.599<br>Nathan METCALFE |
| ROW 4  | 7  | <b>90</b>  | 2:23.238<br>Rufus FLANN       | 8  | <b>69</b> 2:23.721<br>Stuart ROACH     |
| ROW 3  | 5  | <b>41</b>  | 2:21.974<br>Andrew HIBBERD    | 6  | <b>28</b> 2:22.630<br>Spencer SHINNER  |
| ROW 2  | 3  | <b>55</b>  | 2:20.671<br>Lukas HALUSA      | 4  | <b>21</b> 2:20.986<br>Alex AMES        |
| ROW 1  | 1  | <b>53</b>  | 2:20.010<br>Sam WILSON        | 2  | <b>57</b> 2:20.291<br>Callum GRANT     |
| Pole   |    |            |                               |    |                                        |
|        |    |            |                               |    |                                        |

Car 50 to start from the back of the grid - change of driver.  
Car 141 allowed to start from the back of the grid - NCR Ch.12 App.6 Art.3.1 refers.  
Cars 18, 39, 77 & 92 - 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





# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - GRID (20 minutes) - AMENDED 3



|        |    |            |                               |    |                                         |
|--------|----|------------|-------------------------------|----|-----------------------------------------|
| ROW 24 | 47 | <b>141</b> | Charlie BESLEY                |    |                                         |
| ROW 23 | 45 | <b>52</b>  | 3:14.392<br>Peter FENICHEL    | 46 | <b>4</b> Graham BARRON                  |
| ROW 22 | 43 | <b>99</b>  | 3:02.026<br>Simon JONES       | 44 | <b>18</b> 3:06.020<br>Erik JUSTESEN     |
| ROW 21 | 41 | <b>7</b>   | 3:01.221<br>Duncan RABAGLIATI | 42 | <b>24</b> 3:01.424<br>Adrian STEVENS    |
| ROW 20 | 39 | <b>6</b>   | 2:46.461<br>Sharon ADELMAN    | 40 | <b>138</b> 2:54.460<br>Neil HODGES      |
| ROW 19 | 37 | <b>3</b>   | 2:40.184<br>Justin FLEMING    | 38 | <b>131</b> 2:40.809<br>Dave WALL        |
| ROW 18 | 35 | <b>66</b>  | 2:37.846<br>John TIMONEY      | 36 | <b>197</b> 2:39.135<br>Martin MCHUGH    |
| ROW 17 | 33 | <b>46</b>  | 2:35.537<br>Marco ZOLIN       | 34 | <b>56</b> 2:37.522<br>Jeremy DEELEY     |
| ROW 16 | 31 | <b>14</b>  | 2:34.934<br>Crispian BESLEY   | 32 | <b>83</b> 2:35.322<br>Martin HALUSA     |
| ROW 15 | 29 | <b>13</b>  | 2:34.720<br>Niall MCFADDEN    | 30 | <b>81</b> 2:34.828<br>Ralph CARTER      |
| ROW 14 | 27 | <b>23</b>  | 2:32.316<br>Adrian RUSSELL    | 28 | <b>71</b> 2:33.343<br>James HICKS       |
| ROW 13 | 25 | <b>153</b> | 2:31.427<br>Andreas HALUSA    | 26 | <b>167</b> 2:31.691<br>Alan SCHMIDT     |
| ROW 12 | 23 | <b>68</b>  | 2:30.917<br>Tony LEES         | 24 | <b>76</b> 2:31.045<br>Tim CHILD         |
| ROW 11 | 21 | <b>45</b>  | 2:29.298<br>Duncan ROSS       | 22 | <b>124</b> 2:30.851<br>Paul CLARK       |
| ROW 10 | 19 | <b>32</b>  | 2:28.935<br>Ray MALLOCK       | 20 | <b>166</b> 2:29.203<br>Geoff UNDERWOOD  |
| ROW 9  | 17 | <b>17</b>  | 2:26.557<br>George DIFFEY     | 18 | <b>51</b> 2:27.549<br>Michael HIBBERD   |
| ROW 8  | 15 | <b>54</b>  | 2:26.335<br>Niklas HALUSA     | 16 | <b>39</b> 2:26.343<br>Nic CARLTON-SMITH |
| ROW 7  | 13 | <b>92</b>  | 2:25.919<br>Simon JACKSON     | 14 | <b>61</b> 2:26.288<br>Oscar TREPESS     |
| ROW 6  | 11 | <b>171</b> | 2:25.599<br>Nathan METCALFE   | 12 | <b>77</b> 2:25.814<br>Lukas BUHOFFER    |
| ROW 5  | 9  | <b>50</b>  | 2:23.974<br>Philipp BUHOFFER  | 10 | <b>143</b> 2:24.464<br>Stuart MONUMENT  |
| ROW 4  | 7  | <b>90</b>  | 2:23.238<br>Rufus FLANN       | 8  | <b>69</b> 2:23.721<br>Stuart ROACH      |
| ROW 3  | 5  | <b>41</b>  | 2:21.974<br>Andrew HIBBERD    | 6  | <b>28</b> 2:22.630<br>Spencer SHINNER   |
| ROW 2  | 3  | <b>55</b>  | 2:20.671<br>Lukas HALUSA      | 4  | <b>21</b> 2:20.986<br>Alex AMES         |
| ROW 1  | 1  | <b>53</b>  | 2:20.010<br>Sam WILSON        | 2  | <b>57</b> 2:20.291<br>Callum GRANT      |

Pole

Cars 33 & 91 - Withdrawn.

Car 4 to start from the back of the grid, qualifies under the 24 month rule.

Car 141 allowed to start from the back of the grid subject to scrutineering - NCR Ch.12 App.6 Art.3.1 refers.

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





# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - CLASSIFICATION

Race Distance: 6 Laps / 21.83 miles



| POS | NO  | CL | PIC | NAME              | ENTRY         | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|---------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 57  | E1 | 1   | Callum GRANT      | Merlyn Mk5/7  | 6    | 13:59.254 |          |        | 93.66 | 2:18.848 | 3  | 2   | 1  |
| 2   | 53  | E1 | 2   | Sam WILSON        | Cooper T59    | 6    | 14:00.824 | 1.570    | 1.570  | 93.49 | 2:19.259 | 4  | 1   | -1 |
| 3   | 21  | E1 | 3   | Alex AMES         | Brabham BT6   | 6    | 14:03.247 | 3.993    | 2.423  | 93.22 | 2:19.622 | 3  | 4   | 1  |
| 4   | 55  | E1 | 4   | Lukas HALUSA      | Lotus 22      | 6    | 14:05.275 | 6.021    | 2.028  | 92.99 | 2:19.848 | 2  | 3   | -1 |
| 5   | 41  | E1 | 5   | Andrew HIBBERD    | Lotus 22      | 6    | 14:16.250 | 16.996   | 10.975 | 91.80 | 2:21.514 | 4  | 5   | 0  |
| 6   | 90  | E1 | 6   | Rufus FLANN       | Lotus 22      | 6    | 14:20.975 | 21.721   | 4.725  | 91.30 | 2:22.331 | 2  | 7   | 1  |
| 7   | 69  | E1 | 7   | Stuart ROACH      | Alexis Mk4    | 6    | 14:28.579 | 29.325   | 7.604  | 90.50 | 2:24.251 | 2  | 8   | 1  |
| 8   | 143 | E1 | 8   | Stuart MONUMENT   | Lotus 22      | 6    | 14:30.450 | 31.196   | 1.871  | 90.30 | 2:23.805 | 3  | 10  | 2  |
| 9   | 50  | E1 | 9   | Philipp BUHOFER   | Lotus 27      | 6    | 14:33.413 | 34.159   | 2.963  | 90.00 | 2:24.573 | 2  | 9   | 0  |
| 10  | 17  | E1 | 10  | George DIFFEY     | Lotus 20/22   | 6    | 14:33.971 | 34.717   | 0.558  | 89.94 | 2:22.778 | 4  | 17  | 7  |
| 11  | 54  | E1 | 11  | Niklas HALUSA     | Lotus 22      | 6    | 14:34.041 | 34.787   | 0.070  | 89.93 | 2:23.317 | 4  | 15  | 4  |
| 12  | 171 | D2 | 1   | Nathan METCALFE   | Lotus 20      | 6    | 14:35.210 | 35.956   | 1.169  | 89.81 | 2:24.590 | 4  | 11  | -1 |
| 13  | 61  | D2 | 2   | Oscar TREPESS     | Lotus 20      | 6    | 14:45.881 | 46.627   | 10.671 | 88.73 | 2:25.514 | 5  | 14  | 1  |
| 14  | 76  | E1 | 12  | Tim CHILD         | Lotus 22      | 6    | 14:52.077 | 52.823   | 6.196  | 88.12 | 2:25.525 | 5  | 24  | 10 |
| 15  | 166 | E1 | 13  | Geoff UNDERWOOD   | Brabham BT2   | 6    | 14:52.488 | 53.233   | 0.410  | 88.08 | 2:26.888 | 5  | 20  | 5  |
| 16  | 68  | E1 | 14  | Tony LEES         | Lola Mk5A     | 6    | 14:57.809 | 58.555   | 5.322  | 87.55 | 2:26.814 | 3  | 23  | 7  |
| 17  | 32  | B2 | 1   | Ray MALLOCK       | U2 Mk2        | 6    | 15:00.321 | 1:01.067 | 2.512  | 87.31 | 2:27.554 | 3  | 19  | 2  |
| 18  | 45  | E2 | 1   | Duncan ROSS       | Lynx Mk3      | 6    | 15:08.756 | 1:09.502 | 8.435  | 86.50 | 2:26.782 | 3  | 21  | 3  |
| 19  | 71  | D2 | 3   | James HICKS       | Caravelle Mk3 | 6    | 15:13.033 | 1:13.779 | 4.277  | 86.09 | 2:28.841 | 5  | 28  | 9  |
| 20  | 153 | E1 | 15  | Andreas HALUSA    | Lotus 22      | 6    | 15:13.866 | 1:14.612 | 0.833  | 86.01 | 2:29.650 | 6  | 25  | 5  |
| 21  | 23  | B2 | 2   | Adrian RUSSELL    | Condor S2     | 6    | 15:16.130 | 1:16.876 | 2.264  | 85.80 | 2:30.282 | 3  | 27  | 6  |
| 22  | 124 | E1 | 16  | Paul CLARK        | Lotus 20/22   | 6    | 15:16.567 | 1:17.313 | 0.437  | 85.76 | 2:30.348 | 5  | 22  | 0  |
| 23  | 167 | E1 | 17  | Alan SCHMIDT      | Brabham BT6   | 6    | 15:23.671 | 1:24.417 | 7.104  | 85.10 | 2:30.286 | 6  | 26  | 3  |
| 24  | 14  | C2 | 1   | Crispian BESLEY   | Cooper T56    | 6    | 15:24.635 | 1:25.381 | 0.964  | 85.01 | 2:30.952 | 6  | 31  | 7  |
| 25  | 197 | E1 | 18  | Martin MCHUGH     | Lotus 20/22   | 6    | 15:42.158 | 1:42.904 | 17.523 | 83.43 | 2:33.964 | 5  | 36  | 11 |
| 26  | 56  | C2 | 2   | Jeremy DEELEY     | Cooper T56    | 6    | 15:43.034 | 1:43.780 | 0.876  | 83.35 | 2:34.288 | 3  | 34  | 8  |
| 27  | 83  | E1 | 19  | Martin HALUSA     | Lotus 22      | 6    | 15:45.146 | 1:45.892 | 2.112  | 83.17 | 2:33.327 | 6  | 32  | 5  |
| 28  | 13  | B2 | 3   | Niall MCFADDEN    | Elva 100      | 6    | 15:45.427 | 1:46.173 | 0.281  | 83.14 | 2:35.468 | 2  | 29  | 1  |
| 29  | 81  | E1 | 20  | Ralph CARTER      | Brabham BT2   | 6    | 15:49.556 | 1:50.302 | 4.129  | 82.78 | 2:33.150 | 4  | 30  | 1  |
| 30  | 46  | C2 | 3   | Marco ZOLIN       | Cooper T56    | 6    | 15:51.732 | 1:52.478 | 2.176  | 82.59 | 2:34.747 | 6  | 33  | 3  |
| 31  | 141 | B2 | 4   | Charlie BESLEY    | Elva 100      | 6    | 15:52.432 | 1:53.178 | 0.700  | 82.53 | 2:34.323 | 4  | 47  | 16 |
| 32  | 66  | D2 | 4   | John TIMONEY      | Ausper T3     | 6    | 15:52.535 | 1:53.281 | 0.103  | 82.52 | 2:35.751 | 4  | 35  | 3  |
| 33  | 3   | B2 | 5   | Justin FLEMING    | Lola Mk2      | 6    | 16:15.842 | 2:16.588 | 23.307 | 80.55 | 2:39.975 | 6  | 37  | 4  |
| 34  | 131 | B2 | 6   | Dave WALL         | Gemini Mk2    | 6    | 16:17.409 | 2:18.155 | 1.567  | 80.42 | 2:39.973 | 4  | 38  | 4  |
| 35  | 6   | E1 | 21  | Sharon ADELMAN    | Brabham BT6   | 5    | 14:19.727 | 1 Lap    | 1 Lap  | 76.19 | 2:46.622 | 2  | 39  | 4  |
| 36  | 99  | B2 | 7   | Simon JONES       | Elva 100      | 5    | 14:23.406 | 1 Lap    | 3.679  | 75.87 | 2:46.899 | 4  | 43  | 7  |
| 37  | 4   | B1 | 1   | Graham BARRON     | Gemini Mk2    | 5    | 14:25.502 | 1 Lap    | 2.096  | 75.68 | 2:47.677 | 4  | 46  | 9  |
| 38  | 138 | B2 | 8   | Neil HODGES       | Gemini Mk2    | 5    | 14:33.335 | 1 Lap    | 7.833  | 75.00 | 2:51.371 | 5  | 40  | 2  |
| 39  | 52  | C2 | 4   | Peter FENICHEL    | Cooper T52    | 5    | 14:54.526 | 1 Lap    | 21.191 | 73.23 | 2:54.207 | 2  | 45  | 6  |
| 40  | 24  | A  | 1   | Adrian STEVENS    | Hillwood FJ   | 5    | 15:01.493 | 1 Lap    | 6.967  | 72.66 | 2:54.881 | 3  | 42  | 2  |
| 41  | 7   | B2 | 9   | Duncan RABAGLIATI | Alexis HF1    | 5    | 15:09.337 | 1 Lap    | 7.844  | 72.03 | 2:56.239 | 3  | 41  | 0  |

NOT CLASSIFIED

|     |    |    |  |                   |              |   |           |        |        |       |          |   |    |  |
|-----|----|----|--|-------------------|--------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 39 | D2 |  | Nic CARLTON-SMITH | Lotus 20     | 6 | 14:42.288 | 43.034 | 0.000  | 89.09 | 2:25.168 | 4 | 16 |  |
| DNF | 77 | E1 |  | Lukas BUHOFER     | Brabham BT6  | 6 | 14:42.483 | 43.229 | 0.195  | 89.07 | 2:24.776 | 5 | 12 |  |
| DNF | 28 | E1 |  | Spencer SHINNER   | Lola Mk5A    | 1 | 2:57.823  | 5 Laps | 5 Laps | 73.67 |          |   | 6  |  |
| DNF | 18 | D2 |  | Erik JUSTESEN     | Koala FJ     | 1 | 3:28.473  | 5 Laps | 30.650 | 62.84 |          |   | 44 |  |
| DNF | 92 | E1 |  | Simon JACKSON     | De Tomaso FJ | 0 |           |        |        |       |          |   | 13 |  |
| DNF | 51 | E1 |  | Michael HIBBERD   | Lotus 22     | 0 |           |        |        |       |          |   | 18 |  |

FASTEST LAP

|     |    |                 |              |   |          |           |            |
|-----|----|-----------------|--------------|---|----------|-----------|------------|
| 57  | E1 | Callum GRANT    | Merlyn Mk5/7 | 3 | 2:18.848 | 94.36 mph | 151.85 kph |
| 171 | D2 | Nathan METCALFE | Lotus 20     | 4 | 2:24.590 | 90.61 mph | 145.82 kph |
| 45  | E2 | Duncan ROSS     | Lynx Mk3     | 3 | 2:26.782 | 89.25 mph | 143.64 kph |
| 32  | B2 | Ray MALLOCK     | U2 Mk2       | 3 | 2:27.554 | 88.79 mph | 142.89 kph |
| 14  | C2 | Crispian BESLEY | Cooper T56   | 6 | 2:30.952 | 86.79 mph | 139.68 kph |
| 4   | B1 | Graham BARRON   | Gemini Mk2   | 4 | 2:47.677 | 78.13 mph | 125.74 kph |
| 24  | A  | Adrian STEVENS  | Hillwood FJ  | 3 | 2:54.881 | 74.91 mph | 120.56 kph |

Cars 39 & 77 not running at the showing of the red flag.

Red Flag (end of session): 09:19

Weather / Track : Sunny / Dry

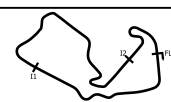
These results are provisional until the conclusion of any judicial and technical matters.

Date: 25/07/2026 Start: 09:02 Finish: 09:16

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - LAP CHART

| LAP 1 @ 09:04:43.070 |          |            | LAP 2 @ 09:07:02.912 |          |          | LAP 3 @ 09:09:21.903 |          |          | LAP 4 @ 09:11:41.466 |          |          | LAP 5 @ 09:14:01.945 |          |          |
|----------------------|----------|------------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 53                   |          | 2:20.022   | 53                   |          | 2:19.842 | 57                   |          | 2:18.848 | 53                   |          | 2:19.259 | 57                   |          | 2:20.354 |
| 57                   | 0.129    | 2:20.151   | 57                   | 0.143    | 2:19.856 | 53                   | 0.304    | 2:19.295 | 57                   | 0.125    | 2:19.688 | 53                   | 1.388    | 2:21.867 |
| 21                   | 0.922    | 2:20.944   | 21                   | 0.830    | 2:19.750 | 21                   | 1.461    | 2:19.622 | 21                   | 1.799    | 2:19.901 | 21                   | 2.510    | 2:21.190 |
| 55                   | 1.350    | 2:21.372   | 55                   | 1.356    | 2:19.848 | 55                   | 2.783    | 2:20.418 | 55                   | 3.731    | 2:20.511 | 138                  | 1 Lap    | 2:54.470 |
| 41                   | 3.016    | 2:23.038   | 41                   | 4.838    | 2:21.664 | 41                   | 7.980    | 2:22.133 | 41                   | 9.931    | 2:21.514 | 55                   | 4.522    | 2:21.270 |
| 90                   | 4.623    | 2:24.645   | 90                   | 7.112    | 2:22.331 | 90                   | 10.569   | 2:22.448 | 90                   | 13.364   | 2:22.358 | 41                   | 12.773   | 2:23.321 |
| 69                   | 6.529    | 2:26.551   | 69                   | 10.938   | 2:24.251 | 69                   | 16.290   | 2:24.343 | 69                   | 21.366   | 2:24.639 | 90                   | 16.841   | 2:23.956 |
| 50                   | 7.207    | 2:27.229   | 50                   | 11.938   | 2:24.573 | 50                   | 17.577   | 2:24.630 | 50                   | 23.065   | 2:25.051 | 52                   | 1 Lap    | 2:55.844 |
| 171                  | 8.073    | 2:28.095   | 171                  | 12.851   | 2:24.620 | 143                  | 18.183   | 2:23.805 | 143                  | 23.247   | 2:24.627 | 24                   | 1 Lap    | 3:01.448 |
| 143                  | 8.377    | 2:28.399   | 143                  | 13.369   | 2:24.834 | 171                  | 18.952   | 2:25.092 | 171                  | 23.979   | 2:24.590 | 69                   | 25.279   | 2:24.392 |
| 54                   | 11.020   | 2:31.042   | 17                   | 16.564   | 2:24.399 | 17                   | 21.613   | 2:24.040 | 17                   | 24.828   | 2:22.778 | 143                  | 26.835   | 2:24.067 |
| 17                   | 12.007   | 2:32.029   | 54                   | 16.874   | 2:25.696 | 54                   | 22.484   | 2:24.601 | 54                   | 26.238   | 2:23.317 | 50                   | 28.311   | 2:25.725 |
| 61                   | 12.675   | 2:32.697   | 77                   | 19.904   | 2:26.934 | 39                   | 26.836   | 2:25.339 | 39                   | 32.441   | 2:25.168 | 7                    | 1 Lap    | 3:01.710 |
| 77                   | 12.812   | 2:32.834   | 39                   | 20.488   | 2:26.953 | 77                   | 27.250   | 2:26.337 | 77                   | 33.252   | 2:25.565 | 17                   | 28.983   | 2:24.634 |
| 39                   | 13.377   | 2:33.399   | 61                   | 21.077   | 2:28.244 | 61                   | 27.989   | 2:25.903 | 61                   | 34.067   | 2:25.641 | 171                  | 29.646   | 2:26.146 |
| 166                  | 13.992   | 2:34.014   | 166                  | 21.653   | 2:27.503 | 166                  | 29.687   | 2:27.025 | 166                  | 37.657   | 2:27.533 | 54                   | 30.431   | 2:24.672 |
| 76                   | 15.329   | 2:35.351   | 76                   | 24.986   | 2:29.499 | 76                   | 32.049   | 2:26.054 | 76                   | 40.039   | 2:27.553 | 39                   | 37.225   | 2:25.263 |
| 32                   | 15.837   | 2:35.859   | 45                   | 25.250   | 2:28.802 | 45                   | 33.041   | 2:26.782 | 68                   | 42.549   | 2:28.663 | 77                   | 37.549   | 2:24.776 |
| 45                   | 16.290   | 2:36.312   | 68                   | 25.626   | 2:26.883 | 68                   | 33.449   | 2:26.814 | 32                   | 43.207   | 2:28.022 | 61                   | 39.102   | 2:25.514 |
| 68                   | 18.585   | 2:38.607   | 32                   | 26.185   | 2:30.190 | 32                   | 34.748   | 2:27.554 | 23                   | 54.143   | 2:31.595 | 166                  | 44.066   | 2:26.888 |
| 124                  | 18.823   | 2:38.845   | 23                   | 30.820   | 2:30.635 | 23                   | 42.111   | 2:30.282 | 45                   | 54.295   | 2:40.817 | 76                   | 45.085   | 2:25.525 |
| 23                   | 20.027   | 2:40.049   | 124                  | 31.477   | 2:32.496 | 124                  | 44.111   | 2:31.625 | 71                   | 55.288   | 2:30.587 | 68                   | 49.558   | 2:27.488 |
| 71                   | 20.242   | 2:40.264   | 71                   | 31.674   | 2:31.274 | 71                   | 44.264   | 2:31.581 | 153                  | 55.701   | 2:30.623 | 32                   | 51.699   | 2:28.971 |
| 153                  | 20.611   | 2:40.633   | 153                  | 31.922   | 2:31.153 | 153                  | 44.641   | 2:31.710 | 124                  | 56.847   | 2:32.299 | 45                   | 1:01.578 | 2:27.762 |
| 167                  | 20.651   | 2:40.673   | 167                  | 34.782   | 2:33.973 | 167                  | 49.053   | 2:33.262 | 167                  | 1:02.190 | 2:32.700 | 71                   | 1:03.650 | 2:28.841 |
| 14                   | 22.392   | 2:42.414   | 14                   | 35.218   | 2:32.668 | 14                   | 49.441   | 2:33.214 | 14                   | 1:02.948 | 2:33.070 | 153                  | 1:05.319 | 2:30.097 |
| 13                   | 23.028   | 2:43.050   | 13                   | 38.654   | 2:35.468 | 13                   | 56.357   | 2:36.694 | 56                   | 1:12.338 | 2:35.165 | 23                   | 1:05.909 | 2:32.245 |
| 46                   | 24.124   | 2:44.146   | 56                   | 41.439   | 2:37.082 | 56                   | 56.736   | 2:34.288 | 13                   | 1:13.446 | 2:36.652 | 124                  | 1:06.716 | 2:30.348 |
| 56                   | 24.199   | 2:44.221   | 46                   | 42.239   | 2:37.957 | 197                  | 59.558   | 2:36.271 | 197                  | 1:15.389 | 2:35.394 | 167                  | 1:14.488 | 2:32.777 |
| 197                  | 26.505   | 2:46.527   | 197                  | 42.278   | 2:35.615 | 46                   | 1:01.336 | 2:38.088 | 66                   | 1:19.089 | 2:35.751 | 14                   | 1:14.786 | 2:32.317 |
| 81                   | 27.355   | 2:47.377   | 81                   | 44.118   | 2:36.605 | 66                   | 1:02.901 | 2:36.642 | 83                   | 1:19.900 | 2:35.704 | 56                   | 1:28.403 | 2:36.544 |
| 66                   | 28.465   | 2:48.487   | 66                   | 45.250   | 2:36.627 | 83                   | 1:03.759 | 2:35.309 | 46                   | 1:21.102 | 2:39.329 | 197                  | 1:28.874 | 2:33.964 |
| 83                   | 30.311   | 2:50.333   | 83                   | 47.441   | 2:36.972 | 141                  | 1:07.044 | 2:34.835 | 141                  | 1:21.804 | 2:34.323 | 13                   | 1:30.048 | 2:37.081 |
| 3                    | 31.663   | 2:51.685   | 141                  | 51.200   | 2:35.687 | 81                   | 1:09.815 | 2:44.688 | 81                   | 1:23.402 | 2:33.150 | 83                   | 1:32.922 | 2:33.501 |
| 131                  | 33.269   | 2:53.291   | 3                    | 52.099   | 2:40.278 | 3                    | 1:13.693 | 2:40.585 | 3                    | 1:35.708 | 2:41.578 | 66                   | 1:36.087 | 2:37.477 |
| 141                  | 35.355   | 2:55.377   | 131                  | 55.404   | 2:41.977 | 131                  | 1:16.688 | 2:40.275 | 131                  | 1:37.098 | 2:39.973 | 81                   | 1:37.091 | 2:34.168 |
| 6                    | 37.188   | 2:57.210   | 6                    | 1:03.968 | 2:46.622 | 6                    | 1:35.187 | 2:50.210 | 6                    | 2:07.855 | 2:52.231 | 46                   | 1:38.088 | 2:37.465 |
| 28                   | 37.801   | 2:57.823 P | 138                  | 1:15.292 | 2:55.046 | 99                   | 1:48.261 | 2:48.751 | 99                   | 2:15.597 | 2:46.899 | 141                  | 1:38.363 | 2:37.038 |
| 138                  | 40.088   | 3:00.110   | 99                   | 1:18.501 | 2:50.412 | 138                  | 1:48.639 | 2:52.338 | 4                    | 2:18.574 | 2:47.677 | 3                    | 1:56.970 | 2:41.741 |
| 99                   | 47.931   | 3:07.953   | 4                    | 1:20.940 | 2:51.886 | 4                    | 1:50.460 | 2:48.511 |                      |          |          | 131                  | 1:57.650 | 2:41.031 |
| 4                    | 48.896   | 3:08.918   | 52                   | 1:25.325 | 2:54.207 | 52                   | 2:02.263 | 2:55.929 |                      |          |          |                      |          |          |
| 24                   | 50.293   | 3:10.315   | 24                   | 1:27.400 | 2:56.949 | 24                   | 2:03.290 | 2:54.881 |                      |          |          |                      |          |          |
| 52                   | 50.960   | 3:10.982   | 7                    | 1:29.913 | 2:56.669 | 7                    | 2:07.161 | 2:56.239 |                      |          |          |                      |          |          |
| 7                    | 53.086   | 3:13.108   |                      |          |          |                      |          |          |                      |          |          |                      |          |          |
| 18                   | 1:08.451 | 3:28.473 P |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - LAP CHART

| LAP 6 @ 09:16:22.302 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 57  |          | 2:20.357 |
| 53  | 1.570    | 2:20.539 |
| 21  | 3.993    | 2:21.840 |
| 55  | 6.021    | 2:21.856 |
| 41  | 16.996   | 2:24.580 |
| 6   | 1 Lap    | 2:53.454 |
| 90  | 21.721   | 2:25.237 |
| 99  | 1 Lap    | 2:49.391 |
| 4   | 1 Lap    | 2:48.510 |
| 69  | 29.325   | 2:24.403 |
| 143 | 31.196   | 2:24.718 |
| 138 | 1 Lap    | 2:51.371 |
| 50  | 34.159   | 2:26.205 |
| 17  | 34.717   | 2:26.091 |
| 54  | 34.787   | 2:24.713 |
| 171 | 35.956   | 2:26.667 |
| 39  | 43.034   | 2:26.166 |
| 77  | 43.229   | 2:26.037 |
| 61  | 46.627   | 2:27.882 |
| 76  | 52.823   | 2:28.095 |
| 166 | 53.233   | 2:29.524 |
| 52  | 1 Lap    | 2:57.564 |
| 68  | 58.555   | 2:29.354 |
| 32  | 1:01.067 | 2:29.725 |
| 24  | 1 Lap    | 2:57.900 |
| 45  | 1:09.502 | 2:28.281 |
| 7   | 1 Lap    | 3:01.611 |
| 71  | 1:13.779 | 2:30.486 |
| 153 | 1:14.612 | 2:29.650 |
| 23  | 1:16.876 | 2:31.324 |
| 124 | 1:17.313 | 2:30.954 |
| 167 | 1:24.417 | 2:30.286 |
| 14  | 1:25.381 | 2:30.952 |
| 197 | 1:42.904 | 2:34.387 |
| 56  | 1:43.780 | 2:35.734 |
| 83  | 1:45.892 | 2:33.327 |
| 13  | 1:46.173 | 2:36.482 |
| 81  | 1:50.302 | 2:33.568 |
| 46  | 1:52.478 | 2:34.747 |
| 141 | 1:53.178 | 2:35.172 |
| 66  | 1:53.281 | 2:37.551 |
| 3   | 2:16.588 | 2:39.975 |
| 131 | 2:18.155 | 2:40.862 |

