



# TRANSATLANTIC TOURING CAR TROPHY (PRE 66)

Road-going mass production saloons built prior to 1966



SPORTS TIMING

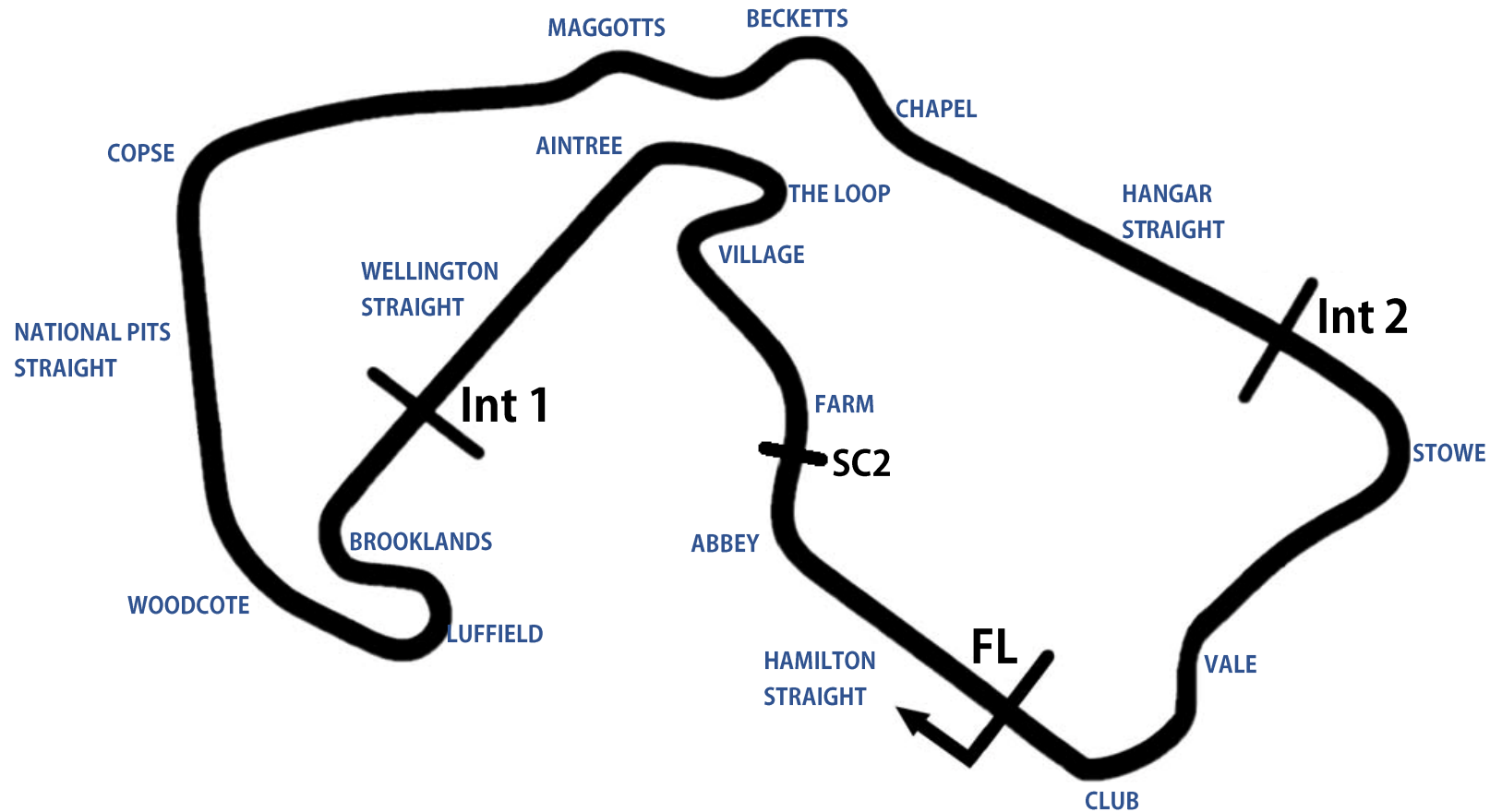
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

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

# SILVERSTONE HISTORIC (GBR)

Silverstone, Towcester, Northamptonshire, UK



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

## Transatlantic Touring Car Trophy (Pre '66)

### QUALIFYING - RACE 7 - CLASSIFICATION

| POS | NO   | CL  | PIC | NAME                  | ENTRY                    | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|-----|-----|-----------------------|--------------------------|----------|----|------|--------|-------|-------|
| 1   | 600  | THA | 1   | Sam TORDOFF           | Ford Falcon Sprint       | 2:26.487 | 7  | 7    |        |       | 89.43 |
| 2   | 16   | THA | 2   | JOHNSON / ROSS        | Ford Mustang             | 2:28.103 | 3  | 8    | 1.616  | 1.616 | 88.46 |
| 3   | 179  | THA | 3   | SPIERS / GREENSALL    | Ford Mustang             | 2:28.111 | 6  | 8    | 1.624  | 0.008 | 88.45 |
| 4   | 126  | THA | 4   | SOWTER / HILL         | Ford Mustang             | 2:28.156 | 2  | 9    | 1.669  | 0.045 | 88.43 |
| 5   | 116  | THA | 5   | MATHIESON / HUFF      | Ford Mustang             | 2:28.609 | 4  | 10   | 2.122  | 0.453 | 88.16 |
| 6   | 119  | THA | 6   | RUDDELL / INGRAM      | Ford Mustang             | 2:28.928 | 10 | 10   | 2.441  | 0.319 | 87.97 |
| 7   | 63   | THA | 7   | John DAVISON          | Ford Mustang             | 2:28.999 | 3  | 4    | 2.512  | 0.071 | 87.93 |
| 8   | 711  | THC | 1   | Guy SMITH             | Ford Lotus Cortina       | 2:29.936 | 3  | 11   | 3.449  | 0.937 | 87.38 |
| 9   | 10   | THA | 8   | Tom SHARP             | Ford Falcon              | 2:31.107 | 4  | 10   | 4.620  | 1.171 | 86.70 |
| 10  | 168  | THA | 9   | Michael RUSSELL       | Ford Mustang             | 2:31.230 | 7  | 10   | 4.743  | 0.123 | 86.63 |
| 11  | 198  | THC | 2   | GIDDINGS / STREATHER  | Ford Lotus Cortina       | 2:31.550 | 4  | 10   | 5.063  | 0.320 | 86.45 |
| 12  | 72   | THC | 3   | BIRD / SAMPSON        | Ford Lotus Cortina       | 2:31.609 | 4  | 10   | 5.122  | 0.059 | 86.41 |
| 13  | 43   | THA | 10  | HARRIS / FRANCHITTI   | Ford Mustang             | 2:31.663 | 3  | 10   | 5.176  | 0.054 | 86.38 |
| 14  | 52   | THC | 4   | NEAL H / NEAL M       | Ford Lotus Cortina       | 2:31.835 | 4  | 10   | 5.348  | 0.172 | 86.28 |
| 15  | 6    | THA | 11  | Andrew HADDON         | Ford Mustang             | 2:32.101 | 3  | 11   | 5.614  | 0.266 | 86.13 |
| 16  | 3    | THC | 5   | Richard DUTTON        | Ford Lotus Cortina       | 2:32.158 | 10 | 11   | 5.671  | 0.057 | 86.10 |
| 17  | 712  | THC | 6   | Peter SMITH           | Ford Lotus Cortina       | 2:32.461 | 8  | 10   | 5.974  | 0.303 | 85.93 |
| 18  | 170  | THC | 7   | Jonathan MITCHELL     | Ford Lotus Cortina       | 2:32.533 | 9  | 10   | 6.046  | 0.072 | 85.89 |
| 19  | 51   | THC | 8   | Max CHILTON           | Ford Lotus Cortina       | 2:32.586 | 6  | 10   | 6.099  | 0.053 | 85.86 |
| 20  | 96   | THA | 12  | Tim SCOTT ANDREWS     | Ford Falcon              | 2:33.179 | 6  | 10   | 6.692  | 0.593 | 85.53 |
| 21  | 193  | THD | 1   | Phil BULLEN-BROWN     | Austin Mini Cooper S     | 2:33.402 | 3  | 5    | 6.915  | 0.223 | 85.40 |
| 22  | 17   | THC | 9   | David TOMLIN          | Ford Lotus Cortina       | 2:33.540 | 10 | 10   | 7.053  | 0.138 | 85.33 |
| 23  | 149  | THA | 13  | NYBLAEUS / WELCH      | Ford Falcon Sprint       | 2:33.723 | 3  | 10   | 7.236  | 0.183 | 85.22 |
| 24  | 101  | THC | 10  | WALKER / WALKER-TULLY | Ford Lotus Cortina       | 2:33.804 | 3  | 8    | 7.317  | 0.081 | 85.18 |
| 25  | 2*   | THA | 14  | ATTARD / HOY          | Ford Falcon              | 2:34.007 | 2  | 9    | 7.520  | 0.203 | 85.07 |
| 26  | 70   | THC | 11  | Justin LAW            | Ford Lotus Cortina       | 2:34.608 | 10 | 10   | 8.121  | 0.601 | 84.74 |
| 27  | 22   | THC | 12  | SMITH / SOPER         | Ford Lotus Cortina       | 2:35.077 | 2  | 9    | 8.590  | 0.469 | 84.48 |
| 28  | 135  | THC | 13  | REYNOLDS / QUINTERO   | Ford Lotus Cortina       | 2:35.127 | 9  | 9    | 8.640  | 0.050 | 84.45 |
| 29  | 13   | THC | 14  | John MCGURK           | Ford Lotus Cortina       | 2:35.485 | 9  | 10   | 8.998  | 0.358 | 84.26 |
| 30  | 64   | THC | 15  | Simon GUSTERSON       | Ford Lotus Cortina       | 2:35.597 | 7  | 9    | 9.110  | 0.112 | 84.20 |
| 31  | 7    | THD | 2   | BURNETT / KENDALL     | Austin Mini Cooper S     | 2:36.176 | 3  | 8    | 9.689  | 0.579 | 83.89 |
| 32  | 9    | THA | 15  | CAMPAGNE / KALFF      | Ford Mustang             | 2:36.942 | 4  | 9    | 10.455 | 0.766 | 83.48 |
| 33  | 103  | THD | 3   | Aimee WATTS           | Austin Mini Cooper S     | 2:37.252 | 6  | 10   | 10.765 | 0.310 | 83.31 |
| 34  | 12   | THD | 4   | Oily SAMWAYS          | Austin Mini Cooper S     | 2:37.637 | 3  | 10   | 11.150 | 0.385 | 83.11 |
| 35  | 14   | THC | 16  | HORROBIN / PALMER     | Ford Lotus Cortina       | 2:37.775 | 7  | 9    | 11.288 | 0.138 | 83.04 |
| 36  | 117  | THC | 17  | CLARIDGE / GOMES      | Ford Lotus Cortina       | 2:38.276 | 7  | 9    | 11.789 | 0.501 | 82.77 |
| 37  | 71   | THD | 5   | Dan LEWIS             | Austin Mini Cooper S     | 2:38.646 | 9  | 9    | 12.159 | 0.370 | 82.58 |
| 38  | 79   | THC | 18  | Mark DRAIN            | Ford Lotus Cortina       | 2:38.655 | 9  | 10   | 12.168 | 0.009 | 82.58 |
| 39  | 166* | THD | 6   | Niall MCFADDEN        | Morris Mini Cooper S     | 2:40.082 | 6  | 10   | 13.595 | 1.427 | 81.84 |
| 40  | 73   | THD | 7   | Nigel FRASER KER      | Austin Mini Cooper S     | 2:40.259 | 3  | 4    | 13.772 | 0.177 | 81.75 |
| 41  | 42   | THD | 8   | Benjamin BUTLER       | Austin Mini Cooper S     | 2:41.352 | 3  | 5    | 14.865 | 1.093 | 81.19 |
| 42  | 555  | THD | 9   | Christopher EDMUNDS   | Morris Mini Cooper S     | 2:41.631 | 2  | 2    | 15.144 | 0.279 | 81.05 |
| 43  | 163  | THA | 16  | SIMPSON / KEARNEY     | Studebaker 62V Lark V111 | 2:49.087 | 3  | 8    | 22.600 | 7.456 | 77.48 |
| 44  | 26   | THA | 17  | MORTENSEN / MAGNUSSEN | Ford Galaxie             |          |    | 2    |        |       |       |
| 45  | 54   | THD | 10  | NAIRN B / NAIRN C     | Morris Mini Cooper S     |          |    | 0    |        |       |       |

\*Car 2 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers.  
No. 166 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Cloudy / Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Date: 22/08/2025 Start: 17:34 Finish: 18:01  
Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



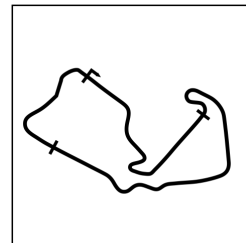
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:05 Friday, 22 August 2025



# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P1                        |          | 600 THA |                          | Sam TORDOFF |          | Ford Falcon Sprint |              |       |          |              |
|---------------------------|----------|---------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:26.226 |          |         | BEST LAP TIME : 2:26.487 |             |          | DIFFERENCE : 0.261 |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 110.9   | 1:15.329                 | 138.3       | 28.849   | 90.1               |              |       |          | 17:37:54.688 |
| 2 -                       | 45.693   | 128.8   | 1:12.851                 | 137.5       | 28.011   | 90.6               | 2:26.555 (2) | 89.39 | 0.068    | 17:40:21.243 |
| 3 -                       | 45.531   | 129.5   | 1:13.321                 | 137.5       | 27.849   | 90.1               | 2:26.701 (3) | 89.30 | 0.214    | 17:42:47.944 |
| 4 -                       | 51.896   | 86.7    | 1:19.562                 | 131.8       | IN PIT   |                    | 2:45.542 P   | 79.14 | 19.055   | 17:45:33.486 |
| 5 -                       | OUTLAP   | 95.5    | 1:32.264                 | 132.1       | 28.977   | 89.7               | 11:41.824    | 18.66 | 9:15.337 | 17:57:15.310 |
| 6 -                       | 45.559   | 131.3   | 1:13.383                 | 136.9       | 27.974   | 89.9               | 2:26.916     | 89.17 | 0.429    | 17:59:42.226 |
| 7 -                       | 45.550   | 131.3   | 1:13.093                 | 138.0       | 27.844   | 90.0               | 2:26.487 (1) | 89.43 |          | 18:02:08.713 |

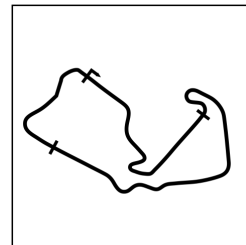
| P2                        |          | 16 THA |                          | JOHNSON / ROSS |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|--------|--------------------------|----------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.103 |          |        | BEST LAP TIME : 2:28.103 |                |          | DIFFERENCE : 0.000 |              |       |          |              |
| LAP                       | SECTOR 1 |        | SECTOR 2                 |                | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 116.7  | 1:16.263                 | 138.0          | 29.385   | 89.1               |              |       |          | 17:37:55.692 |
| 2 -                       | 46.108   | 128.0  | 1:14.615                 | 141.2          | 29.325   | 90.0               | 2:30.048 (3) | 87.31 | 1.945    | 17:40:25.740 |
| 3 -                       | 46.000   | 131.8  | 1:13.909                 | 140.1          | 28.194   | 88.7               | 2:28.103 (1) | 88.46 |          | 17:42:53.843 |
| 4 -                       | 46.335   | 131.8  | 1:14.195                 | 140.3          | 28.722   | 88.5               | 2:29.252 (2) | 87.78 | 1.149    | 17:45:23.095 |
| 5 -                       | 47.904   | 124.5  | 1:16.688                 | 137.2          | IN PIT   |                    | 2:38.315 P   | 82.75 | 10.212   | 17:48:01.410 |
| 6 -                       | OUTLAP   | 125.2  | 1:16.433                 | 139.5          | 29.153   | 88.4               | 4:26.487     | 49.16 | 1:58.384 | 17:52:27.897 |
| 7 -                       | 46.694   | 120.6  | 1:14.884                 | 137.5          | 29.031   | 87.6               | 2:30.609     | 86.99 | 2.506    | 17:54:58.506 |
| 8 -                       | 52.032   | 113.7  | 1:21.914                 | 91.6           | IN PIT   |                    | 2:51.751 P   | 76.28 | 23.648   | 17:57:50.257 |

| P3                        |          | 179 THA |                          | SPIERS / GREENSALL |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|---------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.111 |          |         | BEST LAP TIME : 2:28.111 |                    |          | DIFFERENCE : 0.000 |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 105.1   | 1:20.089                 | 92.5               | 32.100   | 86.3               |              |       |          | 17:38:39.358 |
| 2 -                       | 47.444   | 122.6   | 1:16.238                 | 142.7              | 29.648   | 86.1               | 2:33.330 (3) | 85.44 | 5.219    | 17:41:12.688 |
| 3 -                       | 48.105   | 124.9   | 1:15.935                 | 139.2              | IN PIT   |                    | 2:35.024 P   | 84.51 | 6.913    | 17:43:47.712 |
| 4 -                       | OUTLAP   | 119.4   | 1:16.390                 | 112.4              | 29.281   | 87.7               | 3:58.517     | 54.92 | 1:30.406 | 17:47:46.229 |
| 5 -                       | 46.728   | 127.8   | 1:14.254                 | 138.9              | 28.419   | 89.0               | 2:29.401 (2) | 87.69 | 1.290    | 17:50:15.630 |
| 6 -                       | 46.277   | 130.5   | 1:13.707                 | 140.6              | 28.127   | 88.0               | 2:28.111 (1) | 88.45 |          | 17:52:43.741 |
| 7 -                       | 48.265   | 94.3    | 1:21.538                 | 111.2              | 30.463   | 90.3               | 2:40.266     | 81.74 | 12.155   | 17:55:24.007 |
| 8 -                       | 46.630   | 125.9   | 1:18.576                 | 94.5               | IN PIT   |                    | 2:43.022 P   | 80.36 | 14.911   | 17:58:07.029 |

| P4                        |          | 126 THA |                          | SOWTER / HILL |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|---------|--------------------------|---------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:27.877 |          |         | BEST LAP TIME : 2:28.156 |               |          | DIFFERENCE : 0.279 |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |               | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 119.8   | 1:21.693                 | 97.1          | 33.348   | 88.4               |              |       |          | 17:39:21.062 |
| 2 -                       | 46.356   | 127.3   | 1:13.680                 | 139.8         | 28.120   | 88.5               | 2:28.156 (1) | 88.43 |          | 17:41:49.218 |
| 3 -                       | 46.077   | 130.5   | 1:14.195                 | 140.9         | 28.334   | 86.5               | 2:28.606 (2) | 88.16 | 0.450    | 17:44:17.824 |
| 4 -                       | 46.713   | 129.0   | 1:15.977                 | 80.0          | IN PIT   |                    | 2:40.574 P   | 81.59 | 12.418   | 17:46:58.398 |
| 5 -                       | OUTLAP   | 115.3   | 1:18.870                 | 126.1         | 29.946   | 88.0               | 4:37.323     | 47.24 | 2:09.167 | 17:51:35.721 |
| 6 -                       | 49.641   | 114.3   | 1:19.640                 | 135.2         | 29.992   | 85.9               | 2:39.273     | 82.25 | 11.117   | 17:54:14.994 |
| 7 -                       | 48.914   | 120.0   | 1:18.093                 | 132.8         | 30.284   | 86.7               | 2:37.291     | 83.29 | 9.135    | 17:56:52.285 |
| 8 -                       | 49.291   | 115.5   | 1:17.880                 | 131.0         | 29.861   | 87.1               | 2:37.032 (3) | 83.43 | 8.876    | 17:59:29.317 |
| 9 -                       | 49.024   | 124.2   | 1:19.503                 | 135.2         | 29.973   | 83.3               | 2:38.500     | 82.66 | 10.344   | 18:02:07.817 |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P5 116 THA                |          | MATHIESON / HUFF |                          |       |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.210 |          |                  | BEST LAP TIME : 2:28.609 |       |          | DIFFERENCE : 0.399 |              |       |          |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 118.1            | 1:15.119                 | 138.9 | 28.490   | 88.5               |              |       |          | 17:37:57.482 |
| 2 -                       | 46.514   | 122.9            | 1:15.594                 | 138.0 | 28.172   | 88.6               | 2:30.280 (3) | 87.18 | 1.671    | 17:40:27.762 |
| 3 -                       | 46.170   | 130.0            | 1:14.149                 | 135.2 | 32.735   | 88.8               | 2:33.054     | 85.60 | 4.445    | 17:43:00.816 |
| 4 -                       | 46.569   | 128.8            | 1:13.944                 | 138.6 | 28.096   | 88.8               | 2:28.609 (1) | 88.16 |          | 17:45:29.425 |
| 5 -                       | 46.646   | 128.3            | 1:14.302                 | 137.7 | 28.174   | 87.6               | 2:29.122 (2) | 87.85 | 0.513    | 17:47:58.547 |
| 6 -                       | 46.724   | 127.5            | 1:15.834                 | 133.4 | IN PIT   |                    | 2:35.482 P   | 84.26 | 6.873    | 17:50:34.029 |
| 7 -                       | OUTLAP   | 113.7            | 1:18.453                 | 130.5 | 30.408   | 85.3               | 4:12.583     | 51.87 | 1:43.974 | 17:54:46.612 |
| 8 -                       | 48.147   | 120.2            | 1:17.553                 | 133.9 | 31.225   | 75.4               | 2:36.925     | 83.49 | 8.316    | 17:57:23.537 |
| 9 -                       | 49.160   | 117.7            | 1:17.714                 | 132.3 | 30.062   | 84.3               | 2:36.936     | 83.48 | 8.327    | 18:00:00.473 |
| 10 -                      | 48.534   | 120.2            | 1:17.827                 | 130.5 | 30.421   | 84.3               | 2:36.782     | 83.56 | 8.173    | 18:02:37.255 |

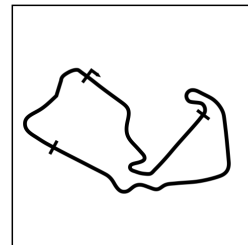
| P6 119 THA                |          | RUDELL / INGRAM          |          | Ford Mustang       |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.270 |          | BEST LAP TIME : 2:28.928 |          | DIFFERENCE : 0.658 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 109.8                    | 1:17.125 | 132.1              | 30.185   | 89.4 |              |       |          | 17:37:53.895 |
| 2 -                       | 47.176   | 125.9                    | 1:16.314 | 137.7              | 29.444   | 90.5 | 2:32.934     | 85.66 | 4.006    | 17:40:26.829 |
| 3 -                       | 46.471   | 129.8                    | 1:14.364 | 138.0              | 28.360   | 88.5 | 2:29.195 (2) | 87.81 | 0.267    | 17:42:56.024 |
| 4 -                       | 48.552   | 108.5                    | 1:17.284 | 106.5              | IN PIT   |      | 2:41.958 P   | 80.89 | 13.030   | 17:45:37.982 |
| 5 -                       | OUTLAP   | 107.3                    | 1:15.681 | 136.3              | 29.036   | 89.7 | 4:14.568     | 51.46 | 1:45.640 | 17:49:52.550 |
| 6 -                       | 46.449   | 124.0                    | 1:15.493 | 136.3              | 28.527   | 90.4 | 2:30.469     | 87.07 | 1.541    | 17:52:23.019 |
| 7 -                       | 46.304   | 115.9                    | 1:15.922 | 136.1              | 28.633   | 89.9 | 2:30.859     | 86.84 | 1.931    | 17:54:53.878 |
| 8 -                       | 46.073   | 131.3                    | 1:13.837 | 137.7              | 29.878   | 87.0 | 2:29.788 (3) | 87.46 | 0.860    | 17:57:23.666 |
| 9 -                       | 47.281   | 124.0                    | 1:16.683 | 95.4               | 30.680   | 90.0 | 2:34.644     | 84.72 | 5.716    | 17:59:58.310 |
| 10 -                      | 46.151   | 132.3                    | 1:14.170 | 137.2              | 28.607   | 89.0 | 2:28.928 (1) | 87.97 |          | 18:02:27.238 |

| P7 63 THA John DAVISON    |          | Ford Mustang |                          |       |                    |      |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|-------|--------------------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:28.999 |          |              | BEST LAP TIME : 2:28.999 |       | DIFFERENCE : 0.000 |      |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 108.4        | 1:18.978                 | 108.5 | 31.128             | 88.3 |              |       |        | 17:38:16.059 |
| 2 -                       | 48.296   | 110.9        | 1:16.929                 | 130.5 | 28.365             | 88.7 | 2:33.590 (2) | 85.30 | 4.591  | 17:40:49.649 |
| 3 -                       | 46.784   | 125.2        | 1:14.177                 | 136.1 | 28.038             | 89.9 | 2:28.999 (1) | 87.93 |        | 17:43:18.648 |
| 4 -                       | 49.520   | 103.2        | 1:19.580                 | 98.3  | IN PIT             |      | 2:42.080 P   | 80.83 | 13.081 | 17:46:00.728 |

| P8 711 THC                |          | Guy SMITH |                          | Ford Lotus Cortina |          |                    |              |       |        |              |
|---------------------------|----------|-----------|--------------------------|--------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:29.545 |          |           | BEST LAP TIME : 2:29.936 |                    |          | DIFFERENCE : 0.391 |              |       |        |              |
| LAP                       | SECTOR 1 |           | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 115.1     | 1:17.184                 | 122.6              | 28.079   | 88.7               |              |       |        | 17:38:16.727 |
| 2 -                       | 47.078   | 117.5     | 1:15.658                 | 122.6              | 27.982   | 87.7               | 2:30.718 (3) | 86.92 | 0.782  | 17:40:47.445 |
| 3 -                       | 47.331   | 117.3     | 1:14.753                 | 125.2              | 27.852   | 88.0               | 2:29.936 (1) | 87.38 |        | 17:43:17.381 |
| 4 -                       | 48.834   | 118.3     | 1:18.866                 | 116.1              | 28.518   | 87.3               | 2:36.218     | 83.86 | 6.282  | 17:45:53.599 |
| 5 -                       | 46.940   | 117.5     | 1:14.791                 | 123.3              | 28.719   | 88.5               | 2:30.450 (2) | 87.08 | 0.514  | 17:48:24.049 |
| 6 -                       | 47.129   | 117.1     | 1:15.435                 | 121.7              | 29.884   | 88.0               | 2:32.448     | 85.94 | 2.512  | 17:50:56.497 |
| 7 -                       | 50.566   | 104.5     | 1:23.114                 | 121.3              | 28.648   | 85.3               | 2:42.328     | 80.71 | 12.392 | 17:53:38.825 |
| 8 -                       | 47.203   | 117.5     | 1:15.410                 | 124.2              | 29.157   | 83.7               | 2:31.770     | 86.32 | 1.834  | 17:56:10.595 |
| 9 -                       | 47.412   | 117.9     | 1:15.138                 | 124.7              | 28.592   | 86.5               | 2:31.142     | 86.68 | 1.206  | 17:58:41.737 |
| 10 -                      | 47.030   | 119.1     | 1:19.487                 | 112.4              | 29.910   | 87.0               | 2:36.427     | 83.75 | 6.491  | 18:01:18.164 |
| 11 -                      | 47.278   | 117.7     | 1:17.095                 | 122.2              | 28.469   | 84.3               | 2:32.842     | 85.72 | 2.906  | 18:03:51.006 |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P9 10 THA Tom SHARP       |               | Ford Falcon              |                 |              |                    |             |                     |              |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:30.641 |               | BEST LAP TIME : 2:31.107 |                 |              | DIFFERENCE : 0.466 |             |                     |              |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY  |                     |
| 1 -                       | OUTLAP        | 108.9                    | 1:19.624        | 133.6        | 29.621             | 86.3        |                     |              | 17:37:52.970 |                     |
| 2 -                       | 47.280        | 114.1                    | 1:15.350        | 137.5        | 28.923             | <b>88.7</b> | 2:31.553            | 86.44        | 0.446        | 17:40:24.523        |
| 3 -                       | 46.834        | 128.5                    | 1:15.398        | 138.0        | 28.914             | 86.7        | 2:31.146 (3)        | 86.68        | 0.039        | 17:42:55.669        |
| 4 -                       | 47.056        | 129.0                    | <b>1:15.055</b> | 138.0        | 28.996             | 88.4        | <b>2:31.107 (1)</b> | <b>86.70</b> |              | <b>17:45:26.776</b> |
| 5 -                       | 48.163        | 126.1                    | 1:17.641        | 134.7        | IN PIT             |             | 2:36.703 P          | 83.60        | 5.596        | 17:48:03.479        |
| 6 -                       | OUTLAP        | 126.8                    | 1:18.000        | 114.5        | 30.231             | 86.9        | 4:39.211            | 46.92        | 2:08.104     | 17:52:42.690        |
| 7 -                       | 47.466        | 128.5                    | 1:16.842        | 125.4        | 29.742             | 87.1        | 2:34.050            | 85.04        | 2.943        | 17:55:16.740        |
| 8 -                       | 46.820        | <b>130.8</b>             | 1:15.452        | <b>138.3</b> | <b>28.840</b>      | 87.8        | 2:31.112 (2)        | 86.70        | 0.005        | 17:57:47.852        |
| 9 -                       | 47.703        | 125.6                    | 1:15.792        | 136.3        | 30.233             | 87.6        | 2:33.728            | 85.22        | 2.621        | 18:00:21.580        |
| 10 -                      | <b>46.746</b> | <b>130.8</b>             | 1:17.309        | 129.5        | IN PIT             |             | 2:35.238 P          | 84.39        | 4.131        | 18:02:56.818        |

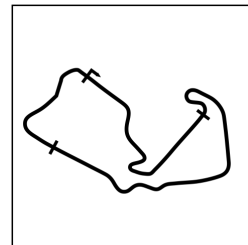
| P10 168 THA Michael RUSSELL |               | Ford Mustang             |                 |              |                    |             |                     |              |              |                     |
|-----------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:30.851   |               | BEST LAP TIME : 2:31.230 |                 |              | DIFFERENCE : 0.379 |             |                     |              |              |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY  |                     |
| 1 -                         | OUTLAP        | 110.1                    | 1:17.218        | 128.3        | 28.987             | 85.9        |                     |              | 17:38:09.036 |                     |
| 2 -                         | 50.009        | 105.6                    | 1:16.182        | 126.8        | 28.740             | <b>90.0</b> | 2:34.931            | 84.56        | 3.701        | 17:40:43.967        |
| 3 -                         | <b>47.324</b> | 119.4                    | 1:15.906        | 136.6        | <b>28.346</b>      | 89.1        | 2:31.576 (2)        | 86.43        | 0.346        | 17:43:15.543        |
| 4 -                         | 47.873        | 117.9                    | 1:15.452        | 132.3        | 28.689             | 89.1        | 2:32.014 (3)        | 86.18        | 0.784        | 17:45:47.557        |
| 5 -                         | 47.339        | 119.1                    | 1:19.526        | 100.9        | IN PIT             |             | 2:41.070 P          | 81.34        | 9.840        | 17:48:28.627        |
| 6 -                         | OUTLAP        | 119.6                    | 1:15.215        | <b>138.3</b> | 29.213             | 89.3        | 3:50.746            | 56.77        | 1:19.516     | 17:52:19.373        |
| 7 -                         | 47.523        | 120.0                    | 1:15.320        | 137.7        | 28.387             | 89.9        | <b>2:31.230 (1)</b> | <b>86.63</b> |              | <b>17:54:50.603</b> |
| 8 -                         | 47.465        | <b>125.6</b>             | <b>1:15.181</b> | 136.3        | 29.917             | 78.8        | 2:32.563            | 85.87        | 1.333        | 17:57:23.166        |
| 9 -                         | 47.692        | 121.5                    | 1:21.296        | 99.1         | 30.976             | 88.5        | 2:39.964            | 81.90        | 8.734        | 18:00:03.130        |
| 10 -                        | 47.335        | 112.5                    | 1:16.536        | 133.1        | 29.272             | 87.3        | 2:33.143            | 85.55        | 1.913        | 18:02:36.273        |

| P11 198 THC GIDDINGS / STREATHER |               | Ford Lotus Cortina       |                 |              |                    |             |                     |              |              |                     |
|----------------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:31.316        |               | BEST LAP TIME : 2:31.550 |                 |              | DIFFERENCE : 0.234 |             |                     |              |              |                     |
| LAP                              | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY  |                     |
| 1 -                              | OUTLAP        | 114.7                    | 1:16.741        | 118.5        | 28.717             | 88.0        |                     |              | 17:38:10.860 |                     |
| 2 -                              | 47.828        | 115.3                    | 1:16.046        | 118.5        | 28.549             | 87.8        | 2:32.423 (3)        | 85.95        | 0.873        | 17:40:43.283        |
| 3 -                              | 47.882        | 116.7                    | 1:17.356        | 119.1        | <b>28.381</b>      | 87.8        | 2:33.619            | 85.28        | 2.069        | 17:43:16.902        |
| 4 -                              | 47.340        | <b>117.3</b>             | 1:15.771        | 119.4        | 28.439             | 86.9        | <b>2:31.550 (1)</b> | <b>86.45</b> |              | <b>17:45:48.452</b> |
| 5 -                              | 47.819        | 116.9                    | 1:17.437        | 118.3        | IN PIT             |             | 2:35.679 P          | 84.15        | 4.129        | 17:48:24.131        |
| 6 -                              | OUTLAP        | 116.3                    | 1:16.055        | 119.1        | 28.749             | 85.0        | 3:51.333            | 56.63        | 1:19.783     | 17:52:15.464        |
| 7 -                              | 47.829        | 116.7                    | 1:17.151        | 118.9        | 28.410             | 87.8        | 2:33.390            | 85.41        | 1.840        | 17:54:48.854        |
| 8 -                              | <b>47.231</b> | 117.1                    | 1:17.077        | <b>120.0</b> | 28.699             | 84.9        | 2:33.007            | 85.62        | 1.457        | 17:57:21.861        |
| 9 -                              | 47.838        | 116.5                    | <b>1:15.704</b> | 119.1        | 28.439             | <b>88.3</b> | 2:31.981 (2)        | 86.20        | 0.431        | 17:59:53.842        |
| 10 -                             | 47.946        | 115.7                    | 1:15.811        | 118.9        | 28.675             | 87.3        | 2:32.432            | 85.95        | 0.882        | 18:02:26.274        |

| P12 72 THC BIRD / SAMPSON |               | Ford Lotus Cortina       |                 |              |                    |             |                     |              |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:31.448 |               | BEST LAP TIME : 2:31.609 |                 |              | DIFFERENCE : 0.161 |             |                     |              |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY  |                     |
| 1 -                       | OUTLAP        | 114.7                    | 1:16.806        | 122.4        | 29.799             | 86.0        |                     |              | 17:37:58.507 |                     |
| 2 -                       | 48.007        | 116.1                    | 1:16.390        | 120.4        | 28.835             | 84.0        | 2:33.232 (2)        | 85.50        | 1.623        | 17:40:31.739        |
| 3 -                       | <b>47.730</b> | 116.1                    | 1:16.515        | 123.1        | 31.609             | <b>86.4</b> | 2:35.854            | 84.06        | 4.245        | 17:43:07.593        |
| 4 -                       | 47.891        | <b>116.7</b>             | <b>1:15.487</b> | 123.3        | <b>28.231</b>      | 85.7        | <b>2:31.609 (1)</b> | <b>86.41</b> |              | <b>17:45:39.202</b> |
| 5 -                       | 48.135        | 115.7                    | 1:16.963        | <b>123.8</b> | IN PIT             |             | 2:39.270 P          | 82.26        | 7.661        | 17:48:18.472        |
| 6 -                       | OUTLAP        | 113.7                    | 1:18.005        | 118.7        | 30.320             | 83.5        | 5:04.847            | 42.97        | 2:33.238     | 17:53:23.319        |
| 7 -                       | 48.260        | 115.5                    | 1:17.429        | 122.2        | 28.867             | 84.9        | 2:34.556            | 84.77        | 2.947        | 17:55:57.875        |
| 8 -                       | 48.308        | 115.9                    | 1:17.135        | 122.4        | 28.742             | 84.8        | 2:34.185            | 84.97        | 2.576        | 17:58:32.060        |
| 9 -                       | 48.538        | 115.7                    | 1:17.404        | 121.3        | 28.806             | 83.7        | 2:34.748            | 84.66        | 3.139        | 18:01:06.808        |
| 10 -                      | 48.352        | 115.9                    | 1:17.116        | 121.7        | 28.703             | 84.3        | 2:34.171 (3)        | 84.98        | 2.562        | 18:03:40.979        |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P13 43 THA                |               | HARRIS / FRANCHITTI      |                 | Ford Mustang       |               |             |                     |              |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 2:31.658 |               | BEST LAP TIME : 2:31.663 |                 | DIFFERENCE : 0.005 |               |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |
| 1 -                       | OUTLAP        | 94.3                     | 1:21.462        | 123.3              | 31.942        | 88.1        | 17:38:51.136        |              |
| 2 -                       | 47.795        | 127.0                    | 1:15.410        | 136.6              | 29.352        | 83.0        | 2:32.557 (3)        | 85.88        |
| 3 -                       | 47.435        | <b>128.3</b>             | <b>1:15.083</b> | 136.3              | <b>29.145</b> | 88.7        | <b>2:31.663 (1)</b> | <b>86.38</b> |
| 4 -                       | 48.375        | 126.6                    | 1:17.126        | 119.4              | IN PIT        |             | 2:44.310 P          | 79.73        |
| 5 -                       | OUTLAP        | 121.3                    | 1:18.177        | 133.6              | 29.741        | 85.3        | 4:09.484            | 52.51        |
| 6 -                       | 48.135        | 121.3                    | 1:15.638        | 135.5              | 29.245        | 85.5        | 2:33.018            | 85.62        |
| 7 -                       | 47.555        | 124.7                    | 1:15.380        | 135.8              | 29.376        | 86.9        | 2:32.311 (2)        | 86.01        |
| 8 -                       | 47.968        | 117.1                    | 1:15.718        | 132.3              | 29.423        | 85.9        | 2:33.109            | 85.57        |
| 9 -                       | 48.099        | 118.5                    | 1:15.865        | 135.0              | 29.273        | <b>89.5</b> | 2:33.237            | 85.49        |
| 10 -                      | <b>47.430</b> | 127.3                    | 1:16.264        | <b>136.9</b>       | 29.381        | 88.1        | 2:33.075            | 85.59        |

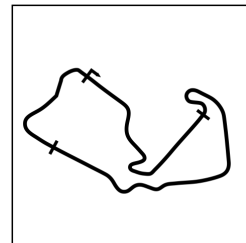
| P14 52 THC                |               | NEAL H / NEAL M          |                 | Ford Lotus Cortina |               |             |                     |              |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 2:31.279 |               | BEST LAP TIME : 2:31.835 |                 | DIFFERENCE : 0.556 |               |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |
| 1 -                       | OUTLAP        | 112.5                    | 1:17.769        | 122.4              | 28.476        | <b>88.1</b> | 17:38:42.074        |              |
| 2 -                       | 48.201        | 115.3                    | 1:16.544        | 122.9              | <b>28.106</b> | 88.0        | 2:32.851            | 85.71        |
| 3 -                       | 48.080        | 115.9                    | 1:15.991        | 124.5              | 28.314        | 87.8        | 2:32.385 (3)        | 85.97        |
| 4 -                       | 47.743        | 117.1                    | 1:15.874        | 124.2              | 28.218        | 86.5        | <b>2:31.835 (1)</b> | <b>86.28</b> |
| 5 -                       | 48.003        | 116.1                    | 1:16.406        | <b>124.7</b>       | 28.119        | 87.6        | 2:32.528            | 85.89        |
| 6 -                       | 47.994        | <b>118.5</b>             | 1:16.468        | 122.9              | 28.145        | 87.9        | 2:32.607            | 85.85        |
| 7 -                       | 48.340        | 115.1                    | 1:16.490        | 122.9              | 28.317        | 87.8        | 2:33.147            | 85.55        |
| 8 -                       | 48.324        | 116.7                    | <b>1:15.453</b> | 122.9              | 28.444        | 85.9        | 2:32.221 (2)        | 86.07        |
| 9 -                       | <b>47.720</b> | 116.5                    | 1:31.235        | 120.9              | 30.177        | <b>88.1</b> | 2:49.132            | 77.46        |
| 10 -                      | 48.240        | 115.7                    | 1:15.861        | 123.5              | 29.784        | 87.4        | 2:33.885            | 85.13        |

| P15 6 THA                 |               | Andrew HADDON            |                 | Ford Mustang       |               |             |                     |              |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 2:31.759 |               | BEST LAP TIME : 2:32.101 |                 | DIFFERENCE : 0.342 |               |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |
| 1 -                       | OUTLAP        | 116.7                    | 1:16.435        | 126.6              | 29.318        | 86.8        | 17:38:01.413        |              |
| 2 -                       | 47.478        | 114.9                    | 1:16.405        | <b>133.6</b>       | 28.908        | <b>88.4</b> | 2:32.791            | 85.74        |
| 3 -                       | <b>47.328</b> | 124.2                    | <b>1:15.780</b> | 132.8              | 28.993        | 87.7        | <b>2:32.101 (1)</b> | <b>86.13</b> |
| 4 -                       | 47.382        | 121.7                    | 1:16.251        | 131.8              | 28.824        | 85.3        | 2:32.457 (2)        | 85.93        |
| 5 -                       | 48.189        | 120.9                    | 1:16.413        | 131.3              | 29.039        | 87.4        | 2:33.641            | 85.27        |
| 6 -                       | 47.543        | 120.6                    | 1:16.515        | 131.3              | <b>28.651</b> | 86.1        | 2:32.709 (3)        | 85.79        |
| 7 -                       | 47.855        | 122.6                    | 1:16.341        | 130.3              | 28.974        | 86.3        | 2:33.170            | 85.53        |
| 8 -                       | 47.525        | 122.6                    | 1:16.852        | 131.3              | 29.361        | 85.4        | 2:33.738            | 85.22        |
| 9 -                       | 48.201        | 122.6                    | 1:16.129        | 132.3              | 29.141        | 85.7        | 2:33.471            | 85.36        |
| 10 -                      | 47.822        | 123.1                    | 1:16.253        | 132.3              | 29.403        | 86.2        | 2:33.478            | 85.36        |
| 11 -                      | 47.612        | <b>124.9</b>             | 1:19.225        | 131.0              | 29.315        | 87.3        | 2:36.152            | 83.90        |

| P16 3 THC                 |               | Richard DUTTON           |                 | Ford Lotus Cortina |               |             |                     |              |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 2:31.939 |               | BEST LAP TIME : 2:32.158 |                 | DIFFERENCE : 0.219 |               |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |
| 1 -                       | OUTLAP        | 114.5                    | 1:17.754        | 126.1              | 28.399        | 87.2        | 17:38:18.401        |              |
| 2 -                       | <b>47.594</b> | <b>118.5</b>             | <b>1:15.994</b> | <b>127.0</b>       | 28.824        | 87.3        | 2:32.412 (3)        | 85.96        |
| 3 -                       | 47.705        | 117.3                    | 1:17.079        | 124.9              | 28.629        | 86.3        | 2:33.413            | 85.40        |
| 4 -                       | 47.633        | 117.5                    | 1:16.040        | 126.3              | 28.610        | 87.1        | 2:32.283 (2)        | 86.03        |
| 5 -                       | 47.633        | 116.7                    | 1:16.156        | 125.2              | 28.670        | 85.4        | 2:32.459            | 85.93        |
| 6 -                       | 47.618        | 117.7                    | 1:16.283        | 124.2              | 28.756        | <b>88.3</b> | 2:32.657            | 85.82        |
| 7 -                       | 47.737        | 117.1                    | 1:16.754        | 124.0              | 28.552        | 85.1        | 2:33.043            | 85.60        |
| 8 -                       | 47.975        | 117.5                    | 1:16.300        | 124.5              | <b>28.351</b> | 85.5        | 2:32.626            | 85.84        |
| 9 -                       | 48.094        | 117.7                    | 1:16.277        | 125.2              | 28.808        | 87.7        | 2:33.179            | 85.53        |
| 10 -                      | 47.719        | 117.5                    | 1:16.079        | 124.7              | 28.360        | 85.0        | <b>2:32.158 (1)</b> | <b>86.10</b> |
| 11 -                      | 47.872        | 117.9                    | 1:16.319        | 123.8              | 28.418        | 85.1        | 2:32.609            | 85.85        |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P17 712 THC               |          | Peter SMITH              |          | Ford Lotus Cortina |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:32.440 |          | BEST LAP TIME : 2:32.461 |          | DIFFERENCE : 0.021 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 113.1                    | 1:19.718 | 121.3              | 30.384   | 78.9 |              |       |          | 17:38:28.133 |
| 2 -                       | 50.002   | 112.4                    | 1:19.012 | 122.2              | 29.479   | 83.1 | 2:38.493     | 82.66 | 6.032    | 17:41:06.626 |
| 3 -                       | 50.433   | 114.1                    | 1:18.706 | 123.8              | 29.302   | 84.8 | 2:38.441     | 82.69 | 5.980    | 17:43:45.067 |
| 4 -                       | 48.898   | 115.3                    | 1:18.805 | 122.9              | 29.427   | 84.6 | 2:37.130     | 83.38 | 4.669    | 17:46:22.197 |
| 5 -                       | 48.803   | 113.3                    | 1:19.339 | 120.2              | IN PIT   |      | 2:39.103 P   | 82.34 | 6.642    | 17:49:01.300 |
| 6 -                       | OUTLAP   | 115.5                    | 1:16.430 | 122.6              | 28.969   | 88.3 | 3:33.540     | 61.35 | 1:01.079 | 17:52:34.840 |
| 7 -                       | 48.001   | 115.9                    | 1:17.098 | 121.5              | 28.888   | 86.2 | 2:33.987     | 85.08 | 1.526    | 17:55:08.827 |
| 8 -                       | 47.677   | 116.1                    | 1:16.108 | 123.8              | 28.676   | 84.7 | 2:32.461 (1) | 85.93 |          | 17:57:41.288 |
| 9 -                       | 48.001   | 115.7                    | 1:16.334 | 122.2              | 28.756   | 86.5 | 2:33.091 (2) | 85.58 | 0.630    | 18:00:14.379 |
| 10 -                      | 47.798   | 116.1                    | 1:16.838 | 123.1              | 28.655   | 84.9 | 2:33.291 (3) | 85.46 | 0.830    | 18:02:47.670 |

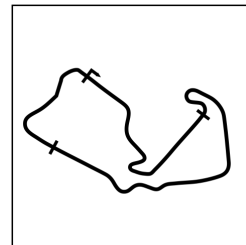
| P18 170 THC               |          | Jonathan MITCHELL        |          | Ford Lotus Cortina |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:32.533 |          | BEST LAP TIME : 2:32.533 |          | DIFFERENCE : 0.000 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 109.6                    | 1:20.230 | 117.7              | 29.790   | 84.9 |              |       |        | 17:38:20.003 |
| 2 -                       | 48.793   | 115.1                    | 1:17.192 | 124.0              | 28.832   | 85.9 | 2:34.817     | 84.62 | 2.284  | 17:40:54.820 |
| 3 -                       | 48.470   | 116.1                    | 1:16.570 | 123.5              | 29.125   | 86.9 | 2:34.165     | 84.98 | 1.632  | 17:43:28.985 |
| 4 -                       | 51.485   | 91.9                     | 1:22.966 | 112.9              | 29.981   | 85.4 | 2:44.432     | 79.67 | 11.899 | 17:46:13.417 |
| 5 -                       | 48.161   | 115.3                    | 1:16.564 | 123.3              | 28.798   | 86.2 | 2:33.523     | 85.34 | 0.990  | 17:48:46.940 |
| 6 -                       | 47.889   | 114.7                    | 1:16.832 | 120.6              | 28.566   | 87.1 | 2:33.287 (2) | 85.47 | 0.754  | 17:51:20.227 |
| 7 -                       | 48.034   | 114.1                    | 1:16.484 | 122.4              | 28.905   | 84.2 | 2:33.423 (3) | 85.39 | 0.890  | 17:53:53.650 |
| 8 -                       | 52.662   | 89.0                     | 1:22.862 | 116.1              | 29.711   | 85.8 | 2:45.235     | 79.29 | 12.702 | 17:56:38.885 |
| 9 -                       | 47.861   | 116.1                    | 1:16.213 | 123.8              | 28.459   | 86.8 | 2:32.533 (1) | 85.89 |        | 17:59:11.418 |
| 10 -                      | 47.974   | 107.2                    | 1:17.155 | 123.1              | 30.292   | 82.6 | 2:35.421     | 84.29 | 2.888  | 18:01:46.839 |

| P19 51 THC                |          | Max CHILTON              |          | Ford Lotus Cortina |          |      |              |       |       |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:32.564 |          | BEST LAP TIME : 2:32.586 |          | DIFFERENCE : 0.022 |          |      |              |       |       |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 112.4                    | 1:18.053 | 121.5              | 29.413   | 80.0 |              |       |       | 17:38:33.838 |
| 2 -                       | 48.699   | 115.9                    | 1:17.977 | 121.3              | 28.644   | 87.4 | 2:35.320     | 84.35 | 2.734 | 17:41:09.158 |
| 3 -                       | 49.097   | 114.3                    | 1:17.061 | 122.0              | 28.523   | 86.1 | 2:34.681     | 84.70 | 2.095 | 17:43:43.839 |
| 4 -                       | 48.142   | 116.5                    | 1:16.847 | 123.3              | 28.552   | 87.8 | 2:33.541     | 85.33 | 0.955 | 17:46:17.380 |
| 5 -                       | 47.970   | 117.1                    | 1:16.224 | 123.5              | 28.758   | 87.3 | 2:32.952     | 85.65 | 0.366 | 17:48:50.332 |
| 6 -                       | 47.909   | 116.7                    | 1:16.242 | 123.5              | 28.435   | 87.4 | 2:32.586 (1) | 85.86 |       | 17:51:22.918 |
| 7 -                       | 48.143   | 115.7                    | 1:16.311 | 122.2              | 28.554   | 87.0 | 2:33.008     | 85.62 | 0.422 | 17:53:55.926 |
| 8 -                       | 48.307   | 115.3                    | 1:19.617 | 114.3              | 31.170   | 85.5 | 2:39.094     | 82.35 | 6.508 | 17:56:35.020 |
| 9 -                       | 47.905   | 116.7                    | 1:16.450 | 122.6              | 28.464   | 86.3 | 2:32.819 (2) | 85.73 | 0.233 | 17:59:07.839 |
| 10 -                      | 47.927   | 116.1                    | 1:16.477 | 122.2              | 28.524   | 84.9 | 2:32.928 (3) | 85.67 | 0.342 | 18:01:40.767 |

| P20 96 THA                |          | Tim SCOTT ANDREWS        |          | Ford Falcon        |        |      |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------|---------------------------------------|
| IDEAL LAP TIME : 2:32.918 |          | BEST LAP TIME : 2:33.179 |          | DIFFERENCE : 0.261 |        |      |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 108.5                    | 1:18.336 | 124.0              | 30.377 | 87.9 | 17:38:20.705                          |
| 2 -                       | 51.739   | 101.6                    | 1:22.053 | 137.7              | 29.847 | 86.4 | 2:43.639 80.06 10.460 17:41:04.344    |
| 3 -                       | 48.826   | 113.5                    | 1:16.758 | 141.5              | 29.470 | 87.3 | 2:35.054 84.49 1.875 17:43:39.398     |
| 4 -                       | 48.184   | 122.6                    | 1:16.495 | 141.2              | 30.141 | 87.4 | 2:34.820 84.62 1.641 17:46:14.218     |
| 5 -                       | 48.252   | 124.2                    | 1:16.262 | 136.6              | 29.792 | 87.8 | 2:34.306 84.90 1.127 17:48:48.524     |
| 6 -                       | 47.675   | 127.0                    | 1:16.220 | 141.5              | 29.284 | 86.8 | 2:33.179 (1) 85.53 17:51:21.703       |
| 7 -                       | 53.206   | 93.5                     | 1:28.109 | 140.3              | 34.231 | 86.8 | 2:55.546 74.63 22.367 17:54:17.249    |
| 8 -                       | 47.808   | 126.3                    | 1:16.826 | 140.3              | 29.561 | 84.0 | 2:34.195 (3) 84.96 1.016 17:56:51.444 |
| 9 -                       | 48.247   | 120.9                    | 1:16.187 | 140.9              | 30.236 | 87.2 | 2:34.670 84.70 1.491 17:59:26.114     |
| 10 -                      | 48.106   | 126.3                    | 1:15.959 | 140.3              | 29.617 | 78.3 | 2:33.682 (2) 85.25 0.503 18:01:59.796 |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P21 193 THD               |               | Phil BULLEN-BROWN        |                 | Austin Mini Cooper S |               |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.270 |               | BEST LAP TIME : 2:33.402 |                 | DIFFERENCE : 0.132   |               |             |                     |              |        |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                      | SECTOR 3      |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 101.6                    | 1:20.808        | 115.1                | 28.443        | 84.5        |                     |              |        | 17:37:59.813        |
| 2 -                       | <b>48.225</b> | 108.9                    | 1:17.130        | 116.3                | 30.160        | 85.2        | 2:35.515 (2)        | 84.24        | 2.113  | 17:40:35.328        |
| 3 -                       | 48.357        | <b>109.6</b>             | <b>1:16.738</b> | <b>119.1</b>         | <b>28.307</b> | <b>85.5</b> | <b>2:33.402 (1)</b> | <b>85.40</b> |        | <b>17:43:08.730</b> |
| 4 -                       | 50.118        | 103.8                    | 1:18.881        | 109.6                | 30.374        | 85.1        | 2:39.373 (3)        | 82.20        | 5.971  | 17:45:48.103        |
| 5 -                       | 52.476        | 78.5                     | 1:23.219        | 107.5                | IN PIT        |             | 2:54.415 P          | 75.11        | 21.013 | 17:48:42.518        |

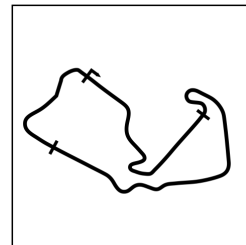
| P22 17 THC                |          | David TOMLIN |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:32.437 |          |              | BEST LAP TIME : 2:33.540 |                    |          | DIFFERENCE : 1.103 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 104.8        | 1:18.669                 | 117.7              | 29.064   | 84.5               |              |       |          | 17:38:31.860 |
| 2 -                       | 48.386   | 115.1        | 1:18.485                 | 117.7              | 28.912   | 85.5               | 2:35.783     | 84.10 | 2.243    | 17:41:07.643 |
| 3 -                       | 48.789   | 113.9        | 1:17.590                 | 118.9              | 28.919   | 83.3               | 2:35.298     | 84.36 | 1.758    | 17:43:42.941 |
| 4 -                       | 48.323   | 113.9        | 1:16.803                 | 118.5              | 28.966   | 86.2               | 2:34.092 (3) | 85.02 | 0.552    | 17:46:17.033 |
| 5 -                       | 48.229   | 115.1        | 1:17.194                 | 119.1              | 28.625   | 86.7               | 2:34.048 (2) | 85.04 | 0.508    | 17:48:51.081 |
| 6 -                       | 48.258   | 115.9        | 1:18.105                 | 115.3              | IN PIT   |                    | 2:41.639 P   | 81.05 | 8.099    | 17:51:32.720 |
| 7 -                       | OUTLAP   | 106.0        | 1:19.552                 | 88.5               | 32.921   | 85.9               | 4:03.472     | 53.81 | 1:29.932 | 17:55:36.192 |
| 8 -                       | 48.234   | 114.5        | 1:17.070                 | 112.9              | 29.295   | 80.0               | 2:34.599     | 84.74 | 1.059    | 17:58:10.791 |
| 9 -                       | 49.252   | 113.3        | 1:21.789                 | 93.3               | 29.549   | 85.1               | 2:40.590     | 81.58 | 7.050    | 18:00:51.381 |
| 10 -                      | 48.638   | 113.3        | 1:15.583                 | 118.5              | 29.319   | 86.4               | 2:33.540 (1) | 85.33 |          | 18:03:24.921 |

| P23 149 THA               |          | NYBLAEUS / WELCH |                          | Ford Falcon Sprint |          |                    |              |       |          |              |
|---------------------------|----------|------------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.512 |          |                  | BEST LAP TIME : 2:33.723 |                    |          | DIFFERENCE : 0.211 |              |       |          |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 117.5            | 1:16.856                 | 132.3              | 29.332   | 86.9               |              |       |          | 17:38:03.457 |
| 2 -                       | 48.324   | 118.5            | 1:17.317                 | 135.5              | 29.139   | 88.3               | 2:34.780 (3) | 84.64 | 1.057    | 17:40:38.237 |
| 3 -                       | 48.238   | 122.9            | 1:16.587                 | 136.1              | 28.898   | 87.4               | 2:33.723 (1) | 85.22 |          | 17:43:11.960 |
| 4 -                       | 48.027   | 115.9            | 1:17.038                 | 136.9              | 29.200   | 84.8               | 2:34.265 (2) | 84.93 | 0.542    | 17:45:46.225 |
| 5 -                       | 48.400   | 112.0            | 1:18.966                 | 110.7              | IN PIT   |                    | 2:41.134 P   | 81.30 | 7.411    | 17:48:27.359 |
| 6 -                       | OUTLAP   | 96.2             | 1:22.014                 | 130.0              | 30.635   | 83.2               | 4:02.503     | 54.02 | 1:28.780 | 17:52:29.862 |
| 7 -                       | 50.370   | 121.3            | 1:20.230                 | 121.1              | 31.721   | 80.0               | 2:42.321     | 80.71 | 8.598    | 17:55:12.183 |
| 8 -                       | 51.040   | 110.9            | 1:21.145                 | 135.0              | 30.723   | 80.9               | 2:42.908     | 80.42 | 9.185    | 17:57:55.091 |
| 9 -                       | 52.182   | 111.2            | 1:21.451                 | 131.0              | 30.796   | 82.0               | 2:44.429     | 79.68 | 10.706   | 18:00:39.520 |
| 10 -                      | 52.855   | 106.1            | 1:25.073                 | 129.8              | 31.495   | 78.8               | 2:49.423     | 77.33 | 15.700   | 18:03:28.943 |

| P24 101 THC               |          | WALKER / WALKER-TULLY    |          | Ford Lotus Cortina |          |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.734 |          | BEST LAP TIME : 2:33.804 |          | DIFFERENCE : 0.070 |          |      |              |       |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 105.5                    | 1:18.692 | 118.3              | 29.450   | 83.5 |              |       |          | 17:38:22.102 |
| 2 -                       | 48.521   | 111.8                    | 1:16.990 | 120.0              | 29.450   | 84.2 | 2:34.961 (3) | 84.54 | 1.157    | 17:40:57.063 |
| 3 -                       | 47.903   | 114.1                    | 1:16.996 | 119.4              | 28.905   | 85.3 | 2:33.804 (1) | 85.18 |          | 17:43:30.867 |
| 4 -                       | 47.839   | 115.5                    | 1:17.093 | 118.7              | 29.090   | 86.3 | 2:34.022 (2) | 85.06 | 0.218    | 17:46:04.889 |
| 5 -                       | 55.739   | 87.1                     | 1:23.751 | 109.2              | IN PIT   |      | 2:52.172 P   | 76.09 | 18.368   | 17:48:57.061 |
| 6 -                       | OUTLAP   | 99.4                     | 1:20.862 | 115.3              | 31.050   | 82.8 | 4:10.002     | 52.40 | 1:36.198 | 17:53:07.063 |
| 7 -                       | 50.600   | 110.3                    | 1:19.632 | 114.9              | 30.148   | 82.2 | 2:40.380     | 81.69 | 6.576    | 17:55:47.443 |
| 8 -                       | 58.864   | 71.9                     | 1:47.911 | 70.5               | IN PIT   |      | 3:31.894 P   | 61.83 | 58.090   | 17:59:19.337 |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P25 2 THA        |          | ATTARD / HOY             |          | Ford Falcon         |              |          |                     |
|------------------|----------|--------------------------|----------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:34.007 |          | DIFFERENCE :        |              |          |                     |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -              |          |                          |          |                     |              |          | 17:37:55.475        |
| 2 -              |          |                          |          | <b>2:34.007 (1)</b> | <b>85.07</b> |          | <b>17:40:29.482</b> |
| 3 -              |          |                          |          | 2:35.360 (3)        | 84.33        | 1.353    | 17:43:04.842        |
| 4 -              |          |                          |          | 6:39.439            | 32.80        | 4:05.432 | 17:49:44.281        |
| 5 -              |          |                          |          | 2:36.104            | 83.92        | 2.097    | 17:52:20.385        |
| 6 -              |          |                          |          | 2:36.408            | 83.76        | 2.401    | 17:54:56.793        |
| 7 -              |          |                          |          | 2:34.663 (2)        | 84.71        | 0.656    | 17:57:31.456        |
| 8 -              |          |                          |          | 2:36.142            | 83.90        | 2.135    | 18:00:07.598        |
| 9 -              |          |                          |          | 2:37.048            | 83.42        | 3.041    | 18:02:44.646        |

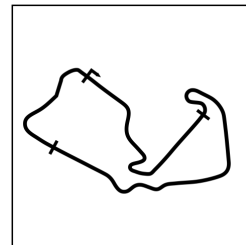
| P26 70 THC                |               | Justin LAW               |                 | Ford Lotus Cortina |               |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|
| IDEAL LAP TIME : 2:34.362 |               | BEST LAP TIME : 2:34.608 |                 | DIFFERENCE : 0.246 |               |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |
| 1 -                       | OUTLAP        | 110.9                    | 1:18.163        | 120.9              | 29.030        | 83.2        | 17:38:21.023        |
| 2 -                       | 49.034        | 112.0                    | 1:17.558        | 118.9              | <b>28.953</b> | 85.3        | 17:40:56.568        |
| 3 -                       | 48.482        | 112.7                    | 1:17.796        | 121.5              | 29.778        | 78.2        | 17:43:32.624        |
| 4 -                       | 49.861        | 112.7                    | 1:18.132        | 120.6              | 28.991        | 85.9        | 17:46:09.608        |
| 5 -                       | 49.867        | 109.6                    | 1:18.187        | 118.7              | IN PIT        |             | 17:48:49.097        |
| 6 -                       | OUTLAP        | <b>113.9</b>             | 1:18.592        | 119.4              | 29.834        | 84.2        | 17:52:34.599        |
| 7 -                       | 49.230        | 113.1                    | 1:17.951        | 120.9              | 29.490        | 86.0        | 17:55:11.270        |
| 8 -                       | 48.480        | 113.1                    | 1:17.805        | 120.6              | 29.336        | 83.6        | 17:57:46.891        |
| 9 -                       | 48.773        | 108.5                    | 1:17.741        | <b>122.0</b>       | 29.079        | <b>86.2</b> | 18:00:22.484        |
| 10 -                      | <b>48.211</b> | 113.7                    | <b>1:17.198</b> | <b>122.0</b>       | 29.199        | 84.6        | <b>18:02:57.092</b> |

| P27 22 THC                |               | SMITH / SOPER            |                 | Ford Lotus Cortina |               |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|
| IDEAL LAP TIME : 2:34.689 |               | BEST LAP TIME : 2:35.077 |                 | DIFFERENCE : 0.388 |               |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |
| 1 -                       | OUTLAP        | 109.1                    | 1:20.007        | 117.3              | 29.496        | <b>88.4</b> | 17:38:43.168        |
| 2 -                       | 48.828        | 114.3                    | 1:17.749        | 118.5              | <b>28.500</b> | 87.4        | <b>17:41:18.245</b> |
| 3 -                       | 48.872        | 113.7                    | <b>1:17.411</b> | 118.7              | 29.606        | 85.0        | 17:43:54.134        |
| 4 -                       | 51.267        | 113.7                    | 1:18.356        | 117.5              | IN PIT        |             | 17:46:41.589        |
| 5 -                       | OUTLAP        | 110.5                    | 1:18.939        | <b>118.9</b>       | 30.385        | 81.6        | 17:51:05.804        |
| 6 -                       | 49.380        | 113.5                    | 1:20.252        | 118.1              | 29.786        | 85.2        | 17:53:45.222        |
| 7 -                       | 49.329        | 114.3                    | 1:17.993        | 118.1              | IN PIT        |             | 17:56:31.408        |
| 8 -                       | OUTLAP        | 114.7                    | 1:18.140        | 118.5              | 29.807        | 81.0        | 18:00:48.466        |
| 9 -                       | <b>48.778</b> | <b>115.7</b>             | 1:17.679        | 118.7              | 29.455        | 86.4        | 18:03:24.378        |

| P28 135 THC               |               | REYNOLDS / QUINTERO      |                 | Ford Lotus Cortina |               |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|
| IDEAL LAP TIME : 2:34.896 |               | BEST LAP TIME : 2:35.127 |                 | DIFFERENCE : 0.231 |               |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |
| 1 -                       | OUTLAP        | 105.8                    | 1:20.721        | 117.1              | 30.359        | 83.6        | 17:38:56.247        |
| 2 -                       | 51.122        | 110.9                    | 1:20.624        | 116.9              | 30.430        | 84.5        | 17:41:38.423        |
| 3 -                       | 50.889        | 109.6                    | 1:20.047        | 117.1              | 29.710        | 84.8        | 17:44:19.069        |
| 4 -                       | 49.876        | 110.9                    | 1:19.639        | 117.1              | 29.471        | 83.6        | 17:46:58.055        |
| 5 -                       | 50.209        | 110.5                    | 1:19.832        | 116.3              | IN PIT        |             | 17:49:43.919        |
| 6 -                       | OUTLAP        | 110.1                    | 1:18.827        | 117.3              | 29.104        | 85.3        | 17:54:04.245        |
| 7 -                       | <b>48.663</b> | 113.9                    | 1:17.906        | 117.7              | 29.108        | 84.8        | 17:56:39.922        |
| 8 -                       | 48.740        | <b>114.3</b>             | 1:17.623        | <b>117.9</b>       | 29.376        | 84.5        | 17:59:15.661        |
| 9 -                       | 48.894        | 113.5                    | <b>1:17.206</b> | 117.5              | <b>29.027</b> | <b>85.4</b> | <b>18:01:50.788</b> |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| P29 13 THC                |          | John MCGURK |                          | Ford Lotus Cortina |          |                    |              |       |        |              |
|---------------------------|----------|-------------|--------------------------|--------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.374 |          |             | BEST LAP TIME : 2:35.485 |                    |          | DIFFERENCE : 0.111 |              |       |        |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 107.2       | 1:20.655                 | 118.9              | 30.662   | 85.7               |              |       |        | 17:38:13.356 |
| 2 -                       | 49.239   | 114.1       | 1:18.805                 | 121.1              | 29.916   | 85.2               | 2:37.960     | 82.94 | 2.475  | 17:40:51.316 |
| 3 -                       | 49.208   | 113.3       | 1:18.402                 | 120.6              | 29.688   | 84.4               | 2:37.298 (3) | 83.29 | 1.813  | 17:43:28.614 |
| 4 -                       | 49.505   | 114.1       | 1:18.644                 | 121.3              | 29.439   | 85.3               | 2:37.588     | 83.13 | 2.103  | 17:46:06.202 |
| 5 -                       | 50.314   | 112.5       | 1:18.431                 | 119.8              | IN PIT   |                    | 2:41.499 P   | 81.12 | 6.014  | 17:48:47.701 |
| 6 -                       | OUTLAP   | 113.5       | 1:17.910                 | 120.6              | 29.493   | 84.4               | 3:31.167     | 62.04 | 55.682 | 17:52:18.868 |
| 7 -                       | 49.912   | 112.7       | 1:19.722                 | 123.1              | 29.054   | 84.3               | 2:38.688     | 82.56 | 3.203  | 17:54:57.556 |
| 8 -                       | 49.134   | 116.1       | 1:17.301                 | 122.4              | 29.189   | 81.7               | 2:35.624 (2) | 84.18 | 0.139  | 17:57:33.180 |
| 9 -                       | 49.139   | 116.1       | 1:17.407                 | 122.2              | 28.939   | 85.2               | 2:35.485 (1) | 84.26 |        | 18:00:08.665 |
| 10 -                      | 49.223   | 116.5       | 1:17.793                 | 123.3              | 30.828   | 78.4               | 2:37.844     | 83.00 | 2.359  | 18:02:46.509 |

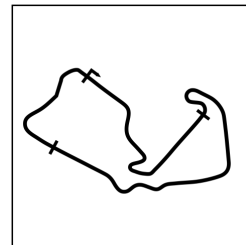
| P30 64 THC                |          | Simon GUSTERSON          |          | Ford Lotus Cortina |        |            |                                       |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------------|---------------------------------------|
| IDEAL LAP TIME : 2:35.256 |          | BEST LAP TIME : 2:35.597 |          | DIFFERENCE : 0.341 |        |            |                                       |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF       | TIME OF DAY                           |
| 1 -                       | OUTLAP   | 113.3                    | 1:18.906 | 106.3              | 29.412 | 87.6       | 17:38:36.093                          |
| 2 -                       | 48.729   | 113.7                    | 1:17.778 | 118.1              | 29.452 | 86.2       | 2:35.959 84.00 0.362 17:41:12.052     |
| 3 -                       | 48.854   | 113.9                    | 1:17.963 | 118.7              | 29.930 | 85.9       | 2:36.747 83.58 1.150 17:43:48.799     |
| 4 -                       | 49.212   | 113.7                    | 1:17.727 | 118.3              | 29.573 | 85.8       | 2:36.512 83.71 0.915 17:46:25.311     |
| 5 -                       | 48.839   | 112.4                    | 1:17.894 | 118.5              | 29.091 | 85.4       | 2:35.824 (3) 84.08 0.227 17:49:01.135 |
| 6 -                       | 48.704   | 114.1                    | 1:18.176 | 117.9              | 28.825 | 86.3       | 2:35.705 (2) 84.14 0.108 17:51:36.840 |
| 7 -                       | 48.774   | 113.5                    | 1:17.922 | 117.1              | 28.901 | 86.3       | 2:35.597 (1) 84.20 17:54:12.437       |
| 8 -                       | 56.772   | 96.5                     | 1:22.943 | 114.5              | 30.218 | 85.5       | 2:49.933 77.09 14.336 17:57:02.370    |
| 9 -                       | 53.612   | 99.2                     | 1:25.112 | 101.6              | IN PIT | 2:56.341 P | 74.29 20.744 17:59:58.711             |

| P31 7 THD                 |               | BURNETT / KENDALL |                          | Austin Mini Cooper S |               |                    |                     |              |          |                     |
|---------------------------|---------------|-------------------|--------------------------|----------------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:35.195 |               |                   | BEST LAP TIME : 2:36.176 |                      |               | DIFFERENCE : 0.981 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                   | SECTOR 2                 |                      | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 106.6             | 1:18.518                 | <b>118.1</b>         | 29.205        | 83.8               |                     |              |          | 17:37:56.101        |
| 2 -                       | 49.475        | 108.0             | <b>1:17.499</b>          | 115.1                | 29.218        | 83.5               | 2:36.192 (2)        | 83.88        | 0.016    | 17:40:32.293        |
| 3 -                       | <b>49.210</b> | 108.9             | 1:18.480                 | 116.5                | <b>28.486</b> | <b>84.5</b>        | <b>2:36.176 (1)</b> | <b>83.89</b> |          | <b>17:43:08.469</b> |
| 4 -                       | 49.533        | <b>109.2</b>      | 1:19.137                 | 113.9                | IN PIT        |                    | 2:41.500 P          | 81.12        | 5.324    | 17:45:49.969        |
| 5 -                       | OUTLAP        | 105.3             | 1:20.659                 | 111.8                | 30.965        | 81.2               | 3:44.761            | 58.29        | 1:08.585 | 17:49:34.730        |
| 6 -                       | 49.660        | 106.8             | 1:20.774                 | 112.2                | 29.652        | 83.4               | 2:40.086 (3)        | 81.84        | 3.910    | 17:52:14.816        |
| 7 -                       | 51.066        | 107.7             | 1:26.573                 | 115.5                | 30.768        | 82.5               | 2:48.407            | 77.79        | 12.231   | 17:55:03.223        |
| 8 -                       | 56.240        | 62.2              | 1:30.774                 | 82.4                 | IN PIT        |                    | 3:06.099 P          | 70.40        | 29.923   | 17:58:09.322        |

| P32 9 THA                 |               | CAMPAGNE / KALFF |                          | Ford Mustang |               |                    |                     |              |          |                     |
|---------------------------|---------------|------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:36.843 |               |                  | BEST LAP TIME : 2:36.942 |              |               | DIFFERENCE : 0.099 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                  | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 79.6             | 1:22.875                 | 125.9        | 30.272        | 87.1               |                     |              |          | 17:39:23.934        |
| 2 -                       | 49.106        | <b>123.3</b>     | 1:20.841                 | 127.3        | 30.048        | 84.9               | 2:39.995 (3)        | 81.88        | 3.053    | 17:42:03.929        |
| 3 -                       | <b>48.745</b> | 107.5            | 1:18.381                 | <b>130.3</b> | 30.193        | 82.8               | 2:37.319 (2)        | 83.28        | 0.377    | 17:44:41.248        |
| 4 -                       | 48.844        | 114.3            | <b>1:18.227</b>          | 128.5        | <b>29.871</b> | <b>87.3</b>        | <b>2:36.942 (1)</b> | <b>83.48</b> |          | <b>17:47:18.190</b> |
| 5 -                       | 49.265        | 106.8            | 1:19.103                 | 109.8        | IN PIT        |                    | 2:48.000 P          | 77.98        | 11.058   | 17:50:06.190        |
| 6 -                       | OUTLAP        | 103.8            | 1:21.696                 | 128.8        | 30.822        | 80.4               | 5:22.929            | 40.57        | 2:45.987 | 17:55:29.119        |
| 7 -                       | 50.637        | 114.7            | 1:20.551                 | 129.8        | 32.549        | 79.7               | 2:43.737            | 80.01        | 6.795    | 17:58:12.856        |
| 8 -                       | 50.814        | 115.9            | 1:20.319                 | 118.7        | 31.334        | 80.4               | 2:42.467            | 80.64        | 5.525    | 18:00:55.323        |
| 9 -                       | 50.629        | 116.1            | 1:20.422                 | 129.8        | 30.636        | 83.9               | 2:41.687            | 81.03        | 4.745    | 18:03:37.010        |