FJHRA Silverline Historic Formula Junior Championship

RACE 2 - 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 |
| 53  | WILSON        | 1   | 53          | 53          | 53          | 53          | 57          | 53          | 53          | 57          | 57          | 57          | 53          | 53          | 53          | 57          | 57          | 57          | 57          | 57          |
| 57  | GRANT         | 2   | 57          | 57          | 57          | 57          | 53          | 57          | 57          | 53          | 53          | 53          | 57          | 57          | 57          | 53          | 53          | 53          | 53          | 53          |
| 55  | HALUSA        | 3   | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          |
| 21  | AMES          | 4   | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          |
| 41  | HIBBERD       | 5   | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          |
| 28  | SHINNER       | 6   | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          |
| 90  | FLANN         | 7   | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          |
| 69  | ROACH         | 8   | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 50          | 143         | 143         | 143         | 143         | 143         | 143         |
| 50  | BUHOFER       | 9   | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 143         | 143         | 143         | 143         | 143         | 50          | 50          | 50          | 50          | 50          | 50          |
| 143 | MONUMENT      | 10  | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 17          | 17          | 17          | 17          |
| 171 | METCALFE      | 11  | 92          | 54          | 54          | 54          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 171         | 171         | 54          | 54          |
| 77  | BUHOFER       | 12  | 61          | 17          | 17          | 17          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 54          | 171         | 171         |
| 92  | JACKSON       | 13  | 54          | 61          | 61          | 61          | 77          | 77          | 77          | 39          | 39          | 39          | 39          | 39          | 39          | 39          | 39          | 39          | 39          | 39          |
| 61  | TREPES        | 14  | 77          | 77          | 77          | 77          | 39          | 39          | 39          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          | 77          |
| 54  | HALUSA        | 15  | 39          | 39          | 39          | 39          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          |
| 39  | CARLTON-SMITH | 16  | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 76          | 76          | 76          |
| 17  | DIFFEY        | 17  | 17          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 166         | 166         | 166         |
| 51  | HIBBERD       | 18  | 32          | 32          | 32          | 32          | 45          | 45          | 45          | 45          | 45          | 45          | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 68          |
| 32  | MALLOCK       | 19  | 76          | 45          | 45          | 45          | 32          | 68          | 68          | 68          | 68          | 68          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          |
| 166 | UNDERWOOD     | 20  | 45          | 124         | 68          | 68          | 68          | 32          | 32          | 32          | 32          | 32          | 23          | 23          | 45          | 45          | 45          | 45          | 45          | 45          |
| 45  | ROSS          | 21  | 124         | 68          | 124         | 124         | 23          | 23          | 23          | 23          | 23          | 23          | 45          | 45          | 71          | 71          | 71          | 71          | 71          | 71          |
| 124 | CLARK         | 22  | 167         | 167         | 23          | 23          | 124         | 124         | 124         | 124         | 124         | 71          | 71          | 71          | 23          | 153         | 153         | 153         | 153         | 153         |
| 68  | LEES          | 23  | 68          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 124         | 153         | 153         | 153         | 23          | 23          | 23          | 23          | 23          |
| 76  | CHILD         | 24  | 23          | 23          | 153         | 167         | 153         | 153         | 153         | 153         | 153         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         |
| 153 | HALUSA        | 25  | 153         | 153         | 167         | 153         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         |
| 167 | SCHMIDT       | 26  | 71          | 13          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          |
| 23  | RUSSELL       | 27  | 28          | 14          | 13          | 13          | 13          | 13          | 13          | 13          | 13          | 56          | 56          | 56          | 56          | 56          | 56          | 56          | 197         | 197         |
| 71  | HICKS         | 28  | 13          | 46          | 46          | 56          | 56          | 56          | 56          | 56          | 56          | 13          | 13          | 13          | 13          | 197         | 197         | 197         | 56          | 56          |
| 13  | MCFADDEN      | 29  | 81          | 56          | 56          | 46          | 46          | 46          | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 13          | 13          | 13          | 83          | 83          |
| 81  | CARTER        | 30  | 14          | 197         | 197         | 197         | 197         | 197         | 81          | 46          | 46          | 66          | 66          | 66          | 66          | 83          | 83          | 83          | 13          | 13          |
| 14  | BESLEY        | 31  | 46          | 81          | 81          | 81          | 81          | 81          | 46          | 66          | 66          | 83          | 83          | 83          | 83          | 66          | 66          | 66          | 81          | 81          |
| 83  | HALUSA        | 32  | 56          | 66          | 66          | 66          | 66          | 66          | 66          | 83          | 83          | 46          | 46          | 46          | 46          | 81          | 81          | 81          | 46          | 46          |
| 46  | ZOLIN         | 33  | 197         | 83          | 83          | 83          | 83          | 83          | 83          | 141         | 141         | 141         | 141         | 141         | 141         | 46          | 46          | 46          | 66          | 141         |
| 56  | DEELEY        | 34  | 83          | 28          | 3           | 3           | 141         | 141         | 141         | 81          | 81          | 81          | 81          | 81          | 81          | 141         | 141         | 141         | 141         | 66          |
| 66  | TIMONEY       | 35  | 66          | 3           | 131         | 131         | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           | 3           |
| 197 | MCHUGH        | 36  | 3           | 131         | 141         | 141         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         | 131         |
| 3   | FLEMING       | 37  | 131         | 141         | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 6           | 57          |             |             |
| 131 | WALL          | 38  | 6           | 6           | 138         | 138         | 138         | 138         | 138         | 138         | 99          | 99          | 99          | 99          | 99          | 99          | 99          | 99          | 53          |             |
| 6   | ADELMAN       | 39  | 138         | 138         | 99          | 99          | 99          | 99          | 99          | 99          | 138         | 138         | 4           | 4           | 4           | 4           | 4           | 21          |             |             |
| 138 | HODGES        | 40  | 141         | 99          | 4           | 4           | 4           | 4           | 4           | 4           | 4           | 4           | 138         | 138         | 138         | 138         | 138         | 55          |             |             |
| 7   | RABAGLIATI    | 41  | 24          | 4           | 24          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 52          | 41          |             |             |
| 24  | STEVENS       | 42  | 7           | 24          | 52          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 24          | 90          |             |             |
| 99  | JONES         | 43  | 99          | 52          | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 7           | 69          |             |             |
| 18  | JUSTESEN      | 44  | 18          | 7           | 6           | 143         |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 52  | FENICHEL      | 45  | 52          | 18          | 99          | 17          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |

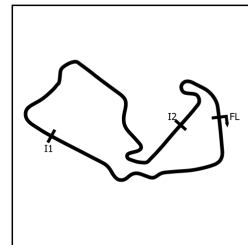
# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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 |
| 4   | BARRON | 46  | 4           | 54          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 141 | BESLEY | 47  | 50          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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 57 E1                  |               | Callum GRANT |                 | Merlyn Mk5/7             |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.848 |               |              |                 | BEST LAP TIME : 2:18.848 |               | DIFFERENCE : 0.000 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 127.8        | 1:09.500        | <b>125.9</b>             | 26.321        | 114.5              | 2:20.151            | 93.48        | 1.303 | 09:04:43.199        |
| 2 -                       | 43.581        | <b>128.8</b> | 1:09.748        | 122.6                    | 26.527        | 113.3              | 2:19.856 <b>(3)</b> | 93.68        | 1.008 | 09:07:03.055        |
| <b>3 -</b>                | <b>43.459</b> | <b>128.8</b> | <b>1:09.208</b> | 123.1                    | <b>26.181</b> | 114.1              | <b>2:18.848 (1)</b> | <b>94.36</b> |       | <b>09:09:21.903</b> |
| 4 -                       | 43.782        | 126.1        | 1:09.611        | 125.2                    | 26.295        | 113.7              | 2:19.688 <b>(2)</b> | 93.79        | 0.840 | 09:11:41.591        |
| 5 -                       | 43.582        | 127.0        | 1:10.353        | 123.1                    | 26.419        | 114.5              | 2:20.354            | 93.34        | 1.506 | 09:14:01.945        |
| 6 -                       | 44.800        | 125.6        | 1:09.286        | 122.6                    | 26.271        | <b>114.9</b>       | 2:20.357            | 93.34        | 1.509 | 09:16:22.302        |

| P2 53 E1                  |               | Sam WILSON               |                 | Cooper T59         |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.096 |               | BEST LAP TIME : 2:19.259 |                 | DIFFERENCE : 0.163 |               |              |                     |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 126.3                    | 1:09.394        | 123.1              | 26.491        | 112.9        | 2:20.022            | 93.56        | 0.763 | 09:04:43.070        |
| 2 -                       | 43.693        | 127.0                    | 1:09.785        | <b>126.6</b>       | 26.364        | 112.9        | 2:19.842 <b>(3)</b> | 93.68        | 0.583 | 09:07:02.912        |
| 3 -                       | 43.565        | 126.8                    | 1:09.399        | 126.1              | 26.331        | <b>115.7</b> | 2:19.295 <b>(2)</b> | 94.05        | 0.036 | 09:09:22.207        |
| <b>4 -</b>                | <b>43.496</b> | <b>130.5</b>             | <b>1:09.371</b> | 123.3              | 26.392        | 113.9        | <b>2:19.259 (1)</b> | <b>94.08</b> |       | <b>09:11:41.466</b> |
| 5 -                       | 43.662        | 127.0                    | 1:11.886        | 118.5              | 26.319        | 114.5        | 2:21.867            | 92.35        | 2.608 | 09:14:03.333        |
| 6 -                       | 44.685        | 128.3                    | 1:09.625        | 123.5              | <b>26.229</b> | 114.5        | 2:20.539            | 93.22        | 1.280 | 09:16:23.872        |

| P3 21 E1                  |          | Alex AMES |                          | Brabham BT6 |          |                    |              |       |       |              |
|---------------------------|----------|-----------|--------------------------|-------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.422 |          |           | BEST LAP TIME : 2:19.622 |             |          | DIFFERENCE : 0.200 |              |       |       |              |
| LAP                       | SECTOR 1 |           | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 131.8     | 1:10.122                 | 126.1       | 26.370   | 116.3              | 2:20.944     | 92.95 | 1.322 | 09:04:43.992 |
| 2 -                       | 43.424   | 130.0     | 1:09.906                 | 126.6       | 26.420   | 116.3              | 2:19.750 (2) | 93.75 | 0.128 | 09:07:03.742 |
| 3 -                       | 43.557   | 130.0     | 1:09.628                 | 125.9       | 26.437   | 115.3              | 2:19.622 (1) | 93.83 |       | 09:09:23.364 |
| 4 -                       | 43.723   | 128.5     | 1:09.666                 | 125.4       | 26.512   | 115.1              | 2:19.901 (3) | 93.65 | 0.279 | 09:11:43.265 |
| 5 -                       | 43.859   | 127.5     | 1:10.777                 | 125.4       | 26.554   | 115.1              | 2:21.190     | 92.79 | 1.568 | 09:14:04.455 |
| 6 -                       | 44.178   | 128.0     | 1:10.813                 | 124.0       | 26.849   | 114.1              | 2:21.840     | 92.36 | 2.218 | 09:16:26.295 |

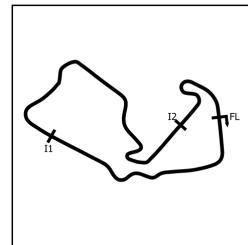
| P4 55 E1                  |          | Lukas HALUSA |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.744 |          |              |          | BEST LAP TIME : 2:19.848 |          | DIFFERENCE : 0.104 |              |       |       |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 127.8        | 1:10.006 | 125.6                    | 26.419   | 113.7              | 2:21.372     | 92.67 | 1.524 | 09:04:44.420 |
| 2 -                       | 43.834   | 127.8        | 1:09.820 | 124.9                    | 26.194   | 115.1              | 2:19.848 (1) | 93.68 |       | 09:07:04.268 |
| 3 -                       | 44.288   | 123.8        | 1:09.794 | 123.5                    | 26.336   | 113.5              | 2:20.418 (2) | 93.30 | 0.570 | 09:09:24.686 |
| 4 -                       | 44.321   | 126.3        | 1:09.869 | 122.9                    | 26.321   | 113.1              | 2:20.511 (3) | 93.24 | 0.663 | 09:11:45.197 |
| 5 -                       | 44.025   | 126.6        | 1:11.129 | 122.6                    | 26.116   | 113.5              | 2:21.270     | 92.74 | 1.422 | 09:14:06.467 |
| 6 -                       | 44.739   | 126.3        | 1:10.793 | 121.5                    | 26.324   | 113.3              | 2:21.856     | 92.35 | 2.008 | 09:16:28.323 |

| P5 41 E1                  |          | Andrew HIBBERD |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:21.482 |          |                |          | BEST LAP TIME : 2:21.514 |          | DIFFERENCE : 0.032 |              |       |       |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 127.3          | 1:10.504 | 120.0                    | 26.639   | 112.0              | 2:23.038     | 91.59 | 1.524 | 09:04:46.086 |
| 2 -                       | 44.661   | 125.6          | 1:10.522 | 121.1                    | 26.481   | 111.6              | 2:21.664 (2) | 92.48 | 0.150 | 09:07:07.750 |
| 3 -                       | 44.836   | 124.5          | 1:10.741 | 121.1                    | 26.556   | 111.6              | 2:22.133 (3) | 92.17 | 0.619 | 09:09:29.883 |
| 4 -                       | 44.510   | 124.9          | 1:10.536 | 120.6                    | 26.468   | 112.0              | 2:21.514 (1) | 92.58 |       | 09:11:51.397 |
| 5 -                       | 44.511   | 124.9          | 1:11.986 | 121.1                    | 26.824   | 112.2              | 2:23.321     | 91.41 | 1.807 | 09:14:14.718 |
| 6 -                       | 44.799   | 124.5          | 1:11.924 | 120.4                    | 27.857   | 111.4              | 2:24.580     | 90.61 | 3.066 | 09:16:39.298 |

| P6 90 E1                  |          | Rufus FLANN |                          | Lotus 22 |          |                    |              |       |       |              |
|---------------------------|----------|-------------|--------------------------|----------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.157 |          |             | BEST LAP TIME : 2:22.331 |          |          | DIFFERENCE : 0.174 |              |       |       |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.9       | 1:11.122                 | 120.6    | 26.782   | 111.6              | 2:24.645     | 90.57 | 2.314 | 09:04:47.693 |
| 2 -                       | 44.519   | 123.8       | 1:10.987                 | 120.6    | 26.825   | 111.4              | 2:22.331 (1) | 92.05 |       | 09:07:10.024 |
| 3 -                       | 44.589   | 123.5       | 1:10.856                 | 120.6    | 27.003   | 111.0              | 2:22.448 (3) | 91.97 | 0.117 | 09:09:32.472 |
| 4 -                       | 44.550   | 123.3       | 1:10.881                 | 119.8    | 26.927   | 111.2              | 2:22.358 (2) | 92.03 | 0.027 | 09:11:54.830 |
| 5 -                       | 44.768   | 123.1       | 1:11.844                 | 119.1    | 27.344   | 109.6              | 2:23.956     | 91.01 | 1.625 | 09:14:18.786 |
| 6 -                       | 44.915   | 122.9       | 1:12.638                 | 116.5    | 27.684   | 111.0              | 2:25.237     | 90.20 | 2.906 | 09:16:44.023 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - SECTOR ANALYSIS



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

| P7 69 E1                  |               | Stuart ROACH             |                 | Alexis Mk4         |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.913 |               | BEST LAP TIME : 2:24.251 |                 | DIFFERENCE : 0.338 |               |              |                     |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 122.0                    | 1:12.515        | <b>119.1</b>       | 27.246        | <b>110.1</b> | 2:26.551            | 89.39        | 2.300 | 09:04:49.599        |
| 2 -                       | 45.370        | <b>123.1</b>             | 1:11.613        | 118.7              | 27.268        | 109.4        | <b>2:24.251 (1)</b> | <b>90.82</b> |       | <b>09:07:13.850</b> |
| 3 -                       | 45.365        | 121.7                    | 1:11.862        | 117.9              | 27.116        | 109.4        | 2:24.343 (2)        | 90.76        | 0.092 | 09:09:38.193        |
| 4 -                       | 45.501        | 122.0                    | 1:11.800        | 117.3              | 27.338        | 109.6        | 2:24.639            | 90.58        | 0.388 | 09:12:02.832        |
| 5 -                       | <b>45.264</b> | 122.2                    | 1:11.772        | 118.1              | 27.356        | 109.7        | 2:24.392 (3)        | 90.73        | 0.141 | 09:14:27.224        |
| 6 -                       | 45.754        | 122.0                    | <b>1:11.590</b> | 117.9              | <b>27.059</b> | 109.7        | 2:24.403            | 90.73        | 0.152 | 09:16:51.627        |

| P8 143 E1                 |          | Stuart MONUMENT          |          | Lotus 22           |          |          |              |       |             |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 2:23.605 |          | BEST LAP TIME : 2:23.805 |          | DIFFERENCE : 0.200 |          |          |              |       |             |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 127.0                    | 1:12.348 | 122.9              | 27.405   | 112.6    | 2:28.399     | 88.28 | 4.594       | 09:04:51.447 |
| 2 -                       | 45.851   | 122.6                    | 1:11.511 | 122.9              | 27.472   | 112.8    | 2:24.834     | 90.46 | 1.029       | 09:07:16.281 |
| 3 -                       | 44.929   | 127.8                    | 1:11.510 | 122.2              | 27.366   | 112.2    | 2:23.805 (1) | 91.10 |             | 09:09:40.086 |
| 4 -                       | 45.254   | 125.9                    | 1:11.953 | 123.3              | 27.420   | 113.1    | 2:24.627 (3) | 90.58 | 0.822       | 09:12:04.713 |
| 5 -                       | 45.263   | 124.2                    | 1:11.310 | 120.9              | 27.494   | 110.7    | 2:24.067 (2) | 90.94 | 0.262       | 09:14:28.780 |
| 6 -                       | 45.702   | 124.5                    | 1:11.482 | 118.5              | 27.534   | 111.4    | 2:24.718     | 90.53 | 0.913       | 09:16:53.498 |

| P9 50 E1                  |          | Philipp BUHOFFER |          | Lotus 27                 |          |                    |              |       |       |              |
|---------------------------|----------|------------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.332 |          |                  |          | BEST LAP TIME : 2:24.573 |          | DIFFERENCE : 0.241 |              |       |       |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.2            | 1:12.254 | 122.0                    | 27.318   | 111.4              | 2:27.229     | 88.98 | 2.656 | 09:04:50.277 |
| 2 -                       | 45.222   | 124.0            | 1:12.074 | 120.4                    | 27.277   | 110.7              | 2:24.573 (1) | 90.62 |       | 09:07:14.850 |
| 3 -                       | 45.348   | 122.4            | 1:11.947 | 120.2                    | 27.335   | 110.1              | 2:24.630 (2) | 90.58 | 0.057 | 09:09:39.480 |
| 4 -                       | 45.317   | 122.6            | 1:12.265 | 119.8                    | 27.469   | 110.5              | 2:25.051 (3) | 90.32 | 0.478 | 09:12:04.531 |
| 5 -                       | 45.964   | 124.0            | 1:12.598 | 120.4                    | 27.163   | 110.3              | 2:25.725     | 89.90 | 1.152 | 09:14:30.256 |
| 6 -                       | 45.700   | 123.5            | 1:13.341 | 118.3                    | 27.164   | 110.7              | 2:26.205     | 89.61 | 1.632 | 09:16:56.461 |

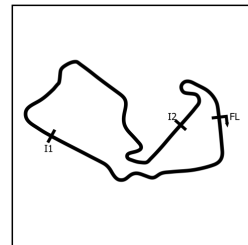
| P10 17 E1                 |               | George DIFFEY |                 | Lotus 20/22              |               |                    |                     |              |       |                     |
|---------------------------|---------------|---------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.593 |               |               |                 | BEST LAP TIME : 2:22.778 |               | DIFFERENCE : 0.185 |                     |              |       |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 126.1         | 1:14.152        | 119.6                    | 26.892        | 110.7              | 2:32.029            | 86.17        | 9.251 | 09:04:55.077        |
| 2 -                       | 44.777        | <b>126.3</b>  | 1:12.333        | 119.4                    | 27.289        | 109.4              | 2:24.399 <b>(3)</b> | 90.73        | 1.621 | 09:07:19.476        |
| 3 -                       | 45.250        | 124.0         | 1:11.894        | 118.3                    | 26.896        | 110.3              | 2:24.040 <b>(2)</b> | 90.95        | 1.262 | 09:09:43.516        |
| <b>4 -</b>                | 44.790        | 124.2         | <b>1:11.112</b> | 120.6                    | <b>26.876</b> | 111.2              | <b>2:22.778 (1)</b> | <b>91.76</b> |       | <b>09:12:06.294</b> |
| 5 -                       | <b>44.605</b> | 126.1         | 1:12.968        | <b>121.3</b>             | 27.061        | 110.1              | 2:24.634            | 90.58        | 1.856 | 09:14:30.928        |
| 6 -                       | 45.320        | 120.2         | 1:13.540        | 119.6                    | 27.231        | <b>112.2</b>       | 2:26.091            | 89.68        | 3.313 | 09:16:57.019        |

| P11 54 E1                 |          | Niklas HALUSA |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:23.317 |          |               |          | BEST LAP TIME : 2:23.317 |          | DIFFERENCE : 0.000 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 130.5         | 1:14.551 | 121.1                    | 27.088   | 111.2              | 2:31.042     | 86.74 | 7.725 | 09:04:54.090 |
| 2 -                       | 45.396   | 124.5         | 1:13.021 | 122.4                    | 27.279   | 112.4              | 2:25.696     | 89.92 | 2.379 | 09:07:19.786 |
| 3 -                       | 45.559   | 126.3         | 1:12.056 | 122.9                    | 26.986   | 112.6              | 2:24.601 (2) | 90.60 | 1.284 | 09:09:44.387 |
| 4 -                       | 45.005   | 125.4         | 1:11.814 | 122.4                    | 26.498   | 112.9              | 2:23.317 (1) | 91.41 |       | 09:12:07.704 |
| 5 -                       | 45.062   | 125.6         | 1:12.068 | 122.4                    | 27.542   | 113.3              | 2:24.672 (3) | 90.56 | 1.355 | 09:14:32.376 |
| 6 -                       | 45.773   | 125.9         | 1:11.904 | 121.3                    | 27.036   | 114.3              | 2:24.713     | 90.53 | 1.396 | 09:16:57.089 |

| P12 171 D2                |          | Nathan METCALFE |          | Lotus 20                 |          |                    |              |       |       |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.178 |          |                 |          | BEST LAP TIME : 2:24.590 |          | DIFFERENCE : 0.412 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 125.9           | 1:12.390 | 121.5                    | 27.444   | 111.6              | 2:28.095     | 88.46 | 3.505 | 09:04:51.143 |
| 2 -                       | 45.315   | 126.8           | 1:11.969 | 121.7                    | 27.336   | 111.4              | 2:24.620 (2) | 90.59 | 0.030 | 09:07:15.763 |
| 3 -                       | 44.878   | 127.8           | 1:12.831 | 122.9                    | 27.383   | 112.0              | 2:25.092 (3) | 90.29 | 0.502 | 09:09:40.855 |
| 4 -                       | 44.952   | 127.8           | 1:12.307 | 121.7                    | 27.331   | 111.6              | 2:24.590 (1) | 90.61 |       | 09:12:05.445 |
| 5 -                       | 45.234   | 126.6           | 1:13.153 | 120.0                    | 27.759   | 112.4              | 2:26.146     | 89.64 | 1.556 | 09:14:31.591 |
| 6 -                       | 45.309   | 128.0           | 1:13.353 | 108.0                    | 28.005   | 112.9              | 2:26.667     | 89.32 | 2.077 | 09:16:58.258 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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 61 D2                 |          | Oscar TREPESS |          | Lotus 20                 |          |                    |              |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:25.475 |          |               |          | BEST LAP TIME : 2:25.514 |          | DIFFERENCE : 0.039 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 125.9         | 1:15.968 | 115.3                    | 27.470   | 109.2              | 2:32.697     | 85.80 | 7.183 | 09:04:55.745 |
| 2 -                       | 46.040   | 120.2         | 1:14.390 | 115.3                    | 27.814   | 109.6              | 2:28.244     | 88.37 | 2.730 | 09:07:23.989 |
| 3 -                       | 45.470   | 122.2         | 1:12.759 | 117.5                    | 27.674   | 109.2              | 2:25.903 (3) | 89.79 | 0.389 | 09:09:49.892 |
| 4 -                       | 45.491   | 123.1         | 1:12.850 | 118.3                    | 27.300   | 109.7              | 2:25.641 (2) | 89.95 | 0.127 | 09:12:15.533 |
| 5 -                       | 45.422   | 122.9         | 1:12.753 | 118.5                    | 27.339   | 109.0              | 2:25.514 (1) | 90.03 |       | 09:14:41.047 |
| 6 -                       | 46.007   | 122.0         | 1:14.230 | 117.3                    | 27.645   | 109.2              | 2:27.882     | 88.59 | 2.368 | 09:17:08.929 |

| P14 76 E1                 |          | Tim CHILD |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|-----------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:25.341 |          |           |          | BEST LAP TIME : 2:25.525 |          | DIFFERENCE : 0.184 |              |       |       |              |
| LAP                       | SECTOR 1 |           | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 122.6     | 1:15.868 | 116.9                    | 27.625   | 111.6              | 2:35.351     | 84.33 | 9.826 | 09:04:58.399 |
| 2 -                       | 46.376   | 124.0     | 1:15.361 | 120.2                    | 27.762   | 112.2              | 2:29.499     | 87.63 | 3.974 | 09:07:27.898 |
| 3 -                       | 45.823   | 125.6     | 1:13.160 | 120.4                    | 27.071   | 112.4              | 2:26.054 (2) | 89.70 | 0.529 | 09:09:53.952 |
| 4 -                       | 45.853   | 124.5     | 1:14.515 | 121.7                    | 27.185   | 112.6              | 2:27.553 (3) | 88.79 | 2.028 | 09:12:21.505 |
| 5 -                       | 45.835   | 125.4     | 1:12.540 | 122.4                    | 27.150   | 113.3              | 2:25.525 (1) | 90.03 |       | 09:14:47.030 |
| 6 -                       | 45.730   | 125.9     | 1:14.271 | 120.2                    | 28.094   | 111.8              | 2:28.095     | 88.46 | 2.570 | 09:17:15.125 |

| P15 166 E1                |               | Geoff UNDERWOOD          |                 |              |               | Brabham BT2        |                     |              |       |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:26.222 |               | BEST LAP TIME : 2:26.888 |                 |              |               | DIFFERENCE : 0.666 |                     |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>125.2</b>             | 1:15.471        | 117.9        | 27.586        | <b>112.6</b>       | 2:34.014            | 85.06        | 7.126 | 09:04:57.062        |
| 2 -                       | 46.102        | <b>125.2</b>             | 1:13.765        | 117.9        | 27.636        | 112.2              | 2:27.503 <b>(3)</b> | 88.82        | 0.615 | 09:07:24.565        |
| 3 -                       | <b>45.792</b> | 124.0                    | 1:13.741        | <b>119.6</b> | 27.492        | 110.9              | 2:27.025 <b>(2)</b> | 89.11        | 0.137 | 09:09:51.590        |
| 4 -                       | 46.127        | 122.9                    | 1:13.841        | 118.5        | 27.565        | 111.2              | 2:27.533            | 88.80        | 0.645 | 09:12:19.123        |
| 5 -                       | 46.458        | 122.9                    | <b>1:12.960</b> | 119.4        | <b>27.470</b> | 111.8              | <b>2:26.888 (1)</b> | <b>89.19</b> |       | <b>09:14:46.011</b> |
| 6 -                       | 46.783        | 121.5                    | 1:14.620        | 117.3        | 28.121        | 112.2              | 2:29.524            | 87.62        | 2.636 | 09:17:15.535        |

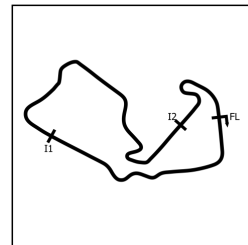
| P16 68 E1                 |               | Tony LEES    |                 | Lola Mk5A                |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.236 |               |              |                 | BEST LAP TIME : 2:26.814 |               | DIFFERENCE : 0.578 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 119.1        | 1:18.281        | 116.3                    | 27.456        | 110.1              | 2:38.607            | 82.60        | 11.793 | 09:05:01.655        |
| 2 -                       | 46.085        | 125.2        | 1:13.365        | <b>122.2</b>             | 27.433        | 111.6              | 2:26.883 <b>(2)</b> | 89.19        | 0.069  | 09:07:28.538        |
| 3 -                       | 46.230        | <b>126.6</b> | <b>1:13.334</b> | 121.5                    | <b>27.250</b> | <b>111.8</b>       | <b>2:26.814 (1)</b> | <b>89.24</b> |        | <b>09:09:55.352</b> |
| 4 -                       | <b>45.652</b> | 126.3        | 1:15.503        | 117.9                    | 27.508        | 110.7              | 2:28.663            | 88.13        | 1.849  | 09:12:24.015        |
| 5 -                       | 46.270        | 123.1        | 1:13.670        | 119.4                    | 27.548        | 109.7              | 2:27.488 <b>(3)</b> | 88.83        | 0.674  | 09:14:51.503        |
| 6 -                       | 46.608        | 122.6        | 1:14.953        | 117.9                    | 27.793        | 109.2              | 2:29.354            | 87.72        | 2.540  | 09:17:20.857        |

| P17 32 B2                 |          | Ray MALLOCK              |          | U2 Mk2             |          |          |              |       |             |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 2:26.740 |          | BEST LAP TIME : 2:27.554 |          | DIFFERENCE : 0.814 |          |          |              |       |             |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 126.3                    | 1:16.497 | 113.7              | 27.824   | 112.2    | 2:35.859     | 84.06 | 8.305       | 09:04:58.907 |
| 2 -                       | 46.643   | 123.1                    | 1:15.439 | 113.7              | 28.108   | 111.8    | 2:30.190     | 87.23 | 2.636       | 09:07:29.097 |
| 3 -                       | 46.457   | 126.1                    | 1:13.708 | 121.7              | 27.389   | 111.8    | 2:27.554 (1) | 88.79 |             | 09:09:56.651 |
| 4 -                       | 45.643   | 126.1                    | 1:14.585 | 114.1              | 27.794   | 112.2    | 2:28.022 (2) | 88.51 | 0.468       | 09:12:24.673 |
| 5 -                       | 46.395   | 125.4                    | 1:14.593 | 117.9              | 27.983   | 111.6    | 2:28.971 (3) | 87.94 | 1.417       | 09:14:53.644 |
| 6 -                       | 46.159   | 124.9                    | 1:14.755 | 112.2              | 28.811   | 109.9    | 2:29.725     | 87.50 | 2.171       | 09:17:23.369 |

| P18 45 E2                 |               | Duncan ROSS              |                 | Lynx Mk3           |               |              |                     |              |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:26.011 |               | BEST LAP TIME : 2:26.782 |                 | DIFFERENCE : 0.771 |               |              |                     |              |             |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 122.4                    | 1:16.150        | 119.1              | 27.863        | <b>111.2</b> | 2:36.312            | 83.81        | 9.530       | 09:04:59.360        |
| 2 -                       | 46.372        | 120.4                    | 1:14.951        | <b>119.4</b>       | 27.479        | 110.5        | 2:28.802            | 88.04        | 2.020       | 09:07:28.162        |
| 3 -                       | 46.277        | 123.8                    | <b>1:13.127</b> | <b>119.4</b>       | <b>27.378</b> | 110.3        | <b>2:26.782 (1)</b> | <b>89.25</b> |             | <b>09:09:54.944</b> |
| 4 -                       | <b>45.506</b> | <b>124.0</b>             | 1:27.754        | 116.7              | 27.557        | 110.1        | 2:40.817            | 81.46        | 14.035      | 09:12:35.761        |
| 5 -                       | 46.392        | 121.7                    | 1:13.695        | 115.1              | 27.675        | 109.4        | 2:27.762 (2)        | 88.66        | 0.980       | 09:15:03.523        |
| 6 -                       | 46.076        | 121.1                    | 1:14.349        | 115.1              | 27.856        | 109.2        | 2:28.281 (3)        | 88.35        | 1.499       | 09:17:31.804        |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - SECTOR ANALYSIS



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

| P19 71 D2                 |               | James HICKS  |                 | Caravelle Mk3            |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.565 |               |              |                 | BEST LAP TIME : 2:28.841 |               | DIFFERENCE : 0.276 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 110.0        | 1:17.366        | 115.7                    | 28.551        | 107.1              | 2:40.264            | 81.75        | 11.423 | 09:05:03.312        |
| 2 -                       | 47.499        | 122.6        | 1:15.648        | 117.5                    | 28.127        | 107.2              | 2:31.274            | 86.60        | 2.433  | 09:07:34.586        |
| 3 -                       | 47.531        | <b>124.2</b> | 1:16.027        | <b>118.3</b>             | 28.023        | 109.2              | 2:31.581            | 86.43        | 2.740  | 09:10:06.167        |
| 4 -                       | 47.281        | 123.3        | 1:15.522        | 114.1                    | <b>27.784</b> | 107.8              | 2:30.587 (3)        | 87.00        | 1.746  | 09:12:36.754        |
| 5 -                       | <b>46.450</b> | <b>124.2</b> | <b>1:14.331</b> | 116.5                    | 28.060        | 110.1              | <b>2:28.841 (1)</b> | <b>88.02</b> |        | <b>09:15:05.595</b> |
| 6 -                       | 47.260        | 121.7        | 1:15.419        | 114.1                    | 27.807        | <b>110.7</b>       | 2:30.486 (2)        | 87.06        | 1.645  | 09:17:36.081        |

| P20 153 E1                |               | Andreas HALUSA           |                 | Lotus 22           |               |              |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:29.228 |               | BEST LAP TIME : 2:29.650 |                 | DIFFERENCE : 0.422 |               |              |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |              | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 115.9                    | 1:18.230        | 114.5              | 28.444        | 107.6        | 2:40.633            | 81.56        | 10.983 | 09:05:03.681        |
| 2 -                       | 47.738        | 124.2                    | 1:15.876        | <b>118.9</b>       | <b>27.539</b> | 105.7        | 2:31.153            | 86.67        | 1.503  | 09:07:34.834        |
| 3 -                       | 47.663        | <b>125.2</b>             | 1:15.885        | 117.1              | 28.162        | 103.0        | 2:31.710            | 86.36        | 2.060  | 09:10:06.544        |
| 4 -                       | 47.280        | 123.5                    | <b>1:15.547</b> | 117.9              | 27.796        | <b>109.6</b> | 2:30.623 <b>(3)</b> | 86.98        | 0.973  | 09:12:37.167        |
| 5 -                       | 46.691        | 123.3                    | 1:15.797        | 116.5              | 27.609        | 107.6        | 2:30.097 <b>(2)</b> | 87.28        | 0.447  | 09:15:07.264        |
| <b>6 -</b>                | <b>46.142</b> | 123.1                    | 1:15.626        | 115.1              | 27.882        | 107.1        | <b>2:29.650 (1)</b> | <b>87.54</b> |        | <b>09:17:36.914</b> |

| P21 23 B2                 |          | Adrian RUSSELL |          | Condor S2                |          |                    |              |       |       |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:30.075 |          |                |          | BEST LAP TIME : 2:30.282 |          | DIFFERENCE : 0.207 |              |       |       |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 120.2          | 1:18.332 | 112.5                    | 28.321   | 106.9              | 2:40.049     | 81.86 | 9.767 | 09:05:03.097 |
| 2 -                       | 46.869   | 120.2          | 1:15.707 | 113.5                    | 28.059   | 106.5              | 2:30.635 (2) | 86.97 | 0.353 | 09:07:33.732 |
| 3 -                       | 46.987   | 116.9          | 1:15.188 | 113.3                    | 28.107   | 106.0              | 2:30.282 (1) | 87.18 |       | 09:10:04.014 |
| 4 -                       | 47.068   | 116.5          | 1:16.509 | 112.7                    | 28.018   | 106.4              | 2:31.595     | 86.42 | 1.313 | 09:12:35.609 |
| 5 -                       | 47.607   | 118.7          | 1:16.497 | 112.9                    | 28.141   | 108.5              | 2:32.245     | 86.05 | 1.963 | 09:15:07.854 |
| 6 -                       | 47.497   | 116.7          | 1:15.694 | 114.3                    | 28.133   | 106.9              | 2:31.324 (3) | 86.58 | 1.042 | 09:17:39.178 |

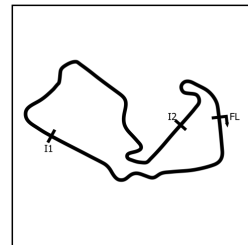
| P22 124 E1                |               | Paul CLARK   |                 | Lotus 20/22              |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:29.864 |               |              |                 | BEST LAP TIME : 2:30.348 |               | DIFFERENCE : 0.484 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 119.8        | 1:17.604        | <b>118.5</b>             | 28.555        | 108.5              | 2:38.845            | 82.48        | 8.497 | 09:05:01.893        |
| 2 -                       | 47.725        | 122.2        | 1:16.116        | 116.3                    | 28.655        | 108.5              | 2:32.496            | 85.91        | 2.148 | 09:07:34.389        |
| 3 -                       | 47.635        | 122.4        | 1:15.865        | 116.9                    | 28.125        | 108.3              | 2:31.625 (3)        | 86.40        | 1.277 | 09:10:06.014        |
| 4 -                       | 47.463        | 122.2        | 1:16.578        | 117.7                    | 28.258        | <b>109.0</b>       | 2:32.299            | 86.02        | 1.951 | 09:12:38.313        |
| 5 -                       | 47.363        | 122.0        | <b>1:15.007</b> | <b>118.5</b>             | <b>27.978</b> | 108.1              | <b>2:30.348 (1)</b> | <b>87.14</b> |       | <b>09:15:08.661</b> |
| 6 -                       | <b>46.879</b> | <b>123.1</b> | 1:15.591        | 117.7                    | 28.484        | 108.8              | 2:30.954 (2)        | 86.79        | 0.606 | 09:17:39.615        |

| P23 167 E1                |          | Alan SCHMIDT             |          | Brabham BT6        |          |       |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.286 |          | BEST LAP TIME : 2:30.286 |          | DIFFERENCE : 0.000 |          |       |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 124.0                    | 1:19.016 | 112.2              | 28.970   | 109.4 | 2:40.673     | 81.54 | 10.387 | 09:05:03.721 |
| 2 -                       | 47.477   | 125.4                    | 1:18.283 | 114.1              | 28.213   | 108.7 | 2:33.973     | 85.09 | 3.687  | 09:07:37.694 |
| 3 -                       | 46.491   | 125.6                    | 1:18.236 | 114.3              | 28.535   | 108.1 | 2:33.262     | 85.48 | 2.976  | 09:10:10.956 |
| 4 -                       | 46.624   | 124.7                    | 1:17.551 | 113.5              | 28.525   | 109.0 | 2:32.700 (2) | 85.80 | 2.414  | 09:12:43.656 |
| 5 -                       | 46.593   | 124.2                    | 1:17.386 | 112.5              | 28.798   | 108.1 | 2:32.777 (3) | 85.75 | 2.491  | 09:15:16.433 |
| 6 -                       | 46.327   | 123.8                    | 1:16.140 | 115.3              | 27.819   | 109.2 | 2:30.286 (1) | 87.17 |        | 09:17:46.719 |

| P24 14 C2                 |               | Crispian BESLEY |                          |              |               | Cooper T56         |                     |              |        |                     |
|---------------------------|---------------|-----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:30.952 |               |                 | BEST LAP TIME : 2:30.952 |              |               | DIFFERENCE : 0.000 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 118.5           | 1:18.297                 | 107.3        | 28.290        | 106.9              | 2:42.414            | 80.66        | 11.462 | 09:05:05.462        |
| 2 -                       | 47.764        | <b>119.4</b>    | 1:16.373                 | 112.5        | 28.531        | 107.9              | 2:32.668 (3)        | 85.81        | 1.716  | 09:07:38.130        |
| 3 -                       | 47.389        | 119.1           | 1:17.039                 | <b>113.7</b> | 28.786        | 107.8              | 2:33.214            | 85.51        | 2.262  | 09:10:11.344        |
| 4 -                       | 47.154        | <b>119.4</b>    | 1:17.411                 | 112.4        | 28.505        | 107.2              | 2:33.070            | 85.59        | 2.118  | 09:12:44.414        |
| 5 -                       | 47.104        | 117.9           | 1:16.184                 | <b>113.7</b> | 29.029        | <b>108.1</b>       | 2:32.317 (2)        | 86.01        | 1.365  | 09:15:16.731        |
| 6 -                       | <b>47.056</b> | 118.3           | <b>1:15.893</b>          | <b>113.7</b> | <b>28.003</b> | 107.9              | <b>2:30.952 (1)</b> | <b>86.79</b> |        | <b>09:17:47.683</b> |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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 197 E1                |               | Martin MCHUGH |                 | Lotus 20/22              |               |                    |                     |              |        |                     |
|---------------------------|---------------|---------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.980 |               |               |                 | BEST LAP TIME : 2:33.964 |               | DIFFERENCE : 0.984 |                     |              |        |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 118.7         | 1:21.461        | 114.3                    | 28.347        | 108.7              | 2:46.527            | 78.67        | 12.563 | 09:05:09.575        |
| 2 -                       | 48.742        | <b>122.6</b>  | 1:17.897        | 113.3                    | 28.976        | 104.7              | 2:35.615            | 84.19        | 1.651  | 09:07:45.190        |
| 3 -                       | 48.635        | <b>122.6</b>  | 1:19.345        | <b>117.1</b>             | 28.291        | <b>108.8</b>       | 2:36.271            | 83.83        | 2.307  | 09:10:21.461        |
| 4 -                       | 48.707        | <b>122.6</b>  | 1:18.334        | 116.5                    | 28.353        | <b>108.8</b>       | 2:35.394 (3)        | 84.31        | 1.430  | 09:12:56.855        |
| 5 -                       | <b>48.066</b> | 122.4         | <b>1:16.956</b> | 115.9                    | 28.942        | <b>108.8</b>       | <b>2:33.964 (1)</b> | <b>85.09</b> |        | <b>09:15:30.819</b> |
| 6 -                       | 48.281        | 122.2         | 1:18.148        | 115.9                    | <b>27.958</b> | <b>108.8</b>       | 2:34.387 (2)        | 84.86        | 0.423  | 09:18:05.206        |

| P26 56 C2                 |          | Jeremy DEELEY            |          | Cooper T56         |          |       |              |       |       |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:34.137 |          | BEST LAP TIME : 2:34.288 |          | DIFFERENCE : 0.151 |          |       |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 110.7                    | 1:19.162 | 110.0              | 28.446   | 106.9 | 2:44.221     | 79.78 | 9.933 | 09:05:07.269 |
| 2 -                       | 49.604   | 117.1                    | 1:18.972 | 109.6              | 28.506   | 105.9 | 2:37.082     | 83.40 | 2.794 | 09:07:44.351 |
| 3 -                       | 48.636   | 115.7                    | 1:17.364 | 111.6              | 28.288   | 106.9 | 2:34.288 (1) | 84.91 |       | 09:10:18.639 |
| 4 -                       | 48.725   | 115.9                    | 1:17.481 | 110.0              | 28.959   | 104.7 | 2:35.165 (2) | 84.43 | 0.877 | 09:12:53.804 |
| 5 -                       | 49.194   | 115.3                    | 1:18.241 | 106.0              | 29.109   | 105.9 | 2:36.544     | 83.69 | 2.256 | 09:15:30.348 |
| 6 -                       | 48.485   | 116.1                    | 1:18.788 | 111.4              | 28.461   | 106.0 | 2:35.734 (3) | 84.12 | 1.446 | 09:18:06.082 |

| P27 83 E1                 |          | Martin HALUSA |          | Lotus 22                 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:32.116 |          |               |          | BEST LAP TIME : 2:33.327 |          | DIFFERENCE : 1.211 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 105.3         | 1:23.418 | 102.4                    | 29.623   | 105.5              | 2:50.333     | 76.91 | 17.006 | 09:05:13.381 |
| 2 -                       | 48.837   | 118.7         | 1:19.127 | 108.9                    | 29.008   | 107.4              | 2:36.972     | 83.46 | 3.645  | 09:07:50.353 |
| 3 -                       | 48.399   | 119.4         | 1:18.375 | 113.5                    | 28.535   | 109.4              | 2:35.309 (3) | 84.35 | 1.982  | 09:10:25.662 |
| 4 -                       | 48.375   | 118.5         | 1:18.441 | 110.3                    | 28.888   | 109.2              | 2:35.704     | 84.14 | 2.377  | 09:13:01.366 |
| 5 -                       | 48.184   | 122.4         | 1:17.125 | 114.7                    | 28.192   | 109.4              | 2:33.501 (2) | 85.35 | 0.174  | 09:15:34.867 |
| 6 -                       | 47.059   | 119.6         | 1:16.865 | 111.2                    | 29.403   | 104.8              | 2:33.327 (1) | 85.44 |        | 09:18:08.194 |

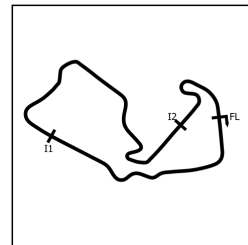
| P28 13 B2                 |          | Niall MCFADDEN           |          | Elva 100           |        |          |              |       |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|----------|--------------|-------|--------------|--------------|
| IDEAL LAP TIME : 2:35.264 |          | BEST LAP TIME : 2:35.468 |          | DIFFERENCE : 0.204 |        |          |              |       |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF     | TIME OF DAY  |       |              |              |
| 1 -                       | 109.8    | 1:18.329                 | 107.0    | 29.300             | 98.3   | 2:43.050 | 80.35        | 7.582 | 09:05:06.098 |              |
| 2 -                       | 48.894   | 110.3                    | 1:17.436 | 105.6              | 29.138 | 98.1     | 2:35.468 (1) | 84.27 | 09:07:41.566 |              |
| 3 -                       | 48.930   | 108.0                    | 1:18.455 | 104.3              | 29.309 | 96.2     | 2:36.694     | 83.61 | 1.226        | 09:10:18.260 |
| 4 -                       | 50.067   | 110.1                    | 1:17.290 | 106.5              | 29.295 | 97.8     | 2:36.652 (3) | 83.63 | 1.184        | 09:12:54.912 |
| 5 -                       | 49.003   | 110.0                    | 1:17.982 | 107.0              | 30.096 | 96.2     | 2:37.081     | 83.40 | 1.613        | 09:15:31.993 |
| 6 -                       | 48.836   | 109.2                    | 1:18.260 | 106.3              | 29.386 | 96.8     | 2:36.482 (2) | 83.72 | 1.014        | 09:18:08.475 |

| P29 81 E1                 |          | Ralph CARTER |          | Brabham BT2              |          |                    |              |       |        |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:32.967 |          |              |          | BEST LAP TIME : 2:33.150 |          | DIFFERENCE : 0.183 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 110.9        | 1:23.259 | 110.0                    | 28.543   | 109.9              | 2:47.377     | 78.27 | 14.227 | 09:05:10.425 |
| 2 -                       | 48.455   | 119.4        | 1:18.193 | 112.9                    | 29.957   | 106.0              | 2:36.605     | 83.66 | 3.455  | 09:07:47.030 |
| 3 -                       | 48.212   | 122.6        | 1:28.383 | 113.9                    | 28.093   | 109.0              | 2:44.688     | 79.55 | 11.538 | 09:10:31.718 |
| 4 -                       | 47.218   | 116.9        | 1:17.681 | 113.3                    | 28.251   | 111.0              | 2:33.150 (1) | 85.54 |        | 09:13:04.868 |
| 5 -                       | 47.653   | 110.0        | 1:17.894 | 111.8                    | 28.621   | 111.2              | 2:34.168 (3) | 84.98 | 1.018  | 09:15:39.036 |
| 6 -                       | 47.681   | 123.3        | 1:17.656 | 116.7                    | 28.231   | 110.7              | 2:33.568 (2) | 85.31 | 0.418  | 09:18:12.604 |

| P30 46 C2                 |          | Marco ZOLIN              |          | Cooper T56         |          |       |              |       |       |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:34.747 |          | BEST LAP TIME : 2:34.747 |          | DIFFERENCE : 0.000 |          |       |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 108.9                    | 1:19.274 | 108.4              | 28.998   | 101.4 | 2:44.146     | 79.81 | 9.399 | 09:05:07.194 |
| 2 -                       | 49.714   | 108.7                    | 1:18.953 | 105.8              | 29.290   | 97.7  | 2:37.957 (3) | 82.94 | 3.210 | 09:07:45.151 |
| 3 -                       | 50.878   | 107.7                    | 1:18.186 | 106.8              | 29.024   | 100.7 | 2:38.088     | 82.87 | 3.341 | 09:10:23.239 |
| 4 -                       | 51.028   | 107.7                    | 1:19.367 | 107.0              | 28.934   | 99.7  | 2:39.329     | 82.23 | 4.582 | 09:13:02.568 |
| 5 -                       | 49.260   | 109.4                    | 1:18.591 | 106.3              | 29.614   | 100.2 | 2:37.465 (2) | 83.20 | 2.718 | 09:15:40.033 |
| 6 -                       | 48.674   | 109.8                    | 1:17.213 | 106.3              | 28.860   | 99.3  | 2:34.747 (1) | 84.66 |       | 09:18:14.780 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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 141 B2                |          | Charlie BESLEY           |          | Elva 100           |          |          |              |       |             |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 2:34.284 |          | BEST LAP TIME : 2:34.323 |          | DIFFERENCE : 0.039 |          |          |              |       |             |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY |              |
| 1 -                       |          | 103.8                    | 1:20.047 | 100.7              | 29.164   | 98.0     | 2:55.377     | 74.70 | 21.054      | 09:05:18.425 |
| 2 -                       | 48.844   | 108.5                    | 1:18.202 | 104.8              | 28.641   | 99.0     | 2:35.687     | 84.15 | 1.364       | 09:07:54.112 |
| 3 -                       | 48.768   | 106.5                    | 1:17.601 | 104.5              | 28.466   | 98.8     | 2:34.835 (2) | 84.61 | 0.512       | 09:10:28.947 |
| 4 -                       | 48.681   | 107.2                    | 1:17.137 | 106.3              | 28.505   | 100.2    | 2:34.323 (1) | 84.89 |             | 09:13:03.270 |
| 5 -                       | 48.714   | 110.1                    | 1:18.624 | 102.9              | 29.700   | 100.5    | 2:37.038     | 83.43 | 2.715       | 09:15:40.308 |
| 6 -                       | 48.751   | 110.0                    | 1:17.482 | 106.3              | 28.939   | 99.0     | 2:35.172 (3) | 84.43 | 0.849       | 09:18:15.480 |

| P32 66 D2                 |          | John TIMONEY |          | Ausper T3                |          |                    |              |       |        |              |
|---------------------------|----------|--------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.365 |          |              |          | BEST LAP TIME : 2:35.751 |          | DIFFERENCE : 0.386 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 110.7        | 1:21.719 | 105.5                    | 29.227   | 106.7              | 2:48.487     | 77.76 | 12.736 | 09:05:11.535 |
| 2 -                       | 48.335   | 123.3        | 1:18.926 | 112.0                    | 29.366   | 107.2              | 2:36.627 (2) | 83.64 | 0.876  | 09:07:48.162 |
| 3 -                       | 48.365   | 118.5        | 1:18.859 | 111.4                    | 29.418   | 105.9              | 2:36.642 (3) | 83.64 | 0.891  | 09:10:24.804 |
| 4 -                       | 48.721   | 120.2        | 1:18.279 | 115.5                    | 28.751   | 107.1              | 2:35.751 (1) | 84.11 |        | 09:13:00.555 |
| 5 -                       | 48.777   | 118.5        | 1:19.582 | 113.1                    | 29.118   | 106.4              | 2:37.477     | 83.19 | 1.726  | 09:15:38.032 |
| 6 -                       | 48.680   | 119.1        | 1:19.574 | 108.7                    | 29.297   | 107.1              | 2:37.551     | 83.15 | 1.800  | 09:18:15.583 |

| P33 3 B2                  |               | Justin FLEMING |                          |              |               | Lola Mk2           |                     |              |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:39.624 |               |                | BEST LAP TIME : 2:39.975 |              |               | DIFFERENCE : 0.351 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | <b>118.1</b>   | 1:22.441                 | 101.3        | 30.593        | 101.9              | 2:51.685            | 76.31        | 11.710 | 09:05:14.733        |
| 2 -                       | <b>49.932</b> | 115.1          | 1:20.822                 | 108.2        | 29.524        | <b>103.7</b>       | 2:40.278 (2)        | 81.74        | 0.303  | 09:07:55.011        |
| 3 -                       | 50.620        | 115.1          | 1:20.341                 | 110.0        | 29.624        | 103.0              | 2:40.585 (3)        | 81.58        | 0.610  | 09:10:35.596        |
| 4 -                       | 50.527        | 114.9          | 1:21.035                 | 108.7        | 30.016        | 102.4              | 2:41.578            | 81.08        | 1.603  | 09:13:17.174        |
| 5 -                       | 50.413        | 113.9          | 1:21.770                 | 108.5        | 29.558        | <b>103.7</b>       | 2:41.741            | 81.00        | 1.766  | 09:15:58.915        |
| 6 -                       | 50.283        | 114.3          | <b>1:20.182</b>          | <b>111.4</b> | <b>29.510</b> | 102.4              | <b>2:39.975 (1)</b> | <b>81.89</b> |        | <b>09:18:38.890</b> |

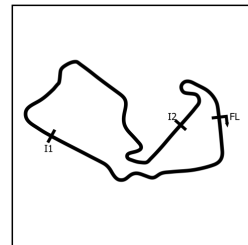
| P34 131 B2                |          | Dave WALL |          | Gemini Mk2               |          |                    |              |       |        |              |
|---------------------------|----------|-----------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:39.812 |          |           |          | BEST LAP TIME : 2:39.973 |          | DIFFERENCE : 0.161 |              |       |        |              |
| LAP                       | SECTOR 1 |           | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 111.6     | 1:22.832 | 100.9                    | 30.445   | 98.5               | 2:53.291     | 75.60 | 13.318 | 09:05:16.339 |
| 2 -                       | 50.907   | 105.3     | 1:21.190 | 105.3                    | 29.880   | 98.5               | 2:41.977     | 80.88 | 2.004  | 09:07:58.316 |
| 3 -                       | 49.952   | 109.2     | 1:20.331 | 104.5                    | 29.992   | 98.7               | 2:40.275 (2) | 81.74 | 0.302  | 09:10:38.591 |
| 4 -                       | 49.895   | 109.6     | 1:20.212 | 104.2                    | 29.866   | 98.5               | 2:39.973 (1) | 81.89 |        | 09:13:18.564 |
| 5 -                       | 49.952   | 110.5     | 1:21.010 | 99.5                     | 30.069   | 101.0              | 2:41.031     | 81.36 | 1.058  | 09:15:59.595 |
| 6 -                       | 50.665   | 109.6     | 1:20.492 | 104.0                    | 29.705   | 98.8               | 2:40.862 (3) | 81.44 | 0.889  | 09:18:40.457 |

| P35 6 E1                  |          | Sharon ADELMAN |                          | Brabham BT6 |                    |      |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|-------------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:46.374 |          |                | BEST LAP TIME : 2:46.622 |             | DIFFERENCE : 0.248 |      |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |             | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 114.9          | 1:24.262                 | 106.5       | 30.574             | 98.1 | 2:57.210     | 73.93 | 10.588 | 09:05:20.258 |
| 2 -                       | 51.538   | 120.2          | 1:24.445                 | 110.0       | 30.639             | 96.0 | 2:46.622 (1) | 78.63 |        | 09:08:06.880 |
| 3 -                       | 52.717   | 117.1          | 1:25.385                 | 108.2       | 32.108             | 93.4 | 2:50.210 (2) | 76.97 | 3.588  | 09:10:57.090 |
| 4 -                       | 52.938   | 118.9          | 1:26.964                 | 99.5        | 32.329             | 91.9 | 2:52.231 (3) | 76.07 | 5.609  | 09:13:49.321 |
| 5 -                       | 53.787   | 116.3          | 1:27.619                 | 107.0       | 32.048             | 93.5 | 2:53.454     | 75.53 | 6.832  | 09:16:42.775 |

| P36 99 B2                 |          | Simon JONES |                          | Elva 100 |                    |      |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|----------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:45.953 |          |             | BEST LAP TIME : 2:46.899 |          | DIFFERENCE : 0.946 |      |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 102.1       | 1:28.391                 | 103.0    | 31.150             | 98.3 | 3:07.953     | 69.70 | 21.054 | 09:05:31.001 |
| 2 -                       | 53.246   | 108.2       | 1:26.284                 | 104.2    | 30.882             | 99.3 | 2:50.412     | 76.88 | 3.513  | 09:08:21.413 |
| 3 -                       | 52.568   | 109.2       | 1:25.040                 | 101.5    | 31.143             | 99.1 | 2:48.751 (2) | 77.63 | 1.852  | 09:11:10.164 |
| 4 -                       | 51.706   | 108.9       | 1:23.414                 | 102.7    | 31.779             | 95.7 | 2:46.899 (1) | 78.50 |        | 09:13:57.063 |
| 5 -                       | 54.605   | 109.4       | 1:23.365                 | 105.0    | 31.421             | 99.4 | 2:49.391 (3) | 77.34 | 2.492  | 09:16:46.454 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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

| P37                       |          | 4 B1 |          | Graham BARRON            |          | Gemini Mk2         |              |       |        |              |
|---------------------------|----------|------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:46.558 |          |      |          | BEST LAP TIME : 2:47.677 |          | DIFFERENCE : 1.119 |              |       |        |              |
| LAP                       | SECTOR 1 |      | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 91.6 | 1:27.219 | 92.4                     | 30.858   | 88.6               | 3:08.918     | 69.35 | 21.241 | 09:05:31.966 |
| 2 -                       | 54.412   | 90.0 | 1:27.145 | 92.6                     | 30.329   | 91.7               | 2:51.886     | 76.22 | 4.209  | 09:08:23.852 |
| 3 -                       | 52.825   | 92.5 | 1:25.413 | 93.7                     | 30.273   | 92.4               | 2:48.511 (3) | 77.75 | 0.834  | 09:11:12.363 |
| 4 -                       | 52.552   | 93.7 | 1:24.703 | 92.8                     | 30.422   | 91.2               | 2:47.677 (1) | 78.13 |        | 09:14:00.040 |
| 5 -                       | 54.201   | 91.5 | 1:23.733 | 93.7                     | 30.576   | 92.3               | 2:48.510 (2) | 77.75 | 0.833  | 09:16:48.550 |

| P38 138 B2                |          | Neil HODGES              |          | Gemini Mk2         |          |      |              |       |       |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:49.458 |          | BEST LAP TIME : 2:51.371 |          | DIFFERENCE : 1.913 |          |      |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 110.9                    | 1:25.700 | 103.7              | 30.953   | 98.1 | 3:00.110     | 72.74 | 8.739 | 09:05:23.158 |
| 2 -                       | 53.250   | 107.2                    | 1:30.404 | 101.3              | 31.392   | 97.5 | 2:55.046     | 74.84 | 3.675 | 09:08:18.204 |
| 3 -                       | 53.469   | 108.7                    | 1:27.162 | 101.5              | 31.707   | 98.8 | 2:52.338 (2) | 76.02 | 0.967 | 09:11:10.542 |
| 4 -                       | 52.805   | 107.3                    | 1:30.283 | 103.7              | 31.382   | 99.3 | 2:54.470 (3) | 75.09 | 3.099 | 09:14:05.012 |
| 5 -                       | 52.934   | 109.4                    | 1:27.110 | 100.7              | 31.327   | 98.7 | 2:51.371 (1) | 76.45 |       | 09:16:56.383 |

| P39 52 C2                 |          | Peter FENICHEL           |          | Cooper T52         |        |          |              |        |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|----------|--------------|--------|--------------|--------------|
| IDEAL LAP TIME : 2:52.901 |          | BEST LAP TIME : 2:54.207 |          | DIFFERENCE : 1.306 |        |          |              |        |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF     | TIME OF DAY  |        |              |              |
| 1 -                       | 99.2     | 1:28.819                 | 91.0     | 31.381             | 102.1  | 3:10.982 | 68.60        | 16.775 | 09:05:34.030 |              |
| 2 -                       | 53.712   | 105.1                    | 1:27.808 | 98.2               | 32.687 | 98.1     | 2:54.207 (1) | 75.20  | 09:08:28.237 |              |
| 3 -                       | 55.545   | 107.2                    | 1:28.099 | 99.2               | 32.285 | 100.4    | 2:55.929 (3) | 74.47  | 1.722        | 09:11:24.166 |
| 4 -                       | 54.149   | 108.9                    | 1:29.268 | 104.6              | 32.427 | 98.5     | 2:55.844 (2) | 74.50  | 1.637        | 09:14:20.010 |
| 5 -                       | 54.605   | 107.7                    | 1:30.726 | 99.2               | 32.233 | 99.3     | 2:57.564     | 73.78  | 3.357        | 09:17:17.574 |