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| P33 103 THD               |          | Aimee WATTS              |          | Austin Mini Cooper S |        |      |              |       |       |              |
|---------------------------|----------|--------------------------|----------|----------------------|--------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:37.073 |          | BEST LAP TIME : 2:37.252 |          | DIFFERENCE : 0.179   |        |      |              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF | TIME OF DAY  |       |       |              |
| 1 -                       | OUTLAP   | 103.7                    | 1:21.728 | 111.4                | 29.869 | 82.2 |              |       |       | 17:39:30.680 |
| 2 -                       | 49.924   | 107.2                    | 1:21.856 | 110.7                | 30.147 | 82.0 | 2:41.927     | 80.91 | 4.675 | 17:42:12.607 |
| 3 -                       | 50.234   | 105.0                    | 1:19.747 | 111.6                | 29.329 | 83.4 | 2:39.310     | 82.24 | 2.058 | 17:44:51.917 |
| 4 -                       | 50.048   | 103.7                    | 1:19.376 | 110.9                | 29.167 | 83.2 | 2:38.591     | 82.61 | 1.339 | 17:47:30.508 |
| 5 -                       | 49.652   | 104.6                    | 1:19.349 | 109.8                | 29.044 | 83.4 | 2:38.045 (3) | 82.89 | 0.793 | 17:50:08.553 |
| 6 -                       | 49.251   | 106.8                    | 1:19.063 | 112.2                | 28.938 | 82.9 | 2:37.252 (1) | 83.31 |       | 17:52:45.805 |
| 7 -                       | 50.026   | 105.0                    | 1:19.313 | 113.5                | 29.820 | 80.8 | 2:39.159     | 82.31 | 1.907 | 17:55:24.964 |
| 8 -                       | 49.072   | 107.5                    | 1:19.088 | 113.9                | 29.322 | 82.8 | 2:37.482 (2) | 83.19 | 0.230 | 17:58:02.446 |
| 9 -                       | 49.278   | 109.6                    | 1:19.494 | 113.5                | 29.335 | 83.5 | 2:38.107     | 82.86 | 0.855 | 18:00:40.553 |
| 10 -                      | 50.282   | 105.8                    | 1:19.286 | 111.4                | 31.558 | 82.8 | 2:41.126     | 81.31 | 3.874 | 18:03:21.679 |

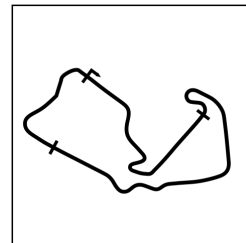
| P34 12 THD                |          | Oily SAMWAYS             |          | Austin Mini Cooper S |        |      |              |       |       |              |
|---------------------------|----------|--------------------------|----------|----------------------|--------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:37.321 |          | BEST LAP TIME : 2:37.637 |          | DIFFERENCE : 0.316   |        |      |              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF | TIME OF DAY  |       |       |              |
| 1 -                       | OUTLAP   | 100.4                    | 1:24.405 | 93.7                 | 34.053 | 83.1 |              |       |       | 17:38:14.286 |
| 2 -                       | 50.086   | 105.5                    | 1:20.020 | 111.4                | 29.561 | 84.5 | 2:39.667     | 82.05 | 2.030 | 17:40:53.953 |
| 3 -                       | 49.439   | 106.5                    | 1:18.855 | 113.9                | 29.343 | 84.4 | 2:37.637 (1) | 83.11 |       | 17:43:31.590 |
| 4 -                       | 49.207   | 107.3                    | 1:19.008 | 111.6                | 29.458 | 83.7 | 2:37.673 (2) | 83.09 | 0.036 | 17:46:09.263 |
| 5 -                       | 50.805   | 105.6                    | 1:19.346 | 111.6                | 29.889 | 84.0 | 2:40.040     | 81.86 | 2.403 | 17:48:49.303 |
| 6 -                       | 50.094   | 106.1                    | 1:19.942 | 110.9                | 29.643 | 84.0 | 2:39.679     | 82.05 | 2.042 | 17:51:28.982 |
| 7 -                       | 49.754   | 105.1                    | 1:19.537 | 111.2                | 29.284 | 84.6 | 2:38.575     | 82.62 | 0.938 | 17:54:07.557 |
| 8 -                       | 49.447   | 106.0                    | 1:19.456 | 111.4                | 29.478 | 84.4 | 2:38.381     | 82.72 | 0.744 | 17:56:45.938 |
| 9 -                       | 49.631   | 105.8                    | 1:19.804 | 111.6                | 32.309 | 84.3 | 2:41.744     | 81.00 | 4.107 | 17:59:27.682 |
| 10 -                      | 49.718   | 106.0                    | 1:19.195 | 111.1                | 29.259 | 84.5 | 2:38.172 (3) | 82.83 | 0.535 | 18:02:05.854 |

| P35 14 THC                |          | HORROBIN / PALMER        |          | Ford Lotus Cortina |        |      |              |       |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:37.510 |          | BEST LAP TIME : 2:37.775 |          | DIFFERENCE : 0.265 |        |      |              |       |          |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF | TIME OF DAY  |       |          |              |
| 1 -                       | OUTLAP   | 111.8                    | 1:21.871 | 118.9              | 31.094 | 76.7 |              |       |          | 17:38:33.876 |
| 2 -                       | 52.029   | 111.8                    | 1:21.229 | 120.2              | 30.817 | 80.5 | 2:44.075     | 79.85 | 6.300    | 17:41:17.951 |
| 3 -                       | 51.231   | 111.1                    | 1:20.411 | 120.4              | 30.388 | 82.9 | 2:42.030     | 80.85 | 4.255    | 17:43:59.981 |
| 4 -                       | 51.159   | 111.2                    | 1:20.572 | 119.6              | 31.085 | 81.9 | 2:42.816     | 80.46 | 5.041    | 17:46:42.797 |
| 5 -                       | 51.398   | 111.1                    | 1:20.475 | 116.7              | IN PIT |      | 2:46.725 P   | 78.58 | 8.950    | 17:49:29.522 |
| 6 -                       | OUTLAP   | 110.5                    | 1:20.912 | 118.1              | 29.789 | 84.4 | 4:03.163     | 53.88 | 1:25.388 | 17:53:32.685 |
| 7 -                       | 49.263   | 113.1                    | 1:18.876 | 119.6              | 29.636 | 79.8 | 2:37.775 (1) | 83.04 |          | 17:56:10.460 |
| 8 -                       | 49.141   | 113.5                    | 1:19.875 | 119.8              | 29.493 | 83.7 | 2:38.509 (2) | 82.65 | 0.734    | 17:58:48.969 |
| 9 -                       | 50.068   | 112.4                    | 1:19.114 | 118.7              | 29.595 | 81.7 | 2:38.777 (3) | 82.51 | 1.002    | 18:01:27.746 |

| P36 117 THC      |          | CLARIDGE / GOMES         |          | Ford Lotus Cortina |      |      |              |       |          |              |
|------------------|----------|--------------------------|----------|--------------------|------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:38.276 |          | DIFFERENCE :       |      |      |              |       |          |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH  | DIFF | TIME OF DAY  |       |          |              |
| 1 -              | OUTLAP   |                          | 117.7    | 30.114             | 83.9 |      |              |       |          | 17:38:57.222 |
| 2 -              |          |                          | 116.7    | 30.175             | 81.9 |      | 2:40.249     | 81.75 | 1.973    | 17:41:37.471 |
| 3 -              |          |                          | 115.9    | IN PIT             |      |      | 2:44.935 P   | 79.43 | 6.659    | 17:44:22.406 |
| 4 -              | OUTLAP   |                          | 117.7    | 29.891             | 83.0 |      | 3:41.656     | 59.10 | 1:03.380 | 17:48:04.062 |
| 5 -              |          |                          | 114.3    | IN PIT             |      |      | 2:43.874 P   | 79.95 | 5.598    | 17:50:47.936 |
| 6 -              | OUTLAP   |                          | 117.1    | 29.629             | 84.4 |      | 3:55.545     | 55.62 | 1:17.269 | 17:54:43.481 |
| 7 -              |          |                          | 118.1    | 29.561             | 81.3 |      | 2:38.276 (1) | 82.77 |          | 17:57:21.757 |
| 8 -              |          |                          | 117.7    | 30.071             | 83.2 |      | 2:38.916 (3) | 82.44 | 0.640    | 18:00:00.673 |
| 9 -              |          |                          | 118.7    | 29.832             | 83.3 |      | 2:38.689 (2) | 82.56 | 0.413    | 18:02:39.362 |

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

| P37 71 THD                |               | Dan LEWIS                |                 | Austin Mini Cooper S |               |             |                                        |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:37.650 |               | BEST LAP TIME : 2:38.646 |                 | DIFFERENCE : 0.996   |               |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 103.5                    | 1:21.082        | 114.3                | 29.456        | 81.0        | 17:38:28.811                           |
| 2 -                       | 50.701        | 106.1                    | 1:20.220        | 114.9                | <b>28.825</b> | 80.9        | 2:39.746 (3) 82.01 1.100 17:41:08.557  |
| 3 -                       | 50.714        | 106.8                    | 1:19.904        | <b>115.7</b>         | 29.135        | 83.0        | 2:39.753 82.01 1.107 17:43:48.310      |
| 4 -                       | 50.904        | 107.2                    | 1:25.866        | 91.1                 | 33.470        | 81.4        | 2:50.240 76.96 11.594 17:46:38.550     |
| 5 -                       | 50.270        | 104.5                    | 1:20.508        | 110.7                | 29.181        | 82.3        | 2:39.959 81.90 1.313 17:49:18.509      |
| 6 -                       | <b>49.781</b> | 104.8                    | 1:19.840        | 110.1                | 29.027        | 81.9        | 2:38.648 (2) 82.58 0.002 17:51:57.157  |
| 7 -                       | 53.023        | 98.2                     | 1:29.457        | 94.3                 | IN PIT        |             | 3:00.607 P 72.54 21.961 17:54:57.764   |
| 8 -                       | OUTLAP        | 76.7                     | 1:32.298        | 77.5                 | 33.433        | <b>83.1</b> | 5:43.428 38.14 3:04.782 18:00:41.192   |
| 9 -                       | 50.192        | <b>107.7</b>             | <b>1:19.044</b> | 115.5                | 29.410        | 81.7        | <b>2:38.646 (1) 82.58 18:03:19.838</b> |

| P38 79 THC                |               | Mark DRAIN               |                 | Ford Lotus Cortina |               |             |                                        |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:38.001 |               | BEST LAP TIME : 2:38.655 |                 | DIFFERENCE : 0.654 |               |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 107.3                    | 1:20.208        | 119.1              | 30.956        | 78.1        | 17:38:55.770                           |
| 2 -                       | 50.983        | 108.5                    | 1:20.930        | 119.1              | 30.234        | 84.4        | 2:42.147 80.80 3.492 17:41:37.917      |
| 3 -                       | 52.222        | 100.7                    | 1:20.604        | 119.4              | 29.903        | <b>85.8</b> | 2:42.729 80.51 4.074 17:44:20.646      |
| 4 -                       | 50.227        | 110.5                    | 1:19.354        | 119.8              | 29.504        | 84.0        | 2:39.085 82.35 0.430 17:46:59.731      |
| 5 -                       | 50.483        | 111.6                    | 1:19.266        | 119.4              | 29.639        | 80.9        | 2:39.388 82.20 0.733 17:49:39.119      |
| 6 -                       | 50.190        | <b>111.8</b>             | 1:19.243        | 119.6              | <b>29.370</b> | 85.0        | 2:38.803 (2) 82.50 0.148 17:52:17.922  |
| 7 -                       | 50.853        | 99.5                     | 1:20.875        | 120.4              | 30.084        | 84.4        | 2:41.812 80.96 3.157 17:54:59.734      |
| 8 -                       | <b>49.888</b> | 111.6                    | 1:19.463        | 118.7              | 29.989        | 83.7        | 2:39.340 82.22 0.685 17:57:39.074      |
| 9 -                       | 50.332        | 108.7                    | <b>1:18.743</b> | <b>120.6</b>       | 29.580        | 84.7        | <b>2:38.655 (1) 82.58 18:00:17.729</b> |
| 10 -                      | 49.966        | 111.6                    | 1:19.329        | 120.4              | 29.592        | 82.7        | 2:38.887 (3) 82.45 0.232 18:02:56.616  |

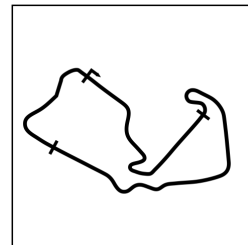
| P39 166 THD               |               | Niall MCFADDEN           |                 | Morris Mini Cooper S |               |             |                                        |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:39.532 |               | BEST LAP TIME : 2:40.082 |                 | DIFFERENCE : 0.550   |               |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 101.3                    | 1:23.627        | 111.1                | 29.763        | 81.3        | 17:38:57.700                           |
| 2 -                       | 52.152        | 91.3                     | 1:21.239        | 111.2                | <b>29.058</b> | 79.9        | 2:42.449 80.65 2.367 17:41:40.149      |
| 3 -                       | 51.615        | 102.6                    | 1:21.000        | 110.9                | 29.491        | 77.4        | 2:42.106 80.82 2.024 17:44:22.255      |
| 4 -                       | 51.263        | 102.7                    | 1:22.214        | 112.2                | 30.936        | 77.7        | 2:44.413 79.68 4.331 17:47:06.668      |
| 5 -                       | 51.090        | <b>104.3</b>             | 1:24.365        | 85.3                 | 33.366        | 81.7        | 2:48.824 D 77.60 8.739 17:49:55.489    |
| 6 -                       | <b>50.271</b> | 104.0                    | <b>1:20.203</b> | 112.0                | 29.608        | 79.5        | <b>2:40.082 (1) 81.84 17:52:35.571</b> |
| 7 -                       | 50.930        | 102.9                    | 1:21.460        | 109.4                | 29.340        | 80.3        | 2:41.730 (2) 81.00 1.648 17:55:17.301  |
| 8 -                       | 50.932        | 104.2                    | 1:21.781        | <b>113.9</b>         | 29.667        | 78.8        | 2:42.380 80.68 2.298 17:57:59.681      |
| 9 -                       | 51.327        | 103.8                    | 1:20.228        | 111.2                | 30.453        | <b>82.5</b> | 2:42.008 (3) 80.87 1.926 18:00:41.689  |
| 10 -                      | 1:00.845      | 83.7                     | 1:42.660        | 101.9                | IN PIT        |             | 3:21.339 P 65.07 41.257 18:04:03.028   |

| P40 73 THD                |               | Nigel FRASER KER         |                 | Austin Mini Cooper S |               |             |                                        |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:40.223 |               | BEST LAP TIME : 2:40.259 |                 | DIFFERENCE : 0.036   |               |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 105.0                    | 1:20.190        | <b>112.2</b>         | 30.665        | 79.7        | 17:38:10.747                           |
| 2 -                       | 50.798        | 106.5                    | 1:20.314        | 111.4                | <b>30.274</b> | <b>81.6</b> | 2:41.386 (2) 81.18 1.127 17:40:52.133  |
| 3 -                       | <b>50.107</b> | 106.6                    | <b>1:19.842</b> | 111.8                | 30.310        | 80.1        | <b>2:40.259 (1) 81.75 17:43:32.392</b> |
| 4 -                       | 51.363        | <b>107.8</b>             | 1:27.501        | 65.9                 | IN PIT        |             | 3:05.662 P 70.56 25.403 17:46:38.054   |

| P41 42 THD                |               | Benjamin BUTLER          |                 | Austin Mini Cooper S |               |             |                                        |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|----------------------------------------|
| IDEAL LAP TIME : 2:41.044 |               | BEST LAP TIME : 2:41.352 |                 | DIFFERENCE : 0.308   |               |             |                                        |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY                            |
| 1 -                       | OUTLAP        | 104.2                    | 1:22.944        | 108.0                | 31.276        | 80.1        | 17:38:54.841                           |
| 2 -                       | 55.281        | 93.7                     | 1:21.483        | <b>115.3</b>         | 30.558        | 82.1        | 2:47.322 (3) 78.30 5.970 17:41:42.163  |
| 3 -                       | 50.526        | <b>110.3</b>             | <b>1:20.681</b> | 114.3                | <b>30.145</b> | <b>84.3</b> | <b>2:41.352 (1) 81.19 17:44:23.515</b> |
| 4 -                       | <b>50.218</b> | 109.6                    | 1:21.694        | 112.5                | 30.785        | 82.6        | 2:42.697 (2) 80.52 1.345 17:47:06.212  |
| 5 -                       | 50.708        | 107.5                    | 1:22.108        | 103.2                | IN PIT        |             | 2:49.679 P 77.21 8.327 17:49:55.891    |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - SECTOR ANALYSIS



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

| <b>P42 555 THD</b>        |               | <b>Christopher EDMUNDS</b> |                 | Morris Mini Cooper S |               |             |                                                      |
|---------------------------|---------------|----------------------------|-----------------|----------------------|---------------|-------------|------------------------------------------------------|
| IDEAL LAP TIME : 2:41.631 |               | BEST LAP TIME : 2:41.631   |                 | DIFFERENCE : 0.000   |               |             |                                                      |
| LAP                       | SECTOR 1      | SECTOR 2                   | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY                                          |
| 1 -                       | OUTLAP        | 104.0                      | 1:30.405        | 108.7                | 30.821        | <b>78.8</b> | 17:38:29.515                                         |
| 2 -                       | <b>50.523</b> | <b>108.2</b>               | <b>1:20.602</b> | <b>112.0</b>         | <b>30.506</b> | 65.0        | <b>2:41.631 (1)</b> <b>81.05</b> <b>17:41:11.146</b> |

| <b>P43 163 THA</b>        |               | <b>SIMPSON / KEARNEY</b> |                 | Studebaker 62V Lark V111 |               |             |                                                      |
|---------------------------|---------------|--------------------------|-----------------|--------------------------|---------------|-------------|------------------------------------------------------|
| IDEAL LAP TIME : 2:49.087 |               | BEST LAP TIME : 2:49.087 |                 | DIFFERENCE : 0.000       |               |             |                                                      |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME                 | MPH           | DIFF        | TIME OF DAY                                          |
| 1 -                       | OUTLAP        | 103.5                    | 1:28.129        | 104.8                    | 34.519        | 78.3        | 17:39:44.593                                         |
| 2 -                       | 53.522        | 104.6                    | 1:24.402        | <b>112.7</b>             | 33.365        | <b>79.1</b> | 2:51.289 (2) 76.48 2.202 17:42:35.882                |
| 3 -                       | <b>53.281</b> | 106.3                    | <b>1:23.804</b> | 111.4                    | <b>32.002</b> | 76.7        | <b>2:49.087 (1)</b> <b>77.48</b> <b>17:45:24.969</b> |
| 4 -                       | 57.371        | 73.8                     | 1:31.868        | 81.6                     | IN PIT        | 3:07.060 P  | 70.04 17.973 17:48:32.029                            |
| 5 -                       | OUTLAP        | 99.5                     | 1:29.686        | 111.1                    | 34.124        | 67.9        | 5:19.498 41.00 2:30.411 17:53:51.527                 |
| 6 -                       | 56.683        | 102.9                    | 1:29.213        | 111.8                    | 33.212        | 71.7        | 2:59.108 73.14 10.021 17:56:50.635                   |
| 7 -                       | 56.756        | 102.2                    | 1:27.839        | 111.8                    | 33.415        | 72.8        | 2:58.010 (3) 73.60 8.923 17:59:48.645                |
| 8 -                       | 54.906        | <b>107.3</b>             | 1:29.269        | 111.8                    | 34.111        | 65.9        | 2:58.286 73.48 9.199 18:02:46.931                    |

| <b>P44 26 THA</b>         |               | <b>MORTENSEN / MAGNUSSEN</b> |                 | Ford Galaxie |               |             |                     |
|---------------------------|---------------|------------------------------|-----------------|--------------|---------------|-------------|---------------------|
| IDEAL LAP TIME : 2:49.166 |               | BEST LAP TIME :              |                 | DIFFERENCE : |               |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                     | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |
| 1 -                       | OUTLAP        | 97.6                         | <b>1:25.577</b> | <b>117.5</b> | <b>31.836</b> | <b>82.1</b> | <b>17:39:27.010</b> |
| 2 -                       | <b>51.753</b> | <b>109.1</b>                 | 1:32.052        | 71.5         | IN PIT        | 3:12.005 P  | 68.23 17:42:39.015  |

Transatlantic Touring Car Trophy (Pre '66)

QUALIFYING - RACE 7 - 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           | 2:26.226 |          |       |  |
| 1        | 600 | 45.531 | 600      | 1:12.851 | 600      | 27.844 | 1                       | 600 | TORDOFF               | 2:26.226 | 2:26.487 | 0.261 |  |
| 2        | 16  | 46.000 | 126      | 1:13.680 | 711      | 27.852 | 2                       | 126 | SOWTER / HILL         | 2:27.877 | 2:28.156 | 0.279 |  |
| 3        | 119 | 46.073 | 179      | 1:13.707 | 63       | 28.038 | 3                       | 16  | JOHNSON / ROSS        | 2:28.103 | 2:28.103 | 0.000 |  |
| 4        | 126 | 46.077 | 119      | 1:13.837 | 116      | 28.096 | 4                       | 179 | SPIERS / GREENSALL    | 2:28.111 | 2:28.111 | 0.000 |  |
| 5        | 116 | 46.170 | 16       | 1:13.909 | 52       | 28.106 | 5                       | 116 | MATHIESON / HUFF      | 2:28.210 | 2:28.609 | 0.399 |  |
| 6        | 179 | 46.277 | 116      | 1:13.944 | 126      | 28.120 | 6                       | 119 | RUDELL / INGRAM       | 2:28.270 | 2:28.928 | 0.658 |  |
| 7        | 10  | 46.746 | 63       | 1:14.177 | 179      | 28.127 | 7                       | 63  | DAVISON               | 2:28.999 | 2:28.999 | 0.000 |  |
| 8        | 63  | 46.784 | 711      | 1:14.753 | 16       | 28.194 | 8                       | 711 | SMITH                 | 2:29.545 | 2:29.936 | 0.391 |  |
| 9        | 711 | 46.940 | 10       | 1:15.055 | 72       | 28.231 | 9                       | 10  | SHARP                 | 2:30.641 | 2:31.107 | 0.466 |  |
| 10       | 198 | 47.231 | 43       | 1:15.083 | 193      | 28.307 | 10                      | 168 | RUSSELL               | 2:30.851 | 2:31.230 | 0.379 |  |
| 11       | 168 | 47.324 | 168      | 1:15.181 | 168      | 28.346 | 11                      | 52  | NEAL H / NEAL M       | 2:31.279 | 2:31.835 | 0.556 |  |
| 12       | 6   | 47.328 | 52       | 1:15.453 | 3        | 28.351 | 12                      | 198 | GIDDINGS / STREATHER  | 2:31.316 | 2:31.550 | 0.234 |  |
| 13       | 43  | 47.430 | 72       | 1:15.487 | 119      | 28.360 | 13                      | 72  | BIRD / SAMPSON        | 2:31.448 | 2:31.609 | 0.161 |  |
| 14       | 3   | 47.594 | 17       | 1:15.583 | 198      | 28.381 | 14                      | 43  | HARRIS / FRANCHITTI   | 2:31.658 | 2:31.663 | 0.005 |  |
| 15       | 96  | 47.675 | 198      | 1:15.704 | 51       | 28.435 | 15                      | 6   | HADDON                | 2:31.759 | 2:32.101 | 0.342 |  |
| 16       | 712 | 47.677 | 6        | 1:15.780 | 170      | 28.459 | 16                      | 3   | DUTTON                | 2:31.939 | 2:32.158 | 0.219 |  |
| 17       | 52  | 47.720 | 96       | 1:15.959 | 7        | 28.486 | 17                      | 17  | TOMLIN                | 2:32.437 | 2:33.540 | 1.103 |  |
| 18       | 72  | 47.730 | 3        | 1:15.994 | 22       | 28.500 | 18                      | 712 | SMITH                 | 2:32.440 | 2:32.461 | 0.021 |  |
| 19       | 101 | 47.839 | 712      | 1:16.108 | 17       | 28.625 | 19                      | 170 | MITCHELL              | 2:32.533 | 2:32.533 | 0.000 |  |
| 20       | 170 | 47.861 | 170      | 1:16.213 | 6        | 28.651 | 20                      | 51  | CHILTON               | 2:32.564 | 2:32.586 | 0.022 |  |
| 21       | 51  | 47.905 | 51       | 1:16.224 | 712      | 28.655 | 21                      | 96  | SCOTT ANDREWS         | 2:32.918 | 2:33.179 | 0.261 |  |
| 22       | 149 | 48.027 | 149      | 1:16.587 | 64       | 28.825 | 22                      | 193 | BULLEN-BROWN          | 2:33.270 | 2:33.402 | 0.132 |  |
| 23       | 70  | 48.211 | 193      | 1:16.738 | 71       | 28.825 | 23                      | 149 | NYBLAEUS / WELCH      | 2:33.512 | 2:33.723 | 0.211 |  |
| 24       | 193 | 48.225 | 101      | 1:16.990 | 10       | 28.840 | 24                      | 101 | WALKER / WALKER-TULLY | 2:33.734 | 2:33.804 | 0.070 |  |
| 25       | 17  | 48.229 | 70       | 1:17.198 | 149      | 28.898 | 25                      | 70  | LAW                   | 2:34.362 | 2:34.608 | 0.246 |  |
| 26       | 135 | 48.663 | 135      | 1:17.206 | 101      | 28.905 | 26                      | 22  | SMITH / SOPER         | 2:34.689 | 2:35.077 | 0.388 |  |
| 27       | 64  | 48.704 | 13       | 1:17.301 | 103      | 28.938 | 27                      | 135 | REYNOLDS / QUINTERO   | 2:34.896 | 2:35.127 | 0.231 |  |
| 28       | 9   | 48.745 | 22       | 1:17.411 | 13       | 28.939 | 28                      | 7   | BURNETT / KENDALL     | 2:35.195 | 2:36.176 | 0.981 |  |
| 29       | 22  | 48.778 | 7        | 1:17.499 | 70       | 28.953 | 29                      | 64  | GUSTERSON             | 2:35.256 | 2:35.597 | 0.341 |  |
| 30       | 103 | 49.072 | 64       | 1:17.727 | 135      | 29.027 | 30                      | 13  | MCGURK                | 2:35.374 | 2:35.485 | 0.111 |  |
| 31       | 13  | 49.134 | 9        | 1:18.227 | 166      | 29.058 | 31                      | 9   | CAMPAGNE / KALFF      | 2:36.843 | 2:36.942 | 0.099 |  |
| 32       | 14  | 49.141 | 79       | 1:18.743 | 43       | 29.145 | 32                      | 103 | WATTS                 | 2:37.073 | 2:37.252 | 0.179 |  |
| 33       | 12  | 49.207 | 12       | 1:18.855 | 12       | 29.259 | 33                      | 12  | SAMWAYS               | 2:37.321 | 2:37.637 | 0.316 |  |
| 34       | 7   | 49.210 | 14       | 1:18.876 | 96       | 29.284 | 34                      | 14  | HORROBIN / PALMER     | 2:37.510 | 2:37.775 | 0.265 |  |
| 35       | 71  | 49.781 | 71       | 1:19.044 | 79       | 29.370 | 35                      | 71  | LEWIS                 | 2:37.650 | 2:38.646 | 0.996 |  |
| 36       | 79  | 49.888 | 103      | 1:19.063 | 14       | 29.493 | 36                      | 79  | DRAIN                 | 2:38.001 | 2:38.655 | 0.654 |  |
| 37       | 73  | 50.107 | 73       | 1:19.842 | 117      | 29.561 | 37                      | 166 | MCFADDEN              | 2:39.532 | 2:40.082 | 0.550 |  |
| 38       | 42  | 50.218 | 166      | 1:20.203 | 9        | 29.871 | 38                      | 73  | FRASER KER            | 2:40.223 | 2:40.259 | 0.036 |  |
| 39       | 166 | 50.271 | 555      | 1:20.602 | 42       | 30.145 | 39                      | 42  | BUTLER                | 2:41.044 | 2:41.352 | 0.308 |  |
| 40       | 555 | 50.523 | 42       | 1:20.681 | 73       | 30.274 | 40                      | 555 | EDMUNDS               | 2:41.631 | 2:41.631 | 0.000 |  |
| 41       | 26  | 51.753 | 163      | 1:23.804 | 555      | 30.506 | 41                      | 163 | SIMPSON / KEARNEY     | 2:49.087 | 2:49.087 | 0.000 |  |
| 42       | 163 | 53.281 | 26       | 1:25.577 | 26       | 31.836 | 42                      | 26  | MORTENSEN / MAGNUSSEN |          |          |       |  |
| 43       |     |        |          |          | 163      | 32.002 | 43                      | 117 | CLARIDGE / GOMES      |          | 2:38.276 |       |  |
| 44       |     |        |          |          |          |        | 44                      | 2   | ATTARD / HOY          |          | 2:34.007 |       |  |
| 45       |     |        |          |          |          |        |                         |     |                       |          |          |       |  |

# Transatlantic Touring Car Trophy (Pre '66)

## QUALIFYING - RACE 7 - BEST SPEEDS

| INTERMEDIATE 1 |     |                       |       | INTERMEDIATE 2 |                       |       | FINISH LINE |                       |      |
|----------------|-----|-----------------------|-------|----------------|-----------------------|-------|-------------|-----------------------|------|
| POS            | NO  | NAME                  | MPH   | NO             | NAME                  | MPH   | NO          | NAME                  | MPH  |
| 1              | 119 | RUDELL / INGRAM       | 132.3 | 179            | SPIERS / GREENSALL    | 142.7 | 600         | TORDOFF               | 90.6 |
| 2              | 16  | JOHNSON / ROSS        | 131.8 | 96             | SCOTT ANDREWS         | 141.5 | 119         | RUDELL / INGRAM       | 90.5 |
| 3              | 600 | TORDOFF               | 131.3 | 16             | JOHNSON / ROSS        | 141.2 | 179         | SPIERS / GREENSALL    | 90.3 |
| 4              | 10  | SHARP                 | 130.8 | 126            | SOWTER / HILL         | 140.9 | 16          | JOHNSON / ROSS        | 90.0 |
| 5              | 179 | SPIERS / GREENSALL    | 130.5 | 116            | MATHIESON / HUFF      | 138.9 | 168         | RUSSELL               | 90.0 |
| 6              | 126 | SOWTER / HILL         | 130.5 | 600            | TORDOFF               | 138.3 | 63          | DAVISON               | 89.9 |
| 7              | 116 | MATHIESON / HUFF      | 130.0 | 10             | SHARP                 | 138.3 | 43          | HARRIS / FRANCHITTI   | 89.5 |
| 8              | 43  | HARRIS / FRANCHITTI   | 128.3 | 168            | RUSSELL               | 138.3 | 116         | MATHIESON / HUFF      | 88.8 |
| 9              | 96  | SCOTT ANDREWS         | 127.0 | 119            | RUDELL / INGRAM       | 138.0 | 711         | SMITH                 | 88.7 |
| 10             | 168 | RUSSELL               | 125.6 | 43             | HARRIS / FRANCHITTI   | 136.9 | 10          | SHARP                 | 88.7 |
| 11             | 63  | DAVISON               | 125.2 | 149            | NYBLAEUS / WELCH      | 136.9 | 126         | SOWTER / HILL         | 88.5 |
| 12             | 6   | HADDON                | 124.9 | 63             | DAVISON               | 136.1 | 6           | HADDON                | 88.4 |
| 13             | 9   | CAMPAGNE / KALFF      | 123.3 | 6              | HADDON                | 133.6 | 22          | SMITH / SOPER         | 88.4 |
| 14             | 149 | NYBLAEUS / WELCH      | 122.9 | 9              | CAMPAGNE / KALFF      | 130.3 | 198         | GIDDINGS / STREATHER  | 88.3 |
| 15             | 711 | SMITH                 | 119.1 | 3              | DUTTON                | 127.0 | 3           | DUTTON                | 88.3 |
| 16             | 52  | NEAL H / NEAL M       | 118.5 | 711            | SMITH                 | 125.2 | 712         | SMITH                 | 88.3 |
| 17             | 3   | DUTTON                | 118.5 | 52             | NEAL H / NEAL M       | 124.7 | 149         | NYBLAEUS / WELCH      | 88.3 |
| 18             | 198 | GIDDINGS / STREATHER  | 117.3 | 170            | MITCHELL              | 124.0 | 52          | NEAL H / NEAL M       | 88.1 |
| 19             | 51  | CHILTON               | 117.1 | 72             | BIRD / SAMPSON        | 123.8 | 96          | SCOTT ANDREWS         | 87.9 |
| 20             | 72  | BIRD / SAMPSON        | 116.7 | 712            | SMITH                 | 123.8 | 51          | CHILTON               | 87.8 |
| 21             | 13  | MCGURK                | 116.5 | 51             | CHILTON               | 123.5 | 64          | GUSTERSON             | 87.6 |
| 22             | 712 | SMITH                 | 116.1 | 13             | MCGURK                | 123.3 | 9           | CAMPAGNE / KALFF      | 87.3 |
| 23             | 170 | MITCHELL              | 116.1 | 70             | LAW                   | 122.0 | 170         | MITCHELL              | 87.1 |
| 24             | 17  | TOMLIN                | 115.9 | 79             | DRAIN                 | 120.6 | 17          | TOMLIN                | 86.7 |
| 25             | 22  | SMITH / SOPER         | 115.7 | 14             | HORROBIN / PALMER     | 120.4 | 72          | BIRD / SAMPSON        | 86.4 |
| 26             | 101 | WALKER / WALKER-TULLY | 115.5 | 198            | GIDDINGS / STREATHER  | 120.0 | 101         | WALKER / WALKER-TULLY | 86.3 |
| 27             | 135 | REYNOLDS / QUINTERO   | 114.3 | 101            | WALKER / WALKER-TULLY | 120.0 | 70          | LAW                   | 86.2 |
| 28             | 64  | GUSTERSON             | 114.1 | 193            | BULLEN-BROWN          | 119.1 | 79          | DRAIN                 | 85.8 |
| 29             | 70  | LAW                   | 113.9 | 17             | TOMLIN                | 119.1 | 13          | MCGURK                | 85.7 |
| 30             | 14  | HORROBIN / PALMER     | 113.5 | 22             | SMITH / SOPER         | 118.9 | 193         | BULLEN-BROWN          | 85.5 |
| 31             | 79  | DRAIN                 | 111.8 | 64             | GUSTERSON             | 118.7 | 135         | REYNOLDS / QUINTERO   | 85.4 |
| 32             | 42  | BUTLER                | 110.3 | 117            | CLARIDGE / GOMES      | 118.7 | 12          | SAMWAYS               | 84.6 |
| 33             | 193 | BULLEN-BROWN          | 109.6 | 7              | BURNETT / KENDALL     | 118.1 | 7           | BURNETT / KENDALL     | 84.5 |
| 34             | 103 | WATTS                 | 109.6 | 135            | REYNOLDS / QUINTERO   | 117.9 | 14          | HORROBIN / PALMER     | 84.4 |
| 35             | 7   | BURNETT / KENDALL     | 109.2 | 26             | MORTENSEN / MAGNUSSEN | 117.5 | 117         | CLARIDGE / GOMES      | 84.4 |
| 36             | 26  | MORTENSEN / MAGNUSSEN | 109.1 | 71             | LEWIS                 | 115.7 | 42          | BUTLER                | 84.3 |
| 37             | 555 | EDMUNDS               | 108.2 | 42             | BUTLER                | 115.3 | 103         | WATTS                 | 83.5 |
| 38             | 73  | FRASER KER            | 107.8 | 103            | WATTS                 | 113.9 | 71          | LEWIS                 | 83.1 |
| 39             | 71  | LEWIS                 | 107.7 | 12             | SAMWAYS               | 113.9 | 166         | MCFADDEN              | 82.5 |
| 40             | 12  | SAMWAYS               | 107.3 | 166            | MCFADDEN              | 113.9 | 26          | MORTENSEN / MAGNUSSEN | 82.1 |
| 41             | 163 | SIMPSON / KEARNEY     | 107.3 | 163            | SIMPSON / KEARNEY     | 112.7 | 73          | FRASER KER            | 81.6 |
| 42             | 166 | MCFADDEN              | 104.3 | 73             | FRASER KER            | 112.2 | 163         | SIMPSON / KEARNEY     | 79.1 |
| 43             | 54  | NAIRN B / NAIRN C     | 98.1  | 555            | EDMUNDS               | 112.0 | 555         | EDMUNDS               | 78.8 |
| 44             |     |                       |       |                |                       |       |             |                       |      |
| 45             |     |                       |       |                |                       |       |             |                       |      |

Transatlantic Touring Car Trophy (Pre '66)

QUALIFYING - RACE 7 - STATISTICS

Competitors Started 45

Planned Start 2025-08-22 @ 17:30:00.000

Actual Start 2025-08-22 @ 17:34:20.546

Finish Time 2025-08-22 @ 18:01:22.122

Track Length 3.6393mi.