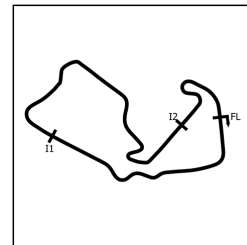
| P40 24 A                  |          | Adrian STEVENS |          | Hillwood FJ              |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:54.530 |          |                |          | BEST LAP TIME : 2:54.881 |          | DIFFERENCE : 0.351 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 102.6          | 1:31.336 | 96.5                     | 31.617   | 97.7               | 3:10.315     | 68.84 | 15.434 | 09:05:33.363 |
| 2 -                       | 55.310   | 94.1           | 1:30.426 | 103.8                    | 31.213   | 99.3               | 2:56.949 (2) | 74.04 | 2.068  | 09:08:30.312 |
| 3 -                       | 54.228   | 103.0          | 1:29.089 | 102.7                    | 31.564   | 98.7               | 2:54.881 (1) | 74.91 |        | 09:11:25.193 |
| 4 -                       | 54.998   | 99.8           | 1:35.097 | 100.3                    | 31.353   | 93.4               | 3:01.448     | 72.20 | 6.567  | 09:14:26.641 |
| 5 -                       | 55.710   | 103.2          | 1:30.640 | 98.6                     | 31.550   | 96.4               | 2:57.900 (3) | 73.64 | 3.019  | 09:17:24.541 |

| P41 7 B2                  |               | Duncan RABAGLIATI        |                 |             |               | Alexis HF1         |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:56.101 |               | BEST LAP TIME : 2:56.239 |                 |             |               | DIFFERENCE : 0.138 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |             | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 94.2                     | 1:33.064        | 94.9        | 32.622        | <b>91.5</b>        | 3:13.108            | 67.84        | 16.869 | 09:05:36.156        |
| 2 -                       | 55.908        | 94.6                     | 1:28.239        | <b>95.5</b> | <b>32.522</b> | 91.3               | 2:56.669 <b>(2)</b> | 74.15        | 0.430  | 09:08:32.825        |
| <b>3 -</b>                | <b>55.554</b> | 93.8                     | <b>1:28.025</b> | 93.5        | 32.660        | 90.8               | <b>2:56.239 (1)</b> | <b>74.34</b> |        | <b>09:11:29.064</b> |
| 4 -                       | 56.287        | 91.5                     | 1:32.392        | 93.0        | 33.031        | 89.2               | 3:01.710            | 72.10        | 5.471  | 09:14:30.774        |
| 5 -                       | 57.712        | <b>101.8</b>             | 1:30.621        | 93.3        | 33.278        | 86.0               | 3:01.611 <b>(3)</b> | 72.14        | 5.372  | 09:17:32.385        |

| P42 39 D2                 |          | Nic CARLTON-SMITH        |          | Lotus 20           |        |       |              |       |       |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|-------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.993 |          | BEST LAP TIME : 2:25.168 |          | DIFFERENCE : 0.175 |        |       |              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF  | TIME OF DAY  |       |       |              |
| 1 -                       |          | 125.2                    | 1:15.881 | 115.3              | 27.495 | 110.7 | 2:33.399     | 85.40 | 8.231 | 09:04:56.447 |
| 2 -                       | 45.592   | 119.8                    | 1:13.771 | 117.3              | 27.590 | 110.1 | 2:26.953     | 89.15 | 1.785 | 09:07:23.400 |
| 3 -                       | 45.328   | 121.7                    | 1:12.645 | 117.7              | 27.366 | 109.2 | 2:25.339 (3) | 90.14 | 0.171 | 09:09:48.739 |
| 4 -                       | 45.354   | 121.3                    | 1:12.794 | 116.7              | 27.020 | 109.6 | 2:25.168 (1) | 90.25 |       | 09:12:13.907 |
| 5 -                       | 45.393   | 121.5                    | 1:12.766 | 117.5              | 27.104 | 109.7 | 2:25.263 (2) | 90.19 | 0.095 | 09:14:39.170 |
| 6 -                       | 45.920   | 120.9                    | 1:13.220 | 116.9              | 27.026 | 109.4 | 2:26.166     | 89.63 | 0.998 | 09:17:05.336 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - 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>P43 77 E1</b>          |               | <b>Lukas BUHOFFER</b> |                 | Brabham BT6              |               |                    |                     |              |       |                     |
| IDEAL LAP TIME : 2:24.728 |               |                       |                 | BEST LAP TIME : 2:24.776 |               | DIFFERENCE : 0.048 |                     |              |       |                     |
| LAP                       | SECTOR 1      |                       | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>127.3</b>          | 1:15.549        | 112.2                    | 27.394        | 113.5              | 2:32.834            | 85.72        | 8.058 | 09:04:55.882        |
| 2 -                       | 45.953        | 122.4                 | 1:13.695        | 115.7                    | 27.286        | 111.2              | 2:26.934            | 89.16        | 2.158 | 09:07:22.816        |
| 3 -                       | 45.867        | 118.1                 | 1:13.338        | 119.8                    | 27.132        | 110.9              | 2:26.337            | 89.53        | 1.561 | 09:09:49.153        |
| 4 -                       | 45.492        | 119.8                 | 1:12.883        | 119.8                    | 27.190        | 112.4              | 2:25.565 (2)        | 90.00        | 0.789 | 09:12:14.718        |
| 5 -                       | <b>45.319</b> | 120.9                 | <b>1:12.447</b> | 119.8                    | 27.010        | 111.8              | <b>2:24.776 (1)</b> | <b>90.49</b> |       | <b>09:14:39.494</b> |
| 6 -                       | 45.701        | 122.9                 | 1:13.374        | <b>121.3</b>             | <b>26.962</b> | <b>114.5</b>       | 2:26.037 (3)        | 89.71        | 1.261 | 09:17:05.531        |

|                  |          |                        |                 |                 |               |              |            |       |      |              |
|------------------|----------|------------------------|-----------------|-----------------|---------------|--------------|------------|-------|------|--------------|
| <b>P44 28 E1</b> |          | <b>Spencer SHINNER</b> |                 | Lola Mk5A       |               |              |            |       |      |              |
| IDEAL LAP TIME : |          |                        |                 | BEST LAP TIME : |               | DIFFERENCE : |            |       |      |              |
| LAP              | SECTOR 1 |                        | SECTOR 2        |                 | SECTOR 3      |              | LAP TIME   | MPH   | DIFF | TIME OF DAY  |
| 1 -              |          | <b>87.8</b>            | <b>1:26.494</b> | <b>82.2</b>     | <b>IN PIT</b> |              | 2:57.823 P | 73.67 |      | 09:05:20.871 |

|                  |          |                      |                 |                 |               |              |            |       |      |              |
|------------------|----------|----------------------|-----------------|-----------------|---------------|--------------|------------|-------|------|--------------|
| <b>P45 18 D2</b> |          | <b>Erik JUSTESEN</b> |                 | Koala FJ        |               |              |            |       |      |              |
| IDEAL LAP TIME : |          |                      |                 | BEST LAP TIME : |               | DIFFERENCE : |            |       |      |              |
| LAP              | SECTOR 1 |                      | SECTOR 2        |                 | SECTOR 3      |              | LAP TIME   | MPH   | DIFF | TIME OF DAY  |
| 1 -              |          | <b>110.7</b>         | <b>1:31.791</b> | <b>86.3</b>     | <b>IN PIT</b> |              | 3:28.473 P | 62.84 |      | 09:05:51.521 |

|                  |          |                      |          |                 |          |              |          |     |      |             |
|------------------|----------|----------------------|----------|-----------------|----------|--------------|----------|-----|------|-------------|
| <b>P46 92 E1</b> |          | <b>Simon JACKSON</b> |          | De Tomaso FJ    |          |              |          |     |      |             |
| IDEAL LAP TIME : |          |                      |          | BEST LAP TIME : |          | DIFFERENCE : |          |     |      |             |
| LAP              | SECTOR 1 |                      | SECTOR 2 |                 | SECTOR 3 |              | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 -              |          | <b>127.3</b>         |          |                 |          |              |          |     |      |             |

FJHRA Silverline Historic Formula Junior Championship

RACE 2 - 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 | 2:18.748 |       |
| 1        | 21  | 43.424 | 57       | 1:09.208 | 55       | 26.116 | 1                       | 57  | GRANT         | 2:18.848    | 2:18.848 | 0.000 |
| 2        | 57  | 43.459 | 53       | 1:09.371 | 57       | 26.181 | 2                       | 53  | WILSON        | 2:19.096    | 2:19.259 | 0.163 |
| 3        | 53  | 43.496 | 21       | 1:09.628 | 53       | 26.229 | 3                       | 21  | AMES          | 2:19.422    | 2:19.622 | 0.200 |
| 4        | 55  | 43.834 | 55       | 1:09.794 | 21       | 26.370 | 4                       | 55  | HALUSA        | 2:19.744    | 2:19.848 | 0.104 |
| 5        | 41  | 44.510 | 41       | 1:10.504 | 41       | 26.468 | 5                       | 41  | HIBBERD       | 2:21.482    | 2:21.514 | 0.032 |
| 6        | 90  | 44.519 | 90       | 1:10.856 | 54       | 26.498 | 6                       | 90  | FLANN         | 2:22.157    | 2:22.331 | 0.174 |
| 7        | 17  | 44.605 | 17       | 1:11.112 | 90       | 26.782 | 7                       | 17  | DIFFEY        | 2:22.593    | 2:22.778 | 0.185 |
| 8        | 171 | 44.878 | 143      | 1:11.310 | 17       | 26.876 | 8                       | 54  | HALUSA        | 2:23.317    | 2:23.317 | 0.000 |
| 9        | 143 | 44.929 | 69       | 1:11.590 | 77       | 26.962 | 9                       | 143 | MONUMENT      | 2:23.605    | 2:23.805 | 0.200 |
| 10       | 54  | 45.005 | 54       | 1:11.814 | 39       | 27.020 | 10                      | 69  | ROACH         | 2:23.913    | 2:24.251 | 0.338 |
| 11       | 50  | 45.222 | 50       | 1:11.947 | 69       | 27.059 | 11                      | 171 | METCALFE      | 2:24.178    | 2:24.590 | 0.412 |
| 12       | 69  | 45.264 | 171      | 1:11.969 | 76       | 27.071 | 12                      | 50  | BUHOFER       | 2:24.332    | 2:24.573 | 0.241 |
| 13       | 77  | 45.319 | 77       | 1:12.447 | 50       | 27.163 | 13                      | 77  | BUHOFER       | 2:24.728    | 2:24.776 | 0.048 |
| 14       | 39  | 45.328 | 76       | 1:12.540 | 68       | 27.250 | 14                      | 39  | CARLTON-SMITH | 2:24.993    | 2:25.168 | 0.175 |
| 15       | 61  | 45.422 | 39       | 1:12.645 | 61       | 27.300 | 15                      | 76  | CHILD         | 2:25.341    | 2:25.525 | 0.184 |
| 16       | 45  | 45.506 | 61       | 1:12.753 | 171      | 27.331 | 16                      | 61  | TREPES        | 2:25.475    | 2:25.514 | 0.039 |
| 17       | 32  | 45.643 | 166      | 1:12.960 | 143      | 27.366 | 17                      | 45  | ROSS          | 2:26.011    | 2:26.782 | 0.771 |
| 18       | 68  | 45.652 | 45       | 1:13.127 | 45       | 27.378 | 18                      | 166 | UNDERWOOD     | 2:26.222    | 2:26.888 | 0.666 |
| 19       | 76  | 45.730 | 68       | 1:13.334 | 32       | 27.389 | 19                      | 68  | LEES          | 2:26.236    | 2:26.814 | 0.578 |
| 20       | 166 | 45.792 | 32       | 1:13.708 | 166      | 27.470 | 20                      | 32  | MALLOCK       | 2:26.740    | 2:27.554 | 0.814 |
| 21       | 153 | 46.142 | 71       | 1:14.331 | 153      | 27.539 | 21                      | 71  | HICKS         | 2:28.565    | 2:28.841 | 0.276 |
| 22       | 167 | 46.327 | 124      | 1:15.007 | 71       | 27.784 | 22                      | 153 | HALUSA        | 2:29.228    | 2:29.650 | 0.422 |
| 23       | 71  | 46.450 | 23       | 1:15.188 | 167      | 27.819 | 23                      | 124 | CLARK         | 2:29.864    | 2:30.348 | 0.484 |
| 24       | 23  | 46.869 | 153      | 1:15.547 | 197      | 27.958 | 24                      | 23  | RUSSELL       | 2:30.075    | 2:30.282 | 0.207 |
| 25       | 124 | 46.879 | 14       | 1:15.893 | 124      | 27.978 | 25                      | 167 | SCHMIDT       | 2:30.286    | 2:30.286 | 0.000 |
| 26       | 14  | 47.056 | 167      | 1:16.140 | 14       | 28.003 | 26                      | 14  | BESLEY        | 2:30.952    | 2:30.952 | 0.000 |
| 27       | 83  | 47.059 | 83       | 1:16.865 | 23       | 28.018 | 27                      | 83  | HALUSA        | 2:32.116    | 2:33.327 | 1.211 |
| 28       | 81  | 47.218 | 197      | 1:16.956 | 81       | 28.093 | 28                      | 81  | CARTER        | 2:32.967    | 2:33.150 | 0.183 |
| 29       | 197 | 48.066 | 141      | 1:17.137 | 83       | 28.192 | 29                      | 197 | MCHUGH        | 2:32.980    | 2:33.964 | 0.984 |
| 30       | 66  | 48.335 | 46       | 1:17.213 | 56       | 28.288 | 30                      | 56  | DEELEY        | 2:34.137    | 2:34.288 | 0.151 |
| 31       | 56  | 48.485 | 13       | 1:17.290 | 141      | 28.466 | 31                      | 141 | BESLEY        | 2:34.284    | 2:34.323 | 0.039 |
| 32       | 46  | 48.674 | 56       | 1:17.364 | 66       | 28.751 | 32                      | 46  | ZOLIN         | 2:34.747    | 2:34.747 | 0.000 |
| 33       | 141 | 48.681 | 81       | 1:17.656 | 46       | 28.860 | 33                      | 13  | MCFADDEN      | 2:35.264    | 2:35.468 | 0.204 |
| 34       | 13  | 48.836 | 66       | 1:18.279 | 13       | 29.138 | 34                      | 66  | TIMONEY       | 2:35.365    | 2:35.751 | 0.386 |
| 35       | 131 | 49.895 | 3        | 1:20.182 | 3        | 29.510 | 35                      | 3   | FLEMING       | 2:39.624    | 2:39.975 | 0.351 |
| 36       | 3   | 49.932 | 131      | 1:20.212 | 131      | 29.705 | 36                      | 131 | WALL          | 2:39.812    | 2:39.973 | 0.161 |
| 37       | 6   | 51.538 | 99       | 1:23.365 | 4        | 30.273 | 37                      | 99  | JONES         | 2:45.953    | 2:46.899 | 0.946 |
| 38       | 99  | 51.706 | 4        | 1:23.733 | 6        | 30.574 | 38                      | 6   | ADELMAN       | 2:46.374    | 2:46.622 | 0.248 |
| 39       | 4   | 52.552 | 6        | 1:24.262 | 99       | 30.882 | 39                      | 4   | BARRON        | 2:46.558    | 2:47.677 | 1.119 |
| 40       | 138 | 52.805 | 138      | 1:25.700 | 138      | 30.953 | 40                      | 138 | HODGES        | 2:49.458    | 2:51.371 | 1.913 |
| 41       | 52  | 53.712 | 28       | 1:26.494 | 24       | 31.213 | 41                      | 52  | FENICHEL      | 2:52.901    | 2:54.207 | 1.306 |
| 42       | 24  | 54.228 | 52       | 1:27.808 | 52       | 31.381 | 42                      | 24  | STEVENS       | 2:54.530    | 2:54.881 | 0.351 |
| 43       | 7   | 55.554 | 7        | 1:28.025 | 7        | 32.522 | 43                      | 7   | RABAGLIATI    | 2:56.101    | 2:56.239 | 0.138 |
| 44       |     |        | 24       | 1:29.089 |          |        | 44                      | 28  | SHINNER       |             |          |       |
| 45       |     |        | 18       | 1:31.791 |          |        | 45                      | 18  | JUSTESEN      |             |          |       |
| 46       |     |        |          |          |          |        |                         |     |               |             |          |       |
| 47       |     |        |          |          |          |        |                         |     |               |             |          |       |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - BEST SPEEDS

| INTERMEDIATE 1 |     |               |       | INTERMEDIATE 2 |               |       | FINISH LINE |               |       |
|----------------|-----|---------------|-------|----------------|---------------|-------|-------------|---------------|-------|
| POS            | NO  | NAME          | MPH   | NO             | NAME          | MPH   | NO          | NAME          | MPH   |
| 1              | 21  | AMES          | 131.8 | 53             | WILSON        | 126.6 | 21          | AMES          | 116.3 |
| 2              | 53  | WILSON        | 130.5 | 21             | AMES          | 126.6 | 53          | WILSON        | 115.7 |
| 3              | 54  | HALUSA        | 130.5 | 57             | GRANT         | 125.9 | 55          | HALUSA        | 115.1 |
| 4              | 57  | GRANT         | 128.8 | 55             | HALUSA        | 125.6 | 57          | GRANT         | 114.9 |
| 5              | 171 | METCALFE      | 128.0 | 143            | MONUMENT      | 123.3 | 77          | BUHOFER       | 114.5 |
| 6              | 55  | HALUSA        | 127.8 | 54             | HALUSA        | 122.9 | 54          | HALUSA        | 114.3 |
| 7              | 143 | MONUMENT      | 127.8 | 171            | METCALFE      | 122.9 | 76          | CHILD         | 113.3 |
| 8              | 41  | HIBBERD       | 127.3 | 76             | CHILD         | 122.4 | 143         | MONUMENT      | 113.1 |
| 9              | 77  | BUHOFER       | 127.3 | 68             | LEES          | 122.2 | 171         | METCALFE      | 112.9 |
| 10             | 92  | JACKSON       | 127.3 | 50             | BUHOFER       | 122.0 | 166         | UNDERWOOD     | 112.6 |
| 11             | 68  | LEES          | 126.6 | 32             | MALLOCK       | 121.7 | 41          | HIBBERD       | 112.2 |
| 12             | 17  | DIFFEY        | 126.3 | 17             | DIFFEY        | 121.3 | 17          | DIFFEY        | 112.2 |
| 13             | 32  | MALLOCK       | 126.3 | 77             | BUHOFER       | 121.3 | 32          | MALLOCK       | 112.2 |
| 14             | 61  | TREPES        | 125.9 | 41             | HIBBERD       | 121.1 | 68          | LEES          | 111.8 |
| 15             | 76  | CHILD         | 125.9 | 90             | FLANN         | 120.6 | 90          | FLANN         | 111.6 |
| 16             | 167 | SCHMIDT       | 125.6 | 166            | UNDERWOOD     | 119.6 | 50          | BUHOFER       | 111.4 |
| 17             | 166 | UNDERWOOD     | 125.2 | 45             | ROSS          | 119.4 | 45          | ROSS          | 111.2 |
| 18             | 153 | HALUSA        | 125.2 | 69             | ROACH         | 119.1 | 81          | CARTER        | 111.2 |
| 19             | 39  | CARLTON-SMITH | 125.2 | 153            | HALUSA        | 118.9 | 71          | HICKS         | 110.7 |
| 20             | 90  | FLANN         | 124.9 | 61             | TREPES        | 118.5 | 39          | CARLTON-SMITH | 110.7 |
| 21             | 50  | BUHOFER       | 124.2 | 124            | CLARK         | 118.5 | 69          | ROACH         | 110.1 |
| 22             | 71  | HICKS         | 124.2 | 71             | HICKS         | 118.3 | 61          | TREPES        | 109.7 |
| 23             | 45  | ROSS          | 124.0 | 39             | CARLTON-SMITH | 117.7 | 153         | HALUSA        | 109.6 |
| 24             | 81  | CARTER        | 123.3 | 197            | MCHUGH        | 117.1 | 167         | SCHMIDT       | 109.4 |
| 25             | 66  | TIMONEY       | 123.3 | 81             | CARTER        | 116.7 | 83          | HALUSA        | 109.4 |
| 26             | 69  | ROACH         | 123.1 | 66             | TIMONEY       | 115.5 | 124         | CLARK         | 109.0 |
| 27             | 124 | CLARK         | 123.1 | 167            | SCHMIDT       | 115.3 | 197         | MCHUGH        | 108.8 |
| 28             | 197 | MCHUGH        | 122.6 | 83             | HALUSA        | 114.7 | 23          | RUSSELL       | 108.5 |
| 29             | 83  | HALUSA        | 122.4 | 23             | RUSSELL       | 114.3 | 14          | BESLEY        | 108.1 |
| 30             | 23  | RUSSELL       | 120.2 | 14             | BESLEY        | 113.7 | 66          | TIMONEY       | 107.2 |
| 31             | 6   | ADELMAN       | 120.2 | 56             | DEELEY        | 111.6 | 56          | DEELEY        | 106.9 |
| 32             | 14  | BESLEY        | 119.4 | 3              | FLEMING       | 111.4 | 3           | FLEMING       | 103.7 |
| 33             | 3   | FLEMING       | 118.1 | 6              | ADELMAN       | 110.0 | 52          | FENICHEL      | 102.1 |
| 34             | 56  | DEELEY        | 117.1 | 46             | ZOLIN         | 108.4 | 46          | ZOLIN         | 101.4 |
| 35             | 131 | WALL          | 111.6 | 13             | MCFADDEN      | 107.0 | 131         | WALL          | 101.0 |
| 36             | 138 | HODGES        | 110.9 | 141            | BESLEY        | 106.3 | 141         | BESLEY        | 100.5 |
| 37             | 18  | JUSTESEN      | 110.7 | 131            | WALL          | 105.3 | 99          | JONES         | 99.4  |
| 38             | 13  | MCFADDEN      | 110.3 | 99             | JONES         | 105.0 | 138         | HODGES        | 99.3  |
| 39             | 141 | BESLEY        | 110.1 | 52             | FENICHEL      | 104.6 | 24          | STEVENS       | 99.3  |
| 40             | 46  | ZOLIN         | 109.8 | 24             | STEVENS       | 103.8 | 13          | MCFADDEN      | 98.3  |
| 41             | 99  | JONES         | 109.4 | 138            | HODGES        | 103.7 | 6           | ADELMAN       | 98.1  |
| 42             | 52  | FENICHEL      | 108.9 | 7              | RABAGLIATI    | 95.5  | 4           | BARRON        | 92.4  |
| 43             | 24  | STEVENS       | 103.2 | 4              | BARRON        | 93.7  | 7           | RABAGLIATI    | 91.5  |
| 44             | 7   | RABAGLIATI    | 101.8 | 18             | JUSTESEN      | 86.3  |             |               |       |
| 45             | 4   | BARRON        | 93.7  | 28             | SHINNER       | 82.2  |             |               |       |
| 46             | 28  | SHINNER       | 87.8  |                |               |       |             |               |       |
| 47             |     |               |       |                |               |       |             |               |       |

FJHRA Silverline Historic Formula Junior Championship

RACE 2 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 47                        |
| Planned Start          | 2026-07-25 @ 09:00:00.000 |
| Actual Start           | 2026-07-25 @ 09:02:23.047 |
| Finish Time            | 2026-07-25 @ 09:16:22.301 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 253                       |
| Total Distance Covered | 920.7608mi.               |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|--------------|----------|--------------|-----|--------------|
| 53 | E1 | Sam WILSON   | 2:20.022 | 09:04:43.057 | 1   | Cooper T59   |
| 53 | E1 | Sam WILSON   | 2:19.842 | 09:07:02.899 | 2   | Cooper T59   |
| 21 | E1 | Alex AMES    | 2:19.750 | 09:07:03.737 | 2   | Brabham BT6  |
| 57 | E1 | Callum GRANT | 2:18.848 | 09:09:21.893 | 3   | Merlyn Mk5/7 |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE      |
|----|----|--------------|----------|----------|------------|--------------|
| 53 | E1 | Sam WILSON   | 1        | 2        | 7.27 miles | Cooper T59   |
| 57 | E1 | Callum GRANT | 3        | 1        | 3.63 miles | Merlyn Mk5/7 |
| 53 | E1 | Sam WILSON   | 4        | 1        | 3.63 miles | Cooper T59   |
| 57 | E1 | Callum GRANT | 5        | 2        | 7.27 miles | Merlyn Mk5/7 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:02:23.047 |
| FINISH | 09:16:22.301 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 6          | 20:15.895  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : B2**

**9 Starters**

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE |
|----|-------------|-----------------|--------------|-----|---------|
| 32 | Ray MALLOCK | <b>2:35.859</b> | 09:04:58.909 | 1   | U2 Mk2  |
| 32 | Ray MALLOCK | <b>2:30.190</b> | 09:07:29.098 | 2   | U2 Mk2  |
| 32 | Ray MALLOCK | <b>2:27.554</b> | 09:09:56.653 | 3   | U2 Mk2  |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE |
|----|-------------|----------|----------|-------------|---------|
| 32 | Ray MALLOCK | 1        | 6        | 21.83 miles | U2 Mk2  |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : B1**

**1 Starters**

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------|----------|--------------|-----|------------|
| 4  | Graham BARRON | 3:08.918 | 09:05:31.965 | 1   | Gemini Mk2 |
| 4  | Graham BARRON | 2:51.886 | 09:08:23.852 | 2   | Gemini Mk2 |
| 4  | Graham BARRON | 2:48.511 | 09:11:12.361 | 3   | Gemini Mk2 |
| 4  | Graham BARRON | 2:47.677 | 09:14:00.038 | 4   | Gemini Mk2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|---------------|----------|----------|-------------|------------|
| 4  | Graham BARRON | 1        | 5        | 18.19 miles | Gemini Mk2 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 2 - STATISTICS

**CLASS : E1**

**25 Starters**

### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|--------------|----------|--------------|-----|--------------|
| 53 | Sam WILSON   | 2:20.022 | 09:04:43.057 | 1   | Cooper T59   |
| 53 | Sam WILSON   | 2:19.842 | 09:07:02.899 | 2   | Cooper T59   |
| 21 | Alex AMES    | 2:19.750 | 09:07:03.737 | 2   | Brabham BT6  |
| 57 | Callum GRANT | 2:18.848 | 09:09:21.893 | 3   | Merlyn Mk5/7 |

### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE      |
|----|--------------|----------|----------|------------|--------------|
| 53 | Sam WILSON   | 1        | 2        | 7.27 miles | Cooper T59   |
| 57 | Callum GRANT | 3        | 1        | 3.63 miles | Merlyn Mk5/7 |
| 53 | Sam WILSON   | 4        | 1        | 3.63 miles | Cooper T59   |
| 57 | Callum GRANT | 5        | 2        | 7.27 miles | Merlyn Mk5/7 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : C2**

**4 Starters**

#### Fastest Lap History

| NO | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE    |
|----|-----------------|-----------------|--------------|-----|------------|
| 14 | Crispian BESLEY | <b>2:42.414</b> | 09:05:05.459 | 1   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:32.668</b> | 09:07:38.128 | 2   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:32.317</b> | 09:15:16.729 | 5   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:30.952</b> | 09:17:47.680 | 6   | Cooper T56 |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|-----------------|----------|----------|-------------|------------|
| 14 | Crispian BESLEY | 1        | 6        | 21.83 miles | Cooper T56 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : D2**

**6 Starters**

#### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|-----|-----------------|-----------------|--------------|-----|----------|
| 171 | Nathan METCALFE | <b>2:28.095</b> | 09:04:51.135 | 1   | Lotus 20 |
| 171 | Nathan METCALFE | <b>2:24.620</b> | 09:07:15.757 | 2   | Lotus 20 |
| 171 | Nathan METCALFE | <b>2:24.590</b> | 09:12:05.439 | 4   | Lotus 20 |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|-----|-----------------|----------|----------|-------------|----------|
| 171 | Nathan METCALFE | 1        | 6        | 21.83 miles | Lotus 20 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : A**

1 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 24 | Adrian STEVENS | 3:10.315 | 09:05:33.357 | 1   | Hillwood FJ |
| 24 | Adrian STEVENS | 2:56.949 | 09:08:30.306 | 2   | Hillwood FJ |
| 24 | Adrian STEVENS | 2:54.881 | 09:11:25.187 | 3   | Hillwood FJ |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----------------|----------|----------|-------------|-------------|
| 24 | Adrian STEVENS | 1        | 5        | 18.19 miles | Hillwood FJ |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 2 - STATISTICS

**CLASS : E2**

1 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|-------------|----------|--------------|-----|----------|
| 45 | Duncan ROSS | 2:36.312 | 09:04:59.346 | 1   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:28.802 | 09:07:28.149 | 2   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:26.782 | 09:09:54.932 | 3   | Lynx Mk3 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|----|-------------|----------|----------|-------------|----------|
| 45 | Duncan ROSS | 1        | 6        | 21.83 miles | Lynx Mk3 |



# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - CLASSIFICATION

Race Distance: 7 Laps / 25.47 miles



| POS | NO  | CL | PIC | NAME              | ENTRY         | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|---------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 57  | E1 | 1   | Callum GRANT      | Merlyn Mk5/7  | 7    | 16:30.926 |          |        | 92.55 | 2:19.729 | 3  | 2   | 1  |
| 2   | 53  | E1 | 2   | Sam WILSON        | Cooper T59    | 7    | 16:31.675 | 0.749    | 0.749  | 92.48 | 2:19.785 | 4  | 1   | -1 |
| 3   | 21  | E1 | 3   | Alex AMES         | Brabham BT6   | 7    | 16:32.992 | 2.066    | 1.317  | 92.35 | 2:20.862 | 2  | 4   | 1  |
| 4   | 55  | E1 | 4   | Lukas HALUSA      | Lotus 22      | 7    | 16:33.295 | 2.369    | 0.303  | 92.33 | 2:20.633 | 3  | 3   | -1 |
| 5   | 41  | E1 | 5   | Andrew HIBBERD    | Lotus 22      | 7    | 16:47.171 | 16.245   | 13.876 | 91.05 | 2:22.513 | 3  | 5   | 0  |
| 6   | 90  | E1 | 6   | Rufus FLANN       | Lotus 22      | 7    | 17:02.853 | 31.927   | 15.682 | 89.66 | 2:22.847 | 4  | 7   | 1  |
| 7   | 69  | E1 | 7   | Stuart ROACH      | Alexis Mk4    | 7    | 17:03.719 | 32.793   | 0.866  | 89.58 | 2:24.321 | 4  | 8   | 1  |
| 8   | 143 | E1 | 8   | Stuart MONUMENT   | Lotus 22      | 7    | 17:04.186 | 33.260   | 0.467  | 89.54 | 2:24.848 | 4  | 9   | 1  |
| 9   | 17  | E1 | 9   | George DIFFEY     | Lotus 20/22   | 7    | 17:05.505 | 34.579   | 1.319  | 89.43 | 2:23.847 | 7  | 13  | 4  |
| 10  | 171 | D2 | 1   | Nathan METCALFE   | Lotus 20      | 7    | 17:06.582 | 35.656   | 1.077  | 89.33 | 2:24.810 | 4  | 10  | 0  |
| 11  | 76  | E1 | 10  | Tim CHILD         | Lotus 22      | 7    | 17:17.573 | 46.647   | 10.991 | 88.39 | 2:26.083 | 5  | 20  | 9  |
| 12  | 166 | E1 | 11  | Geoff UNDERWOOD   | Brabham BT2   | 7    | 17:24.634 | 53.708   | 7.061  | 87.79 | 2:27.659 | 7  | 16  | 4  |
| 13  | 61  | D2 | 2   | Oscar TREPESS     | Lotus 20      | 7    | 17:28.111 | 57.185   | 3.477  | 87.50 | 2:28.198 | 3  | 11  | -2 |
| 14  | 45  | E2 | 1   | Duncan ROSS       | Lynx Mk3      | 7    | 17:30.793 | 59.867   | 2.682  | 87.27 | 2:28.421 | 7  | 17  | 3  |
| 15  | 68  | E1 | 12  | Tony LEES         | Lola Mk5A     | 7    | 17:34.214 | 1:03.288 | 3.421  | 86.99 | 2:29.035 | 6  | 19  | 4  |
| 16  | 32  | B2 | 1   | Ray MALLOCK       | U2 Mk2        | 7    | 17:34.979 | 1:04.053 | 0.765  | 86.93 | 2:28.745 | 3  | 15  | -1 |
| 17  | 23  | B2 | 2   | Adrian RUSSELL    | Condor S2     | 7    | 17:45.334 | 1:14.408 | 10.355 | 86.08 | 2:30.876 | 3  | 23  | 6  |
| 18  | 71  | D2 | 3   | James HICKS       | Caravelle Mk3 | 7    | 17:50.061 | 1:19.135 | 4.727  | 85.70 | 2:30.952 | 6  | 24  | 6  |
| 19  | 124 | E1 | 13  | Paul CLARK        | Lotus 20/22   | 7    | 18:03.394 | 1:32.468 | 13.333 | 84.65 | 2:32.967 | 6  | 18  | -1 |
| 20  | 197 | E1 | 14  | Martin MCHUGH     | Lotus 20/22   | 7    | 18:08.666 | 1:37.740 | 5.272  | 84.24 | 2:34.109 | 7  | 32  | 12 |
| 21  | 83  | E1 | 15  | Martin HALUSA     | Lotus 22      | 7    | 18:10.039 | 1:39.113 | 1.373  | 84.13 | 2:31.135 | 6  | 28  | 7  |
| 22  | 14  | C2 | 1   | Crispian BESLEY   | Cooper T56    | 7    | 18:11.622 | 1:40.696 | 1.583  | 84.01 | 2:33.431 | 4  | 27  | 5  |
| 23  | 50  | E1 | 16  | Lukas BUHOFFER    | Lotus 27      | 7    | 18:12.991 | 1:42.065 | 1.369  | 83.90 | 2:27.737 | 6  | 43  | 20 |
| 24  | 56  | C2 | 2   | Jeremy DEELEY     | Cooper T56    | 7    | 18:16.119 | 1:45.193 | 3.128  | 83.66 | 2:34.716 | 5  | 30  | 6  |
| 25  | 46  | C2 | 3   | Marco ZOLIN       | Cooper T56    | 7    | 18:17.641 | 1:46.715 | 1.522  | 83.55 | 2:34.365 | 6  | 29  | 4  |
| 26  | 141 | B2 | 3   | Charlie BESLEY    | Elva 100      | 7    | 18:18.310 | 1:47.384 | 0.669  | 83.50 | 2:33.775 | 4  | 42  | 16 |
| 27  | 13  | B2 | 4   | Niall MCFADDEN    | Elva 100      | 7    | 18:23.659 | 1:52.733 | 5.349  | 83.09 | 2:34.264 | 7  | 25  | -2 |
| 28  | 167 | E1 | 17  | Alan SCHMIDT      | Brabham BT6   | 7    | 18:29.884 | 1:58.958 | 6.225  | 82.63 | 2:33.031 | 7  | 22  | -6 |
| 29  | 131 | B2 | 5   | Dave WALL         | Gemini Mk2    | 7    | 19:06.643 | 2:35.717 | 36.759 | 79.98 | 2:39.555 | 7  | 34  | 5  |
| 30  | 3   | B2 | 6   | Justin FLEMING    | Lola Mk2      | 7    | 19:13.344 | 2:42.418 | 6.701  | 79.51 | 2:41.610 | 2  | 33  | 3  |
| 31  | 6   | E1 | 18  | Sharon ADELMAN    | Brabham BT6   | 6    | 16:54.291 | 1 Lap    | 1 Lap  | 77.50 | 2:44.897 | 2  | 35  | 4  |
| 32  | 4   | B1 | 1   | Graham BARRON     | Gemini Mk2    | 6    | 16:55.708 | 1 Lap    | 1.417  | 77.39 | 2:46.958 | 2  | 41  | 9  |
| 33  | 81  | E1 | 19  | Ralph CARTER      | Brabham BT2   | 6    | 17:02.896 | 1 Lap    | 7.188  | 76.85 | 2:37.258 | 3  | 26  | -7 |
| 34  | 66  | D2 | 4   | John TIMONEY      | Ausper T3     | 6    | 17:21.762 | 1 Lap    | 18.866 | 75.45 | 2:41.668 | 4  | 31  | -3 |
| 35  | 138 | B2 | 7   | Neil HODGES       | Gemini Mk2    | 6    | 17:31.903 | 1 Lap    | 10.141 | 74.73 | 2:48.762 | 2  | 36  | 1  |
| 36  | 52  | C2 | 4   | Peter FENICHEL    | Cooper T52    | 6    | 17:54.348 | 1 Lap    | 22.445 | 73.17 | 2:55.093 | 6  | 40  | 4  |
| 37  | 24  | A  | 1   | Adrian STEVENS    | Hillwood FJ   | 6    | 17:54.488 | 1 Lap    | 0.140  | 73.16 | 2:54.815 | 6  | 38  | 1  |
| 38  | 7   | B2 | 8   | Duncan RABAGLIATI | Alexis HF1    | 6    | 18:14.925 | 1 Lap    | 20.437 | 71.79 | 2:58.533 | 2  | 37  | -1 |

NOT CLASSIFIED

|     |    |    |  |                 |           |   |          |        |        |       |          |   |    |  |
|-----|----|----|--|-----------------|-----------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 99 | B2 |  | Simon JONES     | Elva 100  | 3 | 8:33.765 | 4 Laps | 3 Laps | 76.50 | 2:47.250 | 2 | 39 |  |
| DNF | 51 | E1 |  | Michael HIBBERD | Lotus 22  | 2 | 5:21.292 | 5 Laps | 1 Lap  | 81.55 | 2:30.452 | 1 | 14 |  |
| DNF | 28 | E1 |  | Spencer SHINNER | Lola Mk5A | 1 | 2:37.766 | 6 Laps | 1 Lap  | 83.04 |          |   | 6  |  |

NOT STARTED

|    |     |    |  |                |          |  |  |  |  |  |  |  |    |  |
|----|-----|----|--|----------------|----------|--|--|--|--|--|--|--|----|--|
| NS | 54  | E1 |  | Niklas HALUSA  | Lotus 22 |  |  |  |  |  |  |  | 12 |  |
| NS | 153 | E1 |  | Andreas HALUSA | Lotus 22 |  |  |  |  |  |  |  | 21 |  |

FASTEST LAP

|     |    |                 |              |   |          |           |            |
|-----|----|-----------------|--------------|---|----------|-----------|------------|
| 57  | E1 | Callum GRANT    | Merlyn Mk5/7 | 3 | 2:19.729 | 93.76 mph | 150.90 kph |
| 171 | D2 | Nathan METCALFE | Lotus 20     | 4 | 2:24.810 | 90.47 mph | 145.60 kph |
| 45  | E2 | Duncan ROSS     | Lynx Mk3     | 7 | 2:28.421 | 88.27 mph | 142.06 kph |
| 32  | B2 | Ray MALLOCK     | U2 Mk2       | 3 | 2:28.745 | 88.08 mph | 141.75 kph |
| 14  | C2 | Crispian BESLEY | Cooper T56   | 4 | 2:33.431 | 85.39 mph | 137.42 kph |
| 4   | B1 | Graham BARRON   | Gemini Mk2   | 2 | 2:46.958 | 78.47 mph | 126.29 kph |
| 24  | A  | Adrian STEVENS  | Hillwood FJ  | 6 | 2:54.815 | 74.94 mph | 120.61 kph |

Cars 54 & 153 did not participate in the restarted race.

Weather / Track : Bright / Dry

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

Date: 26/07/2026 Start: 11:36 Finish: 11:53

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - LAP CHART

| LAP 1 @ 11:38:52.171 |          |            | LAP 2 @ 11:41:12.128 |          |            | LAP 3 @ 11:43:31.857 |          |          | LAP 4 @ 11:45:51.902 |          |            | LAP 5 @ 11:48:14.198 |          |          |
|----------------------|----------|------------|----------------------|----------|------------|----------------------|----------|----------|----------------------|----------|------------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME |
| 57                   |          | 2:22.584   | 57                   |          | 2:19.957   | 57                   |          | 2:19.729 | 57                   |          | 2:20.045   | 53                   |          | 2:21.778 |
| 53                   | 0.162    | 2:22.746   | 53                   | 0.497    | 2:20.292   | 53                   | 0.778    | 2:20.010 | 53                   | 0.518    | 2:19.785   | 57                   | 0.066    | 2:22.362 |
| 21                   | 0.605    | 2:23.189   | 21                   | 1.510    | 2:20.862   | 55                   | 2.689    | 2:20.633 | 21                   | 4.394    | 2:21.365   | 21                   | 4.025    | 2:21.927 |
| 55                   | 0.858    | 2:23.442   | 55                   | 1.785    | 2:20.884   | 21                   | 3.074    | 2:21.293 | 55                   | 4.951    | 2:22.307   | 55                   | 4.295    | 2:21.640 |
| 41                   | 1.608    | 2:24.192   | 41                   | 4.976    | 2:23.325   | 41                   | 7.760    | 2:22.513 | 41                   | 10.735   | 2:23.020   | 66                   | 1 Lap    | 2:41.668 |
| 90                   | 4.917    | 2:27.501   | 90                   | 12.184   | 2:27.224   | 90                   | 17.411   | 2:24.956 | 90                   | 20.213   | 2:22.847   | 41                   | 13.468   | 2:25.029 |
| 69                   | 4.977    | 2:27.561   | 69                   | 12.245   | 2:27.225   | 69                   | 17.880   | 2:25.364 | 69                   | 22.156   | 2:24.321   | 24                   | 1 Lap    | 2:57.396 |
| 143                  | 5.864    | 2:28.448   | 143                  | 12.601   | 2:26.694   | 143                  | 18.247   | 2:25.375 | 143                  | 23.050   | 2:24.848   | 52                   | 1 Lap    | 2:57.976 |
| 171                  | 6.721    | 2:29.305   | 171                  | 13.297   | 2:26.533   | 171                  | 19.428   | 2:25.860 | 171                  | 24.193   | 2:24.810   | 90                   | 22.592   | 2:24.675 |
| 51                   | 7.868    | 2:30.452   | 76                   | 15.471   | 2:26.710   | 17                   | 22.883   | 2:25.895 | 17                   | 28.782   | 2:25.944   | 69                   | 24.517   | 2:24.657 |
| 61                   | 8.253    | 2:30.837   | 17                   | 16.717   | 2:27.346   | 76                   | 25.336   | 2:29.594 | 76                   | 32.167   | 2:26.876   | 7                    | 1 Lap    | 3:02.842 |
| 76                   | 8.718    | 2:31.302   | 61                   | 17.298   | 2:29.002   | 61                   | 25.767   | 2:28.198 | 61                   | 35.703   | 2:29.981   | 143                  | 26.059   | 2:25.305 |
| 17                   | 9.328    | 2:31.912   | 166                  | 19.004   | 2:28.648   | 166                  | 27.816   | 2:28.541 | 166                  | 36.530   | 2:28.759   | 171                  | 27.414   | 2:25.517 |
| 166                  | 10.313   | 2:32.897   | 68                   | 20.268   | 2:29.404   | 68                   | 29.894   | 2:29.355 | 68                   | 40.065   | 2:30.216   | 17                   | 31.899   | 2:25.413 |
| 68                   | 10.821   | 2:33.405   | 45                   | 23.218   | 2:30.622   | 45                   | 32.637   | 2:29.148 | 45                   | 41.655   | 2:29.063   | 76                   | 35.954   | 2:26.083 |
| 32                   | 11.786   | 2:34.370   | 32                   | 24.025   | 2:32.196   | 32                   | 33.041   | 2:28.745 | 32                   | 42.499   | 2:29.503   | 61                   | 42.869   | 2:29.462 |
| 45                   | 12.553   | 2:35.137   | 23                   | 25.539   | 2:31.044   | 23                   | 36.686   | 2:30.876 | 23                   | 47.879   | 2:31.238   | 166                  | 43.105   | 2:28.871 |
| 23                   | 14.452   | 2:37.036   | 71                   | 27.910   | 2:31.960   | 71                   | 40.078   | 2:31.897 | 71                   | 52.163   | 2:32.130   | 45                   | 48.661   | 2:29.302 |
| 28                   | 15.182   | 2:37.766 P | 124                  | 32.164   | 2:34.657   | 124                  | 46.412   | 2:33.977 | 124                  | 1:01.167 | 2:34.800   | 68                   | 49.082   | 2:31.313 |
| 71                   | 15.907   | 2:38.491   | 197                  | 34.522   | 2:35.363   | 197                  | 49.320   | 2:34.527 | 197                  | 1:03.435 | 2:34.160   | 32                   | 49.764   | 2:29.561 |
| 124                  | 17.464   | 2:40.048   | 14                   | 35.663   | 2:36.691   | 14                   | 50.994   | 2:35.060 | 14                   | 1:04.380 | 2:33.431   | 23                   | 57.393   | 2:31.810 |
| 14                   | 18.929   | 2:41.513   | 46                   | 36.927   | 2:36.954   | 56                   | 53.303   | 2:35.796 | 56                   | 1:08.796 | 2:35.538   | 71                   | 1:01.520 | 2:31.653 |
| 197                  | 19.116   | 2:41.700   | 56                   | 37.236   | 2:36.707   | 46                   | 54.132   | 2:36.934 | 46                   | 1:09.941 | 2:35.854   | 124                  | 1:12.551 | 2:33.680 |
| 13                   | 19.675   | 2:42.259   | 51                   | 38.751   | 2:50.840 P | 83                   | 55.767   | 2:33.813 | 83                   | 1:10.001 | 2:34.279   | 197                  | 1:15.805 | 2:34.666 |
| 46                   | 19.930   | 2:42.514   | 13                   | 40.587   | 2:40.869   | 13                   | 58.702   | 2:37.844 | 141                  | 1:13.475 | 2:33.775   | 14                   | 1:16.832 | 2:34.748 |
| 56                   | 20.486   | 2:43.070   | 83                   | 41.683   | 2:36.552   | 141                  | 59.745   | 2:35.230 | 13                   | 1:15.854 | 2:37.197   | 56                   | 1:21.216 | 2:34.716 |
| 83                   | 25.088   | 2:47.672   | 141                  | 44.244   | 2:36.297   | 81                   | 1:01.867 | 2:37.258 | 50                   | 1:25.255 | 2:30.528   | 83                   | 1:21.458 | 2:33.753 |
| 81                   | 25.592   | 2:48.176   | 81                   | 44.338   | 2:38.703   | 167                  | 1:13.154 | 2:36.812 | 167                  | 1:27.329 | 2:34.220   | 46                   | 1:23.387 | 2:35.742 |
| 131                  | 27.436   | 2:50.020   | 3                    | 49.974   | 2:41.610   | 50                   | 1:14.772 | 2:39.877 | 81                   | 1:30.265 | 2:48.443 P | 141                  | 1:25.725 | 2:34.546 |
| 141                  | 27.904   | 2:50.488   | 131                  | 50.414   | 2:42.935   | 3                    | 1:15.294 | 2:45.049 | 3                    | 1:38.826 | 2:43.577   | 13                   | 1:29.775 | 2:36.217 |
| 3                    | 28.321   | 2:50.905   | 50                   | 54.624   | 2:39.023   | 131                  | 1:16.050 | 2:45.365 | 131                  | 1:39.235 | 2:43.230   | 50                   | 1:32.146 | 2:29.187 |
| 6                    | 29.687   | 2:52.271   | 6                    | 54.627   | 2:44.897   | 6                    | 1:23.699 | 2:48.801 | 6                    | 1:54.064 | 2:50.410   | 167                  | 1:38.866 | 2:33.833 |
| 4                    | 31.113   | 2:53.697   | 167                  | 56.071   | 2:37.966   | 4                    | 1:25.580 | 2:47.195 | 4                    | 1:55.018 | 2:49.483   | 3                    | 2:00.171 | 2:43.641 |
| 50                   | 35.558   | 2:58.142   | 4                    | 58.114   | 2:46.958   | 99                   | 1:31.495 | 2:47.579 | 138                  | 2:14.578 | 2:55.465   | 131                  | 2:00.711 | 2:43.772 |
| 99                   | 36.352   | 2:58.936   | 99                   | 1:03.645 | 2:47.250   | 138                  | 1:39.158 | 2:51.290 |                      |          |            | 6                    | 2:21.471 | 2:49.703 |
| 167                  | 38.062   | 3:00.646   | 138                  | 1:07.597 | 2:48.762   | 52                   | 2:01.427 | 2:58.660 |                      |          |            | 4                    | 2:22.552 | 2:49.830 |
| 138                  | 38.792   | 3:01.376   | 52                   | 1:22.496 | 2:58.537   | 24                   | 2:01.904 | 2:58.748 |                      |          |            |                      |          |          |
| 52                   | 43.916   | 3:06.500   | 24                   | 1:22.885 | 2:58.430   | 7                    | 2:05.079 | 2:59.629 |                      |          |            |                      |          |          |
| 24                   | 44.412   | 3:06.996   | 7                    | 1:25.179 | 2:58.533   | 66                   | 2:10.927 | 2:41.876 |                      |          |            |                      |          |          |
| 7                    | 46.603   | 3:09.187   | 66                   | 1:48.780 | 2:42.694   |                      |          |          |                      |          |            |                      |          |          |
| 66                   | 1:26.043 | 3:48.627   |                      |          |            |                      |          |          |                      |          |            |                      |          |          |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - LAP CHART

| LAP 6 @ 11:50:39.653 |          |          | LAP 7 @ 11:53:00.513 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 57                   |          | 2:25.389 | 57                   |          | 2:20.860 |
| 53                   | 0.210    | 2:25.665 | 53                   | 0.749    | 2:21.399 |
| 21                   | 0.647    | 2:22.077 | 21                   | 2.066    | 2:22.279 |
| 55                   | 1.736    | 2:22.896 | 55                   | 2.369    | 2:21.493 |
| 41                   | 12.778   | 2:24.765 | 41                   | 16.245   | 2:24.327 |
| 81                   | 1 Lap    | 3:32.465 | 6                    | 1 Lap    | 2:48.209 |
| 138                  | 1 Lap    | 2:56.959 | 4                    | 1 Lap    | 2:48.545 |
| 90                   | 27.427   | 2:30.290 | 90                   | 31.927   | 2:25.360 |
| 69                   | 28.081   | 2:29.019 | 81                   | 1 Lap    | 2:37.851 |
| 143                  | 28.525   | 2:27.921 | 69                   | 32.793   | 2:25.572 |
| 66                   | 1 Lap    | 2:44.719 | 143                  | 33.260   | 2:25.595 |
| 171                  | 30.200   | 2:28.241 | 17                   | 34.579   | 2:23.847 |
| 17                   | 31.592   | 2:25.148 | 171                  | 35.656   | 2:26.316 |
| 76                   | 40.403   | 2:29.904 | 76                   | 46.647   | 2:27.104 |
| 166                  | 46.909   | 2:29.259 | 66                   | 1 Lap    | 2:42.178 |
| 61                   | 48.807   | 2:31.393 | 166                  | 53.708   | 2:27.659 |
| 52                   | 1 Lap    | 2:57.582 | 61                   | 57.185   | 2:29.238 |
| 24                   | 1 Lap    | 2:58.103 | 45                   | 59.867   | 2:28.421 |
| 45                   | 52.306   | 2:29.100 | 138                  | 1 Lap    | 2:58.051 |
| 68                   | 52.662   | 2:29.035 | 68                   | 1:03.288 | 2:31.486 |
| 32                   | 53.171   | 2:28.862 | 32                   | 1:04.053 | 2:31.742 |
| 23                   | 1:03.354 | 2:31.416 | 23                   | 1:14.408 | 2:31.914 |
| 7                    | 1 Lap    | 3:04.419 | 71                   | 1:19.135 | 2:32.978 |
| 71                   | 1:07.017 | 2:30.952 | 52                   | 1 Lap    | 2:55.093 |
| 124                  | 1:20.063 | 2:32.967 | 24                   | 1 Lap    | 2:54.815 |
| 197                  | 1:24.491 | 2:34.141 | 124                  | 1:32.468 | 2:33.265 |
| 14                   | 1:26.113 | 2:34.736 | 197                  | 1:37.740 | 2:34.109 |
| 83                   | 1:27.138 | 2:31.135 | 83                   | 1:39.113 | 2:32.835 |
| 56                   | 1:31.226 | 2:35.465 | 14                   | 1:40.696 | 2:35.443 |
| 46                   | 1:32.297 | 2:34.365 | 50                   | 1:42.065 | 2:28.497 |
| 141                  | 1:34.293 | 2:34.023 | 7                    | 1 Lap    | 3:00.315 |
| 50                   | 1:34.428 | 2:27.737 | 56                   | 1:45.193 | 2:34.827 |
| 13                   | 1:39.329 | 2:35.009 | 46                   | 1:46.715 | 2:35.278 |
| 167                  | 1:46.787 | 2:33.376 | 141                  | 1:47.384 | 2:33.951 |
| 131                  | 2:17.022 | 2:41.766 | 13                   | 1:52.733 | 2:34.264 |
| 3                    | 2:17.601 | 2:42.885 | 167                  | 1:58.958 | 2:33.031 |
|                      |          |          | 131                  | 2:35.717 | 2:39.555 |
|                      |          |          | 3                    | 2:42.418 | 2:45.677 |

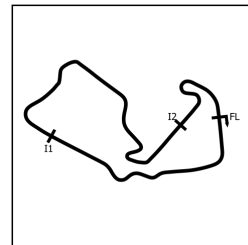
FJHRA Silverline Historic Formula Junior Championship