Total Laps 383

Total Distance Covered 1393.8791mi.

Session Fastest Lap History

| NO  | CL  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----|-------------|----------|--------------|-----|--------------------|
| 600 | THA | Sam TORDOFF | 2:26.555 | 17:40:21.249 | 2   | Ford Falcon Sprint |
| 600 | THA | Sam TORDOFF | 2:26.487 | 18:02:08.720 | 7   | Ford Falcon Sprint |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:34:20.546 |
| FINISH | 18:01:22.122 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 11         | 30:19.892  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## Transatlantic Touring Car Trophy (Pre '66)

### QUALIFYING - RACE 7 - STATISTICS

**CLASS : THA**

17 Starters

#### Fastest Lap History

| NO  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-------------|----------|--------------|-----|--------------------|
| 600 | Sam TORDOFF | 2:26.555 | 17:40:21.249 | 2   | Ford Falcon Sprint |
| 600 | Sam TORDOFF | 2:26.487 | 18:02:08.720 | 7   | Ford Falcon Sprint |

## Transatlantic Touring Car Trophy (Pre '66)

### QUALIFYING - RACE 7 - STATISTICS

**CLASS : THC**

18 Starters

#### Fastest Lap History

| NO  | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----------------------|----------|--------------|-----|--------------------|
| 72  | BIRD / SAMPSON       | 2:33.232 | 17:40:31.740 | 2   | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 2:32.423 | 17:40:43.285 | 2   | Ford Lotus Cortina |
| 711 | Guy SMITH            | 2:30.718 | 17:40:47.448 | 2   | Ford Lotus Cortina |
| 711 | Guy SMITH            | 2:29.936 | 17:43:17.384 | 3   | Ford Lotus Cortina |

## Transatlantic Touring Car Trophy (Pre '66)

### QUALIFYING - RACE 7 - STATISTICS

CLASS : THD

10 Starters

#### Fastest Lap History

| NO  | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE              |
|-----|-------------------|----------|--------------|-----|----------------------|
| 7   | BURNETT / KENDALL | 2:36.192 | 17:40:32.292 | 2   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN | 2:35.515 | 17:40:35.326 | 2   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN | 2:33.402 | 17:43:08.728 | 3   | Austin Mini Cooper S |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - GRID (45 minutes) - AMENDED

|                                                                                      |    |            |                                  |    |                                                |
|--------------------------------------------------------------------------------------|----|------------|----------------------------------|----|------------------------------------------------|
| ROW 23                                                                               | 45 | <b>54</b>  | NAIRN B / NAIRN C                |    |                                                |
| ROW 22                                                                               | 43 | <b>163</b> | 2:49.087<br>SIMPSON / KEARNEY    | 44 | <b>26</b> MORTENSEN / MAGNUSSEN                |
| ROW 21                                                                               | 41 | <b>42</b>  | 2:41.352<br>Benjamin BUTLER      | 42 | <b>555</b> 2:41.631<br>Christopher EDMUNDS     |
| ROW 20                                                                               | 39 | <b>166</b> | 2:40.082<br>Niall MCFADDEN       | 40 | <b>73</b> 2:40.259<br>Nigel FRASER KER         |
| ROW 19                                                                               | 37 | <b>71</b>  | 2:38.646<br>Dan LEWIS            | 38 | <b>79</b> 2:38.655<br>Mark DRAIN               |
| ROW 18                                                                               | 35 | <b>14</b>  | 2:37.775<br>HORROBIN / PALMER    | 36 | <b>117</b> 2:38.276<br>CLARIDGE J / CLARIDGE L |
| ROW 17                                                                               | 33 | <b>103</b> | 2:37.252<br>Aimee WATTS          | 34 | <b>12</b> 2:37.637<br>Oilly SAMWAYS            |
| ROW 16                                                                               | 31 | <b>7</b>   | 2:36.176<br>BURNETT / KENDALL    | 32 | <b>9</b> 2:36.942<br>CAMPAGNE / KALFF          |
| ROW 15                                                                               | 29 | <b>13</b>  | 2:35.485<br>John MCGURK          | 30 | <b>64</b> 2:35.597<br>Simon GUSTERSON          |
| ROW 14                                                                               | 27 | <b>22</b>  | 2:35.077<br>SMITH / SOPER        | 28 | <b>135</b> 2:35.127<br>REYNOLDS / QUINTERO     |
| ROW 13                                                                               | 25 | <b>2</b>   | 2:34.007<br>ATTARD / HOY         | 26 | <b>70</b> 2:34.608<br>Justin LAW               |
| ROW 12                                                                               | 23 | <b>149</b> | 2:33.723<br>NYBLAEUS / WELCH     | 24 | <b>101</b> 2:33.804<br>WALKER / WALKER-TULLY   |
| ROW 11                                                                               | 21 | <b>193</b> | 2:33.402<br>Phil BULLEN-BROWN    | 22 | <b>17</b> 2:33.540<br>David TOMLIN             |
| ROW 10                                                                               | 19 | <b>51</b>  | 2:32.586<br>Max CHILTON          | 20 | <b>96</b> 2:33.179<br>Tim SCOTT ANDREWS        |
| ROW 9                                                                                | 17 | <b>712</b> | 2:32.461<br>SMITH / REYNOLDS     | 18 | <b>170</b> 2:32.533<br>Jonathan MITCHELL       |
| ROW 8                                                                                | 15 | <b>6</b>   | 2:32.101<br>Andrew HADDON        | 16 | <b>3</b> 2:32.158<br>Richard DUTTON            |
| ROW 7                                                                                | 13 | <b>43</b>  | 2:31.663<br>HARRIS / FRANCHITTI  | 14 | <b>52</b> 2:31.835<br>NEAL H / NEAL M          |
| ROW 6                                                                                | 11 | <b>198</b> | 2:31.550<br>GIDDINGS / STREATHER | 12 | <b>72</b> 2:31.609<br>BIRD / SAMPSON           |
| ROW 5                                                                                | 9  | <b>10</b>  | 2:31.107<br>Tom SHARP            | 10 | <b>168</b> 2:31.230<br>RUSSELL / WATERFIELD    |
| ROW 4                                                                                | 7  | <b>63</b>  | 2:28.999<br>John DAVISON         | 8  | <b>711</b> 2:29.936<br>Guy SMITH               |
| ROW 3                                                                                | 5  | <b>116</b> | 2:28.609<br>MATHIESON / HUFF     | 6  | <b>119</b> 2:28.928<br>RUDELL / INGRAM         |
| ROW 2                                                                                | 3  | <b>179</b> | 2:28.111<br>SPIERS / GREENSALL   | 4  | <b>126</b> 2:28.156<br>SOWTER / HILL           |
| ROW 1                                                                                | 1  | <b>600</b> | 2:26.487<br>Sam TORDOFF          | 2  | <b>16</b> 2:28.103<br>JOHNSON / ROSS           |
| Pole                                                                                 |    |            |                                  |    |                                                |
|  |    |            |                                  |    |                                                |

Cars 26 & 54 permitted to start from the back of the grid.

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

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



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

Printed - 11:57 Saturday, 23 August 2025



# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - GRID (45 minutes)

|                                                                                      |    |            |                                  |    |                                              |
|--------------------------------------------------------------------------------------|----|------------|----------------------------------|----|----------------------------------------------|
| ROW 22                                                                               | 43 | <b>163</b> | 2:49.087<br>SIMPSON / KEARNEY    |    |                                              |
| ROW 21                                                                               | 41 | <b>42</b>  | 2:41.352<br>Benjamin BUTLER      | 42 | <b>555</b> 2:41.631<br>Christopher EDMUNDS   |
| ROW 20                                                                               | 39 | <b>166</b> | 2:40.082<br>Niall MCFADDEN       | 40 | <b>73</b> 2:40.259<br>Nigel FRASER KER       |
| ROW 19                                                                               | 37 | <b>71</b>  | 2:38.646<br>Dan LEWIS            | 38 | <b>79</b> 2:38.655<br>Mark DRAIN             |
| ROW 18                                                                               | 35 | <b>14</b>  | 2:37.775<br>HORROBIN / PALMER    | 36 | <b>117</b> 2:38.276<br>CLARIDGE / GOMES      |
| ROW 17                                                                               | 33 | <b>103</b> | 2:37.252<br>Aimee WATTS          | 34 | <b>12</b> 2:37.637<br>Oily SAMWAYS           |
| ROW 16                                                                               | 31 | <b>7</b>   | 2:36.176<br>BURNETT / KENDALL    | 32 | <b>9</b> 2:36.942<br>CAMPAGNE / KALFF        |
| ROW 15                                                                               | 29 | <b>13</b>  | 2:35.485<br>John MCGURK          | 30 | <b>64</b> 2:35.597<br>Simon GUSTERSON        |
| ROW 14                                                                               | 27 | <b>22</b>  | 2:35.077<br>SMITH / SOPER        | 28 | <b>135</b> 2:35.127<br>REYNOLDS / QUINTERO   |
| ROW 13                                                                               | 25 | <b>2</b>   | 2:34.007<br>ATTARD / HOY         | 26 | <b>70</b> 2:34.608<br>Justin LAW             |
| ROW 12                                                                               | 23 | <b>149</b> | 2:33.723<br>NYBLAEUS / WELCH     | 24 | <b>101</b> 2:33.804<br>WALKER / WALKER-TULLY |
| ROW 11                                                                               | 21 | <b>193</b> | 2:33.402<br>Phil BULLEN-BROWN    | 22 | <b>17</b> 2:33.540<br>David TOMLIN           |
| ROW 10                                                                               | 19 | <b>51</b>  | 2:32.586<br>Max CHILTON          | 20 | <b>96</b> 2:33.179<br>Tim SCOTT ANDREWS      |
| ROW 9                                                                                | 17 | <b>712</b> | 2:32.461<br>Peter SMITH          | 18 | <b>170</b> 2:32.533<br>Jonathan MITCHELL     |
| ROW 8                                                                                | 15 | <b>6</b>   | 2:32.101<br>Andrew HADDON        | 16 | <b>3</b> 2:32.158<br>Richard DUTTON          |
| ROW 7                                                                                | 13 | <b>43</b>  | 2:31.663<br>HARRIS / FRANCHITTI  | 14 | <b>52</b> 2:31.835<br>NEAL H / NEAL M        |
| ROW 6                                                                                | 11 | <b>198</b> | 2:31.550<br>GIDDINGS / STREATHER | 12 | <b>72</b> 2:31.609<br>BIRD / SAMPSON         |
| ROW 5                                                                                | 9  | <b>10</b>  | 2:31.107<br>Tom SHARP            | 10 | <b>168</b> 2:31.230<br>Michael RUSSELL       |
| ROW 4                                                                                | 7  | <b>63</b>  | 2:28.999<br>John DAVISON         | 8  | <b>711</b> 2:29.936<br>Guy SMITH             |
| ROW 3                                                                                | 5  | <b>116</b> | 2:28.609<br>MATHIESON / HUFF     | 6  | <b>119</b> 2:28.928<br>RUDELL / INGRAM       |
| ROW 2                                                                                | 3  | <b>179</b> | 2:28.111<br>SPIERS / GREENSALL   | 4  | <b>126</b> 2:28.156<br>SOWTER / HILL         |
| ROW 1                                                                                | 1  | <b>600</b> | 2:26.487<br>Sam TORDOFF          | 2  | <b>16</b> 2:28.103<br>JOHNSON / ROSS         |
| <b>Pole</b>                                                                          |    |            |                                  |    |                                              |
|  |    |            |                                  |    |                                              |

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

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



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

Printed - 18:07 Friday, 22 August 2025

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - CLASSIFICATION

Race Distance: 16 Laps / 58.22 miles

| POS | NO   | CL  | PIC | NAME                    | ENTRY                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|------|-----|-----|-------------------------|--------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 16   | THA | 1   | JOHNSON / ROSS          | Ford Mustang             | 16   | 45:17.855 |          |        | 77.12 | 2:27.950 | 1  | 2   | 1   |
| 2   | 600  | THA | 2   | Sam TORDOFF             | Ford Mustang             | 16   | 45:18.024 | 0.169    | 0.169  | 77.12 | 2:27.503 | 1  | 1   | -1  |
| 3   | 126  | THA | 3   | SOWTER / HILL           | Ford Mustang             | 16   | 45:18.646 | 0.791    | 0.622  | 77.10 | 2:28.516 | 11 | 4   | 1   |
| 4   | 179  | THA | 4   | SPIERS / GREENSALL      | Ford Mustang             | 16   | 45:19.245 | 1.390    | 0.599  | 77.09 | 2:28.839 | 10 | 3   | -1  |
| 5   | 119  | THA | 5   | RUDELL / INGRAM         | Ford Mustang             | 16   | 45:19.696 | 1.841    | 0.451  | 77.07 | 2:29.669 | 15 | 6   | 1   |
| 6   | 10   | THA | 6   | Tom SHARP               | Ford Falcon              | 16   | 45:20.032 | 2.177    | 0.336  | 77.06 | 2:29.876 | 8  | 9   | 3   |
| 7   | 63   | THA | 7   | John DAVISON            | Ford Mustang             | 16   | 45:21.566 | 3.711    | 1.534  | 77.02 | 2:29.940 | 8  | 7   | 0   |
| 8   | 168  | THA | 8   | RUSSELL / WATERFIELD    | Ford Mustang             | 16   | 45:23.987 | 6.132    | 2.421  | 76.95 | 2:30.955 | 15 | 10  | 2   |
| 9   | 43   | THA | 9   | HARRIS / FRANCHITTI     | Ford Mustang             | 16   | 45:27.037 | 9.182    | 3.050  | 76.87 | 2:30.418 | 7  | 13  | 4   |
| 10  | 52   | THC | 1   | Henry NEAL              | Ford Lotus Cortina       | 16   | 45:29.665 | 11.810   | 2.628  | 76.79 | 2:31.225 | 16 | 14  | 4   |
| 11  | 712  | THC | 2   | SMITH / REYNOLDS        | Ford Lotus Cortina       | 16   | 45:31.878 | 14.023   | 2.213  | 76.73 | 2:32.428 | 16 | 17  | 6   |
| 12  | 3    | THC | 3   | Richard DUTTON          | Ford Lotus Cortina       | 16   | 45:32.590 | 14.735   | 0.712  | 76.71 | 2:32.328 | 4  | 16  | 4   |
| 13  | 170  | THC | 4   | Jonathan MITCHELL       | Ford Lotus Cortina       | 16   | 45:32.994 | 15.139   | 0.404  | 76.70 | 2:33.239 | 16 | 18  | 5   |
| 14  | 51   | THC | 5   | Max CHILTON             | Ford Lotus Cortina       | 16   | 45:37.415 | 19.560   | 4.421  | 76.57 | 2:31.939 | 4  | 19  | 5   |
| 15  | 17   | THC | 6   | David TOMLIN            | Ford Lotus Cortina       | 16   | 45:39.078 | 21.223   | 1.663  | 76.53 | 2:35.953 | 7  | 22  | 7   |
| 16  | 96   | THA | 10  | Tim SCOTT ANDREWS       | Ford Falcon              | 16   | 45:41.116 | 23.261   | 2.038  | 76.47 | 2:34.531 | 8  | 20  | 4   |
| 17  | 72   | THC | 7   | BIRD / SAMPSON          | Ford Lotus Cortina       | 16   | 45:41.427 | 23.572   | 0.311  | 76.46 | 2:34.033 | 8  | 12  | -5  |
| 18  | 22   | THC | 8   | SMITH / SOPER           | Ford Lotus Cortina       | 16   | 45:42.219 | 24.364   | 0.792  | 76.44 | 2:34.086 | 8  | 27  | 9   |
| 19  | 7    | THD | 1   | BURNETT / KENDALL       | Austin Mini Cooper S     | 16   | 45:43.445 | 25.590   | 1.226  | 76.41 | 2:35.398 | 8  | 31  | 12  |
| 20  | 135  | THC | 9   | REYNOLDS / QUINTERO     | Ford Lotus Cortina       | 16   | 45:46.013 | 28.158   | 2.568  | 76.33 | 2:33.391 | 9  | 28  | 8   |
| 21  | 117  | THC | 10  | CLARIDGE J / CLARIDGE L | Ford Lotus Cortina       | 16   | 45:50.878 | 33.023   | 4.865  | 76.20 | 2:37.709 | 16 | 36  | 15  |
| 22  | 9    | THA | 11  | CAMPAGNE / KALFF        | Ford Mustang             | 16   | 45:51.804 | 33.949   | 0.926  | 76.17 | 2:36.249 | 16 | 32  | 10  |
| 23  | 71   | THD | 2   | Dan LEWIS               | Austin Mini Cooper S     | 16   | 45:52.479 | 34.624   | 0.675  | 76.15 | 2:37.786 | 3  | 37  | 14  |
| 24  | 12   | THD | 3   | Olly SAMWAYS            | Austin Mini Cooper S     | 16   | 45:52.960 | 35.105   | 0.481  | 76.14 | 2:38.069 | 4  | 34  | 10  |
| 25  | 198* | THC | 11  | GIDDINGS / STREATHER    | Ford Lotus Cortina       | 16   | 45:55.054 | 37.199   | 2.094  | 76.08 | 2:31.023 | 2  | 11  | -14 |
| 26  | 13*  | THC | 12  | John MCGURK             | Ford Lotus Cortina       | 16   | 45:57.511 | 39.656   | 2.457  | 76.02 | 2:36.128 | 16 | 29  | 3   |
| 27  | 14   | THC | 13  | HORROBIN / PALMER       | Ford Lotus Cortina       | 16   | 45:59.322 | 41.467   | 1.811  | 75.97 | 2:36.470 | 8  | 35  | 8   |
| 28  | 149  | THA | 12  | NYBLAEUS / WELCH        | Ford Falcon Sprint       | 16   | 46:05.242 | 47.387   | 5.920  | 75.80 | 2:33.255 | 4  | 23  | -5  |
| 29  | 73   | THD | 4   | Nigel FRASER KER        | Austin Mini Cooper S     | 16   | 46:05.582 | 47.727   | 0.340  | 75.79 | 2:40.483 | 4  | 40  | 11  |
| 30  | 64*  | THC | 14  | Simon GUSTERSON         | Ford Lotus Cortina       | 16   | 46:33.562 | 1:15.707 | 27.980 | 75.03 | 2:35.097 | 8  | 30  | 0   |
| 31  | 103* | THD | 5   | Aimee WATTS             | Austin Mini Cooper S     | 15   | 45:55.509 | 1 Lap    | 1 Lap  | 76.07 | 2:37.923 | 10 | 33  | 2   |
| 32  | 166* | THD | 6   | Niall MCFADDEN          | Morris Mini Cooper S     | 15   | 45:56.192 | 1 Lap    | 0.683  | 76.05 | 2:39.672 | 16 | 39  | 7   |
| 33  | 42*  | THD | 7   | Benjamin BUTLER         | Austin Mini Cooper S     | 15   | 45:59.666 | 1 Lap    | 3.474  | 75.96 | 2:39.013 | 9  | 41  | 8   |
| 34  | 163  | THA | 13  | SIMPSON / KEARNEY       | Studebaker 62V Lark V111 | 15   | 46:52.517 | 1 Lap    | 52.851 | 69.87 | 2:50.658 | 10 | 43  | 9   |
| 35  | 79   | THC | 15  | Mark DRAIN              | Ford Lotus Cortina       | 14   | 40:33.963 | 2 Laps   | 1 Lap  | 75.36 | 2:38.634 | 4  | 38  | 3   |

### NOT CLASSIFIED

|    |     |     |  |                       |                      |   |           |         |        |       |          |   |    |  |
|----|-----|-----|--|-----------------------|----------------------|---|-----------|---------|--------|-------|----------|---|----|--|
| NC | 54  | THD |  | NAIRN B / NAIRN C     | Morris Mini Cooper S | 8 | 22:02.486 | 8 Laps  | 6 Laps | 79.25 | 2:39.967 | 7 | 45 |  |
| NC | 6   | THA |  | Andrew HADDON         | Ford Mustang         | 6 | 16:22.690 | 10 Laps | 2 Laps | 79.99 | 2:31.624 | 2 | 15 |  |
| NC | 70  | THC |  | LAW J / LAW O         | Ford Lotus Cortina   | 6 | 16:29.186 | 10 Laps | 6.496  | 79.46 | 2:36.451 | 5 | 26 |  |
| NC | 101 | THC |  | WALKER / WALKER-TULLY | Ford Lotus Cortina   | 5 | 13:40.184 | 11 Laps | 1 Lap  | 79.87 | 2:36.220 | 4 | 24 |  |
| NC | 711 | THC |  | Guy SMITH             | Ford Lotus Cortina   | 3 | 7:36.062  | 13 Laps | 2 Laps | 86.18 | 2:30.381 | 2 | 8  |  |
| NC | 116 | THA |  | MATHIESON / HUFF      | Ford Mustang         | 3 | 7:57.781  | 13 Laps | 21.719 | 82.26 | 2:38.207 | 2 | 5  |  |
| NC | 26  | THA |  | MORTENSEN / MAGNUSSEN | Ford Galaxie         | 2 | 5:48.229  | 14 Laps | 1 Lap  | 75.24 | 2:52.917 | 1 | 44 |  |
| NC | 2   | THA |  | ATTARD / HOY          | Ford Falcon          | 1 | 2:43.248  | 15 Laps | 1 Lap  | 80.25 | 2:43.248 | 1 | 25 |  |
| NC | 193 | THD |  | Phil BULLEN-BROWN     | Austin Mini Cooper S | 1 | 2:44.287  | 15 Laps | 1.039  | 79.74 | 2:44.287 | 1 | 21 |  |

### NOT STARTED

|    |     |     |  |                     |                      |  |  |  |  |  |  |  |    |  |
|----|-----|-----|--|---------------------|----------------------|--|--|--|--|--|--|--|----|--|
| NS | 555 | THD |  | Christopher EDMUNDS | Morris Mini Cooper S |  |  |  |  |  |  |  | 42 |  |
|----|-----|-----|--|---------------------|----------------------|--|--|--|--|--|--|--|----|--|

### FASTEST LAP

|     |     |                   |                      |   |          |           |            |
|-----|-----|-------------------|----------------------|---|----------|-----------|------------|
| 600 | THA | Sam TORDOFF       | Ford Mustang         | 1 | 2:27.503 | 88.82 mph | 142.94 kph |
| 711 | THC | Guy SMITH         | Ford Lotus Cortina   | 2 | 2:30.381 | 87.12 mph | 140.21 kph |
| 7   | THD | BURNETT / KENDALL | Austin Mini Cooper S | 8 | 2:35.398 | 84.31 mph | 135.68 kph |

Weather / Track : Cloudy / Dry

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

Date: 23/08/2025 Start: 15:26 Finish: 16:11  
Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - CLASSIFICATION

Race Distance: 16 Laps / 58.22 miles

Cars 42, 103 & 106 - 1 lap penalty applied for early pit stop  
Car 64 - 41.581 second time penalty in lieu of stop-go penalty for short pit stop  
Car 198 - 31.736 second time penalty in lieu of stop-go penalty for short pit stop  
Car 13 - 10 second time penalty applied for overtaking under safety car conditions

Weather / Track : Cloudy / Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Date: 23/08/2025 Start: 15:26 Finish: 16:11  
Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Timekeeper: Nick Palmer



# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - LAP CHART

| LAP 1 @ 15:28:42.889 |        |          | LAP 2 @ 15:31:11.090 |        |            | LAP 3 @ 15:33:39.305 |          |          | LAP 4 @ 15:36:07.837 |          |          | LAP 5 @ 15:38:40.567 |          |            |
|----------------------|--------|----------|----------------------|--------|------------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|------------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME   |
| 600                  |        | 2:27.503 | 600                  |        | 2:28.201   | 600                  |          | 2:28.215 | 600                  |          | 2:28.532 | 600                  |          | 2:32.730   |
| 16                   | 0.447  | 2:27.950 | 16                   | 0.601  | 2:28.355   | 16                   | 1.433    | 2:29.047 | 16                   | 2.982    | 2:30.081 | 16                   | 2.452    | 2:32.200   |
| 119                  | 3.018  | 2:30.521 | 119                  | 5.002  | 2:30.185   | 119                  | 7.281    | 2:30.494 | 119                  | 9.370    | 2:30.621 | 119                  | 9.772    | 2:33.132   |
| 10                   | 3.516  | 2:31.019 | 10                   | 6.001  | 2:30.686   | 10                   | 8.657    | 2:30.871 | 10                   | 10.094   | 2:29.969 | 10                   | 11.539   | 2:34.175   |
| 179                  | 3.976  | 2:31.479 | 179                  | 6.488  | 2:30.713   | 179                  | 9.919    | 2:31.646 | 179                  | 12.282   | 2:30.895 | 179                  | 12.722   | 2:33.170   |
| 63                   | 4.190  | 2:31.693 | 63                   | 7.369  | 2:31.380   | 63                   | 10.184   | 2:31.030 | 63                   | 12.754   | 2:31.102 | 63                   | 16.224   | 2:36.200   |
| 43                   | 5.661  | 2:33.164 | 43                   | 8.249  | 2:30.789   | 43                   | 11.774   | 2:31.740 | 43                   | 14.740   | 2:31.498 | 43                   | 17.482   | 2:35.472   |
| 711                  | 6.562  | 2:34.065 | 711                  | 8.742  | 2:30.381   | 711                  | 12.143   | 2:31.616 | 198                  | 16.304   | 2:31.405 | 198                  | 17.992   | 2:34.418   |
| 198                  | 7.454  | 2:34.957 | 198                  | 10.276 | 2:31.023   | 198                  | 13.431   | 2:31.370 | 6                    | 18.703   | 2:32.072 | 6                    | 20.670   | 2:34.697   |
| 6                    | 8.029  | 2:35.532 | 6                    | 11.452 | 2:31.624   | 6                    | 15.163   | 2:31.926 | 52                   | 19.746   | 2:31.741 | 168                  | 23.604   | 2:33.506   |
| 126                  | 9.639  | 2:37.142 | 52                   | 13.495 | 2:31.876   | 52                   | 16.537   | 2:31.257 | 168                  | 22.828   | 2:31.879 | 51                   | 26.127   | 2:33.920   |
| 52                   | 9.820  | 2:37.323 | 126                  | 15.593 | 2:34.155   | 168                  | 19.481   | 2:31.882 | 51                   | 24.937   | 2:31.939 | 3                    | 28.224   | 2:34.148   |
| 3                    | 10.068 | 2:37.571 | 168                  | 15.814 | 2:33.503   | 51                   | 21.530   | 2:32.769 | 3                    | 26.806   | 2:32.328 | 52                   | 29.718   | 2:42.702   |
| 168                  | 10.512 | 2:38.015 | 3                    | 16.533 | 2:34.666   | 3                    | 23.010   | 2:34.692 | 126                  | 28.675   | 2:33.022 | 126                  | 33.883   | 2:37.938   |
| 51                   | 11.340 | 2:38.843 | 51                   | 16.976 | 2:33.837   | 126                  | 24.185   | 2:36.807 | 149                  | 30.747   | 2:33.255 | 149                  | 34.632   | 2:36.615   |
| 116                  | 13.559 | 2:41.062 | 149                  | 19.792 | 2:33.726   | 149                  | 26.024   | 2:34.447 | 170                  | 40.149   | 2:34.616 | 170                  | 42.625   | 2:35.206   |
| 96                   | 14.096 | 2:41.599 | 116                  | 23.565 | 2:38.207   | 70                   | 32.045   | 2:36.537 | 70                   | 40.408   | 2:36.895 | 70                   | 44.129   | 2:36.451   |
| 149                  | 14.267 | 2:41.770 | 70                   | 23.723 | 2:36.931   | 116                  | 33.862   | 2:38.512 | 22                   | 40.873   | 2:34.303 | 72                   | 44.999   | 2:35.777   |
| 170                  | 14.975 | 2:42.478 | 96                   | 24.431 | 2:38.536   | 170                  | 34.065   | 2:37.306 | 72                   | 41.952   | 2:34.765 | 22                   | 45.910   | 2:37.767   |
| 70                   | 14.993 | 2:42.496 | 712                  | 24.836 | 2:37.936   | 712                  | 34.839   | 2:38.218 | 135                  | 44.312   | 2:35.624 | 135                  | 47.830   | 2:36.248   |
| 712                  | 15.101 | 2:42.604 | 170                  | 24.974 | 2:38.200   | 22                   | 35.102   | 2:37.840 | 712                  | 45.075   | 2:38.768 | 712                  | 50.865   | 2:38.520   |
| 2                    | 15.745 | 2:43.248 | 17                   | 25.313 | 2:37.496   | 72                   | 35.719   | 2:38.293 | 101                  | 45.372   | 2:36.220 | 96                   | 53.834   | 2:39.379   |
| 17                   | 16.018 | 2:43.521 | 22                   | 25.477 | 2:37.234   | 135                  | 37.220   | 2:39.437 | 96                   | 47.185   | 2:38.242 | 17                   | 57.076   | 2:42.290   |
| 72                   | 16.329 | 2:43.832 | 72                   | 25.641 | 2:37.513   | 96                   | 37.475   | 2:41.259 | 17                   | 47.516   | 2:37.816 | 7                    | 57.389   | 2:42.119   |
| 22                   | 16.444 | 2:43.947 | 135                  | 25.998 | 2:37.217   | 101                  | 37.684   | 2:39.619 | 64                   | 47.715   | 2:37.711 | 64                   | 58.061   | 2:43.076   |
| 193                  | 16.784 | 2:44.287 | 101                  | 26.280 | 2:37.113   | 7                    | 37.976   | 2:38.545 | 7                    | 48.000   | 2:38.556 | 71                   | 1:12.329 | 2:53.532   |
| 135                  | 16.982 | 2:44.485 | 7                    | 27.646 | 2:38.164   | 17                   | 38.232   | 2:41.134 | 71                   | 51.527   | 2:38.191 | 12                   | 1:12.783 | 2:53.606   |
| 101                  | 17.368 | 2:44.871 | 64                   | 29.393 | 2:38.199   | 64                   | 38.536   | 2:37.358 | 12                   | 51.907   | 2:38.069 | 13                   | 1:13.495 | 2:52.906   |
| 7                    | 17.683 | 2:45.186 | 71                   | 32.297 | 2:40.671   | 71                   | 41.868   | 2:37.786 | 117                  | 52.937   | 2:38.192 | 117                  | 1:14.058 | 2:53.851   |
| 14                   | 18.052 | 2:45.555 | 12                   | 32.429 | 2:40.522   | 12                   | 42.370   | 2:38.156 | 13                   | 53.319   | 2:36.225 | 79                   | 1:14.797 | 2:53.712   |
| 9                    | 18.895 | 2:46.398 | 117                  | 33.008 | 2:40.529   | 117                  | 43.277   | 2:38.484 | 79                   | 53.815   | 2:38.634 | 101                  | 1:15.003 | 3:02.361 P |
| 79                   | 19.203 | 2:46.706 | 79                   | 33.239 | 2:42.237   | 79                   | 43.713   | 2:38.689 | 9                    | 57.691   | 2:39.711 | 9                    | 1:16.000 | 2:51.039   |
| 64                   | 19.395 | 2:46.898 | 9                    | 34.560 | 2:43.866   | 13                   | 45.626   | 2:39.039 | 103                  | 57.900   | 2:39.712 | 14                   | 1:16.505 | 2:50.396   |
| 71                   | 19.827 | 2:47.330 | 13                   | 34.802 | 2:40.983   | 9                    | 46.512   | 2:40.167 | 42                   | 58.337   | 2:39.512 | 103                  | 1:17.115 | 2:51.945 P |
| 12                   | 20.108 | 2:47.611 | 103                  | 35.055 | 2:42.393   | 103                  | 46.720   | 2:39.880 | 14                   | 58.839   | 2:38.430 | 42                   | 1:18.551 | 2:52.944 P |
| 117                  | 20.680 | 2:48.183 | 73                   | 35.502 | 2:42.103   | 42                   | 47.357   | 2:39.715 | 73                   | 1:00.453 | 2:40.483 | 73                   | 1:19.612 | 2:51.889 P |
| 103                  | 20.863 | 2:48.366 | 42                   | 35.857 | 2:41.535   | 73                   | 48.502   | 2:41.215 | 166                  | 1:06.956 | 2:42.927 | 54                   | 1:20.733 | 2:44.902   |
| 73                   | 21.600 | 2:49.103 | 166                  | 38.273 | 2:43.309   | 14                   | 48.941   | 2:37.714 | 54                   | 1:08.561 | 2:40.386 | 166                  | 1:21.428 | 2:47.202 P |
| 13                   | 22.020 | 2:49.523 | 14                   | 39.442 | 2:49.591   | 166                  | 52.561   | 2:42.503 | 163                  | 1:55.196 | 2:56.091 | 163                  | 2:22.814 | 3:00.348   |
| 42                   | 22.523 | 2:50.026 | 54                   | 44.950 | 2:47.434   | 54                   | 56.707   | 2:39.972 |                      |          |          |                      |          |            |
| 166                  | 23.165 | 2:50.668 | 26                   | 52.525 | 2:55.312 P | 163                  | 1:27.637 | 2:56.731 |                      |          |          |                      |          |            |
| 26                   | 25.414 | 2:52.917 | 163                  | 59.121 | 2:53.748   |                      |          |          |                      |          |          |                      |          |            |
| 54                   | 25.717 | 2:53.220 |                      |        |            |                      |          |          |                      |          |          |                      |          |            |
| 163                  | 33.574 | 3:01.077 |                      |        |            |                      |          |          |                      |          |          |                      |          |            |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - LAP CHART