RACE 15 - 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 |     |  |  |  |  |  |  |  |
| 53  | WILSON     | 1   | 53          | 53          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 57          | 53          | 53          | 53          | 53          | 57          | 57          | 57          | 57          |     |  |  |  |  |  |  |  |
| 57  | GRANT      | 2   | 21          | 57          | 53          | 53          | 53          | 53          | 53          | 53          | 53          | 53          | 53          | 53          | 53          | 57          | 57          | 57          | 57          | 53          | 21          | 53          | 53          |     |  |  |  |  |  |  |  |
| 55  | HALUSA     | 3   | 57          | 21          | 21          | 21          | 21          | 21          | 55          | 55          | 55          | 55          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 21          | 53          | 21          | 21          |     |  |  |  |  |  |  |  |
| 21  | AMES       | 4   | 55          | 55          | 55          | 55          | 55          | 55          | 21          | 21          | 21          | 21          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          | 55          |     |  |  |  |  |  |  |  |
| 41  | HIBBERD    | 5   | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          | 41          |     |  |  |  |  |  |  |  |
| 28  | SHINNER    | 6   | 28          | 69          | 90          | 90          | 90          | 90          | 90          | 69          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          | 90          |     |  |  |  |  |  |  |  |
| 90  | FLANN      | 7   | 69          | 90          | 69          | 69          | 69          | 69          | 69          | 90          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          | 69          |     |  |  |  |  |  |  |  |
| 69  | ROACH      | 8   | 90          | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         | 143         |     |  |  |  |  |  |  |  |
| 143 | MONUMENT   | 9   | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 171         | 17          | 17          | 17          |     |  |  |  |  |  |  |  |
| 171 | METCALFE   | 10  | 143         | 28          | 57          | 76          | 76          | 76          | 76          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 17          | 171         | 171         | 171 |  |  |  |  |  |  |  |
| 61  | TREPES     | 11  | 51          | 61          | 61          | 61          | 61          | 17          | 17          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76          | 76  |  |  |  |  |  |  |  |
| 54  | HALUSA     | 12  | 61          | 51          | 76          | 17          | 17          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 61          | 166         | 166         | 166         | 166         | 166         | 166         | 166 |  |  |  |  |  |  |  |
| 17  | DIFFEY     | 13  | 76          | 76          | 17          | 51          | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 166         | 61          | 61          | 61          | 61          | 61          | 61          | 61  |  |  |  |  |  |  |  |
| 51  | HIBBERD    | 14  | 17          | 17          | 166         | 166         | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 45          | 45          | 45          | 45          | 45          | 45          | 45          | 45          | 45  |  |  |  |  |  |  |  |
| 32  | MALLOCK    | 15  | 32          | 166         | 68          | 68          | 45          | 45          | 45          | 45          | 45          | 45          | 45          | 45          | 45          | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 68          | 68  |  |  |  |  |  |  |  |
| 166 | UNDERWOOD  | 16  | 166         | 68          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32          | 32  |  |  |  |  |  |  |  |
| 45  | ROSS       | 17  | 68          | 32          | 45          | 45          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23          | 23  |  |  |  |  |  |  |  |
| 124 | CLARK      | 18  | 45          | 45          | 23          | 23          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71          | 71  |  |  |  |  |  |  |  |
| 68  | LEES       | 19  | 23          | 23          | 71          | 71          | 51          | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124         | 124 |  |  |  |  |  |  |  |
| 76  | CHILD      | 20  | 124         | 71          | 124         | 124         | 124         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197         | 197 |  |  |  |  |  |  |  |
| 153 | HALUSA     | 21  | 71          | 124         | 14          | 197         | 197         | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 14          | 83          | 83  |  |  |  |  |  |  |  |
| 167 | SCHMIDT    | 22  | 167         | 13          | 197         | 14          | 14          | 46          | 56          | 56          | 56          | 56          | 56          | 56          | 56          | 56          | 56          | 83          | 83          | 83          | 83          | 14          | 14          |     |  |  |  |  |  |  |  |
| 23  | RUSSELL    | 23  | 13          | 14          | 13          | 46          | 46          | 56          | 46          | 46          | 46          | 46          | 46          | 46          | 83          | 83          | 83          | 56          | 56          | 56          | 56          | 50          | 50          |     |  |  |  |  |  |  |  |
| 71  | HICKS      | 24  | 46          | 197         | 46          | 13          | 56          | 13          | 13          | 83          | 83          | 83          | 83          | 83          | 46          | 46          | 46          | 46          | 46          | 46          | 50          | 56          | 56          |     |  |  |  |  |  |  |  |
| 13  | MCFADDEN   | 25  | 14          | 46          | 56          | 56          | 13          | 83          | 83          | 13          | 13          | 141         | 141         | 141         | 141         | 141         | 141         | 141         | 141         | 141         | 141         | 46          | 46          | 46  |  |  |  |  |  |  |  |
| 81  | CARTER     | 26  | 81          | 56          | 83          | 83          | 83          | 141         | 141         | 141         | 141         | 13          | 13          | 13          | 13          | 13          | 13          | 50          | 50          | 50          | 141         | 141         | 141         |     |  |  |  |  |  |  |  |
| 14  | BESLEY     | 27  | 197         | 83          | 81          | 81          | 81          | 81          | 81          | 81          | 81          | 81          | 50          | 50          | 50          | 50          | 13          | 13          | 13          | 13          | 13          | 13          | 13          |     |  |  |  |  |  |  |  |
| 83  | HALUSA     | 28  | 56          | 81          | 131         | 141         | 141         | 3           | 3           | 167         | 167         | 167         | 50          | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         | 167         |     |  |  |  |  |  |  |  |
| 46  | ZOLIN      | 29  | 83          | 131         | 141         | 3           | 3           | 131         | 131         | 3           | 50          | 50          | 167         | 3           | 3           | 3           | 3           | 3           | 131         | 131         | 131         | 131         | 131         | 131 |  |  |  |  |  |  |  |
| 56  | DEELEY     | 30  | 66          | 3           | 3           | 131         | 131         | 50          | 50          | 50          | 3           | 3           | 3           | 131         | 131         | 131         | 131         | 131         | 3           | 3           | 3           | 3           | 3           | 3   |  |  |  |  |  |  |  |
| 66  | TIMONEY    | 31  | 131         | 141         | 6           | 6           | 6           | 6           | 167         | 131         | 131         | 131         | 131         | 6           | 6           | 6           | 6           | 6           | 6           | 6           |             |             |             |     |  |  |  |  |  |  |  |
| 197 | MCHUGH     | 32  | 3           | 6           | 4           | 4           | 50          | 167         | 6           | 6           | 6           | 6           | 6           | 4           | 4           | 4           | 4           | 4           | 4           | 4           |             |             |             |     |  |  |  |  |  |  |  |
| 3   | FLEMING    | 33  | 6           | 4           | 50          | 50          | 167         | 4           | 4           | 4           | 4           | 4           | 4           | 138         | 81          | 81          | 81          | 81          | 81          | 81          |             |             |             |     |  |  |  |  |  |  |  |
| 131 | WALL       | 34  | 141         | 99          | 99          | 167         | 4           | 99          | 99          | 99          | 99          | 138         | 138         | 66          | 138         | 138         | 138         | 138         | 66          | 66          |             |             |             |     |  |  |  |  |  |  |  |
| 6   | ADELMAN    | 35  | 4           | 50          | 167         | 99          | 99          | 138         | 138         | 138         | 138         | 99          | 66          | 24          | 66          | 66          | 66          | 66          | 138         | 138         |             |             |             |     |  |  |  |  |  |  |  |
| 138 | HODGES     | 36  | 138         | 138         | 138         | 138         | 138         | 52          | 52          | 52          | 52          | 52          | 52          | 24          | 24          | 52          | 52          | 24          | 52          |             |             |             |             |     |  |  |  |  |  |  |  |
| 7   | RABAGLIATI | 37  | 99          | 167         | 52          | 52          | 52          | 24          | 24          | 24          | 24          | 24          | 24          | 7           | 52          | 52          | 24          | 24          | 52          | 24          |             |             |             |     |  |  |  |  |  |  |  |
| 24  | STEVENS    | 38  | 52          | 52          | 24          | 24          | 24          | 7           | 7           | 7           | 7           | 66          | 7           | 7           | 7           | 7           | 7           | 7           |             |             |             |             |             |     |  |  |  |  |  |  |  |
| 99  | JONES      | 39  | 50          | 24          | 7           | 7           | 7           | 66          | 66          | 66          | 66          | 7           |             |             |             |             |             |             |             |             |             |             |             |     |  |  |  |  |  |  |  |
| 52  | FENICHEL   | 40  | 24          | 7           | 66          | 66          | 66          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |  |  |  |  |  |  |  |
| 4   | BARRON     | 41  | 7           | 66          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |  |  |  |  |  |  |  |
| 141 | BESLEY     | 42  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |  |  |  |  |  |  |  |
| 50  | BUHOFER    | 43  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |     |  |  |  |  |  |  |  |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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                        |          | 57 E1 |                          | Callum GRANT |          | Merlyn Mk5/7       |              |       |       |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.665 |          |       | BEST LAP TIME : 2:19.729 |              |          | DIFFERENCE : 0.064 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.2 | 1:10.904                 | 124.2        | 26.312   | 112.9              | 2:22.584     | 91.88 | 2.855 | 11:38:52.171 |
| 2 -                       | 44.190   | 124.7 | 1:09.548                 | 122.0        | 26.219   | 113.7              | 2:19.957 (2) | 93.61 | 0.228 | 11:41:12.128 |
| 3 -                       | 43.928   | 125.2 | 1:09.612                 | 120.4        | 26.189   | 114.7              | 2:19.729 (1) | 93.76 |       | 11:43:31.857 |
| 4 -                       | 44.065   | 125.4 | 1:09.647                 | 119.8        | 26.333   | 114.3              | 2:20.045 (3) | 93.55 | 0.316 | 11:45:51.902 |
| 5 -                       | 43.941   | 125.2 | 1:11.845                 | 120.9        | 26.576   | 114.1              | 2:22.362     | 92.03 | 2.633 | 11:48:14.264 |
| 6 -                       | 49.245   | 108.5 | 1:09.929                 | 126.8        | 26.215   | 114.3              | 2:25.389     | 90.11 | 5.660 | 11:50:39.653 |
| 7 -                       | 44.730   | 125.2 | 1:09.862                 | 120.9        | 26.268   | 114.3              | 2:20.860     | 93.01 | 1.131 | 11:53:00.513 |

| P2                        |          | 53 E1 |                          | Sam WILSON |          | Cooper T59         |              |       |       |              |
|---------------------------|----------|-------|--------------------------|------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:19.752 |          |       | BEST LAP TIME : 2:19.785 |            |          | DIFFERENCE : 0.033 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |            | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 124.9 | 1:10.572                 | 122.0      | 26.900   | 108.5              | 2:22.746     | 91.78 | 2.961 | 11:38:52.333 |
| 2 -                       | 44.310   | 127.5 | 1:09.572                 | 124.9      | 26.410   | 114.1              | 2:20.292 (3) | 93.38 | 0.507 | 11:41:12.625 |
| 3 -                       | 43.929   | 127.8 | 1:09.671                 | 122.6      | 26.410   | 114.7              | 2:20.010 (2) | 93.57 | 0.225 | 11:43:32.635 |
| 4 -                       | 43.841   | 128.0 | 1:09.586                 | 123.1      | 26.358   | 114.9              | 2:19.785 (1) | 93.72 |       | 11:45:52.420 |
| 5 -                       | 43.965   | 128.5 | 1:11.283                 | 123.3      | 26.530   | 113.1              | 2:21.778     | 92.41 | 1.993 | 11:48:14.198 |
| 6 -                       | 49.147   | 107.7 | 1:10.018                 | 122.6      | 26.500   | 115.7              | 2:25.665     | 89.94 | 5.880 | 11:50:39.863 |
| 7 -                       | 45.446   | 129.8 | 1:09.614                 | 123.3      | 26.339   | 114.7              | 2:21.399     | 92.65 | 1.614 | 11:53:01.262 |

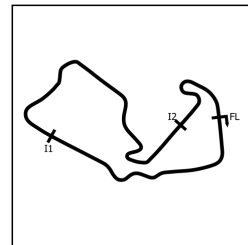
| P3                        |          | 21 E1 |                          | Alex AMES |          | Brabham BT6        |              |       |       |              |
|---------------------------|----------|-------|--------------------------|-----------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:20.623 |          |       | BEST LAP TIME : 2:20.862 |           |          | DIFFERENCE : 0.239 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |           | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 126.3 | 1:11.423                 | 125.9     | 26.400   | 115.5              | 2:23.189     | 91.49 | 2.327 | 11:38:52.776 |
| 2 -                       | 44.155   | 129.0 | 1:10.184                 | 122.2     | 26.523   | 115.1              | 2:20.862 (1) | 93.01 |       | 11:41:13.638 |
| 3 -                       | 44.266   | 128.3 | 1:10.633                 | 125.2     | 26.394   | 117.2              | 2:21.293 (2) | 92.72 | 0.431 | 11:43:34.931 |
| 4 -                       | 44.253   | 130.0 | 1:10.821                 | 120.9     | 26.291   | 115.7              | 2:21.365 (3) | 92.68 | 0.503 | 11:45:56.296 |
| 5 -                       | 44.148   | 127.0 | 1:11.111                 | 122.2     | 26.668   | 114.1              | 2:21.927     | 92.31 | 1.065 | 11:48:18.223 |
| 6 -                       | 45.384   | 107.7 | 1:10.239                 | 126.1     | 26.454   | 115.9              | 2:22.077     | 92.21 | 1.215 | 11:50:40.300 |
| 7 -                       | 44.662   | 128.0 | 1:11.057                 | 115.3     | 26.560   | 114.3              | 2:22.279     | 92.08 | 1.417 | 11:53:02.579 |

| P4                        |          | 55 E1 |                          | Lukas HALUSA |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:20.355 |          |       | BEST LAP TIME : 2:20.633 |              |          | DIFFERENCE : 0.278 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 126.8 | 1:11.146                 | 124.9        | 26.491   | 114.1              | 2:23.442     | 91.33 | 2.809 | 11:38:53.029 |
| 2 -                       | 44.053   | 128.8 | 1:10.345                 | 124.5        | 26.486   | 115.1              | 2:20.884 (2) | 92.99 | 0.251 | 11:41:13.913 |
| 3 -                       | 43.849   | 124.9 | 1:10.467                 | 120.2        | 26.317   | 113.7              | 2:20.633 (1) | 93.16 |       | 11:43:34.546 |
| 4 -                       | 44.267   | 124.5 | 1:11.573                 | 120.2        | 26.467   | 113.7              | 2:22.307     | 92.06 | 1.674 | 11:45:56.853 |
| 5 -                       | 43.967   | 126.8 | 1:11.401                 | 121.7        | 26.272   | 114.3              | 2:21.640     | 92.50 | 1.007 | 11:48:18.493 |
| 6 -                       | 45.370   | 104.8 | 1:11.279                 | 122.2        | 26.247   | 114.3              | 2:22.896     | 91.68 | 2.263 | 11:50:41.389 |
| 7 -                       | 44.987   | 125.2 | 1:10.342                 | 122.0        | 26.164   | 114.3              | 2:21.493 (3) | 92.59 | 0.860 | 11:53:02.882 |

| P5                        |          | 41 E1 |                          | Andrew HIBBERD |          | Lotus 22           |              |       |       |              |
|---------------------------|----------|-------|--------------------------|----------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:22.180 |          |       | BEST LAP TIME : 2:22.513 |                |          | DIFFERENCE : 0.333 |              |       |       |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |                | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 123.8 | 1:11.235                 | 121.7          | 26.540   | 112.4              | 2:24.192     | 90.86 | 1.679 | 11:38:53.779 |
| 2 -                       | 45.102   | 122.6 | 1:11.504                 | 120.2          | 26.719   | 111.4              | 2:23.325 (3) | 91.41 | 0.812 | 11:41:17.104 |
| 3 -                       | 44.859   | 123.3 | 1:10.910                 | 118.9          | 26.744   | 111.6              | 2:22.513 (1) | 91.93 |       | 11:43:39.617 |
| 4 -                       | 44.762   | 124.2 | 1:11.560                 | 117.5          | 26.698   | 112.4              | 2:23.020 (2) | 91.60 | 0.507 | 11:46:02.637 |
| 5 -                       | 45.306   | 122.9 | 1:12.066                 | 118.5          | 27.657   | 111.4              | 2:25.029     | 90.33 | 2.516 | 11:48:27.666 |
| 6 -                       | 45.693   | 123.8 | 1:12.407                 | 118.3          | 26.665   | 111.6              | 2:24.765     | 90.50 | 2.252 | 11:50:52.431 |
| 7 -                       | 45.165   | 124.0 | 1:12.654                 | 119.4          | 26.508   | 112.9              | 2:24.327     | 90.77 | 1.814 | 11:53:16.758 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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 90 E1                  |               | Rufus FLANN  |                 | Lotus 22                 |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.711 |               |              |                 | BEST LAP TIME : 2:22.847 |               | DIFFERENCE : 0.136 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 121.7        | 1:13.218        | <b>119.8</b>             | 27.116        | 109.9              | 2:27.501            | 88.82        | 4.654 | 11:38:57.088        |
| 2 -                       | 46.598        | 120.2        | 1:13.490        | 118.1                    | 27.136        | 110.1              | 2:27.224            | 88.99        | 4.377 | 11:41:24.312        |
| 3 -                       | 45.525        | 121.7        | 1:12.767        | 118.5                    | <b>26.664</b> | 110.5              | 2:24.956 (3)        | 90.38        | 2.109 | 11:43:49.268        |
| <b>4 -</b>                | <b>44.958</b> | <b>122.4</b> | <b>1:11.089</b> | 116.5                    | 26.800        | 110.9              | <b>2:22.847 (1)</b> | <b>91.71</b> |       | <b>11:46:12.115</b> |
| 5 -                       | 45.142        | 118.5        | 1:11.703        | 117.5                    | 27.830        | 110.3              | 2:24.675 (2)        | 90.55        | 1.828 | 11:48:36.790        |
| 6 -                       | 50.563        | 87.9         | 1:12.337        | 118.1                    | 27.390        | <b>111.2</b>       | 2:30.290            | 87.17        | 7.443 | 11:51:07.080        |
| 7 -                       | 47.067        | 121.7        | 1:11.508        | 118.1                    | 26.785        | 110.5              | 2:25.360            | 90.13        | 2.513 | 11:53:32.440        |

| P7 69 E1                  |               | Stuart ROACH             |                 | Alexis Mk4         |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.116 |               | BEST LAP TIME : 2:24.321 |                 | DIFFERENCE : 0.205 |               |              |                     |              |       |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 122.9                    | 1:13.122        | 117.1              | 27.390        | 109.2        | 2:27.561            | 88.78        | 3.240 | 11:38:57.148        |
| 2 -                       | 46.627        | 122.6                    | 1:13.448        | <b>119.4</b>       | 27.150        | 109.2        | 2:27.225            | 88.99        | 2.904 | 11:41:24.373        |
| 3 -                       | 45.493        | <b>123.5</b>             | 1:12.725        | 115.5              | 27.146        | 110.9        | 2:25.364 (3)        | 90.13        | 1.043 | 11:43:49.737        |
| <b>4 -</b>                | <b>45.300</b> | 122.6                    | 1:11.956        | 115.9              | 27.065        | 109.7        | <b>2:24.321 (1)</b> | <b>90.78</b> |       | <b>11:46:14.058</b> |
| 5 -                       | 45.642        | 121.1                    | <b>1:11.853</b> | 116.9              | 27.162        | 109.2        | 2:24.657 (2)        | 90.57        | 0.336 | 11:48:38.715        |
| 6 -                       | 48.980        | 85.4                     | 1:12.685        | 118.1              | 27.354        | <b>111.0</b> | 2:29.019            | 87.91        | 4.698 | 11:51:07.734        |
| 7 -                       | 46.523        | 120.6                    | 1:12.086        | 118.3              | <b>26.963</b> | 110.7        | 2:25.572            | 90.00        | 1.251 | 11:53:33.306        |

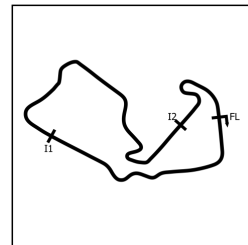
| P8 143 E1                 |          | Stuart MONUMENT |          | Lotus 22                 |          |                    |              |       |       |              |
|---------------------------|----------|-----------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:24.669 |          |                 |          | BEST LAP TIME : 2:24.848 |          | DIFFERENCE : 0.179 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 123.3           | 1:13.643 | 119.4                    | 27.381   | 111.2              | 2:28.448     | 88.25 | 3.600 | 11:38:58.035 |
| 2 -                       | 45.805   | 121.5           | 1:13.505 | 118.3                    | 27.384   | 111.2              | 2:26.694     | 89.31 | 1.846 | 11:41:24.729 |
| 3 -                       | 46.065   | 123.5           | 1:12.017 | 118.1                    | 27.293   | 112.8              | 2:25.375 (3) | 90.12 | 0.527 | 11:43:50.104 |
| 4 -                       | 45.717   | 123.5           | 1:11.879 | 119.1                    | 27.252   | 111.2              | 2:24.848 (1) | 90.45 |       | 11:46:14.952 |
| 5 -                       | 45.905   | 124.2           | 1:11.932 | 118.9                    | 27.468   | 110.9              | 2:25.305 (2) | 90.16 | 0.457 | 11:48:40.257 |
| 6 -                       | 47.621   | 84.8            | 1:13.193 | 119.8                    | 27.107   | 113.1              | 2:27.921     | 88.57 | 3.073 | 11:51:08.178 |
| 7 -                       | 46.200   | 121.3           | 1:12.322 | 119.8                    | 27.073   | 112.8              | 2:25.595     | 89.98 | 0.747 | 11:53:33.773 |

| P9 17 E1                  |               | George DIFFEY |                 | Lotus 20/22              |               |                    |                     |              |       |                     |
|---------------------------|---------------|---------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.423 |               |               |                 | BEST LAP TIME : 2:23.847 |               | DIFFERENCE : 0.424 |                     |              |       |                     |
| LAP                       | SECTOR 1      |               | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 118.1         | 1:14.325        | 116.9                    | 28.039        | 110.3              | 2:31.912            | 86.24        | 8.065 | 11:39:01.499        |
| 2 -                       | 46.352        | 118.3         | 1:13.992        | 116.1                    | 27.002        | <b>112.6</b>       | 2:27.346            | 88.91        | 3.499 | 11:41:28.845        |
| 3 -                       | 45.315        | 125.4         | 1:13.125        | 113.1                    | 27.455        | 108.5              | 2:25.895            | 89.80        | 2.048 | 11:43:54.740        |
| 4 -                       | 45.749        | 123.3         | 1:13.155        | 115.5                    | 27.040        | 111.8              | 2:25.944            | 89.77        | 2.097 | 11:46:20.684        |
| 5 -                       | 45.493        | 121.7         | 1:12.941        | 116.5                    | 26.979        | 110.5              | 2:25.413 (3)        | 90.10        | 1.566 | 11:48:46.097        |
| 6 -                       | 45.394        | 120.6         | 1:12.899        | <b>118.3</b>             | <b>26.855</b> | 110.3              | 2:25.148 (2)        | 90.26        | 1.301 | 11:51:11.245        |
| 7 -                       | <b>44.843</b> | <b>126.6</b>  | <b>1:11.725</b> | 115.1                    | 27.279        | 110.7              | <b>2:23.847 (1)</b> | <b>91.08</b> |       | <b>11:53:35.092</b> |

| P10 171 D2                |               | Nathan METCALFE |                 | Lotus 20                 |               |                    |                     |              |       |                     |
|---------------------------|---------------|-----------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.759 |               |                 |                 | BEST LAP TIME : 2:24.810 |               | DIFFERENCE : 0.051 |                     |              |       |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 127.0           | 1:14.527        | 119.6                    | 27.514        | 112.0              | 2:29.305            | 87.75        | 4.495 | 11:38:58.892        |
| 2 -                       | 45.782        | 124.5           | 1:13.232        | <b>121.3</b>             | 27.519        | 112.0              | 2:26.533            | 89.41        | 1.723 | 11:41:25.425        |
| 3 -                       | 45.405        | <b>127.8</b>    | 1:12.924        | 119.6                    | 27.531        | 111.4              | 2:25.860 (3)        | 89.82        | 1.050 | 11:43:51.285        |
| <b>4 -</b>                | <b>45.183</b> | 125.9           | <b>1:12.232</b> | 118.7                    | 27.395        | 111.8              | <b>2:24.810 (1)</b> | <b>90.47</b> |       | <b>11:46:16.095</b> |
| 5 -                       | 45.366        | 124.5           | 1:12.807        | 119.1                    | <b>27.344</b> | 111.6              | 2:25.517 (2)        | 90.03        | 0.707 | 11:48:41.612        |
| 6 -                       | 47.234        | 113.5           | 1:13.509        | 119.8                    | 27.498        | <b>112.2</b>       | 2:28.241            | 88.38        | 3.431 | 11:51:09.853        |
| 7 -                       | 46.281        | 123.8           | 1:12.544        | 120.2                    | 27.491        | 111.8              | 2:26.316            | 89.54        | 1.506 | 11:53:36.169        |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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 76 E1                 |               | Tim CHILD    |                          | Lotus 22     |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:25.902 |               |              | BEST LAP TIME : 2:26.083 |              |               | DIFFERENCE : 0.181 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 124.0        | 1:14.308                 | 120.4        | 27.754        | <b>113.9</b>       | 2:31.302            | 86.59        | 5.219 | 11:39:00.889        |
| 2 -                       | 46.207        | 124.5        | <b>1:13.059</b>          | <b>120.6</b> | 27.444        | 113.1              | 2:26.710 (2)        | 89.30        | 0.627 | 11:41:27.599        |
| 3 -                       | 46.028        | <b>124.7</b> | 1:16.125                 | 111.8        | 27.441        | 112.0              | 2:29.594            | 87.58        | 3.511 | 11:43:57.193        |
| 4 -                       | 46.363        | 124.5        | 1:13.122                 | 118.9        | 27.391        | 112.6              | 2:26.876 (3)        | 89.20        | 0.793 | 11:46:24.069        |
| 5 -                       | <b>45.512</b> | 124.0        | 1:13.145                 | 119.1        | 27.426        | 112.2              | <b>2:26.083 (1)</b> | <b>89.68</b> |       | <b>11:48:50.152</b> |
| 6 -                       | 47.604        | 99.2         | 1:14.969                 | 118.7        | <b>27.331</b> | 113.1              | 2:29.904            | 87.40        | 3.821 | 11:51:20.056        |
| 7 -                       | 45.590        | 124.5        | 1:14.094                 | 117.9        | 27.420        | 112.4              | 2:27.104            | 89.06        | 1.021 | 11:53:47.160        |

| P12 166 E1                |          | Geoff UNDERWOOD |                          |       |          | Brabham BT2        |              |       |       |              |
|---------------------------|----------|-----------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:27.505 |          |                 | BEST LAP TIME : 2:27.659 |       |          | DIFFERENCE : 0.154 |              |       |       |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 125.2           | 1:15.016                 | 119.1 | 27.596   | 113.5              | 2:32.897     | 85.68 | 5.238 | 11:39:02.484 |
| 2 -                       | 46.481   | 121.7           | 1:14.386                 | 118.3 | 27.781   | 113.1              | 2:28.648 (3) | 88.13 | 0.989 | 11:41:31.132 |
| 3 -                       | 46.542   | 121.5           | 1:14.426                 | 116.9 | 27.573   | 112.8              | 2:28.541 (2) | 88.20 | 0.882 | 11:43:59.673 |
| 4 -                       | 46.182   | 122.6           | 1:14.773                 | 116.5 | 27.804   | 112.0              | 2:28.759     | 88.07 | 1.100 | 11:46:28.432 |
| 5 -                       | 46.404   | 114.1           | 1:14.613                 | 117.7 | 27.854   | 111.4              | 2:28.871     | 88.00 | 1.212 | 11:48:57.303 |
| 6 -                       | 46.615   | 111.2           | 1:14.386                 | 116.5 | 28.258   | 111.4              | 2:29.259     | 87.77 | 1.600 | 11:51:26.562 |
| 7 -                       | 46.336   | 122.0           | 1:13.996                 | 115.1 | 27.327   | 110.1              | 2:27.659 (1) | 88.72 |       | 11:53:54.221 |

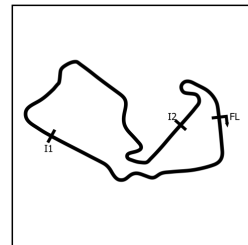
| P13 61 D2                 |          | Oscar TREPESS |                          |       |          | Lotus 20           |              |       |       |              |
|---------------------------|----------|---------------|--------------------------|-------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:28.000 |          |               | BEST LAP TIME : 2:28.198 |       |          | DIFFERENCE : 0.198 |              |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 122.2         | 1:13.857                 | 117.7 | 27.964   | 109.6              | 2:30.837     | 86.85 | 2.639 | 11:39:00.424 |
| 2 -                       | 46.871   | 119.8         | 1:14.025                 | 117.7 | 28.106   | 110.5              | 2:29.002 (2) | 87.92 | 0.804 | 11:41:29.426 |
| 3 -                       | 46.575   | 120.4         | 1:14.055                 | 117.1 | 27.568   | 110.1              | 2:28.198 (1) | 88.40 |       | 11:43:57.624 |
| 4 -                       | 46.982   | 120.9         | 1:15.069                 | 115.9 | 27.930   | 109.4              | 2:29.981     | 87.35 | 1.783 | 11:46:27.605 |
| 5 -                       | 46.767   | 120.2         | 1:14.652                 | 115.7 | 28.043   | 109.2              | 2:29.462     | 87.65 | 1.264 | 11:48:57.067 |
| 6 -                       | 47.584   | 121.3         | 1:14.409                 | 117.9 | 29.400   | 107.6              | 2:31.393     | 86.54 | 3.195 | 11:51:28.460 |
| 7 -                       | 46.696   | 120.6         | 1:14.292                 | 112.2 | 28.250   | 109.4              | 2:29.238 (3) | 87.79 | 1.040 | 11:53:57.698 |

| P14 45 E2                 |          | Duncan ROSS |                          | Lynx Mk3 |          |                    |              |       |       |              |
|---------------------------|----------|-------------|--------------------------|----------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:27.115 |          |             | BEST LAP TIME : 2:28.421 |          |          | DIFFERENCE : 1.306 |              |       |       |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 123.8       | 1:16.127                 | 118.9    | 27.796   | 110.3              | 2:35.137     | 84.45 | 6.716 | 11:39:04.724 |
| 2 -                       | 46.447   | 123.1       | 1:16.115                 | 116.3    | 28.060   | 108.3              | 2:30.622     | 86.98 | 2.201 | 11:41:35.346 |
| 3 -                       | 46.438   | 121.1       | 1:14.642                 | 114.1    | 28.068   | 109.4              | 2:29.148     | 87.84 | 0.727 | 11:44:04.494 |
| 4 -                       | 46.396   | 121.5       | 1:14.825                 | 115.9    | 27.842   | 109.6              | 2:29.063 (2) | 87.89 | 0.642 | 11:46:33.557 |
| 5 -                       | 46.332   | 122.0       | 1:15.636                 | 116.5    | 27.334   | 109.2              | 2:29.302     | 87.75 | 0.881 | 11:49:02.859 |
| 6 -                       | 46.091   | 122.0       | 1:15.208                 | 114.7    | 27.801   | 109.7              | 2:29.100 (3) | 87.87 | 0.679 | 11:51:31.959 |
| 7 -                       | 47.151   | 121.7       | 1:13.690                 | 116.3    | 27.580   | 109.9              | 2:28.421 (1) | 88.27 |       | 11:54:00.380 |

| P15 68 E1                 |          | Tony LEES |          | Lola Mk5A                |          |                    |              |       |       |              |
|---------------------------|----------|-----------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:28.437 |          |           |          | BEST LAP TIME : 2:29.035 |          | DIFFERENCE : 0.598 |              |       |       |              |
| LAP                       | SECTOR 1 |           | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 125.4     | 1:15.065 | 121.7                    | 27.811   | 110.9              | 2:33.405     | 85.40 | 4.370 | 11:39:02.992 |
| 2 -                       | 46.561   | 122.0     | 1:14.916 | 118.5                    | 27.927   | 109.9              | 2:29.404 (3) | 87.69 | 0.369 | 11:41:32.396 |
| 3 -                       | 46.868   | 122.4     | 1:14.626 | 117.5                    | 27.861   | 109.4              | 2:29.355 (2) | 87.72 | 0.320 | 11:44:01.751 |
| 4 -                       | 46.491   | 122.2     | 1:15.716 | 116.5                    | 28.009   | 109.2              | 2:30.216     | 87.21 | 1.181 | 11:46:31.967 |
| 5 -                       | 46.689   | 121.7     | 1:16.873 | 114.5                    | 27.751   | 109.2              | 2:31.313     | 86.58 | 2.278 | 11:49:03.280 |
| 6 -                       | 46.357   | 123.3     | 1:14.803 | 118.9                    | 27.875   | 110.9              | 2:29.035 (1) | 87.91 |       | 11:51:32.315 |
| 7 -                       | 49.406   | 121.3     | 1:14.365 | 116.5                    | 27.715   | 108.3              | 2:31.486     | 86.48 | 2.451 | 11:54:03.801 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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 32 B2 Ray MALLOCK     |               |              |                 | U2 Mk2                   |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.976 |               |              |                 | BEST LAP TIME : 2:28.745 |               |              | DIFFERENCE : 0.769  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 119.4        | 1:16.682        | <b>121.1</b>             | <b>27.603</b> | 112.2        | 2:34.370            | 84.87        | 5.625 | 11:39:03.957        |
| 2 -                       | 46.876        | 122.6        | 1:17.047        | 113.9                    | 28.273        | 111.4        | 2:32.196            | 86.08        | 3.451 | 11:41:36.153        |
| 3 -                       | 46.396        | 123.8        | 1:14.416        | 116.7                    | 27.933        | 112.8        | <b>2:28.745 (1)</b> | <b>88.08</b> |       | <b>11:44:04.898</b> |
| 4 -                       | 46.656        | 123.5        | 1:15.028        | 119.6                    | 27.819        | 112.8        | 2:29.503 <b>(3)</b> | 87.63        | 0.758 | 11:46:34.401        |
| 5 -                       | <b>46.008</b> | 122.9        | 1:15.775        | 117.1                    | 27.778        | 112.9        | 2:29.561            | 87.60        | 0.816 | 11:49:03.962        |
| 6 -                       | 46.362        | <b>124.9</b> | 1:14.574        | 116.5                    | 27.926        | <b>113.3</b> | 2:28.862 <b>(2)</b> | 88.01        | 0.117 | 11:51:32.824        |
| 7 -                       | 49.357        | <b>124.9</b> | <b>1:14.365</b> | 117.7                    | 28.020        | 112.2        | 2:31.742            | 86.34        | 2.997 | 11:54:04.566        |

| P17 23 B2 Adrian RUSSELL  |               |              |                 | Condor S2                |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.349 |               |              |                 | BEST LAP TIME : 2:30.876 |               |              | DIFFERENCE : 0.527  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>116.9</b> | 1:16.701        | <b>113.9</b>             | 28.148        | 106.4        | 2:37.036            | 83.43        | 6.160 | 11:39:06.623        |
| 2 -                       | 47.574        | 115.1        | <b>1:15.216</b> | 113.5                    | 28.254        | <b>106.7</b> | 2:31.044 <b>(2)</b> | 86.74        | 0.168 | 11:41:37.667        |
| 3 -                       | 47.592        | 115.5        | 1:15.561        | 111.1                    | <b>27.723</b> | 105.9        | <b>2:30.876 (1)</b> | <b>86.83</b> |       | <b>11:44:08.543</b> |
| 4 -                       | <b>47.410</b> | 115.7        | 1:15.604        | 110.3                    | 28.224        | 105.5        | 2:31.238 <b>(3)</b> | 86.62        | 0.362 | 11:46:39.781        |
| 5 -                       | 48.148        | 113.9        | 1:15.687        | 110.9                    | 27.975        | 105.5        | 2:31.810            | 86.30        | 0.934 | 11:49:11.591        |
| 6 -                       | 47.792        | 116.7        | 1:15.343        | 111.1                    | 28.281        | 105.2        | 2:31.416            | 86.52        | 0.540 | 11:51:43.007        |
| 7 -                       | 47.662        | 116.5        | 1:16.340        | 111.4                    | 27.912        | 106.2        | 2:31.914            | 86.24        | 1.038 | 11:54:14.921        |