| LAP 6 @ 15:42:28.372 |          |          | LAP 7 @ 15:44:57.154 |          |            | LAP 8 @ 15:47:25.977 |          |            | LAP 9 @ 15:49:57.845 |          |            | LAP 10 @ 15:52:46.433 |          |            |
|----------------------|----------|----------|----------------------|----------|------------|----------------------|----------|------------|----------------------|----------|------------|-----------------------|----------|------------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                    | BEHIND   | LAP TIME   |
| 600                  |          | 3:47.805 | 600                  |          | 2:28.782   | 600                  |          | 2:28.823   | 600                  |          | 2:31.868 P | 198                   |          | 2:33.666 P |
| 16                   | 1.458    | 3:46.811 | 16                   | 1.790    | 2:29.114   | 119                  | 4.736    | 2:30.214   | 119                  | 7.498    | 2:34.630 P | 73                    | 1 Lap    | 4:09.858   |
| 119                  | 2.332    | 3:40.365 | 119                  | 3.345    | 2:29.795   | 16                   | 5.581    | 2:32.614 P | 10                   | 8.061    | 2:33.324 P | 149                   | 18.322   | 2:37.954 P |
| 10                   | 4.007    | 3:40.273 | 10                   | 5.552    | 2:30.327   | 10                   | 6.605    | 2:29.876   | 63                   | 12.336   | 2:34.198 P | 170                   | 19.746   | 2:38.227 P |
| 179                  | 5.642    | 3:40.725 | 63                   | 8.889    | 2:31.419   | 63                   | 10.006   | 2:29.940   | 198                  | 14.922   | 2:32.250   | 135                   | 21.990   | 2:39.575 P |
| 63                   | 6.252    | 3:37.833 | 43                   | 9.588    | 2:30.418   | 43                   | 11.509   | 2:30.744   | 43                   | 16.939   | 2:37.298 P | 16                    | 1:02.898 | 2:30.787   |
| 43                   | 7.952    | 3:38.275 | 179                  | 10.433   | 2:33.573 P | 198                  | 14.540   | 2:32.162   | 149                  | 28.956   | 2:34.787   | 10                    | 1:13.107 | 3:53.634   |
| 198                  | 8.170    | 3:37.983 | 198                  | 11.201   | 2:31.813   | 168                  | 22.905   | 2:35.616 P | 170                  | 30.107   | 2:33.784   | 179                   | 1:14.217 | 2:28.839   |
| 6                    | 9.704    | 3:36.839 | 168                  | 16.112   | 2:34.731   | 149                  | 26.037   | 2:34.498   | 135                  | 31.003   | 2:33.391   | 63                    | 1:16.246 | 3:52.498   |
| 168                  | 10.163   | 3:34.364 | 51                   | 17.485   | 2:35.684 P | 3                    | 27.547   | 2:33.530   | 3                    | 33.615   | 2:37.936 P | 600                   | 1:23.308 | 4:11.896   |
| 51                   | 10.583   | 3:32.261 | 149                  | 20.362   | 2:33.697   | 170                  | 28.191   | 2:33.771   | 72                   | 34.087   | 2:37.200 P | 119                   | 1:27.765 | 4:08.855   |
| 3                    | 11.547   | 3:31.128 | 52                   | 20.454   | 2:37.141 P | 72                   | 28.755   | 2:34.033   | 22                   | 36.379   | 2:37.561 P | 126                   | 1:35.508 | 2:29.681   |
| 52                   | 12.095   | 3:30.182 | 3                    | 22.840   | 2:40.075   | 135                  | 29.480   | 2:34.455   | 7                    | 41.238   | 2:37.162 P | 168                   | 1:37.684 | 2:31.471   |
| 126                  | 14.966   | 3:28.888 | 170                  | 23.243   | 2:36.148   | 22                   | 30.686   | 2:34.086   | 17                   | 43.101   | 2:38.504 P | 64                    | 1:38.404 | 3:41.426   |
| 149                  | 15.447   | 3:28.620 | 72                   | 23.545   | 2:35.870   | 7                    | 35.944   | 2:35.398   | 96                   | 44.675   | 2:37.272 P | 3                     | 1:39.094 | 3:54.067   |
| 170                  | 15.877   | 3:21.057 | 135                  | 23.848   | 2:34.555   | 17                   | 36.465   | 2:36.174   | 64                   | 45.566   | 2:39.139 P | 43                    | 1:41.365 | 4:13.014   |
| 70                   | 16.200   | 3:19.876 | 126                  | 24.724   | 2:38.540 P | 64                   | 38.295   | 2:35.097   | 13                   | 52.503   | 2:40.288 P | 52                    | 1:44.083 | 2:31.774   |
| 72                   | 16.457   | 3:19.263 | 22                   | 25.423   | 2:37.085   | 96                   | 39.271   | 2:34.531   | 14                   | 53.434   | 2:39.914 P | 712                   | 1:45.416 | 2:32.490   |
| 22                   | 17.120   | 3:19.015 | 17                   | 29.114   | 2:35.953   | 13                   | 44.083   | 2:37.592   | 16                   | 1:20.699 | 3:46.986   | 17                    | 1:48.327 | 3:53.814   |
| 135                  | 18.075   | 3:18.050 | 7                    | 29.369   | 2:35.911   | 14                   | 45.388   | 2:36.470   | 179                  | 1:33.966 | 2:29.493   | 96                    | 1:49.912 | 3:53.825   |
| 712                  | 19.366   | 3:16.306 | 712                  | 31.437   | 2:40.853 P | 71                   | 47.826   | 2:41.994 P | 126                  | 1:54.415 | 2:28.773   | 22                    | 1:52.366 | 4:04.575   |
| 96                   | 21.675   | 3:15.646 | 64                   | 32.021   | 2:38.088   | 12                   | 48.679   | 2:41.964 P | 168                  | 1:54.801 | 4:03.764   | 72                    | 1:53.999 | 4:08.500   |
| 17                   | 21.943   | 3:12.672 | 96                   | 33.563   | 2:40.670   | 79                   | 50.165   | 2:41.860 P | 52                   | 2:00.897 | 2:32.040   | 7                     | 1:54.533 | 4:01.883   |
| 7                    | 22.240   | 3:12.656 | 71                   | 34.655   | 2:39.809   | 54                   | 51.895   | 2:40.182   | 712                  | 2:01.514 | 2:34.068   | 51                    | 1:55.768 | 2:33.336   |
| 64                   | 22.715   | 3:12.459 | 13                   | 35.314   | 2:39.487   | 73                   | 1:19.407 | 2:44.781 P | 103                  | 2:07.491 | 2:37.936   | 103                   | 1:56.826 | 2:37.923   |
| 71                   | 23.628   | 2:59.104 | 12                   | 35.538   | 2:40.200   | 179                  | 1:36.341 | 3:54.731   | 51                   | 2:11.020 | 2:34.260   | 13                    | 1:59.031 | 3:55.116   |
| 12                   | 24.120   | 2:59.142 | 79                   | 37.128   | 2:39.419   | 126                  | 1:57.510 | 4:01.609   | 117                  | 2:16.211 | 2:38.467   | 117                   | 2:06.069 | 2:38.446   |
| 13                   | 24.609   | 2:58.919 | 117                  | 37.216   | 2:40.473 P | 712                  | 1:59.314 | 3:56.700   | 166                  | 2:19.169 | 2:41.122   | 14                    | 2:13.869 | 4:09.023   |
| 117                  | 25.525   | 2:59.272 | 14                   | 37.741   | 2:38.703   | 52                   | 2:00.725 | 4:09.094   | 12                   | 2:22.808 | 4:05.997   | 79                    | 2:14.083 | 2:38.734   |
| 79                   | 26.491   | 2:59.499 | 9                    | 39.977   | 2:41.422 P | 103                  | 2:01.423 | 2:38.748   | 71                   | 2:23.289 | 4:07.331   | 12                    | 2:14.315 | 2:40.095   |
| 9                    | 27.337   | 2:59.142 | 54                   | 40.536   | 2:39.967   | 51                   | 2:08.628 | 4:19.966   | 79                   | 2:23.937 | 4:05.640   | 71                    | 2:14.567 | 2:39.866   |
| 14                   | 27.820   | 2:59.120 | 73                   | 1:03.449 | 2:42.873   | 117                  | 2:09.612 | 4:01.219   | 163                  | 1 Lap    | 5:21.659   | 166                   | 2:14.817 | 2:44.236   |
| 54                   | 29.351   | 2:56.423 | 103                  | 1:51.498 | 2:38.782   | 166                  | 2:09.915 | 2:40.882   | 9                    | 2:27.987 | 2:36.462   | 9                     | 2:16.874 | 2:37.475   |
| 73                   | 49.358   | 3:17.551 | 166                  | 1:57.856 | 2:41.708   | 9                    | 2:23.393 | 4:12.239   | 42                   | 2:30.917 | 2:39.013   | 42                    | 2:22.016 | 2:39.687   |
| 163                  | 1:29.296 | 2:54.287 | 163                  | 2:05.942 | 3:05.428 P | 42                   | 2:23.772 | 2:40.747   |                      |          |            | 163                   | 1 Lap    | 2:50.973   |
| 103                  | 1:41.498 | 4:12.188 | 42                   | 2:11.848 | 2:42.061   |                      |          |            |                      |          |            | 73                    | 2:50.511 | 2:41.702   |
| 166                  | 1:44.930 | 4:11.307 |                      |          |            |                      |          |            |                      |          |            |                       |          |            |
| 42                   | 1:58.569 | 4:27.823 |                      |          |            |                      |          |            |                      |          |            |                       |          |            |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - LAP CHART

| LAP 11 @ 15:56:20.269 |          |          | LAP 12 @ 15:59:25.890 |          |           | LAP 13 @ 16:02:14.394 |          |            | LAP 14 @ 16:06:31.672 |        |          | LAP 15 @ 16:09:02.564 |        |          |
|-----------------------|----------|----------|-----------------------|----------|-----------|-----------------------|----------|------------|-----------------------|--------|----------|-----------------------|--------|----------|
| NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME  | NO                    | BEHIND   | LAP TIME   | NO                    | BEHIND | LAP TIME | NO                    | BEHIND | LAP TIME |
| 16                    |          | 2:30.938 | 16                    |          | 3:05.621  | 16                    |          | 2:48.504   | 16                    |        | 4:17.278 | 16                    |        | 2:30.892 |
| 10                    | 14.432   | 2:35.161 | 10                    | 43.756   | 3:34.945  | 10                    | 55.635   | 3:00.383   | 10                    | 0.251  | 3:21.894 | 179                   | 0.343  | 2:30.632 |
| 179                   | 14.743   | 2:34.362 | 179                   | 44.074   | 3:34.952  | 179                   | 55.932   | 3:00.362   | 179                   | 0.603  | 3:21.949 | 600                   | 0.505  | 2:29.946 |
| 63                    | 15.479   | 2:33.069 | 63                    | 44.508   | 3:34.650  | 63                    | 56.330   | 3:00.326   | 63                    | 1.151  | 3:22.099 | 10                    | 0.757  | 2:31.398 |
| 600                   | 20.737   | 2:31.265 | 600                   | 44.784   | 3:29.668  | 600                   | 56.600   | 3:00.320   | 600                   | 1.451  | 3:22.129 | 119                   | 1.190  | 2:29.669 |
| 198                   | 22.060   | 3:55.896 | 198                   | 44.919   | 3:28.480  | 198                   | 57.037   | 3:00.622   | 198                   | 1.944  | 3:22.185 | 126                   | 1.556  | 2:29.673 |
| 119                   | 26.406   | 2:32.477 | 119                   | 45.343   | 3:24.558  | 119                   | 57.354   | 3:00.515   | 119                   | 2.413  | 3:22.337 | 63                    | 1.922  | 2:31.663 |
| 126                   | 30.188   | 2:28.516 | 126                   | 45.820   | 3:21.253  | 126                   | 57.752   | 3:00.436   | 126                   | 2.775  | 3:22.301 | 198                   | 4.167  | 2:33.115 |
| 168                   | 36.158   | 2:32.310 | 168                   | 46.671   | 3:16.134  | 168                   | 58.982   | 3:00.815   | 168                   | 5.405  | 3:23.701 | 168                   | 5.468  | 2:30.955 |
| 64                    | 43.767   | 2:39.199 | 64                    | 47.078   | 3:08.932  | 64                    | 59.447   | 3:00.873   | 64                    | 6.184  | 3:24.015 | 43                    | 7.460  | 2:31.645 |
| 43                    | 46.410   | 2:38.881 | 43                    | 48.250   | 3:07.461  | 43                    | 59.771   | 3:00.025   | 43                    | 6.707  | 3:24.214 | 52                    | 11.262 | 2:34.325 |
| 3                     | 47.077   | 2:41.819 | 3                     | 48.635   | 3:07.179  | 3                     | 1:00.314 | 3:00.183   | 3                     | 7.098  | 3:24.062 | 3                     | 12.142 | 2:35.936 |
| 170                   | 47.930   | 4:02.020 | 170                   | 49.504   | 3:07.195  | 170                   | 1:00.819 | 2:59.819   | 170                   | 7.639  | 3:24.098 | 712                   | 12.272 | 2:34.912 |
| 52                    | 48.679   | 2:38.432 | 52                    | 49.830   | 3:06.772  | 52                    | 1:01.208 | 2:59.882   | 52                    | 7.829  | 3:23.899 | 170                   | 12.577 | 2:35.830 |
| 712                   | 49.897   | 2:38.317 | 712                   | 50.180   | 3:05.904  | 712                   | 1:01.632 | 2:59.956   | 712                   | 8.252  | 3:23.898 | 17                    | 15.764 | 2:36.296 |
| 135                   | 51.461   | 4:03.307 | 135                   | 51.206   | 3:05.366  | 135                   | 1:02.934 | 3:00.232   | 135                   | 9.978  | 3:24.322 | 51                    | 16.635 | 2:35.031 |
| 17                    | 53.190   | 2:38.699 | 17                    | 51.961   | 3:04.392  | 17                    | 1:03.440 | 2:59.983   | 17                    | 10.360 | 3:24.198 | 96                    | 17.101 | 2:36.501 |
| 96                    | 55.155   | 2:39.079 | 96                    | 52.476   | 3:02.942  | 96                    | 1:04.478 | 3:00.506   | 96                    | 11.492 | 3:24.292 | 22                    | 17.664 | 2:36.519 |
| 22                    | 56.700   | 2:38.170 | 22                    | 52.783   | 3:01.704  | 22                    | 1:04.841 | 3:00.562   | 22                    | 12.037 | 3:24.474 | 72                    | 18.109 | 2:36.536 |
| 72                    | 58.008   | 2:37.845 | 72                    | 53.512   | 3:01.125  | 72                    | 1:05.573 | 3:00.565   | 72                    | 12.465 | 3:24.170 | 135                   | 18.882 | 2:39.796 |
| 51                    | 58.473   | 2:36.541 | 51                    | 53.984   | 3:01.132  | 51                    | 1:05.893 | 3:00.413   | 51                    | 12.496 | 3:23.881 | 7                     | 19.515 | 2:37.047 |
| 7                     | 1:00.381 | 2:39.684 | 7                     | 55.893   | 3:01.133  | 7                     | 1:06.437 | 2:59.048   | 7                     | 13.360 | 3:24.201 | 13                    | 24.205 | 2:38.651 |
| 149                   | 1:04.456 | 4:19.970 | 149                   | 57.991   | 2:59.156  | 149                   | 1:08.379 | 2:58.892   | 149                   | 16.194 | 3:25.093 | 117                   | 25.991 | 2:40.066 |
| 103                   | 1:04.771 | 2:41.781 | 103                   | 58.260   | 2:59.110  | 103                   | 1:08.637 | 2:58.881   | 13                    | 16.446 | 3:24.676 | 71                    | 26.397 | 2:39.082 |
| 13                    | 1:05.617 | 2:40.422 | 13                    | 58.871   | 2:58.875  | 13                    | 1:09.048 | 2:58.681   | 103                   | 16.610 | 3:25.251 | 12                    | 27.027 | 2:39.556 |
| 117                   | 1:11.864 | 2:39.631 | 117                   | 1:00.511 | 2:54.268  | 117                   | 1:09.949 | 2:57.942   | 117                   | 16.817 | 3:24.146 | 9                     | 28.377 | 2:38.446 |
| 79                    | 1:21.529 | 2:41.282 | 79                    | 1:01.201 | 2:45.293  | 79                    | 1:10.374 | 2:57.677   | 79                    | 17.677 | 3:24.581 | 103                   | 28.616 | 2:42.898 |
| 71                    | 1:23.168 | 2:42.437 | 71                    | 1:01.818 | 2:44.271  | 71                    | 1:10.761 | 2:57.447   | 71                    | 18.207 | 3:24.724 | 64                    | 28.930 | 2:53.638 |
| 12                    | 1:23.911 | 2:43.432 | 12                    | 1:02.465 | 2:44.175  | 12                    | 1:11.305 | 2:57.344   | 12                    | 18.363 | 3:24.336 | 166                   | 29.342 | 2:41.515 |
| 166                   | 1:24.445 | 2:43.464 | 166                   | 1:03.177 | 2:44.353  | 166                   | 1:11.677 | 2:57.004   | 166                   | 18.719 | 3:24.320 | 14                    | 31.376 | 2:41.792 |
| 14                    | 1:26.830 | 2:46.797 | 14                    | 1:04.319 | 2:43.110  | 14                    | 1:12.736 | 2:56.921   | 14                    | 20.476 | 3:25.018 | 42                    | 31.613 | 2:41.314 |
| 9                     | 1:31.255 | 2:48.217 | 9                     | 1:07.988 | 2:42.354  | 9                     | 1:14.102 | 2:54.618   | 9                     | 20.823 | 3:23.999 | 149                   | 35.200 | 2:49.898 |
| 42                    | 1:31.591 | 2:43.411 | 42                    | 1:08.269 | 2:42.299  | 42                    | 1:14.585 | 2:54.820   | 42                    | 21.191 | 3:23.884 | 73                    | 36.458 | 2:40.692 |
| 163                   | 1 Lap    | 2:50.658 | 163                   | 1 Lap    | 2:51.785  | 163                   | 1 Lap    | 2:52.914   | 163                   | 1 Lap  | 3:06.834 | 163                   | 1 Lap  | 3:03.308 |
| 73                    | 1:59.303 | 2:42.628 | 73                    | 1:34.885 | 2:41.203  | 73                    | 1:37.309 | 2:50.928   | 73                    | 26.658 | 3:06.627 |                       |        |          |
|                       |          |          | SC2                   | 11 Laps  | 18:39.976 | SC2                   | 11 Laps  | 5:23.116 P |                       |        |          |                       |        |          |

## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - LAP CHART

| LAP 16 @ 16:11:33.241 |        |          |
|-----------------------|--------|----------|
| NO                    | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 16  |        | 2:30.677 |
| 600 | 0.169  | 2:30.341 |
| 126 | 0.791  | 2:29.912 |
| 179 | 1.390  | 2:31.724 |
| 119 | 1.841  | 2:31.328 |
| 10  | 2.177  | 2:32.097 |
| 63  | 3.711  | 2:32.466 |
| 198 | 5.463  | 2:31.973 |
| 168 | 6.132  | 2:31.341 |
| 43  | 9.182  | 2:32.399 |
| 52  | 11.810 | 2:31.225 |
| 712 | 14.023 | 2:32.428 |
| 3   | 14.735 | 2:33.270 |
| 170 | 15.139 | 2:33.239 |
| 51  | 19.560 | 2:33.602 |
| 17  | 21.223 | 2:36.136 |
| 96  | 23.261 | 2:36.837 |
| 72  | 23.572 | 2:36.140 |
| 22  | 24.364 | 2:37.377 |
| 7   | 25.590 | 2:36.752 |
| 135 | 28.158 | 2:39.953 |
| 13  | 29.656 | 2:36.128 |
| 117 | 33.023 | 2:37.709 |
| 9   | 33.949 | 2:36.249 |
| 64  | 34.126 | 2:35.873 |
| 71  | 34.624 | 2:38.904 |
| 12  | 35.105 | 2:38.755 |
| 103 | 37.654 | 2:39.715 |
| 166 | 38.337 | 2:39.672 |
| 14  | 41.467 | 2:40.768 |
| 42  | 41.811 | 2:40.875 |
| 149 | 47.387 | 2:42.864 |
| 73  | 47.727 | 2:41.946 |
| 163 | 1 Lap  | 3:06.676 |

## RACE 7 - POSITION CHART WITH INTERMEDIATES

Printed - 16:21 Saturday, 23 August 2025

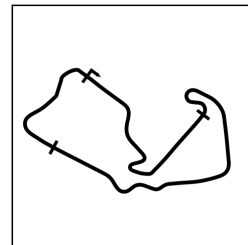
Transatlantic Touring Car Trophy (Pre '66)

RACE 7 - POSITION CHART WITH INTERMEDIATES

|     |                     |     | Lap          |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
|-----|---------------------|-----|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|--|--|--|
| No  | Name                | Pos | L11 - Finish | L11 - Int1-M | L11 - Int2-M | L12 - Finish | L12 - Int1-M | L12 - Int2-M | L13 - Finish | L13 - Int1-M | L13 - Int2-M | L14 - Finish | L14 - Int1-M | L14 - Int2-M | L15 - Finish | L15 - Int1-M | L15 - Int2-M | L16 - Finish |  |  |  |  |
| 600 | TORDOFF             | 1   | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           | 16           |  |  |  |  |
| 16  | JOHNSON / ROSS      | 2   | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 179          | 179          | 179          | 600          | 600          | 600          |  |  |  |  |
| 179 | SPIERS / GREENSALL  | 3   | 179          | 179          | 179          | 179          | 179          | 179          | 179          | 179          | 179          | 179          | 10           | 600          | 600          | 179          | 126          | 126          |  |  |  |  |
| 126 | SOWTER / HILL       | 4   | 63           | 63           | 63           | 63           | 63           | 63           | 63           | 63           | 63           | 63           | 600          | 10           | 10           | 126          | 179          | 179          |  |  |  |  |
| 116 | MATHIESON / HUFF    | 5   | 600          | 600          | 600          | 600          | 600          | 600          | 600          | 600          | 600          | 600          | 63           | 119          | 119          | 119          | 119          | 119          |  |  |  |  |
| 119 | RUDELL / INGRAM     | 6   | 198          | 198          | 198          | 198          | 198          | 198          | 198          | 198          | 198          | 198          | 119          | 126          | 126          | 63           | 10           | 10           |  |  |  |  |
| 63  | DAVISON             | 7   | 119          | 119          | 119          | 119          | 119          | 119          | 119          | 119          | 119          | 119          | 126          | 63           | 63           | 10           | 63           | 63           |  |  |  |  |
| 711 | SMITH               | 8   | 126          | 126          | 126          | 126          | 126          | 126          | 126          | 126          | 126          | 126          | 198          | 198          | 198          | 198          | 198          | 198          |  |  |  |  |
| 10  | SHARP               | 9   | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          | 168          |  |  |  |  |
| 168 | RUSSELL / WATERFIE  | 10  | 64           | 64           | 64           | 64           | 64           | 64           | 64           | 64           | 64           | 64           | 43           | 43           | 43           | 43           | 43           | 43           |  |  |  |  |
| 198 | GIDDINGS / STREATH  | 11  | 43           | 43           | 43           | 43           | 43           | 43           | 43           | 43           | 43           | 43           | 64           | 52           | 52           | 52           | 52           | 52           |  |  |  |  |
| 72  | BIRD / SAMPSON      | 12  | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 712          | 3            | 712          | 712          | 712          | 712          |  |  |  |  |
| 43  | HARRIS / FRANCHITTI | 13  | 170          | 170          | 170          | 170          | 170          | 170          | 170          | 170          | 170          | 170          | 712          | 3            | 712          | 3            | 3            | 3            |  |  |  |  |
| 52  | NEAL                | 14  | 52           | 52           | 52           | 52           | 52           | 52           | 52           | 52           | 52           | 52           | 170          | 170          | 170          | 170          | 170          | 170          |  |  |  |  |
| 6   | HADDON              | 15  | 712          | 712          | 712          | 712          | 712          | 712          | 712          | 712          | 712          | 712          | 170          | 64           | 17           | 17           | 51           | 51           |  |  |  |  |
| 3   | DUTTON              | 16  | 135          | 135          | 135          | 135          | 135          | 135          | 135          | 135          | 135          | 135          | 17           | 17           | 51           | 51           | 17           | 17           |  |  |  |  |
| 712 | SMITH / REYNOLDS    | 17  | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 135          | 96           | 96           | 96           | 96           | 96           |  |  |  |  |
| 170 | MITCHELL            | 18  | 96           | 96           | 96           | 96           | 96           | 96           | 96           | 96           | 96           | 96           | 51           | 22           | 72           | 72           | 72           | 72           |  |  |  |  |
| 51  | CHILTON             | 19  | 22           | 22           | 22           | 22           | 22           | 22           | 22           | 22           | 22           | 22           | 51           | 22           | 72           | 22           | 22           | 22           |  |  |  |  |
| 96  | SCOTT ANDREWS       | 20  | 72           | 72           | 72           | 72           | 72           | 72           | 72           | 72           | 72           | 72           | 135          | 135          | 7            | 7            | 7            | 7            |  |  |  |  |
| 193 | BULLEN-BROWN        | 21  | 51           | 51           | 51           | 51           | 51           | 51           | 51           | 51           | 51           | 51           | 72           | 72           | 7            | 135          | 135          | 135          |  |  |  |  |
| 17  | TOMLIN              | 22  | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 13           | 13           | 13           | 13           | 13           | 13           |  |  |  |  |
| 149 | NYBLAEUS / WELCH    | 23  | 149          | 149          | 149          | 149          | 149          | 149          | 149          | 149          | 149          | 149          | 13           | 13           | 117          | 71           | 117          | 117          |  |  |  |  |
| 101 | WALKER / WALKER-TU  | 24  | 103          | 103          | 103          | 103          | 103          | 103          | 103          | 103          | 103          | 13           | 103          | 117          | 71           | 12           | 9            | 9            |  |  |  |  |
| 2   | ATTARD / HOY        | 25  | 13           | 13           | 13           | 13           | 13           | 13           | 13           | 13           | 13           | 103          | 71           | 71           | 12           | 9            | 64           | 64           |  |  |  |  |
| 70  | LAW J / LAW O       | 26  | 79           | 117          | 117          | 79           | 117          | 117          | 79           | 117          | 117          | 117          | 12           | 12           | 9            | 64           | 71           | 71           |  |  |  |  |
| 22  | SMITH / SOPER       | 27  | 71           | 79           | 79           | 71           | 79           | 79           | 71           | 79           | 79           | 166          | 9            | 103          | 103          | 12           | 12           | 12           |  |  |  |  |
| 135 | REYNOLDS / QUINTER  | 28  | 12           | 71           | 71           | 12           | 71           | 71           | 12           | 71           | 71           | 9            | 103          | 64           | 166          | 103          | 103          | 103          |  |  |  |  |
| 13  | MCGURK              | 29  | 12           | 12           | 166          | 12           | 12           | 166          | 12           | 12           | 79           | 166          | 166          | 14           | 166          | 166          |              |              |  |  |  |  |
| 64  | GUSTERSON           | 30  | 166          | 166          | 14           | 166          | 166          | 14           | 166          | 166          | 149          | 79           | 14           | 42           | 14           | 14           |              |              |  |  |  |  |
| 7   | BURNETT / KENDALL   | 31  | 14           | 9            | 14           | 14           | 9            | 14           | 14           | 14           | 14           | 42           | 149          | 42           | 42           |              |              |              |  |  |  |  |
| 9   | CAMPAGNE / KALFF    | 32  | 42           | 9            | 9            | 42           | 9            | 9            | 42           | 42           | 149          | 73           | 149          | 149          |              |              |              |              |  |  |  |  |
| 103 | WATTS               | 33  | 73           | 42           | 42           | 73           | 42           | 42           | 73           | 149          | 73           | 73           | 73           |              |              |              |              |              |  |  |  |  |
| 12  | SAMWAYS             | 34  | 163          | 73           | 73           | 163          | 73           | 73           | 163          | 73           | 163          |              |              |              |              |              |              |              |  |  |  |  |
| 14  | HORROBIN / PALMER   | 35  | 163          |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 117 | CLARIDGE J / CLARID | 36  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 71  | LEWIS               | 37  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 79  | DRAIN               | 38  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 166 | MCFADDEN            | 39  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 73  | FRASER KER          | 40  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 42  | BUTLER              | 41  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 555 | EDMUNDS             | 42  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 163 | SIMPSON / KEARNEY   | 43  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 26  | MORTENSEN / MAGNU   | 44  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |
| 54  | NAIRN B / NAIRN C   | 45  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |  |  |  |  |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

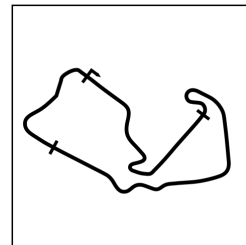
| P1 16 THA JOHNSON / ROSS  |          |       |                          |       |          |              |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.169 |          |       | BEST LAP TIME : 2:27.950 |       |          | Ford Mustang |              |       |          |              |
| DIFFERENCE : -0.218       |          |       |                          |       |          |              |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |              | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 130.3 | 1:14.043                 | 140.6 | 28.507   | 88.7         | 2:27.950 (1) | 88.55 |          | 15:28:43.336 |
| 2 -                       | 45.963   | 126.8 | 1:13.944                 | 140.1 | 28.448   | 88.7         | 2:28.355 (2) | 88.31 | 0.404    | 15:31:11.691 |
| 3 -                       | 46.210   | 127.5 | 1:14.295                 | 140.3 | 28.542   | 88.8         | 2:29.047 (3) | 87.90 | 1.096    | 15:33:40.738 |
| 4 -                       | 46.426   | 122.0 | 1:14.742                 | 140.3 | 28.913   | 87.0         | 2:30.081     | 87.29 | 2.130    | 15:36:10.819 |
| 5 -                       | 46.582   | 128.8 | 1:16.077                 | 138.9 | 29.541   | 80.5         | 2:32.200     | 86.08 | 4.249    | 15:38:43.019 |
| 6 -                       | 1:06.515 | 48.2  | 2:10.556                 | 78.3  | 29.740   | 87.9         | 3:46.811     | 57.76 | 1:18.860 | 15:42:29.830 |
| 7 -                       | 46.550   | 127.8 | 1:13.758                 | 139.8 | 28.806   | 86.9         | 2:29.114     | 87.86 | 1.163    | 15:44:58.944 |
| 8 -                       | 46.425   | 126.6 | 1:14.311                 | 140.3 | IN PIT   |              | 2:32.614 P   | 85.84 | 4.663    | 15:47:31.558 |
| 9 -                       | OUTLAP   | 128.8 | 1:15.702                 | 139.2 | 28.730   | 88.4         | 3:46.986     | 57.72 | 1:19.035 | 15:51:18.544 |
| 10 -                      | 47.035   | 130.3 | 1:14.875                 | 140.1 | 28.877   | 84.8         | 2:30.787     | 86.88 | 2.836    | 15:53:49.331 |
| 11 -                      | 47.046   | 130.8 | 1:14.755                 | 140.1 | 29.137   | 83.5         | 2:30.938     | 86.80 | 2.987    | 15:56:20.269 |
| 12 -                      | 49.667   | 106.5 | 1:35.455                 | 71.0  | 40.499   | 61.4         | 3:05.621     | 70.58 | 37.670   | 15:59:25.890 |
| 13 -                      | 56.929   | 112.4 | 1:21.131                 | 111.6 | 30.444   | 80.8         | 2:48.504     | 77.75 | 20.553   | 16:02:14.394 |
| 14 -                      | 1:26.920 | 25.5  | 2:18.701                 | 74.4  | 31.657   | 87.9         | 4:17.278     | 50.92 | 1:49.327 | 16:06:31.672 |
| 15 -                      | 47.587   | 130.8 | 1:14.630                 | 137.7 | 28.675   | 87.9         | 2:30.892     | 86.82 | 2.941    | 16:09:02.564 |
| 16 -                      | 46.845   | 129.0 | 1:14.846                 | 138.0 | 28.986   | 87.8         | 2:30.677     | 86.95 | 2.726    | 16:11:33.241 |

| P2 600 THA Sam TORDOFF    |          |       |                          |       |          |              |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:27.934 |          |       | BEST LAP TIME : 2:27.503 |       |          | Ford Mustang |              |       |          |              |
| DIFFERENCE : -0.430       |          |       |                          |       |          |              |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |              | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 126.6 | 1:14.073                 | 135.5 | 28.228   | 90.4         | 2:27.503 (1) | 88.82 |          | 15:28:42.889 |
| 2 -                       | 46.028   | 128.3 | 1:14.052                 | 135.2 | 28.121   | 89.8         | 2:28.201 (2) | 88.40 | 0.697    | 15:31:11.090 |
| 3 -                       | 46.107   | 126.6 | 1:14.122                 | 135.5 | 27.986   | 89.5         | 2:28.215 (3) | 88.39 | 0.711    | 15:33:39.305 |
| 4 -                       | 46.046   | 128.0 | 1:14.333                 | 135.2 | 28.153   | 88.8         | 2:28.532     | 88.20 | 1.028    | 15:36:07.837 |
| 5 -                       | 46.172   | 128.3 | 1:14.710                 | 134.7 | 31.848   | 68.4         | 2:32.730     | 85.78 | 5.226    | 15:38:40.567 |
| 6 -                       | 1:08.082 | 46.2  | 2:10.473                 | 80.5  | 29.250   | 89.0         | 3:47.805     | 57.51 | 1:20.301 | 15:42:28.372 |
| 7 -                       | 46.421   | 126.3 | 1:13.920                 | 135.8 | 28.441   | 89.1         | 2:28.782     | 88.05 | 1.278    | 15:44:57.154 |
| 8 -                       | 46.492   | 128.5 | 1:14.071                 | 136.3 | 28.260   | 88.6         | 2:28.823     | 88.03 | 1.319    | 15:47:25.977 |
| 9 -                       | 46.250   | 127.5 | 1:14.500                 | 137.2 | IN PIT   |              | 2:31.868 P   | 86.27 | 4.364    | 15:49:57.845 |
| 10 -                      | OUTLAP   | 125.9 | 1:13.941                 | 136.9 | 28.216   | 89.1         | 4:11.896     | 52.01 | 1:44.392 | 15:54:09.741 |
| 11 -                      | 46.690   | 126.8 | 1:14.813                 | 133.1 | 29.762   | 84.7         | 2:31.265     | 86.61 | 3.761    | 15:56:41.006 |
| 12 -                      | 1:02.835 | 52.0  | 1:52.323                 | 82.0  | 34.510   | 73.6         | 3:29.668     | 62.48 | 1:02.164 | 16:00:10.674 |
| 13 -                      | 58.807   | 84.0  | 1:28.622                 | 98.3  | 32.891   | 80.8         | 3:00.320     | 72.65 | 32.816   | 16:03:10.994 |
| 14 -                      | 55.699   | 86.7  | 1:55.244                 | 72.0  | 31.186   | 89.1         | 3:22.129     | 64.81 | 54.625   | 16:06:33.123 |
| 15 -                      | 46.867   | 126.8 | 1:14.291                 | 140.1 | 28.788   | 88.3         | 2:29.946     | 87.37 | 2.442    | 16:09:03.069 |
| 16 -                      | 46.578   | 127.0 | 1:14.757                 | 135.0 | 29.006   | 89.5         | 2:30.341     | 87.14 | 2.837    | 16:11:33.410 |

| P3 126 THA SOWTER / HILL  |          |       |                          |       |          |              |              |       |          |              |
|---------------------------|----------|-------|--------------------------|-------|----------|--------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.057 |          |       | BEST LAP TIME : 2:28.516 |       |          | Ford Mustang |              |       |          |              |
| DIFFERENCE : 0.459        |          |       |                          |       |          |              |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |              | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 124.9 | 1:18.918                 | 128.3 | 30.265   | 83.2         | 2:37.142     | 83.37 | 8.626    | 15:28:52.528 |
| 2 -                       | 48.054   | 124.9 | 1:17.062                 | 134.7 | 29.039   | 87.4         | 2:34.155     | 84.99 | 5.639    | 15:31:26.683 |
| 3 -                       | 50.309   | 109.6 | 1:17.482                 | 132.1 | 29.016   | 88.6         | 2:36.807     | 83.55 | 8.291    | 15:34:03.490 |
| 4 -                       | 47.826   | 120.0 | 1:16.080                 | 133.9 | 29.116   | 89.1         | 2:33.022     | 85.61 | 4.506    | 15:36:36.512 |
| 5 -                       | 47.991   | 125.4 | 1:18.929                 | 128.8 | 31.018   | 84.4         | 2:37.938     | 82.95 | 9.422    | 15:39:14.450 |
| 6 -                       | 49.307   | 99.1  | 2:05.859                 | 54.0  | 33.722   | 84.8         | 3:28.888     | 62.72 | 1:00.372 | 15:42:43.338 |
| 7 -                       | 49.090   | 124.2 | 1:17.712                 | 135.8 | IN PIT   |              | 2:38.540 P   | 82.63 | 10.024   | 15:45:21.878 |
| 8 -                       | OUTLAP   | 129.3 | 1:14.486                 | 139.5 | 28.199   | 87.2         | 4:01.609     | 54.22 | 1:33.093 | 15:49:23.487 |
| 9 -                       | 46.139   | 126.6 | 1:14.388                 | 141.8 | 28.246   | 88.3         | 2:28.773 (2) | 88.06 | 0.257    | 15:51:52.260 |
| 10 -                      | 46.615   | 127.0 | 1:14.918                 | 140.3 | 28.148   | 88.8         | 2:29.681     | 87.53 | 1.165    | 15:54:21.941 |
| 11 -                      | 46.108   | 129.0 | 1:13.837                 | 140.6 | 28.571   | 86.4         | 2:28.516 (1) | 88.21 |          | 15:56:50.457 |
| 12 -                      | 55.155   | 54.4  | 1:51.748                 | 82.6  | 34.350   | 80.0         | 3:21.253     | 65.10 | 52.737   | 16:00:11.710 |
| 13 -                      | 59.646   | 76.9  | 1:27.879                 | 98.2  | 32.911   | 84.5         | 3:00.436     | 72.61 | 31.920   | 16:03:12.146 |
| 14 -                      | 56.575   | 88.4  | 1:55.314                 | 77.4  | 30.412   | 89.3         | 3:22.301     | 64.76 | 53.785   | 16:06:34.447 |
| 15 -                      | 47.301   | 131.3 | 1:13.801                 | 144.0 | 28.571   | 89.5         | 2:29.673 (3) | 87.53 | 1.157    | 16:09:04.120 |
| 16 -                      | 47.216   | 128.5 | 1:14.116                 | 139.2 | 28.580   | 89.1         | 2:29.912     | 87.39 | 1.396    | 16:11:34.032 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

| P4 179 THA SPIERS / GREENSALL Ford Mustang |          |       |                          |              |          |                    |              |         |          |              |
|--------------------------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|---------|----------|--------------|
| IDEAL LAP TIME : 2:28.292                  |          |       | BEST LAP TIME : 2:28.839 |              |          | DIFFERENCE : 0.547 |              |         |          |              |
| LAP                                        | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH     | DIFF     | TIME OF DAY  |
| 1 -                                        |          | 126.8 | 1:15.185                 | 139.8        | 30.127   | 88.4               | 2:31.479     | 86.49   | 2.640    | 15:28:46.865 |
| 2 -                                        | 47.121   | 127.0 | 1:14.960                 | <b>141.2</b> | 28.632   | 86.5               | 2:30.713     | 86.93   | 1.874    | 15:31:17.578 |
| 3 -                                        | 47.023   | 110.9 | 1:15.616                 | <b>141.2</b> | 29.007   | 87.6               | 2:31.646     | 86.39   | 2.807    | 15:33:49.224 |
| 4 -                                        | 46.735   | 124.9 | 1:15.381                 | 140.6        | 28.779   | 87.8               | 2:30.895     | 86.82   | 2.056    | 15:36:20.119 |
| 5 -                                        | 46.572   | 129.5 | 1:16.384                 | 127.0        | 30.214   | 83.3               | 2:33.170     | 85.53   | 4.331    | 15:38:53.289 |
| 6 -                                        | 59.584   | 47.0  | 2:10.666                 | 60.4         | 30.475   | 88.1               | 3:40.725     | 59.35   | 1:11.886 | 15:42:34.014 |
| 7 -                                        | 47.138   | 126.6 | 1:15.394                 | 139.2        | IN PIT   |                    | 2:33.573     | P 85.31 | 4.734    | 15:45:07.587 |
| 8 -                                        | OUTLAP   | 123.8 | 1:14.700                 | 138.0        | 28.606   | 84.9               | 3:54.731     | 55.81   | 1:25.892 | 15:49:02.318 |
| 9 -                                        | 46.752   | 129.5 | 1:14.326                 | 139.2        | 28.415   | 88.8               | 2:29.493 (2) | 87.64   | 0.654    | 15:51:31.811 |
| 10 -                                       | 46.692   | 130.3 | 1:14.032                 | 140.3        | 28.115   | 89.1               | 2:28.839 (1) | 88.02   |          | 15:54:00.650 |
| 11 -                                       | 46.145   | 129.8 | 1:16.119                 | 125.2        | 32.098   | 78.1               | 2:34.362     | 84.87   | 5.523    | 15:56:35.012 |
| 12 -                                       | 1:05.151 | 54.3  | 1:55.159                 | 84.4         | 34.642   | 76.6               | 3:34.952     | 60.95   | 1:06.113 | 16:00:09.964 |
| 13 -                                       | 58.216   | 92.3  | 1:29.033                 | 101.9        | 33.113   | 77.4               | 3:00.362     | 72.64   | 31.523   | 16:03:10.326 |
| 14 -                                       | 55.091   | 95.4  | 1:55.740                 | 75.0         | 31.118   | 88.3               | 3:21.949     | 64.87   | 53.110   | 16:06:32.275 |
| 15 -                                       | 47.343   | 127.0 | 1:14.492                 | 139.5        | 28.797   | 85.4               | 2:30.632 (3) | 86.97   | 1.793    | 16:09:02.907 |
| 16 -                                       | 48.185   | 124.0 | 1:14.924                 | 138.3        | 28.615   | 89.0               | 2:31.724     | 86.35   | 2.885    | 16:11:34.631 |

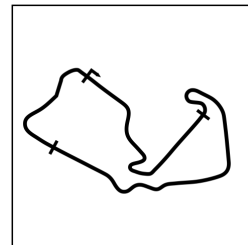
| P5 119 THA RUDELL / INGRAM Ford Mustang |          |       |                          |              |          |                    |              |         |          |              |
|-----------------------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|---------|----------|--------------|
| IDEAL LAP TIME : 2:28.986               |          |       | BEST LAP TIME : 2:29.669 |              |          | DIFFERENCE : 0.683 |              |         |          |              |
| LAP                                     | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH     | DIFF     | TIME OF DAY  |
| 1 -                                     |          | 126.3 | 1:14.798                 | <b>138.9</b> | 29.024   | 88.1               | 2:30.521     | 87.04   | 0.852    | 15:28:45.907 |
| 2 -                                     | 46.643   | 127.5 | 1:14.900                 | 137.2        | 28.642   | 88.4               | 2:30.185 (3) | 87.23   | 0.516    | 15:31:16.092 |
| 3 -                                     | 46.640   | 120.0 | 1:15.131                 | 137.2        | 28.723   | 88.7               | 2:30.494     | 87.05   | 0.825    | 15:33:46.586 |
| 4 -                                     | 47.084   | 114.9 | 1:14.834                 | 137.2        | 28.703   | 87.6               | 2:30.621     | 86.98   | 0.952    | 15:36:17.207 |
| 5 -                                     | 46.646   | 125.2 | 1:16.105                 | 122.6        | 30.381   | 84.5               | 2:33.132     | 85.55   | 3.463    | 15:38:50.339 |
| 6 -                                     | 1:00.375 | 48.6  | 2:10.130                 | 79.9         | 29.860   | 88.8               | 3:40.365     | 59.45   | 1:10.696 | 15:42:30.704 |
| 7 -                                     | 46.604   | 123.5 | 1:14.442                 | 137.5        | 28.749   | 87.7               | 2:29.795 (2) | 87.46   | 0.126    | 15:45:00.499 |
| 8 -                                     | 46.752   | 122.2 | 1:14.723                 | 137.7        | 28.739   | 88.1               | 2:30.214     | 87.22   | 0.545    | 15:47:30.713 |
| 9 -                                     | 46.646   | 126.1 | 1:14.745                 | 137.7        | IN PIT   |                    | 2:34.630     | P 84.72 | 4.961    | 15:50:05.343 |
| 10 -                                    | OUTLAP   | 131.5 | 1:14.281                 | 137.5        | 28.441   | 89.3               | 4:08.855     | 52.64   | 1:39.186 | 15:54:14.198 |
| 11 -                                    | 46.290   | 130.8 | 1:15.933                 | 115.5        | 30.254   | 81.6               | 2:32.477     | 85.92   | 2.808    | 15:56:46.675 |
| 12 -                                    | 58.057   | 50.9  | 1:52.282                 | 79.8         | 34.219   | 78.0               | 3:24.558     | 64.04   | 54.889   | 16:00:11.233 |
| 13 -                                    | 59.543   | 76.4  | 1:28.024                 | 97.6         | 32.948   | 87.4               | 3:00.515     | 72.57   | 30.846   | 16:03:11.748 |
| 14 -                                    | 56.473   | 91.5  | 1:55.467                 | 77.3         | 30.397   | 89.2               | 3:22.337     | 64.75   | 52.668   | 16:06:34.085 |
| 15 -                                    | 46.636   | 127.8 | 1:14.436                 | 138.6        | 28.597   | 88.3               | 2:29.669 (1) | 87.53   |          | 16:09:03.754 |
| 16 -                                    | 48.102   | 127.8 | 1:14.255                 | 137.2        | 28.971   | 87.0               | 2:31.328     | 86.57   | 1.659    | 16:11:35.082 |

| P6 10 THA Tom SHARP Ford Falcon |          |       |                          |       |          |                    |              |         |          |              |
|---------------------------------|----------|-------|--------------------------|-------|----------|--------------------|--------------|---------|----------|--------------|
| IDEAL LAP TIME : 2:29.307       |          |       | BEST LAP TIME : 2:29.876 |       |          | DIFFERENCE : 0.569 |              |         |          |              |
| LAP                             | SECTOR 1 |       | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH     | DIFF     | TIME OF DAY  |
| 1 -                             |          | 125.6 | 1:14.620                 | 138.0 | 29.075   | 88.5               | 2:31.019     | 86.75   | 1.143    | 15:28:46.405 |
| 2 -                             | 47.093   | 127.0 | 1:15.098                 | 136.3 | 28.495   | 86.7               | 2:30.686     | 86.94   | 0.810    | 15:31:17.091 |
| 3 -                             | 46.818   | 120.2 | 1:15.275                 | 136.1 | 28.778   | 86.9               | 2:30.871     | 86.84   | 0.995    | 15:33:47.962 |
| 4 -                             | 46.817   | 124.2 | 1:14.613                 | 137.5 | 28.539   | 88.1               | 2:29.969 (2) | 87.36   | 0.093    | 15:36:17.931 |
| 5 -                             | 46.975   | 128.8 | 1:15.767                 | 117.3 | 31.433   | 77.8               | 2:34.175     | 84.97   | 4.299    | 15:38:52.106 |
| 6 -                             | 59.582   | 47.2  | 2:10.804                 | 63.7  | 29.887   | 88.5               | 3:40.273     | 59.47   | 1:10.397 | 15:42:32.379 |
| 7 -                             | 46.705   | 129.0 | 1:15.065                 | 137.7 | 28.557   | 87.7               | 2:30.327 (3) | 87.15   | 0.451    | 15:45:02.706 |
| 8 -                             | 46.478   | 127.5 | 1:14.533                 | 137.7 | 28.865   | 88.4               | 2:29.876 (1) | 87.41   |          | 15:47:32.582 |
| 9 -                             | 47.450   | 129.5 | 1:14.665                 | 138.0 | IN PIT   |                    | 2:33.324     | P 85.45 | 3.448    | 15:50:05.906 |
| 10 -                            | OUTLAP   | 129.8 | 1:15.028                 | 137.2 | 28.756   | 86.9               | 3:53.634     | 56.07   | 1:23.758 | 15:53:59.540 |
| 11 -                            | 46.714   | 130.8 | 1:16.132                 | 122.4 | 32.315   | 78.4               | 2:35.161     | 84.43   | 5.285    | 15:56:34.701 |
| 12 -                            | 1:04.588 | 56.1  | 1:55.735                 | 84.9  | 34.622   | 73.4               | 3:34.945     | 60.95   | 1:05.069 | 16:00:09.646 |
| 13 -                            | 58.131   | 91.1  | 1:29.108                 | 101.8 | 33.144   | 74.0               | 3:00.383     | 72.63   | 30.507   | 16:03:10.029 |
| 14 -                            | 55.093   | 96.1  | 1:55.213                 | 76.2  | 31.588   | 89.4               | 3:21.894     | 64.89   | 52.018   | 16:06:31.923 |
| 15 -                            | 47.893   | 127.5 | 1:14.971                 | 139.2 | 28.534   | 87.9               | 2:31.398     | 86.53   | 1.522    | 16:09:03.321 |
| 16 -                            | 48.692   | 127.8 | 1:14.334                 | 133.4 | 29.071   | 87.6               | 2:32.097     | 86.14   | 2.221    | 16:11:35.418 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

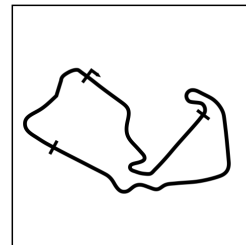
| P7 63 THA John DAVISON    |          | Ford Mustang |                          |              |               |                    |                     |              |          |                     |
|---------------------------|----------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:29.641 |          |              | BEST LAP TIME : 2:29.940 |              |               | DIFFERENCE : 0.299 |                     |              |          |                     |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |          | 124.0        | 1:14.845                 | 133.6        | 28.775        | <b>88.7</b>        | 2:31.693            | 86.36        | 1.753    | 15:28:47.079        |
| 2 -                       | 47.240   | 124.9        | 1:15.628                 | 135.5        | 28.512        | 88.1               | 2:31.380            | 86.54        | 1.440    | 15:31:18.459        |
| 3 -                       | 47.069   | 112.0        | 1:15.409                 | 136.3        | 28.552        | 88.6               | 2:31.030 (2)        | 86.74        | 1.090    | 15:33:49.489        |
| 4 -                       | 47.335   | 110.9        | 1:15.400                 | 137.2        | <b>28.367</b> | 87.8               | 2:31.102 (3)        | 86.70        | 1.162    | 15:36:20.591        |
| 5 -                       | 46.848   | 124.2        | 1:18.260                 | 105.1        | 31.092        | 80.0               | 2:36.200            | 83.87        | 6.260    | 15:38:56.791        |
| 6 -                       | 57.691   | 43.8         | 2:09.510                 | 59.9         | 30.632        | 86.7               | 3:37.833            | 60.14        | 1:07.893 | 15:42:34.624        |
| 7 -                       | 46.984   | 125.6        | 1:15.067                 | <b>138.6</b> | 29.368        | 87.3               | 2:31.419            | 86.52        | 1.479    | 15:45:06.043        |
| 8 -                       | 46.939   | 118.9        | <b>1:14.580</b>          | 136.1        | 28.421        | 88.1               | <b>2:29.940 (1)</b> | <b>87.37</b> |          | <b>15:47:35.983</b> |
| 9 -                       | 46.864   | 125.2        | 1:14.912                 | 135.8        | IN PIT        |                    | 2:34.198 P          | 84.96        | 4.258    | 15:50:10.181        |
| 10 -                      | OUTLAP   | 117.7        | 1:14.884                 | 136.1        | 28.671        | 88.1               | 3:52.498            | 56.35        | 1:22.558 | 15:54:02.679        |
| 11 -                      | 46.694   | 123.5        | 1:15.761                 | 112.5        | 30.614        | 80.8               | 2:33.069            | 85.59        | 3.129    | 15:56:35.748        |
| 12 -                      | 1:05.473 | 51.3         | 1:54.559                 | 82.1         | 34.618        | 75.6               | 3:34.650            | 61.03        | 1:04.710 | 16:00:10.398        |
| 13 -                      | 58.380   | 85.2         | 1:28.884                 | 101.0        | 33.062        | 79.3               | 3:00.326            | 72.65        | 30.386   | 16:03:10.724        |
| 14 -                      | 55.204   | 90.8         | 1:55.634                 | 74.4         | 31.261        | 88.3               | 3:22.099            | 64.82        | 52.159   | 16:06:32.823        |
| 15 -                      | 47.640   | <b>127.3</b> | 1:15.106                 | 135.0        | 28.917        | 87.7               | 2:31.663            | 86.38        | 1.723    | 16:09:04.486        |
| 16 -                      | 47.467   | 125.6        | 1:16.221                 | 131.8        | 28.778        | 86.5               | 2:32.466            | 85.93        | 2.526    | 16:11:36.952        |

| P8 168 THA RUSSELL / WATERFIELD |          | Ford Mustang |                          |              |               |                    |                     |              |          |                     |
|---------------------------------|----------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:30.475       |          |              | BEST LAP TIME : 2:30.955 |              |               | DIFFERENCE : 0.480 |                     |              |          |                     |
| LAP                             | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                             |          | 107.2        | 1:17.133                 | 129.3        | 28.745        | <b>90.1</b>        | 2:38.015            | 82.91        | 7.060    | 15:28:53.401        |
| 2 -                             | 48.495   | 120.4        | 1:16.088                 | 136.9        | 28.920        | 88.0               | 2:33.503            | 85.35        | 2.548    | 15:31:26.904        |
| 3 -                             | 47.974   | 114.9        | 1:15.382                 | 136.3        | <b>28.526</b> | 87.6               | 2:31.882            | 86.26        | 0.927    | 15:33:58.786        |
| 4 -                             | 47.798   | 119.1        | 1:15.466                 | 136.3        | 28.615        | 87.3               | 2:31.879            | 86.26        | 0.924    | 15:36:30.665        |
| 5 -                             | 47.256   | 116.7        | 1:16.485                 | 120.4        | 29.765        | 85.8               | 2:33.506            | 85.34        | 2.551    | 15:39:04.171        |
| 6 -                             | 53.775   | 41.7         | 2:09.021                 | 53.0         | 31.568        | 88.3               | 3:34.364            | 61.11        | 1:03.409 | 15:42:38.535        |
| 7 -                             | 50.173   | 112.4        | 1:15.480                 | 134.7        | 29.078        | 87.8               | 2:34.731            | 84.67        | 3.776    | 15:45:13.266        |
| 8 -                             | 48.084   | 113.5        | 1:15.671                 | 133.9        | IN PIT        |                    | 2:35.616 P          | 84.19        | 4.661    | 15:47:48.882        |
| 9 -                             | OUTLAP   | 119.6        | 1:16.139                 | 132.1        | 28.674        | 89.1               | 4:03.764            | 53.74        | 1:32.809 | 15:51:52.646        |
| 10 -                            | 47.594   | <b>127.5</b> | <b>1:15.160</b>          | <b>138.3</b> | 28.717        | 87.0               | 2:31.471 (3)        | 86.49        | 0.516    | 15:54:24.117        |
| 11 -                            | 47.564   | 123.1        | 1:15.960                 | 131.0        | 28.786        | 88.7               | 2:32.310            | 86.02        | 1.355    | 15:56:56.427        |
| 12 -                            | 52.257   | 52.3         | 1:50.833                 | 85.3         | 33.044        | 78.4               | 3:16.134            | 66.79        | 45.179   | 16:00:12.561        |
| 13 -                            | 1:00.580 | 78.7         | 1:27.905                 | 92.8         | 32.330        | 87.3               | 3:00.815            | 72.45        | 29.860   | 16:03:13.376        |
| 14 -                            | 56.674   | 87.7         | 1:55.425                 | 81.0         | 31.602        | 89.3               | 3:23.701            | 64.31        | 52.746   | 16:06:37.077        |
| 15 -                            | 47.084   | 120.9        | 1:15.184                 | 132.1        | 28.687        | 88.0               | <b>2:30.955 (1)</b> | <b>86.79</b> |          | <b>16:09:08.032</b> |
| 16 -                            | 46.789   | 116.1        | 1:15.662                 | 117.9        | 28.890        | 85.3               | 2:31.341 (2)        | 86.57        | 0.386    | 16:11:39.373        |

| P9 43 THA HARRIS / FRANCHITTI |          | Ford Mustang |                          |              |               |                    |                     |              |          |                     |
|-------------------------------|----------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:29.967     |          |              | BEST LAP TIME : 2:30.418 |              |               | DIFFERENCE : 0.451 |                     |              |          |                     |
| LAP                           | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                           |          | 127.5        | 1:15.566                 | 138.3        | <b>28.695</b> | 86.7               | 2:33.164            | 85.54        | 2.746    | 15:28:48.550        |
| 2 -                           | 46.886   | 124.7        | 1:15.196                 | <b>139.8</b> | 28.707        | 88.6               | 2:30.789 (3)        | 86.88        | 0.371    | 15:31:19.339        |
| 3 -                           | 47.035   | 111.1        | 1:15.818                 | 138.9        | 28.887        | 88.5               | 2:31.740            | 86.34        | 1.322    | 15:33:51.079        |
| 4 -                           | 47.392   | 110.3        | 1:15.329                 | 136.9        | 28.777        | 88.6               | 2:31.498            | 86.48        | 1.080    | 15:36:22.577        |
| 5 -                           | 47.008   | 125.4        | 1:17.197                 | 101.8        | 31.267        | 76.3               | 2:35.472            | 84.27        | 5.054    | 15:38:58.049        |
| 6 -                           | 57.529   | 43.5         | 2:09.467                 | 55.5         | 31.279        | <b>89.0</b>        | 3:38.275            | 60.02        | 1:07.857 | 15:42:36.324        |
| 7 -                           | 46.807   | 127.0        | <b>1:14.465</b>          | 138.9        | 29.146        | 87.6               | <b>2:30.418 (1)</b> | <b>87.10</b> |          | <b>15:45:06.742</b> |
| 8 -                           | 46.894   | 119.8        | 1:14.835                 | 138.6        | 29.015        | 87.7               | 2:30.744 (2)        | 86.91        | 0.326    | 15:47:37.486        |
| 9 -                           | 46.831   | 123.5        | 1:15.223                 | 138.9        | IN PIT        |                    | 2:37.298 P          | 83.29        | 6.880    | 15:50:14.784        |
| 10 -                          | OUTLAP   | 127.5        | 1:17.061                 | 136.1        | 29.299        | 88.3               | 4:13.014            | 51.78        | 1:42.596 | 15:54:27.798        |
| 11 -                          | 47.092   | 119.1        | 1:20.828                 | 103.7        | 30.961        | 86.7               | 2:38.881            | 82.46        | 8.463    | 15:57:06.679        |
| 12 -                          | 49.721   | 85.5         | 1:44.748                 | 82.8         | 32.992        | 83.3               | 3:07.461            | 69.89        | 37.043   | 16:00:14.140        |
| 13 -                          | 1:00.536 | 72.7         | 1:27.571                 | 92.3         | 31.918        | 83.0               | 3:00.025            | 72.77        | 29.607   | 16:03:14.165        |
| 14 -                          | 57.325   | 76.8         | 1:55.195                 | 82.1         | 31.694        | 88.7               | 3:24.214            | 64.15        | 53.796   | 16:06:38.379        |
| 15 -                          | 47.412   | <b>129.5</b> | 1:15.037                 | 137.2        | 29.196        | <b>89.0</b>        | 2:31.645            | 86.39        | 1.227    | 16:09:10.024        |
| 16 -                          | 47.238   | 123.1        | 1:15.136                 | 129.3        | 30.025        | 87.9               | 2:32.399            | 85.96        | 1.981    | 16:11:42.423        |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

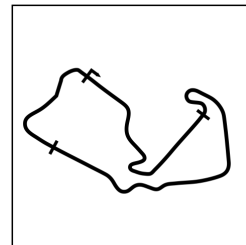
| P10 52 THC Henry NEAL     |          | Ford Lotus Cortina |                          |       |          |                    |              |       |          |              |
|---------------------------|----------|--------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:30.885 |          |                    | BEST LAP TIME : 2:31.225 |       |          | DIFFERENCE : 0.340 |              |       |          |              |
| LAP                       | SECTOR 1 |                    | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 114.9              | 1:16.450                 | 122.4 | 28.647   | 83.9               | 2:37.323     | 83.27 | 6.098    | 15:28:52.709 |
| 2 -                       | 47.768   | 117.7              | 1:15.920                 | 123.1 | 28.188   | 87.3               | 2:31.876     | 86.26 | 0.651    | 15:31:24.585 |
| 3 -                       | 47.691   | 116.5              | 1:15.423                 | 123.5 | 28.143   | 86.5               | 2:31.257 (2) | 86.61 | 0.032    | 15:33:55.842 |
| 4 -                       | 47.499   | 117.7              | 1:15.887                 | 124.2 | 28.355   | 86.8               | 2:31.741 (3) | 86.34 | 0.516    | 15:36:27.583 |
| 5 -                       | 47.589   | 117.9              | 1:25.654                 | 116.5 | 29.459   | 83.7               | 2:42.702     | 80.52 | 11.477   | 15:39:10.285 |
| 6 -                       | 50.901   | 58.4               | 2:07.757                 | 55.2  | 31.524   | 87.6               | 3:30.182     | 62.33 | 58.957   | 15:42:40.467 |
| 7 -                       | 49.389   | 118.9              | 1:17.855                 | 123.1 | IN PIT   |                    | 2:37.141 P   | 83.37 | 5.916    | 15:45:17.608 |
| 8 -                       | OUTLAP   | 117.3              | 1:15.777                 | 124.9 | 28.389   | 86.9               | 4:09.094     | 52.59 | 1:37.869 | 15:49:26.702 |
| 9 -                       | 47.463   | 117.5              | 1:16.077                 | 123.8 | 28.500   | 87.2               | 2:32.040     | 86.17 | 0.815    | 15:51:58.742 |
| 10 -                      | 47.634   | 117.1              | 1:15.826                 | 124.5 | 28.314   | 86.0               | 2:31.774     | 86.32 | 0.549    | 15:54:30.516 |
| 11 -                      | 48.003   | 117.5              | 1:19.949                 | 109.8 | 30.480   | 82.4               | 2:38.432     | 82.69 | 7.207    | 15:57:08.948 |
| 12 -                      | 50.368   | 101.6              | 1:44.135                 | 113.9 | 32.269   | 79.5               | 3:06.772     | 70.14 | 35.547   | 16:00:15.720 |
| 13 -                      | 1:00.659 | 69.2               | 1:27.523                 | 90.3  | 31.700   | 80.1               | 2:59.882     | 72.83 | 28.657   | 16:03:15.602 |
| 14 -                      | 57.510   | 82.8               | 1:55.088                 | 76.6  | 31.301   | 87.4               | 3:23.899     | 64.25 | 52.674   | 16:06:39.501 |
| 15 -                      | 48.960   | 120.4              | 1:16.964                 | 123.5 | 28.401   | 86.8               | 2:34.325     | 84.89 | 3.100    | 16:09:13.826 |
| 16 -                      | 47.486   | 117.1              | 1:15.740                 | 123.8 | 27.999   | 87.1               | 2:31.225 (1) | 86.63 |          | 16:11:45.051 |

| P11 712 THC SMITH / REYNOLDS |          | Ford Lotus Cortina |                          |       |          |                    |              |       |          |              |
|------------------------------|----------|--------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.723    |          |                    | BEST LAP TIME : 2:32.428 |       |          | DIFFERENCE : 0.705 |              |       |          |              |
| LAP                          | SECTOR 1 |                    | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                          |          | 110.0              | 1:20.144                 | 124.5 | 29.438   | 82.4               | 2:42.604     | 80.57 | 10.176   | 15:28:57.990 |
| 2 -                          | 49.399   | 117.5              | 1:18.124                 | 122.6 | 30.413   | 80.2               | 2:37.936     | 82.95 | 5.508    | 15:31:35.926 |
| 3 -                          | 49.648   | 94.7               | 1:19.747                 | 121.7 | 28.823   | 84.4               | 2:38.218     | 82.80 | 5.790    | 15:34:14.144 |
| 4 -                          | 49.637   | 116.5              | 1:19.488                 | 114.5 | 29.643   | 83.1               | 2:38.768     | 82.52 | 6.340    | 15:36:52.912 |
| 5 -                          | 48.543   | 116.5              | 1:20.032                 | 116.7 | 29.945   | 81.5               | 2:38.520     | 82.65 | 6.092    | 15:39:31.432 |
| 6 -                          | 50.346   | 106.1              | 1:50.920                 | 65.9  | 35.040   | 86.3               | 3:16.306     | 66.74 | 43.878   | 15:42:47.738 |
| 7 -                          | 50.032   | 114.1              | 1:18.702                 | 123.1 | IN PIT   |                    | 2:40.853 P   | 81.45 | 8.425    | 15:45:28.591 |
| 8 -                          | OUTLAP   | 116.9              | 1:17.290                 | 123.8 | 28.410   | 87.2               | 3:56.700     | 55.35 | 1:24.272 | 15:49:25.291 |
| 9 -                          | 47.981   | 117.1              | 1:17.016                 | 121.1 | 29.071   | 87.3               | 2:34.068 (3) | 85.03 | 1.640    | 15:51:59.359 |
| 10 -                         | 47.738   | 118.1              | 1:16.277                 | 124.0 | 28.475   | 87.1               | 2:32.490 (2) | 85.91 | 0.062    | 15:54:31.849 |
| 11 -                         | 47.295   | 118.3              | 1:20.206                 | 104.5 | 30.816   | 83.8               | 2:38.317     | 82.75 | 5.889    | 15:57:10.166 |
| 12 -                         | 49.789   | 103.4              | 1:44.067                 | 113.9 | 32.048   | 82.8               | 3:05.904     | 70.47 | 33.476   | 16:00:16.070 |
| 13 -                         | 1:00.920 | 69.1               | 1:27.589                 | 98.6  | 31.447   | 83.6               | 2:59.956     | 72.80 | 27.528   | 16:03:16.026 |
| 14 -                         | 57.659   | 87.4               | 1:54.765                 | 77.5  | 31.474   | 87.0               | 3:23.898     | 64.25 | 51.470   | 16:06:39.924 |
| 15 -                         | 48.271   | 118.9              | 1:17.450                 | 122.2 | 29.191   | 84.9               | 2:34.912     | 84.57 | 2.484    | 16:09:14.836 |
| 16 -                         | 47.693   | 117.9              | 1:16.018                 | 123.5 | 28.717   | 85.2               | 2:32.428 (1) | 85.95 |          | 16:11:47.264 |

| P12 3 THC Richard DUTTON  |          | Ford Lotus Cortina |                          |       |          |                    |              |       |          |              |
|---------------------------|----------|--------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:32.074 |          |                    | BEST LAP TIME : 2:32.328 |       |          | DIFFERENCE : 0.254 |              |       |          |              |
| LAP                       | SECTOR 1 |                    | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 114.7              | 1:16.863                 | 122.6 | 28.856   | 85.5               | 2:37.571     | 83.14 | 5.243    | 15:28:52.957 |
| 2 -                       | 49.081   | 115.7              | 1:17.340                 | 125.6 | 28.245   | 87.4               | 2:34.666     | 84.70 | 2.338    | 15:31:27.623 |
| 3 -                       | 48.678   | 117.1              | 1:17.674                 | 124.2 | 28.340   | 87.4               | 2:34.692     | 84.69 | 2.364    | 15:34:02.315 |
| 4 -                       | 47.410   | 118.9              | 1:16.470                 | 125.4 | 28.448   | 87.2               | 2:32.328 (1) | 86.01 |          | 15:36:34.643 |
| 5 -                       | 47.828   | 118.9              | 1:17.610                 | 124.9 | 28.710   | 85.2               | 2:34.148     | 84.99 | 1.820    | 15:39:08.791 |
| 6 -                       | 51.177   | 47.8               | 2:07.979                 | 54.1  | 31.972   | 86.3               | 3:31.128     | 62.05 | 58.800   | 15:42:39.919 |
| 7 -                       | 50.039   | 119.8              | 1:21.288                 | 125.9 | 28.748   | 85.5               | 2:40.075     | 81.84 | 7.747    | 15:45:19.994 |
| 8 -                       | 48.541   | 118.3              | 1:16.502                 | 125.9 | 28.487   | 85.8               | 2:33.530 (3) | 85.33 | 1.202    | 15:47:53.524 |
| 9 -                       | 47.998   | 118.9              | 1:17.119                 | 125.9 | IN PIT   |                    | 2:37.936 P   | 82.95 | 5.608    | 15:50:31.460 |
| 10 -                      | OUTLAP   | 118.5              | 1:16.419                 | 127.3 | 28.647   | 84.6               | 3:54.067     | 55.97 | 1:21.739 | 15:54:25.527 |
| 11 -                      | 49.122   | 116.9              | 1:21.983                 | 107.7 | 30.714   | 81.1               | 2:41.819     | 80.96 | 9.491    | 15:57:07.346 |
| 12 -                      | 49.869   | 98.2               | 1:44.637                 | 97.3  | 32.673   | 80.8               | 3:07.179     | 69.99 | 34.851   | 16:00:14.525 |
| 13 -                      | 1:00.642 | 67.9               | 1:27.543                 | 92.1  | 31.998   | 78.9               | 3:00.183     | 72.71 | 27.855   | 16:03:14.708 |
| 14 -                      | 57.220   | 76.2               | 1:55.274                 | 79.3  | 31.568   | 85.3               | 3:24.062     | 64.20 | 51.734   | 16:06:38.770 |
| 15 -                      | 49.115   | 119.6              | 1:17.777                 | 125.2 | 29.044   | 82.7               | 2:35.936     | 84.01 | 3.608    | 16:09:14.706 |
| 16 -                      | 48.232   | 119.4              | 1:16.511                 | 125.2 | 28.527   | 83.1               | 2:33.270 (2) | 85.48 | 0.942    | 16:11:47.976 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