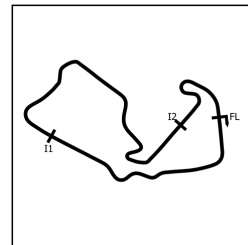
| P18 71 D2 James HICKS     |               |              |                 | Caravelle Mk3            |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.952 |               |              |                 | BEST LAP TIME : 2:30.952 |               |              | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 112.9        | 1:17.572        | <b>116.3</b>             | 28.210        | <b>109.2</b> | 2:38.491            | 82.66        | 7.539 | 11:39:08.078        |
| 2 -                       | 47.910        | 120.4        | 1:15.678        | 114.3                    | 28.372        | 105.9        | 2:31.960            | 86.21        | 1.008 | 11:41:40.038        |
| 3 -                       | 47.871        | 120.4        | 1:15.545        | 113.3                    | 28.481        | 106.2        | 2:31.897 <b>(3)</b> | 86.25        | 0.945 | 11:44:11.935        |
| 4 -                       | 47.617        | 119.8        | 1:16.107        | 112.4                    | 28.406        | 105.3        | 2:32.130            | 86.12        | 1.178 | 11:46:44.065        |
| 5 -                       | 47.573        | 121.1        | 1:15.814        | 113.1                    | 28.266        | 106.0        | 2:31.653 <b>(2)</b> | 86.39        | 0.701 | 11:49:15.718        |
| 6 -                       | <b>47.410</b> | 121.3        | <b>1:15.445</b> | 112.5                    | <b>28.097</b> | 105.3        | <b>2:30.952 (1)</b> | <b>86.79</b> |       | <b>11:51:46.670</b> |
| 7 -                       | 47.468        | <b>121.5</b> | 1:17.367        | 110.0                    | 28.143        | 107.2        | 2:32.978            | 85.64        | 2.026 | 11:54:19.648        |

| P19 124 E1 Paul CLARK     |               |              |                 | Lotus 20/22              |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:32.383 |               |              |                 | BEST LAP TIME : 2:32.967 |               |              | DIFFERENCE : 0.584  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 118.5        | 1:18.783        | <b>117.5</b>             | <b>28.620</b> | <b>108.1</b> | 2:40.048            | 81.86        | 7.081 | 11:39:09.635        |
| 2 -                       | 48.663        | 119.4        | 1:16.947        | 116.1                    | 29.047        | 107.9        | 2:34.657            | 84.71        | 1.690 | 11:41:44.292        |
| 3 -                       | 48.277        | 120.2        | 1:16.965        | 114.3                    | 28.735        | 107.6        | 2:33.977            | 85.08        | 1.010 | 11:44:18.269        |
| 4 -                       | 48.468        | 120.4        | 1:16.760        | 113.9                    | 29.572        | 105.9        | 2:34.800            | 84.63        | 1.833 | 11:46:53.069        |
| 5 -                       | 48.294        | 119.8        | 1:16.377        | 114.7                    | 29.009        | 104.0        | 2:33.680 <b>(3)</b> | 85.25        | 0.713 | 11:49:26.749        |
| 6 -                       | 48.149        | 120.2        | <b>1:16.101</b> | 114.7                    | 28.717        | 107.6        | <b>2:32.967 (1)</b> | <b>85.65</b> |       | <b>11:51:59.716</b> |
| 7 -                       | <b>47.662</b> | <b>120.6</b> | 1:16.401        | 114.9                    | 29.202        | 106.7        | 2:33.265 <b>(2)</b> | 85.48        | 0.298 | 11:54:32.981        |

| P20 197 E1 Martin MCHUGH  |               |              |                 | Lotus 20/22              |               |              |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:33.588 |               |              |                 | BEST LAP TIME : 2:34.109 |               |              | DIFFERENCE : 0.521  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 121.3        | 1:17.618        | <b>117.5</b>             | 28.478        | 108.1        | 2:41.700            | 81.02        | 7.591 | 11:39:11.287        |
| 2 -                       | 49.682        | 120.9        | 1:17.455        | 116.3                    | 28.226        | <b>109.6</b> | 2:35.363            | 84.32        | 1.254 | 11:41:46.650        |
| 3 -                       | 48.790        | 120.9        | 1:17.330        | 115.1                    | 28.407        | 107.2        | 2:34.527            | 84.78        | 0.418 | 11:44:21.177        |
| 4 -                       | <b>48.447</b> | 121.3        | 1:17.514        | 114.3                    | 28.199        | 108.5        | 2:34.160 <b>(3)</b> | 84.98        | 0.051 | 11:46:55.337        |
| 5 -                       | 48.460        | 120.4        | 1:18.056        | 114.9                    | 28.150        | 108.3        | 2:34.666            | 84.70        | 0.557 | 11:49:30.003        |
| 6 -                       | 49.000        | 121.1        | <b>1:17.154</b> | 116.1                    | <b>27.987</b> | 108.7        | 2:34.141 <b>(2)</b> | 84.99        | 0.032 | 11:52:04.144        |
| 7 -                       | 48.644        | <b>121.7</b> | 1:17.207        | 115.9                    | 28.258        | 108.5        | <b>2:34.109 (1)</b> | <b>85.01</b> |       | <b>11:54:38.253</b> |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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 83 E1                 |          | Martin HALUSA |          | Lotus 22                 |          |                    |              |       |        |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.692 |          |               |          | BEST LAP TIME : 2:31.135 |          | DIFFERENCE : 0.443 |              |       |        |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 114.1         | 1:22.266 | 107.8                    | 29.073   | 108.7              | 2:47.672     | 78.13 | 16.537 | 11:39:17.259 |
| 2 -                       | 48.963   | 120.2         | 1:18.649 | 109.4                    | 28.940   | 109.4              | 2:36.552     | 83.68 | 5.417  | 11:41:53.811 |
| 3 -                       | 48.531   | 122.0         | 1:16.811 | 115.3                    | 28.471   | 109.4              | 2:33.813     | 85.17 | 2.678  | 11:44:27.624 |
| 4 -                       | 47.316   | 115.3         | 1:17.605 | 104.8                    | 29.358   | 107.2              | 2:34.279     | 84.92 | 3.144  | 11:47:01.903 |
| 5 -                       | 47.597   | 122.6         | 1:17.609 | 109.8                    | 28.547   | 107.6              | 2:33.753 (3) | 85.21 | 2.618  | 11:49:35.656 |
| 6 -                       | 47.246   | 123.1         | 1:16.077 | 114.5                    | 27.812   | 110.3              | 2:31.135 (1) | 86.68 |        | 11:52:06.791 |
| 7 -                       | 46.803   | 123.5         | 1:17.116 | 106.6                    | 28.916   | 107.8              | 2:32.835 (2) | 85.72 | 1.700  | 11:54:39.626 |

| P22 14 C2                 |               | Crispian BESLEY |                          |              |               | Cooper T56         |                     |              |       |                     |
|---------------------------|---------------|-----------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:33.269 |               |                 | BEST LAP TIME : 2:33.431 |              |               | DIFFERENCE : 0.162 |                     |              |       |                     |
| LAP                       | SECTOR 1      |                 | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 117.9           | 1:18.646                 | 113.7        | 28.382        | 106.7              | 2:41.513            | 81.11        | 8.082 | 11:39:11.100        |
| 2 -                       | 50.027        | 114.9           | 1:18.217                 | <b>113.9</b> | 28.447        | <b>107.1</b>       | 2:36.691            | 83.61        | 3.260 | 11:41:47.791        |
| 3 -                       | 48.338        | 117.9           | 1:18.167                 | 108.7        | 28.555        | 106.2              | 2:35.060            | 84.49        | 1.629 | 11:44:22.851        |
| <b>4 -</b>                | <b>47.117</b> | 118.5           | 1:18.035                 | 112.5        | <b>28.279</b> | 106.9              | <b>2:33.431 (1)</b> | <b>85.39</b> |       | <b>11:46:56.282</b> |
| 5 -                       | 48.048        | 119.1           | <b>1:17.873</b>          | 113.1        | 28.827        | 106.0              | 2:34.748 <b>(3)</b> | 84.66        | 1.317 | 11:49:31.030        |
| 6 -                       | 48.218        | <b>119.8</b>    | 1:17.910                 | 110.9        | 28.608        | <b>107.1</b>       | 2:34.736 <b>(2)</b> | 84.67        | 1.305 | 11:52:05.766        |
| 7 -                       | 47.387        | 117.7           | 1:18.969                 | 108.7        | 29.087        | 106.9              | 2:35.443            | 84.28        | 2.012 | 11:54:41.209        |

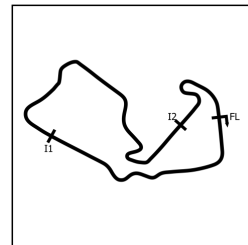
| P23 50 E1                 |          | Lukas BUHOFFER |          | Lotus 27                 |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:27.262 |          |                |          | BEST LAP TIME : 2:27.737 |          | DIFFERENCE : 0.475 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 106.8          | 1:25.856 | 104.2                    | 29.152   | 108.7              | 2:58.142     | 73.54 | 30.405 | 11:39:27.729 |
| 2 -                       | 48.624   | 119.8          | 1:20.735 | 113.3                    | 29.664   | 101.0              | 2:39.023     | 82.38 | 11.286 | 11:42:06.752 |
| 3 -                       | 48.871   | 120.9          | 1:21.667 | 104.5                    | 29.339   | 107.6              | 2:39.877     | 81.94 | 12.140 | 11:44:46.629 |
| 4 -                       | 47.051   | 121.5          | 1:15.128 | 113.5                    | 28.349   | 110.3              | 2:30.528     | 87.03 | 2.791  | 11:47:17.157 |
| 5 -                       | 46.613   | 122.0          | 1:14.827 | 117.3                    | 27.747   | 109.2              | 2:29.187 (3) | 87.82 | 1.450  | 11:49:46.344 |
| 6 -                       | 46.480   | 122.6          | 1:13.261 | 116.1                    | 27.996   | 102.4              | 2:27.737 (1) | 88.68 |        | 11:52:14.081 |
| 7 -                       | 46.254   | 122.9          | 1:14.437 | 118.9                    | 27.806   | 109.0              | 2:28.497 (2) | 88.22 | 0.760  | 11:54:42.578 |

| P24 56 C2                 |          | Jeremy DEELEY |          | Cooper T56               |          |       |                    |       |       |              |
|---------------------------|----------|---------------|----------|--------------------------|----------|-------|--------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:33.974 |          |               |          | BEST LAP TIME : 2:34.716 |          |       | DIFFERENCE : 0.742 |       |       |              |
| LAP                       | SECTOR 1 |               | SECTOR 2 |                          | SECTOR 3 |       | LAP TIME           | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 114.1         | 1:18.947 | 111.8                    | 28.330   | 105.0 | 2:43.070           | 80.34 | 8.354 | 11:39:12.657 |
| 2 -                       | 50.972   | 108.5         | 1:17.300 | 111.1                    | 28.435   | 105.3 | 2:36.707           | 83.60 | 1.991 | 11:41:49.364 |
| 3 -                       | 48.751   | 116.3         | 1:18.293 | 110.0                    | 28.752   | 105.5 | 2:35.796           | 84.09 | 1.080 | 11:44:25.160 |
| 4 -                       | 49.015   | 115.3         | 1:17.308 | 108.9                    | 29.215   | 105.2 | 2:35.538           | 84.23 | 0.822 | 11:47:00.698 |
| 5 -                       | 48.622   | 115.7         | 1:17.359 | 110.0                    | 28.735   | 104.7 | 2:34.716 (1)       | 84.68 |       | 11:49:35.414 |
| 6 -                       | 49.096   | 116.7         | 1:17.856 | 109.8                    | 28.513   | 105.3 | 2:35.465 (3)       | 84.27 | 0.749 | 11:52:10.879 |
| 7 -                       | 48.344   | 115.9         | 1:17.934 | 108.0                    | 28.549   | 106.4 | 2:34.827 (2)       | 84.62 | 0.111 | 11:54:45.706 |

| P25 46 C2                 |               | Marco ZOLIN  |                 | Cooper T56               |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|-----------------|--------------------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:34.136 |               |              |                 | BEST LAP TIME : 2:34.365 |               | DIFFERENCE : 0.229 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2        |                          | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 111.2        | 1:19.064        | 105.3                    | 29.121        | <b>102.5</b>       | 2:42.514            | 80.61        | 8.149 | 11:39:12.101        |
| 2 -                       | 50.066        | 109.6        | 1:17.928        | <b>107.0</b>             | 28.960        | 100.8              | 2:36.954            | 83.47        | 2.589 | 11:41:49.055        |
| 3 -                       | 49.179        | 107.8        | 1:18.428        | 101.9                    | 29.327        | 101.1              | 2:36.934            | 83.48        | 2.569 | 11:44:25.989        |
| 4 -                       | <b>48.644</b> | <b>112.9</b> | 1:17.577        | 105.0                    | 29.633        | 101.8              | 2:35.854            | 84.06        | 1.489 | 11:47:01.843        |
| 5 -                       | 49.425        | 110.1        | 1:17.537        | 105.1                    | <b>28.780</b> | 100.8              | 2:35.742 (3)        | 84.12        | 1.377 | 11:49:37.585        |
| 6 -                       | 48.714        | 110.1        | <b>1:16.712</b> | 106.8                    | 28.939        | 101.3              | <b>2:34.365 (1)</b> | <b>84.87</b> |       | <b>11:52:11.950</b> |
| 7 -                       | 49.239        | 109.2        | 1:17.206        | 105.3                    | 28.833        | 100.8              | 2:35.278 (2)        | 84.37        | 0.913 | 11:54:47.228        |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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>P26</b>                | <b>141</b>    | <b>B2</b>    | <b>Charlie BESLEY</b>    |              |               |              | Elva 100            |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.479 |               |              | BEST LAP TIME : 2:33.775 |              |               |              | DIFFERENCE : 0.296  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |              | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 106.5        | 1:21.786                 | 100.4        | 29.328        | <b>101.9</b> | 2:50.488            | 76.84        | 16.713 | 11:39:20.075        |
| 2 -                       | 49.585        | 105.6        | 1:17.645                 | 103.8        | 29.067        | 99.9         | 2:36.297            | 83.82        | 2.522  | 11:41:56.372        |
| 3 -                       | 49.260        | 107.2        | 1:17.378                 | 101.8        | 28.592        | 100.1        | 2:35.230            | 84.40        | 1.455  | 11:44:31.602        |
| 4 -                       | <b>48.374</b> | <b>110.1</b> | 1:16.895                 | 102.1        | 28.506        | 99.9         | <b>2:33.775 (1)</b> | <b>85.20</b> |        | <b>11:47:05.377</b> |
| 5 -                       | 48.879        | 104.6        | 1:17.134                 | 104.2        | 28.533        | 99.9         | 2:34.546            | 84.77        | 0.771  | 11:49:39.923        |
| 6 -                       | 48.554        | 109.4        | 1:16.985                 | 103.8        | 28.484        | 100.5        | 2:34.023 <b>(3)</b> | 85.06        | 0.248  | 11:52:13.946        |
| 7 -                       | 48.846        | 108.2        | <b>1:16.677</b>          | <b>105.8</b> | <b>28.428</b> | 101.4        | 2:33.951 <b>(2)</b> | 85.10        | 0.176  | 11:54:47.897        |

| <b>P27</b>                | <b>13</b>     | <b>B2</b>    | <b>Niall MCFADDEN</b>    |              |               |             | Elva 100            |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:34.264 |               |              | BEST LAP TIME : 2:34.264 |              |               |             | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 107.2        | 1:18.887                 | <b>104.8</b> | 29.198        | 96.7        | 2:42.259            | 80.74        | 7.995 | 11:39:11.846        |
| 2 -                       | 51.658        | 105.0        | 1:19.833                 | 103.8        | 29.378        | 97.2        | 2:40.869            | 81.44        | 6.605 | 11:41:52.715        |
| 3 -                       | 49.460        | 108.0        | 1:18.821                 | 103.2        | 29.563        | 96.9        | 2:37.844            | 83.00        | 3.580 | 11:44:30.559        |
| 4 -                       | 49.442        | 107.5        | 1:18.191                 | 102.4        | 29.564        | 98.1        | 2:37.197            | 83.34        | 2.933 | 11:47:07.756        |
| 5 -                       | 49.346        | 108.5        | 1:18.071                 | 103.4        | 28.800        | 97.7        | 2:36.217 <b>(3)</b> | 83.86        | 1.953 | 11:49:43.973        |
| 6 -                       | 49.333        | 108.0        | 1:17.049                 | 103.2        | 28.627        | 97.7        | 2:35.009 <b>(2)</b> | 84.52        | 0.745 | 11:52:18.982        |
| 7 -                       | <b>48.641</b> | <b>108.9</b> | <b>1:17.022</b>          | 104.2        | <b>28.601</b> | <b>98.4</b> | <b>2:34.264 (1)</b> | <b>84.93</b> |       | <b>11:54:53.246</b> |

| <b>P28</b>                | <b>167</b>    | <b>E1</b>    | <b>Alan SCHMIDT</b>      |              |               |              | Brabham BT6         |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.307 |               |              | BEST LAP TIME : 2:33.031 |              |               |              | DIFFERENCE : 0.724  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |              | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 112.0        | 1:38.686                 | 110.9        | 28.990        | 107.9        | 3:00.646            | 72.52        | 27.615 | 11:39:30.233        |
| 2 -                       | 47.377        | 121.3        | 1:21.321                 | 111.8        | 29.268        | 109.0        | 2:37.966            | 82.94        | 4.935  | 11:42:08.199        |
| 3 -                       | 48.264        | 121.7        | 1:20.011                 | 110.7        | 28.537        | 107.8        | 2:36.812            | 83.55        | 3.781  | 11:44:45.011        |
| 4 -                       | 47.288        | 123.3        | 1:18.076                 | 110.9        | 28.856        | <b>109.2</b> | 2:34.220            | 84.95        | 1.189  | 11:47:19.231        |
| 5 -                       | 47.197        | 123.1        | 1:17.945                 | <b>112.9</b> | 28.691        | <b>109.2</b> | 2:33.833 <b>(3)</b> | 85.16        | 0.802  | 11:49:53.064        |
| 6 -                       | 47.020        | 123.3        | 1:18.020                 | 111.4        | <b>28.336</b> | 108.8        | 2:33.376 <b>(2)</b> | 85.42        | 0.345  | 11:52:26.440        |
| 7 -                       | <b>46.347</b> | <b>123.8</b> | <b>1:17.624</b>          | 111.1        | 29.060        | 108.8        | <b>2:33.031 (1)</b> | <b>85.61</b> |        | <b>11:54:59.471</b> |

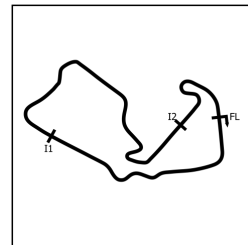
| <b>P29</b>                | <b>131</b>    | <b>B2</b>    | <b>Dave WALL</b>         |              |               |              | Gemini Mk2          |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:39.106 |               |              | BEST LAP TIME : 2:39.555 |              |               |              | DIFFERENCE : 0.449  |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |              | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 108.4        | 1:23.781                 | <b>104.8</b> | 29.561        | 99.4         | 2:50.020            | 77.05        | 10.465 | 11:39:19.607        |
| 2 -                       | 51.334        | 105.0        | 1:21.774                 | 101.6        | 29.827        | 99.3         | 2:42.935 <b>(3)</b> | 80.41        | 3.380  | 11:42:02.542        |
| 3 -                       | 51.625        | 108.4        | 1:23.583                 | 99.8         | 30.157        | <b>100.1</b> | 2:45.365            | 79.22        | 5.810  | 11:44:47.907        |
| 4 -                       | 50.352        | <b>109.4</b> | 1:22.308                 | 100.0        | 30.570        | 98.4         | 2:43.230            | 80.26        | 3.675  | 11:47:31.137        |
| 5 -                       | 51.701        | 107.7        | 1:22.304                 | 102.9        | 29.767        | 99.4         | 2:43.772            | 79.99        | 4.217  | 11:50:14.909        |
| 6 -                       | 51.114        | <b>109.4</b> | 1:21.391                 | 102.1        | <b>29.261</b> | 99.0         | 2:41.766 <b>(2)</b> | 80.99        | 2.211  | 11:52:56.675        |
| 7 -                       | <b>50.069</b> | 107.7        | <b>1:19.776</b>          | 101.5        | 29.710        | 98.7         | <b>2:39.555 (1)</b> | <b>82.11</b> |        | <b>11:55:36.230</b> |

| <b>P30</b>                | <b>3</b>      | <b>B2</b>    | <b>Justin FLEMING</b>    |              |               |              | Lola Mk2            |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:41.328 |               |              | BEST LAP TIME : 2:41.610 |              |               |              | DIFFERENCE : 0.282  |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>116.9</b> | 1:23.983                 | 105.3        | 30.059        | 104.7        | 2:50.905            | 76.66        | 9.295 | 11:39:20.492        |
| 2 -                       | <b>50.322</b> | 114.3        | <b>1:21.729</b>          | <b>108.9</b> | 29.559        | 102.9        | <b>2:41.610 (1)</b> | <b>81.07</b> |       | <b>11:42:02.102</b> |
| 3 -                       | 51.363        | 111.2        | 1:23.579                 | 101.5        | 30.107        | 102.4        | 2:45.049            | 79.38        | 3.439 | 11:44:47.151        |
| 4 -                       | 50.464        | 113.5        | 1:22.943                 | 106.6        | 30.170        | 102.5        | 2:43.577 <b>(3)</b> | 80.09        | 1.967 | 11:47:30.728        |
| 5 -                       | 51.128        | 111.6        | 1:22.810                 | 106.6        | 29.703        | 103.0        | 2:43.641            | 80.06        | 2.031 | 11:50:14.369        |
| 6 -                       | 50.677        | 114.7        | 1:22.931                 | 105.3        | <b>29.277</b> | <b>105.2</b> | 2:42.885 <b>(2)</b> | 80.43        | 1.275 | 11:52:57.254        |
| 7 -                       | 51.629        | 114.9        | 1:23.508                 | 103.7        | 30.540        | 102.2        | 2:45.677            | 79.07        | 4.067 | 11:55:42.931        |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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>P31</b>                | <b>6 E1</b> | <b>Sharon ADELMAN</b> |                          |       |          | <b>Brabham BT6</b> |              |       |       |              |
| IDEAL LAP TIME : 2:44.496 |             |                       | BEST LAP TIME : 2:44.897 |       |          | DIFFERENCE : 0.401 |              |       |       |              |
| LAP                       | SECTOR 1    |                       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |             | 117.3                 | 1:24.238                 | 111.4 | 30.463   | 97.2               | 2:52.271     | 76.05 | 7.374 | 11:39:21.858 |
| 2 -                       | 51.028      | 118.5                 | 1:23.433                 | 113.9 | 30.436   | 97.8               | 2:44.897 (1) | 79.45 |       | 11:42:06.755 |
| 3 -                       | 52.646      | 118.3                 | 1:25.035                 | 110.5 | 31.120   | 98.0               | 2:48.801 (3) | 77.61 | 3.904 | 11:44:55.556 |
| 4 -                       | 52.357      | 116.9                 | 1:26.872                 | 103.7 | 31.181   | 98.0               | 2:50.410     | 76.88 | 5.513 | 11:47:45.966 |
| 5 -                       | 53.377      | 116.3                 | 1:25.256                 | 110.5 | 31.070   | 93.2               | 2:49.703     | 77.20 | 4.806 | 11:50:35.669 |
| 6 -                       | 53.686      | 118.3                 | 1:24.488                 | 111.8 | 30.035   | 98.7               | 2:48.209 (2) | 77.88 | 3.312 | 11:53:23.878 |

|                           |             |                      |                          |      |          |                    |              |       |       |              |
|---------------------------|-------------|----------------------|--------------------------|------|----------|--------------------|--------------|-------|-------|--------------|
| <b>P32</b>                | <b>4 B1</b> | <b>Graham BARRON</b> |                          |      |          | <b>Gemini Mk2</b>  |              |       |       |              |
| IDEAL LAP TIME : 2:44.901 |             |                      | BEST LAP TIME : 2:46.958 |      |          | DIFFERENCE : 2.057 |              |       |       |              |
| LAP                       | SECTOR 1    |                      | SECTOR 2                 |      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |             | 102.6                | 1:23.031                 | 98.8 | 30.538   | 92.1               | 2:53.697     | 75.42 | 6.739 | 11:39:23.284 |
| 2 -                       | 52.469      | 99.1                 | 1:24.076                 | 95.3 | 30.413   | 92.1               | 2:46.958 (1) | 78.47 |       | 11:42:10.242 |
| 3 -                       | 51.875      | 99.7                 | 1:24.714                 | 94.2 | 30.606   | 92.1               | 2:47.195 (2) | 78.36 | 0.237 | 11:44:57.437 |
| 4 -                       | 52.886      | 98.3                 | 1:25.603                 | 92.8 | 30.994   | 91.3               | 2:49.483     | 77.30 | 2.525 | 11:47:46.920 |
| 5 -                       | 54.700      | 99.4                 | 1:24.733                 | 96.6 | 30.397   | 91.7               | 2:49.830     | 77.14 | 2.872 | 11:50:36.750 |
| 6 -                       | 53.116      | 100.4                | 1:25.434                 | 97.2 | 29.995   | 93.2               | 2:48.545 (3) | 77.73 | 1.587 | 11:53:25.295 |

|                           |              |                     |                          |       |          |                    |              |       |        |              |
|---------------------------|--------------|---------------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| <b>P33</b>                | <b>81 E1</b> | <b>Ralph CARTER</b> |                          |       |          | <b>Brabham BT2</b> |              |       |        |              |
| IDEAL LAP TIME : 2:35.164 |              |                     | BEST LAP TIME : 2:37.258 |       |          | DIFFERENCE : 2.094 |              |       |        |              |
| LAP                       | SECTOR 1     |                     | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |              | 104.0               | 1:23.965                 | 105.0 | 29.091   | 110.1              | 2:48.176     | 77.90 | 10.918 | 11:39:17.763 |
| 2 -                       | 49.192       | 118.5               | 1:20.163                 | 113.7 | 29.348   | 107.4              | 2:38.703 (3) | 82.55 | 1.445  | 11:41:56.466 |
| 3 -                       | 49.785       | 110.5               | 1:19.121                 | 114.1 | 28.352   | 110.5              | 2:37.258 (1) | 83.31 |        | 11:44:33.724 |
| 4 -                       | 47.691       | 116.5               | 1:19.402                 | 97.6  | IN PIT   |                    | 2:48.443 P   | 77.78 | 11.185 | 11:47:22.167 |
| 5 -                       | OUTLAP       | 84.5                | 1:22.498                 | 107.3 | 28.590   | 109.9              | 3:32.465     | 61.66 | 55.207 | 11:50:54.632 |
| 6 -                       | 49.344       | 120.4               | 1:19.564                 | 114.3 | 28.943   | 101.9              | 2:37.851 (2) | 83.00 | 0.593  | 11:53:32.483 |

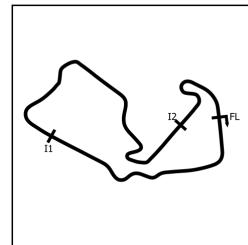
|                           |              |                     |                          |       |          |                    |              |       |          |              |
|---------------------------|--------------|---------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| <b>P34</b>                | <b>66 D2</b> | <b>John TIMONEY</b> |                          |       |          | <b>Ausper T3</b>   |              |       |          |              |
| IDEAL LAP TIME : 2:39.245 |              |                     | BEST LAP TIME : 2:41.668 |       |          | DIFFERENCE : 2.423 |              |       |          |              |
| LAP                       | SECTOR 1     |                     | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |              | 118.1               | 2:22.264                 | 106.3 | 29.964   | 105.5              | 3:48.627     | 57.30 | 1:06.959 | 11:40:18.214 |
| 2 -                       | 50.125       | 117.9               | 1:22.349                 | 106.8 | 30.220   | 104.5              | 2:42.694     | 80.52 | 1.026    | 11:43:00.908 |
| 3 -                       | 50.636       | 117.9               | 1:20.983                 | 104.0 | 30.257   | 104.3              | 2:41.876 (2) | 80.93 | 0.208    | 11:45:42.784 |
| 4 -                       | 49.344       | 119.1               | 1:22.949                 | 110.0 | 29.375   | 105.2              | 2:41.668 (1) | 81.04 |          | 11:48:24.452 |
| 5 -                       | 50.191       | 117.7               | 1:23.239                 | 107.8 | 31.289   | 99.6               | 2:44.719     | 79.53 | 3.051    | 11:51:09.171 |
| 6 -                       | 51.525       | 118.1               | 1:20.526                 | 108.5 | 30.127   | 104.0              | 2:42.178 (3) | 80.78 | 0.510    | 11:53:51.349 |

|                           |               |                    |                          |       |          |                    |              |       |        |              |
|---------------------------|---------------|--------------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| <b>P35</b>                | <b>138 B2</b> | <b>Neil HODGES</b> |                          |       |          | <b>Gemini Mk2</b>  |              |       |        |              |
| IDEAL LAP TIME : 2:48.762 |               |                    | BEST LAP TIME : 2:48.762 |       |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |               | 100.9              | 1:29.636                 | 85.4  | 31.407   | 98.0               | 3:01.376     | 72.23 | 12.614 | 11:39:30.963 |
| 2 -                       | 52.955        | 108.5              | 1:24.612                 | 104.2 | 31.195   | 98.5               | 2:48.762 (1) | 77.63 |        | 11:42:19.725 |
| 3 -                       | 53.853        | 108.7              | 1:25.967                 | 102.9 | 31.470   | 97.7               | 2:51.290 (2) | 76.48 | 2.528  | 11:45:11.015 |
| 4 -                       | 54.457        | 100.6              | 1:29.356                 | 101.2 | 31.652   | 97.7               | 2:55.465 (3) | 74.66 | 6.703  | 11:48:06.480 |
| 5 -                       | 57.395        | 83.6               | 1:27.843                 | 100.9 | 31.721   | 98.1               | 2:56.959     | 74.03 | 8.197  | 11:51:03.439 |
| 6 -                       | 54.218        | 103.5              | 1:30.625                 | 90.8  | 33.208   | 94.4               | 2:58.051     | 73.58 | 9.289  | 11:54:01.490 |

|                           |              |                       |                          |       |          |                    |              |       |        |              |
|---------------------------|--------------|-----------------------|--------------------------|-------|----------|--------------------|--------------|-------|--------|--------------|
| <b>P36</b>                | <b>52 C2</b> | <b>Peter FENICHEL</b> |                          |       |          | <b>Cooper T52</b>  |              |       |        |              |
| IDEAL LAP TIME : 2:54.411 |              |                       | BEST LAP TIME : 2:55.093 |       |          | DIFFERENCE : 0.682 |              |       |        |              |
| LAP                       | SECTOR 1     |                       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |              | 97.3                  | 1:30.855                 | 101.6 | 33.047   | 96.0               | 3:06.500     | 70.25 | 11.407 | 11:39:36.087 |
| 2 -                       | 55.547       | 107.0                 | 1:30.262                 | 101.0 | 32.728   | 98.4               | 2:58.537     | 73.38 | 3.444  | 11:42:34.624 |
| 3 -                       | 55.848       | 104.5                 | 1:30.685                 | 103.2 | 32.127   | 99.4               | 2:58.660     | 73.33 | 3.567  | 11:45:33.284 |
| 4 -                       | 54.542       | 103.4                 | 1:30.737                 | 103.8 | 32.697   | 95.4               | 2:57.976 (3) | 73.61 | 2.883  | 11:48:31.260 |
| 5 -                       | 56.301       | 84.0                  | 1:29.396                 | 106.5 | 31.885   | 95.8               | 2:57.582 (2) | 73.77 | 2.489  | 11:51:28.842 |
| 6 -                       | 55.224       | 111.8                 | 1:28.489                 | 106.0 | 31.380   | 97.2               | 2:55.093 (1) | 74.82 |        | 11:54:23.935 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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

| P37 24 A                  |          | Adrian STEVENS |          | Hillwood FJ              |          |                    |              |       |        |              |
|---------------------------|----------|----------------|----------|--------------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:53.491 |          |                |          | BEST LAP TIME : 2:54.815 |          | DIFFERENCE : 1.324 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 100.3          | 1:32.282 | 100.0                    | 31.505   | 97.8               | 3:06.996     | 70.06 | 12.181 | 11:39:36.583 |
| 2 -                       | 55.746   | 101.8          | 1:31.280 | 99.7                     | 31.404   | 96.5               | 2:58.430     | 73.42 | 3.615  | 11:42:35.013 |
| 3 -                       | 55.988   | 100.9          | 1:30.854 | 102.1                    | 31.906   | 98.5               | 2:58.748     | 73.29 | 3.933  | 11:45:33.761 |
| 4 -                       | 54.610   | 98.3           | 1:31.701 | 99.7                     | 31.085   | 97.1               | 2:57.396 (2) | 73.85 | 2.581  | 11:48:31.157 |
| 5 -                       | 56.006   | 89.2           | 1:29.287 | 98.8                     | 32.810   | 96.5               | 2:58.103 (3) | 73.56 | 3.288  | 11:51:29.260 |
| 6 -                       | 55.443   | 103.4          | 1:27.796 | 100.3                    | 31.576   | 98.1               | 2:54.815 (1) | 74.94 |        | 11:54:24.075 |

| P38 7 B2                  |          | Duncan RABAGLIATI        |          |                    |          | Alexis HF1 |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:57.639 |          | BEST LAP TIME : 2:58.533 |          | DIFFERENCE : 0.894 |          |            |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |            | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 100.7                    | 1:31.794 | 95.7               | 32.584   | 91.5       | 3:09.187     | 69.25 | 10.654 | 11:39:38.774 |
| 2 -                       | 55.714   | 97.5                     | 1:30.467 | 95.0               | 32.352   | 91.0       | 2:58.533 (1) | 73.38 |        | 11:42:37.307 |
| 3 -                       | 57.077   | 96.2                     | 1:29.994 | 94.3               | 32.558   | 90.5       | 2:59.629 (2) | 72.93 | 1.096  | 11:45:36.936 |
| 4 -                       | 56.211   | 91.0                     | 1:33.592 | 93.7               | 33.039   | 88.3       | 3:02.842     | 71.65 | 4.309  | 11:48:39.778 |
| 5 -                       | 57.708   | 97.1                     | 1:33.694 | 91.8               | 33.017   | 89.2       | 3:04.419     | 71.04 | 5.886  | 11:51:44.197 |
| 6 -                       | 57.058   | 93.8                     | 1:29.573 | 91.6               | 33.684   | 88.2       | 3:00.315 (3) | 72.66 | 1.782  | 11:54:44.512 |

| P39 99 B2                 |          | Simon JONES |                          | Elva 100 |                    |      |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|----------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:46.960 |          |             | BEST LAP TIME : 2:47.250 |          | DIFFERENCE : 0.290 |      |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |          | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 106.6       | 1:26.640                 | 103.8    | 31.385             | 96.2 | 2:58.936 (3) | 73.21 | 11.686 | 11:39:28.523 |
| 2 -                       | 52.483   | 108.9       | 1:24.215                 | 104.3    | 30.552             | 99.7 | 2:47.250 (1) | 78.33 |        | 11:42:15.773 |
| 3 -                       | 52.507   | 103.7       | 1:24.810                 | 101.9    | 30.262             | 99.3 | 2:47.579 (2) | 78.18 | 0.329  | 11:45:03.352 |
| 4 -                       | 1:04.665 | 10.4        |                          |          |                    |      |              |       |        |              |

| P40 51 E1                 |          | Michael HIBBERD          |          |                     |        | Lotus 22     |       |        |              |
|---------------------------|----------|--------------------------|----------|---------------------|--------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:30.462 |          | BEST LAP TIME : 2:30.452 |          | DIFFERENCE : -0.009 |        |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3            |        | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | 124.0    | 1:14.526                 | 120.2    | 27.431              | 112.4  | 2:30.452 (1) | 87.08 |        | 11:39:00.039 |
| 2 -                       | 48.505   | 118.3                    | 1:25.330 | 98.5                | IN PIT | 2:50.840 P   | 76.69 | 20.387 | 11:41:50.879 |

| P41 28 E1        |          | Spencer SHINNER |       |          | Lola Mk5A    |       |      |              |
|------------------|----------|-----------------|-------|----------|--------------|-------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |       |          | DIFFERENCE : |       |      |              |
| LAP              | SECTOR 1 | SECTOR 2        |       | SECTOR 3 | LAP TIME     | MPH   | DIFF | TIME OF DAY  |
| 1 -              | 108.4    | 1:15.768        | 101.5 | IN PIT   | 2:37.766 P   | 83.04 |      | 11:39:07.353 |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - 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 LAP2:19.553</div> |     |            |          |          |       |
| 1        | 53  | 43.841 | 57       | 1:09.548 | 55       | 26.164 | 1                              | 57  | GRANT      | 2:19.665 | 2:19.729 | 0.064 |
| 2        | 55  | 43.849 | 53       | 1:09.572 | 57       | 26.189 | 2                              | 53  | WILSON     | 2:19.752 | 2:19.785 | 0.033 |
| 3        | 57  | 43.928 | 21       | 1:10.184 | 21       | 26.291 | 3                              | 55  | HALUSA     | 2:20.355 | 2:20.633 | 0.278 |
| 4        | 21  | 44.148 | 55       | 1:10.342 | 53       | 26.339 | 4                              | 21  | AMES       | 2:20.623 | 2:20.862 | 0.239 |
| 5        | 41  | 44.762 | 41       | 1:10.910 | 41       | 26.508 | 5                              | 41  | HIBBERD    | 2:22.180 | 2:22.513 | 0.333 |
| 6        | 17  | 44.843 | 90       | 1:11.089 | 90       | 26.664 | 6                              | 90  | FLANN      | 2:22.711 | 2:22.847 | 0.136 |
| 7        | 90  | 44.958 | 17       | 1:11.725 | 17       | 26.855 | 7                              | 17  | DIFFEY     | 2:23.423 | 2:23.847 | 0.424 |
| 8        | 171 | 45.183 | 69       | 1:11.853 | 69       | 26.963 | 8                              | 69  | ROACH      | 2:24.116 | 2:24.321 | 0.205 |
| 9        | 69  | 45.300 | 143      | 1:11.879 | 143      | 27.073 | 9                              | 143 | MONUMENT   | 2:24.669 | 2:24.848 | 0.179 |
| 10       | 76  | 45.512 | 171      | 1:12.232 | 166      | 27.327 | 10                             | 171 | METCALFE   | 2:24.759 | 2:24.810 | 0.051 |
| 11       | 143 | 45.717 | 76       | 1:13.059 | 76       | 27.331 | 11                             | 76  | CHILD      | 2:25.902 | 2:26.083 | 0.181 |
| 12       | 32  | 46.008 | 50       | 1:13.261 | 45       | 27.334 | 12                             | 45  | ROSS       | 2:27.115 | 2:28.421 | 1.306 |
| 13       | 45  | 46.091 | 45       | 1:13.690 | 171      | 27.344 | 13                             | 50  | BUHOFFER   | 2:27.262 | 2:27.737 | 0.475 |
| 14       | 166 | 46.182 | 61       | 1:13.857 | 51       | 27.431 | 14                             | 166 | UNDERWOOD  | 2:27.505 | 2:27.659 | 0.154 |
| 15       | 50  | 46.254 | 166      | 1:13.996 | 61       | 27.568 | 15                             | 32  | MALLOCK    | 2:27.976 | 2:28.745 | 0.769 |
| 16       | 167 | 46.347 | 68       | 1:14.365 | 32       | 27.603 | 16                             | 61  | TREPESSE   | 2:28.000 | 2:28.198 | 0.198 |
| 17       | 68  | 46.357 | 32       | 1:14.365 | 68       | 27.715 | 17                             | 68  | LEES       | 2:28.437 | 2:29.035 | 0.598 |
| 18       | 61  | 46.575 | 51       | 1:14.526 | 23       | 27.723 | 18                             | 23  | RUSSELL    | 2:30.349 | 2:30.876 | 0.527 |
| 19       | 83  | 46.803 | 23       | 1:15.216 | 50       | 27.747 | 19                             | 51  | HIBBERD    |          | 2:30.452 |       |
| 20       | 14  | 47.117 | 71       | 1:15.445 | 83       | 27.812 | 20                             | 83  | HALUSA     | 2:30.692 | 2:31.135 | 0.443 |
| 21       | 23  | 47.410 | 28       | 1:15.768 | 197      | 27.987 | 21                             | 71  | HICKS      | 2:30.952 | 2:30.952 | 0.000 |
| 22       | 71  | 47.410 | 83       | 1:16.077 | 71       | 28.097 | 22                             | 167 | SCHMIDT    | 2:32.307 | 2:33.031 | 0.724 |
| 23       | 124 | 47.662 | 124      | 1:16.101 | 14       | 28.279 | 23                             | 124 | CLARK      | 2:32.383 | 2:32.967 | 0.584 |
| 24       | 81  | 47.691 | 141      | 1:16.677 | 56       | 28.330 | 24                             | 14  | BESLEY     | 2:33.269 | 2:33.431 | 0.162 |
| 25       | 56  | 48.344 | 46       | 1:16.712 | 167      | 28.336 | 25                             | 141 | BESLEY     | 2:33.479 | 2:33.775 | 0.296 |
| 26       | 141 | 48.374 | 13       | 1:17.022 | 81       | 28.352 | 26                             | 197 | MCHUGH     | 2:33.588 | 2:34.109 | 0.521 |
| 27       | 197 | 48.447 | 197      | 1:17.154 | 141      | 28.428 | 27                             | 56  | DEELEY     | 2:33.974 | 2:34.716 | 0.742 |
| 28       | 51  | 48.505 | 56       | 1:17.300 | 13       | 28.601 | 28                             | 46  | ZOLIN      | 2:34.136 | 2:34.365 | 0.229 |
| 29       | 13  | 48.641 | 167      | 1:17.624 | 124      | 28.620 | 29                             | 13  | MCFADDEN   | 2:34.264 | 2:34.264 | 0.000 |
| 30       | 46  | 48.644 | 14       | 1:17.873 | 46       | 28.780 | 30                             | 81  | CARTER     | 2:35.164 | 2:37.258 | 2.094 |
| 31       | 66  | 49.344 | 81       | 1:19.121 | 131      | 29.261 | 31                             | 131 | WALL       | 2:39.106 | 2:39.555 | 0.449 |
| 32       | 131 | 50.069 | 131      | 1:19.776 | 3        | 29.277 | 32                             | 66  | TIMONEY    | 2:39.245 | 2:41.668 | 2.423 |
| 33       | 3   | 50.322 | 66       | 1:20.526 | 66       | 29.375 | 33                             | 3   | FLEMING    | 2:41.328 | 2:41.610 | 0.282 |
| 34       | 6   | 51.028 | 3        | 1:21.729 | 4        | 29.995 | 34                             | 6   | ADELMAN    | 2:44.496 | 2:44.897 | 0.401 |
| 35       | 4   | 51.875 | 4        | 1:23.031 | 6        | 30.035 | 35                             | 4   | BARRON     | 2:44.901 | 2:46.958 | 2.057 |
| 36       | 99  | 52.483 | 6        | 1:23.433 | 99       | 30.262 | 36                             | 99  | JONES      | 2:46.960 | 2:47.250 | 0.290 |
| 37       | 138 | 52.955 | 99       | 1:24.215 | 24       | 31.085 | 37                             | 138 | HODGES     | 2:48.762 | 2:48.762 | 0.000 |
| 38       | 52  | 54.542 | 138      | 1:24.612 | 138      | 31.195 | 38                             | 24  | STEVENS    | 2:53.491 | 2:54.815 | 1.324 |
| 39       | 24  | 54.610 | 24       | 1:27.796 | 52       | 31.380 | 39                             | 52  | FENICHEL   | 2:54.411 | 2:55.093 | 0.682 |
| 40       | 7   | 55.714 | 52       | 1:28.489 | 7        | 32.352 | 40                             | 7   | RABAGLIATI | 2:57.639 | 2:58.533 | 0.894 |
| 41       |     |        | 7        | 1:29.573 |          |        | 41                             | 28  | SHINNER    |          |          |       |

# FJHRA Silverline Historic Formula Junior Championship

## RACE 15 - BEST SPEEDS

| INTERMEDIATE 1 |     |            |       | INTERMEDIATE 2 |            |       | FINISH LINE |            |       |
|----------------|-----|------------|-------|----------------|------------|-------|-------------|------------|-------|
| POS            | NO  | NAME       | MPH   | NO             | NAME       | MPH   | NO          | NAME       | MPH   |
| 1              | 21  | AMES       | 130.0 | 57             | GRANT      | 126.8 | 21          | AMES       | 117.2 |
| 2              | 53  | WILSON     | 129.8 | 21             | AMES       | 126.1 | 53          | WILSON     | 115.7 |
| 3              | 55  | HALUSA     | 128.8 | 53             | WILSON     | 124.9 | 55          | HALUSA     | 115.1 |
| 4              | 171 | METCALFE   | 127.8 | 55             | HALUSA     | 124.9 | 57          | GRANT      | 114.7 |
| 5              | 17  | DIFFEY     | 126.6 | 41             | HIBBERD    | 121.7 | 76          | CHILD      | 113.9 |
| 6              | 57  | GRANT      | 125.4 | 68             | LEES       | 121.7 | 166         | UNDERWOOD  | 113.5 |
| 7              | 68  | LEES       | 125.4 | 171            | METCALFE   | 121.3 | 32          | MALLOCK    | 113.3 |
| 8              | 166 | UNDERWOOD  | 125.2 | 32             | MALLOCK    | 121.1 | 143         | MONUMENT   | 113.1 |
| 9              | 32  | MALLOCK    | 124.9 | 76             | CHILD      | 120.6 | 41          | HIBBERD    | 112.9 |
| 10             | 76  | CHILD      | 124.7 | 51             | HIBBERD    | 120.2 | 17          | DIFFEY     | 112.6 |
| 11             | 41  | HIBBERD    | 124.2 | 90             | FLANN      | 119.8 | 51          | HIBBERD    | 112.4 |
| 12             | 143 | MONUMENT   | 124.2 | 143            | MONUMENT   | 119.8 | 171         | METCALFE   | 112.2 |
| 13             | 51  | HIBBERD    | 124.0 | 69             | ROACH      | 119.4 | 90          | FLANN      | 111.2 |
| 14             | 45  | ROSS       | 123.8 | 166            | UNDERWOOD  | 119.1 | 69          | ROACH      | 111.0 |
| 15             | 167 | SCHMIDT    | 123.8 | 45             | ROSS       | 118.9 | 68          | LEES       | 110.9 |
| 16             | 69  | ROACH      | 123.5 | 50             | BUHOFER    | 118.9 | 61          | TREPES     | 110.5 |
| 17             | 83  | HALUSA     | 123.5 | 17             | DIFFEY     | 118.3 | 81          | CARTER     | 110.5 |
| 18             | 50  | BUHOFER    | 122.9 | 61             | TREPES     | 117.9 | 45          | ROSS       | 110.3 |
| 19             | 90  | FLANN      | 122.4 | 124            | CLARK      | 117.5 | 83          | HALUSA     | 110.3 |
| 20             | 91  | TREPES     | 122.2 | 197            | MCHUGH     | 117.5 | 50          | BUHOFER    | 110.3 |
| 21             | 197 | MCHUGH     | 121.7 | 71             | HICKS      | 116.3 | 197         | MCHUGH     | 109.6 |
| 22             | 71  | HICKS      | 121.5 | 83             | HALUSA     | 115.3 | 71          | HICKS      | 109.2 |
| 23             | 124 | CLARK      | 120.6 | 81             | CARTER     | 114.3 | 167         | SCHMIDT    | 109.2 |
| 24             | 81  | CARTER     | 120.4 | 23             | RUSSELL    | 113.9 | 124         | CLARK      | 108.1 |
| 25             | 14  | BESLEY     | 119.8 | 14             | BESLEY     | 113.9 | 14          | BESLEY     | 107.1 |
| 26             | 66  | TIMONEY    | 119.1 | 6              | ADELMAN    | 113.9 | 23          | RUSSELL    | 106.7 |
| 27             | 6   | ADELMAN    | 118.5 | 167            | SCHMIDT    | 112.9 | 56          | DEELEY     | 106.4 |
| 28             | 23  | RUSSELL    | 116.9 | 56             | DEELEY     | 111.8 | 66          | TIMONEY    | 105.5 |
| 29             | 3   | FLEMING    | 116.9 | 66             | TIMONEY    | 110.0 | 3           | FLEMING    | 105.2 |
| 30             | 56  | DEELEY     | 116.7 | 3              | FLEMING    | 108.9 | 46          | ZOLIN      | 102.5 |
| 31             | 46  | ZOLIN      | 112.9 | 46             | ZOLIN      | 107.0 | 141         | BESLEY     | 101.9 |
| 32             | 52  | FENICHEL   | 111.8 | 52             | FENICHEL   | 106.5 | 131         | WALL       | 100.1 |
| 33             | 141 | BESLEY     | 110.1 | 141            | BESLEY     | 105.8 | 99          | JONES      | 99.7  |
| 34             | 131 | WALL       | 109.4 | 13             | MCFADDEN   | 104.8 | 52          | FENICHEL   | 99.4  |
| 35             | 13  | MCFADDEN   | 108.9 | 131            | WALL       | 104.8 | 6           | ADELMAN    | 98.7  |
| 36             | 99  | JONES      | 108.9 | 99             | JONES      | 104.3 | 138         | HODGES     | 98.5  |
| 37             | 138 | HODGES     | 108.7 | 138            | HODGES     | 104.2 | 24          | STEVENS    | 98.5  |
| 38             | 28  | SHINNER    | 108.4 | 24             | STEVENS    | 102.1 | 13          | MCFADDEN   | 98.4  |
| 39             | 24  | STEVENS    | 103.4 | 28             | SHINNER    | 101.5 | 4           | BARRON     | 93.2  |
| 40             | 4   | BARRON     | 102.6 | 4              | BARRON     | 98.8  | 7           | RABAGLIATI | 91.5  |
| 41             | 7   | RABAGLIATI | 100.7 | 7              | RABAGLIATI | 95.7  |             |            |       |
| 42             |     |            |       |                |            |       |             |            |       |
| 43             |     |            |       |                |            |       |             |            |       |

FJHRA Silverline Historic Formula Junior Championship

RACE 15 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 41                        |
| Planned Start          | 2026-07-26 @ 11:05:00.000 |
| Actual Start           | 2026-07-26 @ 11:36:29.586 |
| Finish Time            | 2026-07-26 @ 11:53:00.000 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 264                       |
| Total Distance Covered | 960.7939mi.               |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|--------------|----------|--------------|-----|--------------|
| 57 | E1 | Callum GRANT | 2:22.584 | 11:38:52.161 | 1   | Merlyn Mk5/7 |
| 57 | E1 | Callum GRANT | 2:19.957 | 11:41:12.118 | 2   | Merlyn Mk5/7 |
| 57 | E1 | Callum GRANT | 2:19.729 | 11:43:31.847 | 3   | Merlyn Mk5/7 |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|----|--------------|----------|----------|-------------|--------------|
| 57 | E1 | Callum GRANT | 1        | 4        | 14.55 miles | Merlyn Mk5/7 |
| 53 | E1 | Sam WILSON   | 5        | 1        | 3.63 miles  | Cooper T59   |
| 57 | E1 | Callum GRANT | 6        | 2        | 7.27 miles  | Merlyn Mk5/7 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:36:29.586 |
| FINISH | 11:53:00.000 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 7          | 23:07.940  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : B2**

**9 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------|-----------------|--------------|-----|-----------|
| 32 | Ray MALLOCK    | <b>2:34.370</b> | 11:39:03.959 | 1   | U2 Mk2    |
| 32 | Ray MALLOCK    | <b>2:32.196</b> | 11:41:36.155 | 2   | U2 Mk2    |
| 23 | Adrian RUSSELL | <b>2:31.044</b> | 11:41:37.666 | 2   | Condor S2 |
| 32 | Ray MALLOCK    | <b>2:28.745</b> | 11:44:04.900 | 3   | U2 Mk2    |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE |
|----|-------------|----------|----------|-------------|---------|
| 32 | Ray MALLOCK | 1        | 7        | 25.47 miles | U2 Mk2  |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : B1**

1 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------|----------|--------------|-----|------------|
| 4  | Graham BARRON | 2:53.697 | 11:39:23.282 | 1   | Gemini Mk2 |
| 4  | Graham BARRON | 2:46.958 | 11:42:10.240 | 2   | Gemini Mk2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|---------------|----------|----------|-------------|------------|
| 4  | Graham BARRON | 1        | 6        | 21.83 miles | Gemini Mk2 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : E1**

21 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME        | TIME OF DAY  | LAP | VEHICLE      |
|----|--------------|-----------------|--------------|-----|--------------|
| 57 | Callum GRANT | <b>2:22.584</b> | 11:38:52.161 | 1   | Merlyn Mk5/7 |
| 57 | Callum GRANT | <b>2:19.957</b> | 11:41:12.118 | 2   | Merlyn Mk5/7 |
| 57 | Callum GRANT | <b>2:19.729</b> | 11:43:31.847 | 3   | Merlyn Mk5/7 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|--------------|----------|----------|-------------|--------------|
| 57 | Callum GRANT | 1        | 4        | 14.55 miles | Merlyn Mk5/7 |
| 53 | Sam WILSON   | 5        | 1        | 3.63 miles  | Cooper T59   |
| 57 | Callum GRANT | 6        | 2        | 7.27 miles  | Merlyn Mk5/7 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : C2**

**4 Starters**

#### Fastest Lap History

| NO | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE    |
|----|-----------------|-----------------|--------------|-----|------------|
| 14 | Crispian BESLEY | <b>2:41.513</b> | 11:39:11.097 | 1   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:36.691</b> | 11:41:47.788 | 2   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:35.060</b> | 11:44:22.849 | 3   | Cooper T56 |
| 14 | Crispian BESLEY | <b>2:33.431</b> | 11:46:56.279 | 4   | Cooper T56 |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|-----------------|----------|----------|-------------|------------|
| 14 | Crispian BESLEY | 1        | 7        | 25.47 miles | Cooper T56 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : D2**

**4 Starters**

#### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE  |
|-----|-----------------|-----------------|--------------|-----|----------|
| 171 | Nathan METCALFE | <b>2:29.305</b> | 11:38:58.885 | 1   | Lotus 20 |
| 171 | Nathan METCALFE | <b>2:26.533</b> | 11:41:25.418 | 2   | Lotus 20 |
| 171 | Nathan METCALFE | <b>2:25.860</b> | 11:43:51.279 | 3   | Lotus 20 |
| 171 | Nathan METCALFE | <b>2:24.810</b> | 11:46:16.087 | 4   | Lotus 20 |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|-----|-----------------|----------|----------|-------------|----------|
| 171 | Nathan METCALFE | 1        | 7        | 25.47 miles | Lotus 20 |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : A**

1 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 24 | Adrian STEVENS | 3:06.996 | 11:39:36.578 | 1   | Hillwood FJ |
| 24 | Adrian STEVENS | 2:58.430 | 11:42:35.008 | 2   | Hillwood FJ |
| 24 | Adrian STEVENS | 2:57.396 | 11:48:31.151 | 4   | Hillwood FJ |
| 24 | Adrian STEVENS | 2:54.815 | 11:54:24.069 | 6   | Hillwood FJ |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----------------|----------|----------|-------------|-------------|
| 24 | Adrian STEVENS | 1        | 6        | 21.83 miles | Hillwood FJ |

## FJHRA Silverline Historic Formula Junior Championship

### RACE 15 - STATISTICS

**CLASS : E2**

1 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|-------------|----------|--------------|-----|----------|
| 45 | Duncan ROSS | 2:35.137 | 11:39:04.712 | 1   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:30.622 | 11:41:35.333 | 2   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:29.148 | 11:44:04.481 | 3   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:29.063 | 11:46:33.544 | 4   | Lynx Mk3 |
| 45 | Duncan ROSS | 2:28.421 | 11:54:00.367 | 7   | Lynx Mk3 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE  |
|----|-------------|----------|----------|-------------|----------|
| 45 | Duncan ROSS | 1        | 7        | 25.47 miles | Lynx Mk3 |