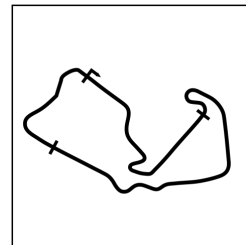
| P13 170 THC Jonathan MITCHELL |               | Ford Lotus Cortina |                          |              |               |                    |              |              |          |              |
|-------------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|--------------|--------------|----------|--------------|
| IDEAL LAP TIME : 2:32.654     |               |                    | BEST LAP TIME : 2:33.239 |              |               | DIFFERENCE : 0.585 |              |              |          |              |
| LAP                           | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME     | MPH          | DIFF     | TIME OF DAY  |
| 1 -                           |               | 104.2              | 1:19.878                 | 125.2        | 29.727        | 75.4               | 2:42.478     | 80.63        | 9.239    | 15:28:57.864 |
| 2 -                           | 49.884        | 117.1              | 1:18.068                 | 124.5        | 30.248        | 84.0               | 2:38.200     | 82.81        | 4.961    | 15:31:36.064 |
| 3 -                           | 49.005        | 97.1               | 1:19.547                 | 124.0        | 28.754        | 85.7               | 2:37.306     | 83.28        | 4.067    | 15:34:13.370 |
| 4 -                           | 48.497        | 116.7              | 1:16.827                 | 123.5        | 29.292        | <b>86.4</b>        | 2:34.616     | 84.73        | 1.377    | 15:36:47.986 |
| 5 -                           | 48.092        | 115.9              | 1:17.470                 | 122.9        | 29.644        | <b>83.7</b>        | 2:35.206     | 84.41        | 1.967    | 15:39:23.192 |
| 6 -                           | 50.481        | 106.5              | 1:56.934                 | 58.3         | 33.642        | 85.5               | 3:21.057     | 65.16        | 47.818   | 15:42:44.249 |
| 7 -                           | 50.644        | 115.9              | 1:16.590                 | 125.6        | 28.914        | <b>86.4</b>        | 2:36.148     | 83.90        | 2.909    | 15:45:20.397 |
| 8 -                           | 48.400        | <b>118.5</b>       | 1:16.902                 | 125.2        | <b>28.469</b> | 86.3               | 2:33.771 (2) | 85.20        | 0.532    | 15:47:54.168 |
| 9 -                           | <b>48.024</b> | 117.7              | 1:16.843                 | <b>126.6</b> | 28.917        | <b>86.4</b>        | 2:33.784 (3) | 85.19        | 0.545    | 15:50:27.952 |
| 10 -                          | 48.298        | 116.1              | 1:17.966                 | 125.2        | IN PIT        |                    | 2:38.227 P   | 82.80        | 4.988    | 15:53:06.179 |
| 11 -                          | OUTLAP        | 116.9              | 1:21.201                 | 115.7        | 30.454        | 83.5               | 4:02.020     | 54.13        | 1:28.781 | 15:57:08.199 |
| 12 -                          | 50.151        | 101.2              | 1:44.506                 | 114.7        | 32.538        | 83.6               | 3:07.195     | 69.98        | 33.956   | 16:00:15.394 |
| 13 -                          | 1:00.389      | 68.3               | 1:27.697                 | 89.2         | 31.733        | 79.8               | 2:59.819     | 72.86        | 26.580   | 16:03:15.213 |
| 14 -                          | 57.350        | 79.5               | 1:55.242                 | 78.3         | 31.506        | 86.2               | 3:24.098     | 64.19        | 50.859   | 16:06:39.311 |
| 15 -                          | 49.411        | 116.5              | 1:17.439                 | 125.4        | 28.980        | 85.7               | 2:35.830     | 84.07        | 2.591    | 16:09:15.141 |
| 16 -                          | 48.510        | 117.3              | 1:16.161                 | 125.4        | 28.568        | <b>86.4</b>        | 2:33.239 (1) | <b>85.49</b> |          | 16:11:48.380 |

| P14 51 THC Max CHILTON    |               | Ford Lotus Cortina |                          |              |               |                    |              |              |          |              |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|--------------|--------------|----------|--------------|
| IDEAL LAP TIME : 2:31.699 |               |                    | BEST LAP TIME : 2:31.939 |              |               | DIFFERENCE : 0.240 |              |              |          |              |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME     | MPH          | DIFF     | TIME OF DAY  |
| 1 -                       |               | 113.1              | 1:17.899                 | 123.1        | 28.180        | <b>87.4</b>        | 2:38.843     | 82.48        | 6.904    | 15:28:54.229 |
| 2 -                       | 48.529        | 116.1              | 1:16.883                 | <b>124.9</b> | 28.425        | 86.5               | 2:33.837     | 85.16        | 1.898    | 15:31:28.066 |
| 3 -                       | 48.518        | <b>118.9</b>       | 1:16.262                 | 122.0        | <b>27.989</b> | 86.9               | 2:32.769 (2) | 85.76        | 0.830    | 15:34:00.835 |
| 4 -                       | <b>47.480</b> | 116.7              | 1:16.230                 | 121.7        | 28.229        | 87.2               | 2:31.939 (1) | <b>86.23</b> |          | 15:36:32.774 |
| 5 -                       | 47.677        | 116.9              | 1:17.677                 | 120.9        | 28.566        | <b>87.3</b>        | 2:33.920     | 85.12        | 1.981    | 15:39:06.694 |
| 6 -                       | 52.504        | 42.5               | 2:08.377                 | 55.9         | 31.380        | 87.1               | 3:32.261     | 61.72        | 1:00.322 | 15:42:38.955 |
| 7 -                       | 47.795        | 115.7              | 1:16.635                 | 121.3        | IN PIT        |                    | 2:35.684 P   | 84.15        | 3.745    | 15:45:14.639 |
| 8 -                       | OUTLAP        | 116.9              | 1:17.306                 | 123.5        | 28.557        | 85.1               | 4:19.966     | 50.39        | 1:48.027 | 15:49:34.605 |
| 9 -                       | 48.664        | 114.9              | 1:17.126                 | 122.0        | 28.470        | 85.4               | 2:34.260     | 84.93        | 2.321    | 15:52:08.865 |
| 10 -                      | 47.930        | 116.5              | 1:16.894                 | 123.1        | 28.512        | <b>87.4</b>        | 2:33.336 (3) | 85.44        | 1.397    | 15:54:42.201 |
| 11 -                      | 48.062        | 117.9              | 1:18.491                 | 114.9        | 29.988        | 77.2               | 2:36.541     | 83.69        | 4.602    | 15:57:18.742 |
| 12 -                      | 50.439        | 111.1              | 1:41.103                 | 119.8        | 29.590        | 77.8               | 3:01.132     | 72.33        | 29.193   | 16:00:19.874 |
| 13 -                      | 1:01.794      | 71.8               | 1:26.143                 | 110.3        | 32.476        | 78.4               | 3:00.413     | 72.62        | 28.474   | 16:03:20.287 |
| 14 -                      | 57.128        | 93.4               | 1:54.713                 | 61.5         | 32.040        | 85.8               | 3:23.881     | 64.26        | 51.942   | 16:06:44.168 |
| 15 -                      | 48.919        | 117.7              | 1:17.604                 | 122.0        | 28.508        | 84.3               | 2:35.031     | 84.51        | 3.092    | 16:09:19.199 |
| 16 -                      | 48.019        | 117.5              | 1:17.012                 | 121.1        | 28.571        | 82.2               | 2:33.602     | 85.29        | 1.663    | 16:11:52.801 |

| P15 17 THC David TOMLIN   |               | Ford Lotus Cortina |                          |              |               |                    |              |              |          |              |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|--------------|--------------|----------|--------------|
| IDEAL LAP TIME : 2:34.833 |               |                    | BEST LAP TIME : 2:35.953 |              |               | DIFFERENCE : 1.120 |              |              |          |              |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME     | MPH          | DIFF     | TIME OF DAY  |
| 1 -                       |               | 115.3              | 1:19.341                 | 117.5        | 29.840        | 85.1               | 2:43.521     | 80.12        | 7.568    | 15:28:58.907 |
| 2 -                       | 50.016        | 116.3              | 1:17.924                 | 115.9        | 29.556        | 81.9               | 2:37.496     | 83.18        | 1.543    | 15:31:36.403 |
| 3 -                       | 51.684        | 91.6               | 1:19.843                 | 117.5        | 29.607        | 84.9               | 2:41.134     | 81.30        | 5.181    | 15:34:17.537 |
| 4 -                       | 49.773        | 116.1              | 1:18.531                 | <b>118.3</b> | 29.512        | 85.5               | 2:37.816     | 83.01        | 1.863    | 15:36:55.353 |
| 5 -                       | 49.740        | 115.5              | 1:22.397                 | 116.7        | 30.153        | <b>83.5</b>        | 2:42.290     | 80.73        | 6.337    | 15:39:37.643 |
| 6 -                       | 49.771        | 110.5              | 1:47.959                 | 75.8         | 34.942        | 86.4               | 3:12.672     | 68.00        | 36.719   | 15:42:50.315 |
| 7 -                       | 49.241        | 112.7              | 1:17.680                 | 115.7        | 29.032        | 84.5               | 2:35.953 (1) | <b>84.01</b> |          | 15:45:26.268 |
| 8 -                       | 48.640        | 114.7              | 1:17.987                 | 110.5        | 29.547        | <b>87.0</b>        | 2:36.174 (3) | 83.89        | 0.221    | 15:48:02.442 |
| 9 -                       | 48.900        | 116.1              | 1:17.393                 | 117.9        | IN PIT        |                    | 2:38.504 P   | 82.65        | 2.551    | 15:50:40.946 |
| 10 -                      | OUTLAP        | <b>116.9</b>       | 1:18.099                 | <b>118.3</b> | 29.118        | 86.0               | 3:53.814     | 56.03        | 1:17.861 | 15:54:34.760 |
| 11 -                      | <b>48.421</b> | 113.3              | 1:20.542                 | 114.7        | 29.736        | 83.4               | 2:38.699     | 82.55        | 2.746    | 15:57:13.459 |
| 12 -                      | 49.563        | 110.3              | 1:43.387                 | 117.9        | 31.442        | 77.8               | 3:04.392     | 71.05        | 28.439   | 16:00:17.851 |
| 13 -                      | 1:00.935      | 71.5               | 1:26.986                 | 92.6         | 32.062        | 82.2               | 2:59.983     | 72.79        | 24.030   | 16:03:17.834 |
| 14 -                      | 57.007        | 87.3               | 1:55.561                 | 71.1         | 31.630        | 86.4               | 3:24.198     | 64.16        | 48.245   | 16:06:42.032 |
| 15 -                      | 48.822        | 114.9              | 1:18.214                 | 111.4        | 29.260        | 83.4               | 2:36.296     | 83.82        | 0.343    | 16:09:18.328 |
| 16 -                      | 48.804        | 114.9              | 1:18.313                 | 110.9        | <b>29.019</b> | 85.4               | 2:36.136 (2) | 83.91        | 0.183    | 16:11:54.464 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

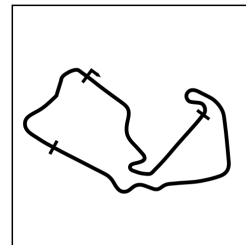
| P16 96 THA                |          | Tim SCOTT ANDREWS |                          | Ford Falcon |          |                    |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|-------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:34.344 |          |                   | BEST LAP TIME : 2:34.531 |             |          | DIFFERENCE : 0.187 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |             | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 111.1             | 1:18.753                 | 134.7       | 30.198   | 85.0               | 2:41.599     | 81.07 | 7.068    | 15:28:56.985 |
| 2 -                       | 48.725   | 123.1             | 1:17.701                 | 139.5       | 32.110   | 85.4               | 2:38.536     | 82.64 | 4.005    | 15:31:35.521 |
| 3 -                       | 50.350   | 90.3              | 1:20.633                 | 129.5       | 30.276   | 85.5               | 2:41.259     | 81.24 | 6.728    | 15:34:16.780 |
| 4 -                       | 49.567   | 124.2             | 1:18.468                 | 121.5       | 30.207   | 86.2               | 2:38.242     | 82.79 | 3.711    | 15:36:55.022 |
| 5 -                       | 48.506   | 116.9             | 1:19.364                 | 118.5       | 31.509   | 82.6               | 2:39.379     | 82.20 | 4.848    | 15:39:34.401 |
| 6 -                       | 50.128   | 109.6             | 1:49.847                 | 72.3        | 35.671   | 85.5               | 3:15.646     | 66.96 | 41.115   | 15:42:50.047 |
| 7 -                       | 51.591   | 95.3              | 1:18.549                 | 141.2       | 30.530   | 86.0               | 2:40.670     | 81.54 | 6.139    | 15:45:30.717 |
| 8 -                       | 47.972   | 120.9             | 1:16.909                 | 124.9       | 29.650   | 87.8               | 2:34.531 (1) | 84.78 |          | 15:48:05.248 |
| 9 -                       | 47.785   | 119.1             | 1:17.709                 | 132.8       | IN PIT   |                    | 2:37.272 P   | 83.30 | 2.741    | 15:50:42.520 |
| 10 -                      | OUTLAP   | 121.5             | 1:17.605                 | 131.0       | 30.189   | 85.5               | 3:53.825     | 56.03 | 1:19.294 | 15:54:36.345 |
| 11 -                      | 48.186   | 123.5             | 1:19.742                 | 112.5       | 31.151   | 84.0               | 2:39.079     | 82.35 | 4.548    | 15:57:15.424 |
| 12 -                      | 49.752   | 110.3             | 1:41.696                 | 115.7       | 31.494   | 84.7               | 3:02.942     | 71.61 | 28.411   | 16:00:18.366 |
| 13 -                      | 1:01.136 | 74.6              | 1:26.694                 | 95.1        | 32.676   | 83.1               | 3:00.506     | 72.58 | 25.975   | 16:03:18.872 |
| 14 -                      | 56.884   | 91.0              | 1:55.229                 | 65.7        | 32.179   | 84.6               | 3:24.292     | 64.13 | 49.761   | 16:06:43.164 |
| 15 -                      | 48.863   | 121.7             | 1:17.600                 | 133.9       | 30.038   | 82.6               | 2:36.501 (2) | 83.71 | 1.970    | 16:09:19.665 |
| 16 -                      | 48.954   | 122.9             | 1:16.998                 | 116.9       | 30.885   | 85.1               | 2:36.837 (3) | 83.53 | 2.306    | 16:11:56.502 |

| P17 72 THC                |          | BIRD / SAMPSON |                          | Ford Lotus Cortina |                    |      |              |       |          |              |
|---------------------------|----------|----------------|--------------------------|--------------------|--------------------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:32.561 |          |                | BEST LAP TIME : 2:34.033 |                    | DIFFERENCE : 1.472 |      |              |       |          |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |                    | SECTOR 3           |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 110.7          | 1:19.401                 | 124.5              | 29.240             | 82.7 | 2:43.832     | 79.97 | 9.799    | 15:28:59.218 |
| 2 -                       | 51.311   | 115.7          | 1:17.581                 | 124.2              | 28.621             | 85.5 | 2:37.513     | 83.17 | 3.480    | 15:31:36.731 |
| 3 -                       | 50.430   | 92.5           | 1:19.284                 | 123.8              | 28.579             | 85.5 | 2:38.293     | 82.76 | 4.260    | 15:34:15.024 |
| 4 -                       | 48.519   | 117.5          | 1:17.804                 | 122.9              | 28.442             | 85.3 | 2:34.765 (2) | 84.65 | 0.732    | 15:36:49.789 |
| 5 -                       | 47.950   | 117.3          | 1:18.615                 | 108.4              | 29.212             | 85.7 | 2:35.777 (3) | 84.10 | 1.744    | 15:39:25.566 |
| 6 -                       | 49.787   | 103.0          | 1:56.004                 | 56.0               | 33.472             | 85.9 | 3:19.263     | 65.75 | 45.230   | 15:42:44.829 |
| 7 -                       | 50.987   | 115.9          | 1:16.196                 | 125.2              | 28.687             | 85.7 | 2:35.870     | 84.05 | 1.837    | 15:45:20.699 |
| 8 -                       | 49.422   | 117.3          | 1:16.171                 | 124.0              | 28.440             | 85.7 | 2:34.033 (1) | 85.05 |          | 15:47:54.732 |
| 9 -                       | 47.996   | 118.1          | 1:16.424                 | 124.9              | IN PIT             |      | 2:37.200 P   | 83.34 | 3.167    | 15:50:31.932 |
| 10 -                      | OUTLAP   | 116.9          | 1:18.745                 | 120.9              | 28.936             | 84.8 | 4:08.500     | 52.72 | 1:34.467 | 15:54:40.432 |
| 11 -                      | 48.472   | 116.9          | 1:19.582                 | 118.5              | 29.791             | 79.7 | 2:37.845     | 83.00 | 3.812    | 15:57:18.277 |
| 12 -                      | 49.202   | 115.3          | 1:42.454                 | 121.1              | 29.469             | 83.1 | 3:01.125     | 72.33 | 27.092   | 16:00:19.402 |
| 13 -                      | 1:01.274 | 71.8           | 1:26.870                 | 95.7               | 32.421             | 80.6 | 3:00.565     | 72.55 | 26.532   | 16:03:19.967 |
| 14 -                      | 57.070   | 94.2           | 1:55.015                 | 64.5               | 32.085             | 83.8 | 3:24.170     | 64.17 | 50.137   | 16:06:44.137 |
| 15 -                      | 50.078   | 114.9          | 1:17.374                 | 124.2              | 29.084             | 85.1 | 2:36.536     | 83.69 | 2.503    | 16:09:20.673 |
| 16 -                      | 49.866   | 115.9          | 1:16.739                 | 122.2              | 29.535             | 84.7 | 2:36.140     | 83.91 | 2.107    | 16:11:56.813 |

| P18 22 THC                |          | SMITH / SOPER |                          | Ford Lotus Cortina |                    |             |          |           |          |              |
|---------------------------|----------|---------------|--------------------------|--------------------|--------------------|-------------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:33.193 |          |               | BEST LAP TIME : 2:34.086 |                    | DIFFERENCE : 0.893 |             |          |           |          |              |
| LAP                       | SECTOR 1 |               | SECTOR 2                 |                    | SECTOR 3           |             | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 115.7         | 1:19.511                 | 119.4              | 29.494             | 85.7        | 2:43.947 | 79.91     | 9.861    | 15:28:59.333 |
| 2 -                       | 50.183   | <b>117.3</b>  | 1:18.097                 | 119.8              | 28.954             | 83.9        | 2:37.234 | 83.32     | 3.148    | 15:31:36.567 |
| 3 -                       | 49.792   | 101.3         | 1:19.613                 | 120.2              | <b>28.435</b>      | <b>88.6</b> | 2:37.840 | 83.00     | 3.754    | 15:34:14.407 |
| 4 -                       | 48.438   | 116.1         | <b>1:16.554</b>          | 118.1              | 29.311             | 85.2        | 2:34.303 | (2) 84.90 | 0.217    | 15:36:48.710 |
| 5 -                       | 48.678   | 110.0         | 1:19.304                 | 105.8              | 29.785             | 87.0        | 2:37.767 | 83.04     | 3.681    | 15:39:26.477 |
| 6 -                       | 49.819   | 100.3         | 1:55.371                 | 64.2               | 33.825             | 86.7        | 3:19.015 | 65.83     | 44.929   | 15:42:45.492 |
| 7 -                       | 51.253   | 112.9         | 1:16.977                 | 119.1              | 28.855             | 86.2        | 2:37.085 | 83.40     | 2.999    | 15:45:22.577 |
| 8 -                       | 48.204   | <b>117.3</b>  | 1:17.082                 | 118.5              | 28.800             | 87.8        | 2:34.086 | (1) 85.02 |          | 15:47:56.663 |
| 9 -                       | 48.206   | 116.7         | 1:17.389                 | 118.7              | IN PIT             |             | 2:37.561 | P 83.15   | 3.475    | 15:50:34.224 |
| 10 -                      | OUTLAP   | 116.3         | 1:18.864                 | 119.6              | 30.122             | 85.2        | 4:04.575 | 53.56     | 1:30.489 | 15:54:38.799 |
| 11 -                      | 49.190   | 116.1         | 1:19.168                 | 117.7              | 29.812             | 86.9        | 2:38.170 | 82.83     | 4.084    | 15:57:16.969 |
| 12 -                      | 48.955   | 113.9         | 1:41.550                 | 109.8              | 31.199             | 83.8        | 3:01.704 | 72.10     | 27.618   | 16:00:18.673 |
| 13 -                      | 1:01.367 | 71.0          | 1:26.726                 | 96.0               | 32.469             | 85.4        | 3:00.562 | 72.56     | 26.476   | 16:03:19.235 |
| 14 -                      | 57.153   | 91.0          | 1:54.956                 | 62.1               | 32.365             | 83.8        | 3:24.474 | 64.07     | 50.388   | 16:06:43.709 |
| 15 -                      | 50.205   | 116.1         | 1:17.282                 | 120.6              | 29.032             | 86.4        | 2:36.519 | (3) 83.70 | 2.433    | 16:09:20.228 |
| 16 -                      | 50.699   | 115.9         | 1:17.806                 | 119.6              | 28.872             | 87.8        | 2:37.377 | 83.25     | 3.291    | 16:11:57.605 |

## Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

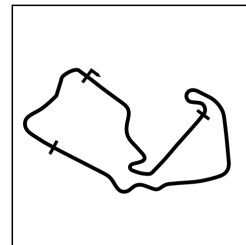
| P19 7 THD                 |                 | BURNETT / KENDALL        |                 | Austin Mini Cooper S |               |             |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:34.362 |                 | BEST LAP TIME : 2:35.398 |                 | DIFFERENCE : 1.036   |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |                      | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | <b>114.5</b>             | 1:20.677        | <b>119.8</b>         | 29.232        | 82.5        | 2:45.186            | 79.31        | 9.788    | 15:29:00.572        |
| 2 -                       | 50.623          | 111.8                    | 1:19.327        | 116.5                | <b>28.214</b> | 83.8        | 2:38.164            | 82.83        | 2.766    | 15:31:38.736        |
| 3 -                       | 49.066          | 93.5                     | 1:20.158        | 118.9                | 29.321        | 81.5        | 2:38.545            | 82.63        | 3.147    | 15:34:17.281        |
| 4 -                       | 50.578          | 110.9                    | 1:18.626        | 118.9                | 29.352        | 83.2        | 2:38.556            | 82.63        | 3.158    | 15:36:55.837        |
| 5 -                       | 49.487          | 112.9                    | <b>1:22.649</b> | <b>117.3</b>         | <b>29.983</b> | <b>83.5</b> | <b>2:42.119</b>     | 80.81        | 6.721    | <b>15:39:37.956</b> |
| 6 -                       | <b>50.061</b>   | <b>110.3</b>             | <b>1:47.742</b> | <b>78.0</b>          | 34.853        | 83.9        | 3:12.656            | 68.00        | 37.258   | 15:42:50.612        |
| 7 -                       | 49.570          | 112.9                    | 1:17.554        | 119.6                | 28.787        | 82.5        | 2:35.911 (2)        | 84.03        | 0.513    | 15:45:26.523        |
| 8 -                       | 49.271          | 111.8                    | 1:17.387        | 118.1                | 28.740        | 83.5        | <b>2:35.398 (1)</b> | <b>84.31</b> |          | <b>15:48:01.921</b> |
| 9 -                       | <b>48.779</b>   | 110.3                    | <b>1:17.369</b> | 116.1                | IN PIT        |             | 2:37.162 P          | 83.36        | 1.764    | 15:50:39.083        |
| 10 -                      | OUTLAP          | 110.7                    | 1:19.619        | 117.1                | 29.369        | 83.4        | 4:01.883            | 54.16        | 1:26.485 | 15:54:40.966        |
| 11 -                      | 49.451          | 110.7                    | <b>1:20.319</b> | <b>118.3</b>         | <b>29.914</b> | <b>83.2</b> | <b>2:39.684</b>     | 82.04        | 4.286    | <b>15:57:20.650</b> |
| 12 -                      | <b>49.438</b>   | <b>107.5</b>             | <b>1:41.653</b> | <b>118.3</b>         | <b>30.042</b> | <b>83.3</b> | <b>3:01.133</b>     | 72.33        | 25.735   | <b>16:00:21.783</b> |
| 13 -                      | <b>1:00.625</b> | <b>69.1</b>              | <b>1:26.346</b> | <b>110.7</b>         | <b>32.077</b> | <b>77.3</b> | <b>2:59.048</b>     | 73.17        | 23.650   | <b>16:03:20.831</b> |
| 14 -                      | <b>57.340</b>   | <b>94.2</b>              | <b>1:54.843</b> | <b>69.8</b>          | 32.018        | 85.2        | 3:24.201            | 64.16        | 48.803   | 16:06:45.032        |
| 15 -                      | 49.574          | 106.8                    | 1:18.541        | 119.1                | 28.932        | <b>85.4</b> | 2:37.047            | 83.42        | 1.649    | 16:09:22.079        |
| 16 -                      | 49.361          | 112.9                    | 1:18.373        | 118.1                | 29.018        | 85.1        | 2:36.752 (3)        | 83.58        | 1.354    | 16:11:58.831        |

| P20 135 THC               |                 | REYNOLDS / QUINTERO      |                 | Ford Lotus Cortina |               |             |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:33.012 |                 | BEST LAP TIME : 2:33.391 |                 | DIFFERENCE : 0.379 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 112.2                    | 1:19.741        | 118.7              | 29.307        | <b>86.4</b> | 2:44.485            | 79.65        | 11.094   | 15:28:59.871        |
| 2 -                       | 50.131          | 116.3                    | 1:17.867        | 117.9              | 29.219        | 86.2        | 2:37.217            | 83.33        | 3.826    | 15:31:37.088        |
| 3 -                       | 49.943          | 91.8                     | 1:19.853        | 119.6              | 29.641        | 81.7        | 2:39.437            | 82.17        | 6.046    | 15:34:16.525        |
| 4 -                       | 48.887          | 115.9                    | 1:17.621        | 118.1              | 29.116        | 85.8        | 2:35.624            | 84.18        | 2.233    | 15:36:52.149        |
| 5 -                       | 48.038          | 115.5                    | <b>1:18.880</b> | <b>117.5</b>       | <b>29.330</b> | <b>86.3</b> | <b>2:36.248</b>     | 83.85        | 2.857    | <b>15:39:28.397</b> |
| 6 -                       | <b>48.915</b>   | <b>111.2</b>             | <b>1:54.981</b> | <b>65.1</b>        | 34.154        | 84.5        | 3:18.050            | 66.15        | 44.659   | 15:42:46.447        |
| 7 -                       | 48.981          | 115.3                    | <b>1:16.443</b> | <b>120.0</b>       | 29.131        | 85.8        | 2:34.555 (3)        | 84.77        | 1.164    | 15:45:21.002        |
| 8 -                       | 48.421          | 115.9                    | 1:17.206        | 118.7              | <b>28.828</b> | 86.1        | 2:34.455 (2)        | 84.82        | 1.064    | 15:47:55.457        |
| 9 -                       | <b>47.741</b>   | <b>117.5</b>             | 1:16.802        | 118.1              | 28.848        | <b>86.4</b> | <b>2:33.391 (1)</b> | <b>85.41</b> |          | <b>15:50:28.848</b> |
| 10 -                      | 47.978          | 116.5                    | 1:17.871        | 117.9              | IN PIT        |             | 2:39.575 P          | 82.10        | 6.184    | 15:53:08.423        |
| 11 -                      | OUTLAP          | 113.5                    | <b>1:20.466</b> | <b>115.5</b>       | <b>30.433</b> | <b>84.6</b> | <b>4:03.307</b>     | 53.84        | 1:29.916 | <b>15:57:11.730</b> |
| 12 -                      | <b>50.035</b>   | <b>110.9</b>             | <b>1:43.554</b> | <b>112.2</b>       | <b>31.777</b> | <b>82.7</b> | <b>3:05.366</b>     | 70.68        | 31.975   | <b>16:00:17.096</b> |
| 13 -                      | <b>1:00.849</b> | <b>72.6</b>              | <b>1:27.445</b> | <b>88.3</b>        | <b>31.938</b> | <b>82.6</b> | <b>3:00.232</b>     | 72.69        | 26.841   | <b>16:03:17.328</b> |
| 14 -                      | <b>56.965</b>   | <b>88.0</b>              | <b>1:55.373</b> | <b>71.8</b>        | 31.984        | 83.5        | 3:24.322            | 64.12        | 50.931   | 16:06:41.650        |
| 15 -                      | 49.580          | 112.9                    | 1:20.048        | 114.3              | 30.168        | 82.8        | 2:39.796            | 81.99        | 6.405    | 16:09:21.446        |
| 16 -                      | 50.162          | 105.8                    | 1:19.780        | 118.1              | 30.011        | 84.0        | 2:39.953            | 81.90        | 6.562    | 16:12:01.399        |

| P21 117 THC      |               | CLARIDGE J / CLARIDGE L  |              | Ford Lotus Cortina |               |             |                     |              |          |                     |
|------------------|---------------|--------------------------|--------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : |               | BEST LAP TIME : 2:37.709 |              | DIFFERENCE :       |               |             |                     |              |          |                     |
| LAP              | SECTOR 1      |                          | SECTOR 2     |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -              |               |                          | 119.8        |                    | 30.288        | 83.2        | 2:48.183            | 77.90        | 10.474   | 15:29:03.569        |
| 2 -              |               |                          | 119.4        |                    | 29.624        |             | 2:40.529            | 81.61        | 2.820    | 15:31:44.098        |
| 3 -              |               |                          | 120.6        |                    | 29.445        |             | 2:38.484            | 82.66        | 0.775    | 15:34:22.582        |
| 4 -              |               |                          | 103.7        |                    | 29.706        | <b>83.7</b> | 2:38.192 (2)        | 82.82        | 0.483    | 15:37:00.774        |
| 5 -              |               |                          | <b>80.4</b>  |                    | <b>34.167</b> | <b>81.9</b> | <b>2:53.851</b>     | 75.36        | 16.142   | <b>15:39:54.625</b> |
| 6 -              |               |                          | <b>89.3</b>  |                    | 34.524        |             | 2:59.272            | 73.08        | 21.563   | 15:42:53.897        |
| 7 -              |               |                          | <b>121.1</b> |                    | IN PIT        |             | 2:40.473 P          | 81.64        | 2.764    | 15:45:34.370        |
| 8 -              | <b>OUTLAP</b> |                          | 119.6        |                    | 29.603        | 76.9        | 4:01.219            | 54.31        | 1:23.510 | 15:49:35.589        |
| 9 -              |               |                          | 118.5        |                    | <b>29.401</b> | 83.3        | 2:38.467            | 82.67        | 0.758    | 15:52:14.056        |
| 10 -             |               |                          | 118.9        |                    | 29.434        |             | 2:38.446 (3)        | 82.68        | 0.737    | 15:54:52.502        |
| 11 -             |               |                          | <b>118.3</b> |                    | <b>30.002</b> | <b>82.4</b> | <b>2:39.631</b>     | 82.07        | 1.922    | <b>15:57:32.133</b> |
| 12 -             |               |                          | <b>100.3</b> |                    | <b>31.307</b> | <b>81.6</b> | <b>2:54.268</b>     | 75.18        | 16.559   | <b>16:00:26.401</b> |
| 13 -             |               |                          | <b>104.0</b> |                    | <b>31.871</b> | <b>81.5</b> | <b>2:57.942</b>     | 73.62        | 20.233   | <b>16:03:24.343</b> |
| 14 -             |               |                          | <b>89.7</b>  |                    | 32.548        | 83.5        | 3:24.146            | 64.17        | 46.437   | 16:06:48.489        |
| 15 -             |               |                          | 119.6        |                    | 29.521        | 83.1        | 2:40.066            | 81.85        | 2.357    | 16:09:28.555        |
| 16 -             |               |                          | 118.1        |                    | 29.654        | 83.3        | <b>2:37.709 (1)</b> | <b>83.07</b> |          | <b>16:12:06.264</b> |

## Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

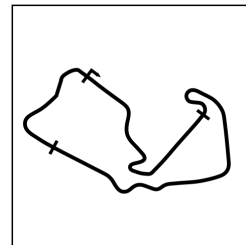
| P22 9 THA                 |          | CAMPAGNE / KALFF         |          | Ford Mustang       |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:35.785 |          | BEST LAP TIME : 2:36.249 |          | DIFFERENCE : 0.464 |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 109.1                    | 1:21.040 | 121.5              | 29.788   | 83.7 | 2:46.398 | 78.73     | 10.149   | 15:29:01.784 |
| 2 -                       | 51.662   | 108.4                    | 1:22.166 | 128.3              | 30.038   | 83.3 | 2:43.866 | 79.95     | 7.617    | 15:31:45.650 |
| 3 -                       | 49.650   | 108.7                    | 1:20.066 | 127.0              | 30.451   | 83.4 | 2:40.167 | 81.80     | 3.918    | 15:34:25.817 |
| 4 -                       | 49.873   | 112.9                    | 1:19.622 | 126.1              | 30.216   | 82.8 | 2:39.711 | 82.03     | 3.462    | 15:37:05.528 |
| 5 -                       | 50.258   | 117.3                    | 1:26.152 | 87.0               | 34.629   | 76.3 | 2:51.039 | 76.60     | 14.790   | 15:39:56.567 |
| 6 -                       | 50.975   | 110.5                    | 1:32.843 | 94.2               | 35.324   | 81.9 | 2:59.142 | 73.13     | 22.893   | 15:42:55.709 |
| 7 -                       | 49.916   | 112.7                    | 1:19.572 | 123.8              | IN PIT   |      | 2:41.422 | P 81.16   | 5.173    | 15:45:37.131 |
| 8 -                       | OUTLAP   | 114.3                    | 1:18.114 | 131.3              | 29.868   | 86.0 | 4:12.239 | 51.94     | 1:35.990 | 15:49:49.370 |
| 9 -                       | 48.352   | 115.1                    | 1:18.272 | 128.5              | 29.838   | 84.6 | 2:36.462 | (2) 83.73 | 0.213    | 15:52:25.832 |
| 10 -                      | 48.997   | 118.5                    | 1:18.752 | 130.3              | 29.726   | 85.2 | 2:37.475 | (3) 83.19 | 1.226    | 15:55:03.307 |
| 11 -                      | 51.793   | 78.0                     | 1:25.105 | 114.9              | 31.319   | 79.5 | 2:48.217 | 77.88     | 11.968   | 15:57:51.524 |
| 12 -                      | 50.344   | 107.2                    | 1:20.405 | 112.2              | 31.605   | 81.0 | 2:42.354 | 80.69     | 6.105    | 16:00:33.878 |
| 13 -                      | 54.882   | 64.9                     | 1:27.417 | 98.8               | 32.319   | 85.8 | 2:54.618 | 75.03     | 18.369   | 16:03:28.496 |
| 14 -                      | 57.085   | 95.8                     | 1:54.433 | 100.9              | 32.481   | 85.9 | 3:23.999 | 64.22     | 47.750   | 16:06:52.495 |
| 15 -                      | 49.669   | 106.5                    | 1:18.684 | 121.1              | 30.093   | 82.3 | 2:38.446 | 82.68     | 2.197    | 16:09:30.941 |
| 16 -                      | 48.368   | 115.1                    | 1:17.707 | 119.4              | 30.174   | 84.8 | 2:36.249 | (1) 83.85 |          | 16:12:07.190 |

| P23 71 THD                |          | Dan LEWIS                |          | Austin Mini Cooper S |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|----------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:37.330 |          | BEST LAP TIME : 2:37.786 |          | DIFFERENCE : 0.456   |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                      | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 110.0                    | 1:21.066 | 117.1                | 29.260   | 82.0 | 2:47.330 | 78.29     | 9.544    | 15:29:02.716 |
| 2 -                       | 50.522   | 109.8                    | 1:20.444 | 113.5                | 29.705   | 82.4 | 2:40.671 | 81.54     | 2.885    | 15:31:43.387 |
| 3 -                       | 49.729   | 109.2                    | 1:19.150 | 113.9                | 28.907   | 82.6 | 2:37.786 | (1) 83.03 |          | 15:34:21.173 |
| 4 -                       | 49.592   | 107.3                    | 1:19.601 | 113.3                | 28.998   | 82.5 | 2:38.191 | (2) 82.82 | 0.405    | 15:36:59.364 |
| 5 -                       | 49.534   | 110.1                    | 1:30.285 | 87.7                 | 33.713   | 82.0 | 2:53.532 | 75.50     | 15.746   | 15:39:52.896 |
| 6 -                       | 50.450   | 106.5                    | 1:33.872 | 84.2                 | 34.782   | 82.8 | 2:59.104 | 73.15     | 21.318   | 15:42:52.000 |
| 7 -                       | 50.489   | 94.5                     | 1:19.957 | 113.7                | 29.363   | 82.2 | 2:39.809 | 81.98     | 2.023    | 15:45:31.809 |
| 8 -                       | 49.921   | 107.5                    | 1:19.655 | 114.1                | IN PIT   |      | 2:41.994 | P 80.87   | 4.208    | 15:48:13.803 |
| 9 -                       | OUTLAP   | 107.7                    | 1:19.851 | 116.3                | 29.067   | 82.0 | 4:07.331 | 52.97     | 1:29.545 | 15:52:21.134 |
| 10 -                      | 49.889   | 108.5                    | 1:19.851 | 114.5                | 30.126   | 80.0 | 2:39.866 | 81.95     | 2.080    | 15:55:01.000 |
| 11 -                      | 50.905   | 100.9                    | 1:21.994 | 112.7                | 29.538   | 81.2 | 2:42.437 | 80.65     | 4.651    | 15:57:43.437 |
| 12 -                      | 50.521   | 107.2                    | 1:22.768 | 114.7                | 30.982   | 80.7 | 2:44.271 | 79.75     | 6.485    | 16:00:27.708 |
| 13 -                      | 58.745   | 64.3                     | 1:27.303 | 113.5                | 31.399   | 78.1 | 2:57.447 | 73.83     | 19.661   | 16:03:25.155 |
| 14 -                      | 57.149   | 101.5                    | 1:54.857 | 98.6                 | 32.718   | 80.8 | 3:24.724 | 63.99     | 46.938   | 16:06:49.879 |
| 15 -                      | 51.286   | 109.6                    | 1:18.962 | 115.7                | 28.834   | 83.3 | 2:39.082 | 82.35     | 1.296    | 16:09:28.961 |
| 16 -                      | 49.811   | 108.9                    | 1:19.651 | 116.1                | 29.442   | 83.2 | 2:38.904 | (3) 82.45 | 1.118    | 16:12:07.865 |

| P24 12 THD                |          | Oilly SAMWAYS            |          | Austin Mini Cooper S |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|----------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:36.799 |          | BEST LAP TIME : 2:38.069 |          | DIFFERENCE : 1.270   |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                      | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 109.2                    | 1:21.630 | 115.5                | 29.678   | 81.8 | 2:47.611 | 78.16     | 9.542    | 15:29:02.997 |
| 2 -                       | 50.468   | 111.1                    | 1:20.612 | 113.7                | 29.442   | 83.7 | 2:40.522 | 81.61     | 2.453    | 15:31:43.519 |
| 3 -                       | 49.803   | 106.5                    | 1:19.407 | 114.1                | 28.946   | 85.0 | 2:38.156 | (2) 82.84 | 0.087    | 15:34:21.675 |
| 4 -                       | 49.084   | 110.1                    | 1:19.839 | 109.4                | 29.146   | 84.8 | 2:38.069 | (1) 82.88 |          | 15:36:59.744 |
| 5 -                       | 49.279   | 108.7                    | 1:30.566 | 89.2                 | 33.761   | 83.6 | 2:53.606 | 75.46     | 15.537   | 15:39:53.350 |
| 6 -                       | 50.360   | 103.4                    | 1:34.227 | 86.8                 | 34.555   | 82.7 | 2:59.142 | 73.13     | 21.073   | 15:42:52.492 |
| 7 -                       | 50.152   | 94.7                     | 1:20.149 | 114.3                | 29.899   | 82.8 | 2:40.200 | 81.78     | 2.131    | 15:45:32.692 |
| 8 -                       | 49.953   | 110.0                    | 1:18.820 | 113.9                | IN PIT   |      | 2:41.964 | P 80.89   | 3.895    | 15:48:14.656 |
| 9 -                       | OUTLAP   | 107.3                    | 1:20.837 | 112.7                | 28.895   | 84.0 | 4:05.997 | 53.25     | 1:27.928 | 15:52:20.653 |
| 10 -                      | 49.561   | 108.2                    | 1:20.323 | 111.2                | 30.211   | 83.0 | 2:40.095 | 81.83     | 2.026    | 15:55:00.748 |
| 11 -                      | 51.556   | 98.2                     | 1:21.953 | 111.6                | 29.923   | 84.0 | 2:43.432 | 80.16     | 5.363    | 15:57:44.180 |
| 12 -                      | 50.227   | 102.4                    | 1:23.423 | 111.6                | 30.525   | 80.0 | 2:44.175 | 79.80     | 6.106    | 16:00:28.355 |
| 13 -                      | 58.942   | 66.2                     | 1:27.028 | 103.7                | 31.374   | 81.3 | 2:57.344 | 73.87     | 19.275   | 16:03:25.699 |
| 14 -                      | 57.614   | 102.1                    | 1:54.719 | 101.0                | 32.003   | 83.5 | 3:24.336 | 64.11     | 46.267   | 16:06:50.035 |
| 15 -                      | 51.381   | 109.2                    | 1:19.125 | 115.3                | 29.050   | 84.7 | 2:39.556 | 82.11     | 1.487    | 16:09:29.591 |
| 16 -                      | 49.229   | 109.8                    | 1:20.023 | 113.5                | 29.503   | 85.3 | 2:38.755 | (3) 82.52 | 0.686    | 16:12:08.346 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

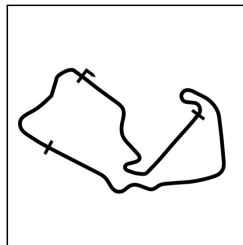
| P25 198 THC               |          | GIDDINGS / STREATHER |                          |       |          | Ford Lotus Cortina |              |       |          |              |
|---------------------------|----------|----------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:30.718 |          |                      | BEST LAP TIME : 2:31.023 |       |          | DIFFERENCE : 0.305 |              |       |          |              |
| LAP                       | SECTOR 1 |                      | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 118.3                | 1:17.405                 | 120.0 | 28.419   | 87.1               | 2:34.957     | 84.55 | 3.934    | 15:28:50.343 |
| 2 -                       | 47.410   | 117.5                | 1:15.621                 | 119.4 | 27.992   | 87.9               | 2:31.023 (1) | 86.75 |          | 15:31:21.366 |
| 3 -                       | 47.105   | 117.5                | 1:15.906                 | 119.4 | 28.359   | 86.5               | 2:31.370 (2) | 86.55 | 0.347    | 15:33:52.736 |
| 4 -                       | 47.543   | 118.5                | 1:15.723                 | 119.4 | 28.139   | 87.3               | 2:31.405 (3) | 86.53 | 0.382    | 15:36:24.141 |
| 5 -                       | 47.381   | 117.9                | 1:16.228                 | 115.7 | 30.809   | 78.5               | 2:34.418     | 84.84 | 3.395    | 15:38:58.559 |
| 6 -                       | 57.415   | 42.0                 | 2:09.369                 | 53.1  | 31.199   | 87.4               | 3:37.983     | 60.10 | 1:06.960 | 15:42:36.542 |
| 7 -                       | 47.655   | 118.1                | 1:15.833                 | 120.0 | 28.325   | 87.0               | 2:31.813     | 86.30 | 0.790    | 15:45:08.355 |
| 8 -                       | 47.635   | 117.9                | 1:16.122                 | 119.4 | 28.405   | 87.1               | 2:32.162     | 86.10 | 1.139    | 15:47:40.517 |
| 9 -                       | 47.400   | 117.9                | 1:16.383                 | 119.1 | 28.467   | 86.4               | 2:32.250     | 86.05 | 1.227    | 15:50:12.767 |
| 10 -                      | 47.724   | 117.1                | 1:15.973                 | 118.9 | IN PIT   |                    | 2:33.666 P   | 85.26 | 2.643    | 15:52:46.433 |
| 11 -                      | OUTLAP   | 118.3                | 1:16.233                 | 118.9 | 28.621   | 87.7               | 3:55.896     | 55.54 | 1:24.873 | 15:56:42.329 |
| 12 -                      | 1:01.969 | 52.1                 | 1:52.208                 | 81.4  | 34.303   | 75.0               | 3:28.480     | 62.84 | 57.457   | 16:00:10.809 |
| 13 -                      | 59.394   | 80.0                 | 1:28.281                 | 99.7  | 32.947   | 78.2               | 3:00.622     | 72.53 | 29.599   | 16:03:11.431 |
| 14 -                      | 55.711   | 87.6                 | 1:55.450                 | 75.5  | 31.024   | 86.5               | 3:22.185     | 64.80 | 51.162   | 16:06:33.616 |
| 15 -                      | 48.654   | 118.5                | 1:15.882                 | 120.0 | 28.579   | 86.9               | 2:33.115     | 85.56 | 2.092    | 16:09:06.731 |
| 16 -                      | 47.605   | 117.3                | 1:15.896                 | 119.8 | 28.472   | 86.3               | 2:31.973     | 86.21 | 0.950    | 16:11:38.704 |

| P26 13 THC                |          | John MCGURK |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|-------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:35.152 |          |             | BEST LAP TIME : 2:36.128 |                    |          | DIFFERENCE : 0.976 |              |       |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 113.1       | 1:20.722                 | 122.9              | 30.057   | 81.2               | 2:49.523     | 77.28 | 13.395   | 15:29:04.909 |
| 2 -                       | 49.798   | 112.9       | 1:21.315                 | 122.9              | 29.870   | 83.8               | 2:40.983     | 81.38 | 4.855    | 15:31:45.892 |
| 3 -                       | 50.265   | 103.0       | 1:19.465                 | 120.9              | 29.309   | 84.3               | 2:39.039     | 82.38 | 2.911    | 15:34:24.931 |
| 4 -                       | 48.837   | 116.9       | 1:17.748                 | 121.5              | 29.640   | 85.7               | 2:36.225 (2) | 83.86 | 0.097    | 15:37:01.156 |
| 5 -                       | 49.353   | 117.3       | 1:29.416                 | 85.9               | 34.137   | 84.0               | 2:52.906     | 75.77 | 16.778   | 15:39:54.062 |
| 6 -                       | 50.177   | 99.8        | 1:34.061                 | 82.9               | 34.681   | 85.8               | 2:58.919     | 73.22 | 22.791   | 15:42:52.981 |
| 7 -                       | 49.941   | 99.5        | 1:19.662                 | 123.5              | 29.884   | 84.0               | 2:39.487     | 82.14 | 3.359    | 15:45:32.468 |
| 8 -                       | 49.640   | 115.1       | 1:18.452                 | 122.2              | 29.500   | 85.0               | 2:37.592 (3) | 83.13 | 1.464    | 15:48:10.060 |
| 9 -                       | 49.918   | 115.3       | 1:17.707                 | 122.2              | IN PIT   |                    | 2:40.288 P   | 81.73 | 4.160    | 15:50:50.348 |
| 10 -                      | OUTLAP   | 113.9       | 1:17.885                 | 122.4              | 29.035   | 85.7               | 3:55.116     | 55.72 | 1:18.988 | 15:54:45.464 |
| 11 -                      | 48.704   | 116.5       | 1:21.387                 | 109.8              | 30.331   | 84.5               | 2:40.422     | 81.67 | 4.294    | 15:57:25.886 |
| 12 -                      | 51.839   | 100.9       | 1:36.602                 | 106.6              | 30.434   | 84.8               | 2:58.875     | 73.24 | 22.747   | 16:00:24.761 |
| 13 -                      | 59.324   | 64.7        | 1:27.895                 | 104.2              | 31.462   | 83.4               | 2:58.681     | 73.32 | 22.553   | 16:03:23.442 |
| 14 -                      | 56.914   | 96.0        | 1:55.072                 | 88.1               | 32.690   | 81.4               | 3:24.676     | 64.01 | 48.548   | 16:06:48.118 |
| 15 -                      | 52.100   | 114.1       | 1:17.540                 | 121.7              | 29.011   | 85.3               | 2:38.651     | 82.58 | 2.523    | 16:09:26.769 |
| 16 -                      | 48.601   | 116.1       | 1:18.268                 | 121.1              | 29.259   | 83.7               | 2:36.128 (1) | 83.91 |          | 16:12:02.897 |

| P27 14 THC                |          | HORROBIN / PALMER |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:35.740 |          |                   | BEST LAP TIME : 2:36.470 |                    |          | DIFFERENCE : 0.730 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 112.7             | 1:19.711                 | 122.6              | 29.499   | 81.5               | 2:45.555     | 79.13 | 9.085    | 15:29:00.941 |
| 2 -                       | 50.126   | 115.1             | 1:30.441                 | 120.0              | 29.024   | 82.7               | 2:49.591     | 77.25 | 13.121   | 15:31:50.532 |
| 3 -                       | 49.670   | 114.1             | 1:18.205                 | 123.3              | 29.839   | 82.7               | 2:37.714 (2) | 83.07 | 1.244    | 15:34:28.246 |
| 4 -                       | 49.495   | 115.7             | 1:19.118                 | 113.7              | 29.817   | 85.2               | 2:38.430 (3) | 82.69 | 1.960    | 15:37:06.676 |
| 5 -                       | 50.174   | 114.3             | 1:26.206                 | 87.4               | 34.016   | 74.9               | 2:50.396     | 76.88 | 13.926   | 15:39:57.072 |
| 6 -                       | 52.695   | 110.0             | 1:31.011                 | 94.5               | 35.414   | 84.4               | 2:59.120     | 73.14 | 22.650   | 15:42:56.192 |
| 7 -                       | 49.995   | 113.5             | 1:19.264                 | 121.1              | 29.444   | 83.8               | 2:38.703     | 82.55 | 2.233    | 15:45:34.895 |
| 8 -                       | 49.160   | 115.1             | 1:17.556                 | 119.4              | 29.754   | 84.9               | 2:36.470 (1) | 83.73 |          | 15:48:11.365 |
| 9 -                       | 50.138   | 113.3             | 1:18.047                 | 120.9              | IN PIT   |                    | 2:39.914 P   | 81.92 | 3.444    | 15:50:51.279 |
| 10 -                      | OUTLAP   | 112.9             | 1:21.993                 | 119.6              | 30.592   | 81.9               | 4:09.023     | 52.61 | 1:32.553 | 15:55:00.302 |
| 11 -                      | 53.489   | 98.6              | 1:22.691                 | 121.5              | 30.617   | 83.3               | 2:46.797     | 78.54 | 10.327   | 15:57:47.099 |
| 12 -                      | 51.145   | 113.7             | 1:21.250                 | 113.5              | 30.715   | 84.3               | 2:43.110     | 80.32 | 6.640    | 16:00:30.209 |
| 13 -                      | 57.912   | 65.4              | 1:27.017                 | 102.7              | 31.992   | 79.4               | 2:56.921     | 74.05 | 20.451   | 16:03:27.130 |
| 14 -                      | 57.494   | 101.0             | 1:54.577                 | 103.4              | 32.947   | 80.9               | 3:25.018     | 63.90 | 48.548   | 16:06:52.148 |
| 15 -                      | 51.394   | 115.7             | 1:20.122                 | 120.6              | 30.276   | 81.4               | 2:41.792     | 80.97 | 5.322    | 16:09:33.940 |
| 16 -                      | 50.356   | 115.7             | 1:20.003                 | 120.0              | 30.409   | 83.8               | 2:40.768     | 81.49 | 4.298    | 16:12:14.708 |

## Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

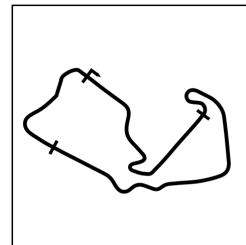
| P28 149 THA               |               | NYBLAEUS / WELCH         |                 | Ford Falcon Sprint |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:32.674 |               | BEST LAP TIME : 2:33.255 |                 | DIFFERENCE : 0.581 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 114.9                    | 1:19.001        | 135.0              | 29.777        | 85.3        | 2:41.770            | 80.98        | 8.515    | 15:28:57.156        |
| 2 -                       | 48.372        | 122.6                    | 1:16.694        | 135.0              | <b>28.660</b> | <b>88.0</b> | 2:33.726 (3)        | 85.22        | 0.471    | 15:31:30.882        |
| 3 -                       | 48.044        | 111.2                    | 1:17.432        | 133.9              | 28.971        | 87.1        | 2:34.447            | 84.82        | 1.192    | 15:34:05.329        |
| 4 -                       | <b>47.486</b> | <b>124.2</b>             | <b>1:16.528</b> | 132.3              | 29.241        | 86.9        | <b>2:33.255</b> (1) | <b>85.48</b> |          | <b>15:36:38.584</b> |
| 5 -                       | 48.330        | 118.3                    | 1:17.948        | <b>132.1</b>       | <b>30.337</b> | <b>83.1</b> | <b>2:36.615</b>     | 83.65        | 3.360    | <b>15:39:15.199</b> |
| 6 -                       | <b>49.649</b> | <b>101.6</b>             | <b>2:05.102</b> | <b>54.6</b>        | 33.869        | 86.3        | 3:28.620            | 62.80        | 55.365   | 15:42:43.819        |
| 7 -                       | 47.937        | 120.0                    | 1:16.648        | <b>135.2</b>       | 29.112        | 87.2        | 2:33.697 (2)        | 85.24        | 0.442    | 15:45:17.516        |
| 8 -                       | 48.086        | 123.8                    | 1:17.333        | 134.2              | 29.079        | 86.7        | 2:34.498            | 84.80        | 1.243    | 15:47:52.014        |
| 9 -                       | 48.082        | 121.5                    | 1:16.992        | 134.4              | 29.713        | 86.7        | 2:34.787            | 84.64        | 1.532    | 15:50:26.801        |
| 10 -                      | 48.999        | <b>124.2</b>             | 1:17.504        | <b>135.2</b>       | IN PIT        |             | 2:37.954 P          | 82.94        | 4.699    | 15:53:04.755        |
| 11 -                      | OUTLAP        | 108.4                    | 1:22.375        | <b>116.1</b>       | <b>31.067</b> | <b>81.9</b> | <b>4:19.970</b>     | 50.39        | 1:46.715 | <b>15:57:24.725</b> |
| 12 -                      | <b>51.031</b> | <b>117.9</b>             | 1:37.245        | 112.4              | <b>30.880</b> | <b>81.2</b> | <b>2:59.156</b>     | 73.13        | 25.901   | <b>16:00:23.881</b> |
| 13 -                      | <b>59.189</b> | <b>67.4</b>              | 1:27.308        | 102.9              | <b>32.395</b> | <b>78.4</b> | <b>2:58.892</b>     | 73.23        | 25.637   | <b>16:03:22.773</b> |
| 14 -                      | <b>56.593</b> | <b>95.3</b>              | 1:54.933        | <b>81.5</b>        | 33.567        | 75.3        | 3:25.093            | 63.88        | 51.838   | 16:06:47.866        |
| 15 -                      | 55.064        | 102.6                    | 1:22.538        | 129.0              | 32.296        | 80.2        | 2:49.898            | 77.11        | 16.643   | 16:09:37.764        |
| 16 -                      | 51.180        | 115.9                    | 1:20.024        | 133.1              | 31.660        | 81.2        | 2:42.864            | 80.44        | 9.609    | 16:12:20.628        |

| P29 73 THD                |               | Nigel FRASER KER         |                 | Austin Mini Cooper S |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:39.271 |               | BEST LAP TIME : 2:40.483 |                 | DIFFERENCE : 1.212   |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                      | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 108.0                    | 1:20.394        | <b>117.7</b>         | 30.058        | 82.3        | 2:49.103            | 77.47        | 8.620    | 15:29:04.489        |
| 2 -                       | 50.373        | <b>111.4</b>             | 1:22.135        | <b>117.7</b>         | <b>29.595</b> | 81.9        | 2:42.103            | 80.82        | 1.620    | 15:31:46.592        |
| 3 -                       | 51.239        | 102.9                    | 1:20.178        | 116.9                | 29.798        | 82.6        | 2:41.215            | 81.26        | 0.732    | 15:34:27.807        |
| 4 -                       | 50.312        | 109.4                    | <b>1:19.789</b> | 114.9                | 30.382        | 81.4        | <b>2:40.483</b> (1) | <b>81.63</b> |          | <b>15:37:08.290</b> |
| 5 -                       | <b>49.887</b> | 110.5                    | <b>1:26.508</b> | <b>100.1</b>         | IN PIT        |             | <b>2:51.889</b> P   | 76.22        | 11.406   | <b>15:40:00.179</b> |
| 6 -                       | OUTLAP        | <b>104.3</b>             | 1:22.804        | 110.7                | 30.393        | 79.9        | 3:17.551            | 66.32        | 37.068   | 15:43:17.730        |
| 7 -                       | 51.523        | 105.1                    | 1:20.765        | 112.9                | 30.585        | 81.5        | 2:42.873            | 80.44        | 2.390    | 15:46:00.603        |
| 8 -                       | 51.051        | 105.8                    | 1:20.328        | 112.5                | IN PIT        |             | 2:44.781 P          | 79.50        | 4.298    | 15:48:45.384        |
| 9 -                       | OUTLAP        | 106.3                    | 1:21.163        | 113.3                | 29.970        | 81.6        | 4:09.858            | 52.43        | 1:29.375 | 15:52:55.242        |
| 10 -                      | 51.095        | 106.5                    | 1:20.557        | 113.3                | 30.050        | 80.9        | 2:41.702            | 81.02        | 1.219    | 15:55:36.944        |
| 11 -                      | <b>51.184</b> | <b>106.5</b>             | 1:20.961        | <b>112.0</b>         | <b>30.483</b> | <b>79.5</b> | <b>2:42.628</b>     | 80.56        | 2.145    | <b>15:58:19.572</b> |
| 12 -                      | <b>50.106</b> | <b>107.2</b>             | 1:19.961        | 112.2                | <b>31.136</b> | <b>78.7</b> | <b>2:41.203</b> (3) | 81.27        | 0.720    | <b>16:01:00.775</b> |
| 13 -                      | <b>52.589</b> | <b>99.5</b>              | 1:26.391        | <b>108.7</b>         | <b>31.948</b> | <b>80.5</b> | <b>2:50.928</b>     | 76.65        | 10.445   | <b>16:03:51.703</b> |
| 14 -                      | <b>56.248</b> | <b>95.4</b>              | 1:37.240        | <b>95.4</b>          | 33.139        | 79.7        | 3:06.627            | 70.20        | 26.144   | 16:06:58.330        |
| 15 -                      | 50.713        | 107.8                    | 1:20.195        | 114.3                | 29.784        | <b>84.0</b> | 2:40.692 (2)        | 81.53        | 0.209    | 16:09:39.022        |
| 16 -                      | 51.163        | 107.0                    | 1:20.933        | 113.9                | 29.850        | 83.3        | 2:41.946            | 80.90        | 1.463    | 16:12:20.968        |

| P30 64 THC                |                 | Simon GUSTERSON          |                 | Ford Lotus Cortina |               |             |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:34.598 |                 | BEST LAP TIME : 2:35.097 |                 | DIFFERENCE : 0.499 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 111.8                    | 1:20.701        | <b>122.9</b>       | 29.252        | 84.7        | 2:46.898            | 78.50        | 11.801   | 15:29:02.284        |
| 2 -                       | 49.552          | <b>115.7</b>             | 1:19.881        | 119.8              | 28.766        | <b>86.0</b> | 2:38.199            | 82.81        | 3.102    | 15:31:40.483        |
| 3 -                       | 48.963          | 104.2                    | 1:18.980        | 122.4              | 29.415        | 85.8        | 2:37.358 (3)        | 83.26        | 2.261    | 15:34:17.841        |
| 4 -                       | 49.936          | 115.1                    | 1:18.324        | 118.1              | 29.451        | 82.4        | 2:37.711            | 83.07        | 2.614    | 15:36:55.552        |
| 5 -                       | 49.725          | 115.1                    | <b>1:23.135</b> | <b>115.1</b>       | <b>30.216</b> | <b>84.4</b> | <b>2:43.076</b>     | 80.34        | 7.979    | <b>15:39:38.628</b> |
| 6 -                       | <b>49.992</b>   | <b>104.3</b>             | <b>1:47.506</b> | <b>79.7</b>        | 34.961        | <b>86.0</b> | 3:12.459            | 68.07        | 37.362   | 15:42:51.087        |
| 7 -                       | 50.967          | 96.8                     | 1:18.502        | 119.8              | <b>28.619</b> | 85.0        | 2:38.088            | 82.87        | 2.991    | 15:45:29.175        |
| 8 -                       | 48.748          | 115.1                    | 1:17.552        | 119.8              | 28.797        | 85.0        | <b>2:35.097</b> (1) | <b>84.47</b> |          | <b>15:48:04.272</b> |
| 9 -                       | <b>48.519</b>   | 115.1                    | 1:18.726        | 121.3              | IN PIT        |             | 2:39.139 P          | 82.32        | 4.042    | 15:50:43.411        |
| 10 -                      | OUTLAP          | 113.5                    | 1:18.706        | 121.3              | 29.718        | 84.7        | 3:41.426            | 59.16        | 1:06.329 | 15:54:24.837        |
| 11 -                      | 49.312          | 114.3                    | <b>1:19.765</b> | <b>111.4</b>       | <b>30.122</b> | <b>82.0</b> | <b>2:39.199</b>     | 82.29        | 4.102    | <b>15:57:04.036</b> |
| 12 -                      | <b>49.992</b>   | <b>102.6</b>             | 1:46.015        | 82.3               | <b>32.925</b> | <b>77.2</b> | <b>3:08.932</b>     | 69.34        | 33.835   | <b>16:00:12.968</b> |
| 13 -                      | <b>1:00.817</b> | <b>77.2</b>              | 1:27.844        | 91.0               | <b>32.212</b> | <b>80.0</b> | <b>3:00.873</b>     | 72.43        | 25.776   | <b>16:03:13.841</b> |
| 14 -                      | <b>56.830</b>   | <b>82.2</b>              | 1:55.353        | <b>81.5</b>        | 31.832        | 83.1        | 3:24.015            | 64.21        | 48.918   | 16:06:37.856        |
| 15 -                      | 49.867          | 113.9                    | 1:19.146        | 120.6              | 44.625        | 83.6        | 2:53.638            | 75.45        | 18.541   | 16:09:31.494        |
| 16 -                      | 49.110          | 115.3                    | <b>1:17.460</b> | 120.6              | 29.303        | 83.6        | 2:35.873 (2)        | 84.05        | 0.776    | 16:12:07.367        |

## Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

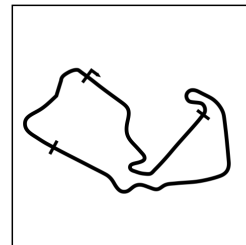
| P31 103 THD               |          | Aimee WATTS |                          | Austin Mini Cooper S |          |                    |          |           |          |              |
|---------------------------|----------|-------------|--------------------------|----------------------|----------|--------------------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:37.345 |          |             | BEST LAP TIME : 2:37.923 |                      |          | DIFFERENCE : 0.578 |          |           |          |              |
| LAP                       | SECTOR 1 |             | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 111.2       | 1:22.144                 | 118.5                | 29.702   | 83.5               | 2:48.366 | 77.81     | 10.443   | 15:29:03.752 |
| 2 -                       | 50.754   | 111.6       | 1:22.248                 | 117.3                | 29.391   | 82.3               | 2:42.393 | 80.67     | 4.470    | 15:31:46.145 |
| 3 -                       | 50.615   | 103.4       | 1:19.928                 | 116.3                | 29.337   | 82.0               | 2:39.880 | 81.94     | 1.957    | 15:34:26.025 |
| 4 -                       | 49.807   | 108.9       | 1:20.584                 | 114.5                | 29.321   | 82.0               | 2:39.712 | 82.03     | 1.789    | 15:37:05.737 |
| 5 -                       | 50.298   | 108.0       | 1:26.544                 | 86.1                 | IN PIT   |                    | 2:51.945 | P 76.19   | 14.022   | 15:39:57.682 |
| 6 -                       | OUTLAP   | 105.8       | 1:20.109                 | 110.3                | 29.086   | 81.7               | 4:12.188 | 51.95     | 1:34.265 | 15:44:09.870 |
| 7 -                       | 49.876   | 107.0       | 1:19.881                 | 110.7                | 29.025   | 82.2               | 2:38.782 | 82.51     | 0.859    | 15:46:48.652 |
| 8 -                       | 49.807   | 106.8       | 1:19.899                 | 114.3                | 29.042   | 82.6               | 2:38.748 | (3) 82.53 | 0.825    | 15:49:27.400 |
| 9 -                       | 49.430   | 107.7       | 1:19.656                 | 112.9                | 28.850   | 82.1               | 2:37.936 | (2) 82.95 | 0.013    | 15:52:05.336 |
| 10 -                      | 49.435   | 108.7       | 1:19.401                 | 116.7                | 29.087   | 83.3               | 2:37.923 | (1) 82.96 |          | 15:54:43.259 |
| 11 -                      | 49.094   | 110.5       | 1:22.623                 | 116.7                | 30.064   | 79.1               | 2:41.781 | 80.98     | 3.858    | 15:57:25.040 |
| 12 -                      | 52.198   | 108.0       | 1:36.472                 | 111.8                | 30.440   | 79.0               | 2:59.110 | 73.14     | 21.187   | 16:00:24.150 |
| 13 -                      | 59.361   | 66.6        | 1:27.767                 | 107.0                | 31.753   | 77.7               | 2:58.881 | 73.24     | 20.958   | 16:03:23.031 |
| 14 -                      | 56.958   | 99.7        | 1:54.811                 | 91.9                 | 33.482   | 78.0               | 3:25.251 | 63.83     | 47.328   | 16:06:48.282 |
| 15 -                      | 52.362   | 107.7       | 1:20.441                 | 115.5                | 30.095   | 81.4               | 2:42.898 | 80.42     | 4.975    | 16:09:31.180 |
| 16 -                      | 50.292   | 110.7       | 1:19.932                 | 113.5                | 29.491   | 79.7               | 2:39.715 | 82.03     | 1.792    | 16:12:10.895 |

| P32 166 THD               |          | Niall MCFADDEN |                          | Morris Mini Cooper S |          |                    |          |       |          |              |              |
|---------------------------|----------|----------------|--------------------------|----------------------|----------|--------------------|----------|-------|----------|--------------|--------------|
| IDEAL LAP TIME : 2:39.177 |          |                | BEST LAP TIME : 2:39.672 |                      |          | DIFFERENCE : 0.495 |          |       |          |              |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME | MPH   | DIFF     | TIME OF DAY  |              |
| 1 -                       |          | 104.3          | 1:22.751                 | 113.9                | 29.560   | 79.7               | 2:50.668 | 76.76 | 10.996   | 15:29:06.054 |              |
| 2 -                       | 51.563   | 103.7          | 1:22.197                 | 111.1                | 29.549   | 79.1               | 2:43.309 | 80.22 | 3.637    | 15:31:49.363 |              |
| 3 -                       | 51.768   | 101.0          | 1:21.226                 | 112.2                | 29.509   | 79.8               | 2:42.503 | 80.62 | 2.831    | 15:34:31.866 |              |
| 4 -                       | 51.579   | 104.2          | 1:21.633                 | 108.9                | 29.715   | 77.6               | 2:42.927 | 80.41 | 3.255    | 15:37:14.793 |              |
| 5 -                       | 51.441   | 103.5          | 1:23.059                 | 111.2                | IN PIT   |                    | 2:47.202 | P     | 78.35    | 7.530        | 15:40:01.995 |
| 6 -                       | OUTLAP   | 104.2          | 1:20.458                 | 111.6                | 29.219   | 79.0               | 4:11.307 | 52.13 | 1:31.635 | 15:44:13.302 |              |
| 7 -                       | 51.131   | 103.8          | 1:21.387                 | 110.5                | 29.190   | 79.1               | 2:41.708 | 81.02 | 2.036    | 15:46:55.010 |              |
| 8 -                       | 50.909   | 104.6          | 1:20.354                 | 110.9                | 29.619   | 79.4               | 2:40.882 | (2)   | 81.43    | 1.210        | 15:49:35.892 |
| 9 -                       | 51.263   | 106.3          | 1:20.524                 | 112.9                | 29.335   | 79.2               | 2:41.122 | (3)   | 81.31    | 1.450        | 15:52:17.014 |
| 10 -                      | 50.796   | 105.1          | 1:22.842                 | 111.4                | 30.598   | 82.0               | 2:44.236 | 79.77 | 4.564    | 15:55:01.250 |              |
| 11 -                      | 51.771   | 105.0          | 1:21.930                 | 114.9                | 29.763   | 82.0               | 2:43.464 | 80.15 | 3.792    | 15:57:44.714 |              |
| 12 -                      | 51.075   | 106.6          | 1:22.591                 | 101.5                | 30.687   | 72.9               | 2:44.353 | 79.71 | 4.681    | 16:00:29.067 |              |
| 13 -                      | 58.583   | 68.2           | 1:27.082                 | 104.0                | 31.339   | 80.8               | 2:57.004 | 74.01 | 17.332   | 16:03:26.071 |              |
| 14 -                      | 58.059   | 104.8          | 1:54.587                 | 103.4                | 31.674   | 81.7               | 3:24.320 | 64.12 | 44.648   | 16:06:50.391 |              |
| 15 -                      | 51.479   | 108.4          | 1:20.423                 | 114.9                | 29.613   | 78.1               | 2:41.515 | 81.11 | 1.843    | 16:09:31.906 |              |
| 16 -                      | 50.063   | 109.6          | 1:19.924                 | 114.7                | 29.685   | 78.3               | 2:39.672 | (1)   | 82.05    | 16:12:11.578 |              |

| P33 42 THD                |          | Benjamin BUTLER |                          | Austin Mini Cooper S |          |                    |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|----------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:38.587 |          |                 | BEST LAP TIME : 2:39.013 |                      |          | DIFFERENCE : 0.426 |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 108.0           | 1:21.710                 | 114.3                | 29.726   | 78.9               | 2:50.026     | 77.05 | 11.013   | 15:29:05.412 |
| 2 -                       | 50.425   | 112.5           | 1:21.622                 | 116.3                | 29.488   | 82.3               | 2:41.535     | 81.10 | 2.522    | 15:31:46.947 |
| 3 -                       |          |                 |                          | 117.3                | 29.449   | 84.3               | 2:39.715     | 82.03 | 0.702    | 15:34:26.662 |
| 4 -                       | 50.292   | 111.8           | 1:19.875                 | 115.3                | 29.345   | 83.2               | 2:39.512 (2) | 82.13 | 0.499    | 15:37:06.174 |
| 5 -                       | 51.690   | 111.6           | 1:26.323                 | 93.4                 | IN PIT   |                    | 2:52.944 P   | 75.75 | 13.931   | 15:39:59.118 |
| 6 -                       | OUTLAP   | 108.5           | 1:20.512                 | 111.1                | 29.504   | 84.3               | 4:27.823     | 48.91 | 1:48.810 | 15:44:26.941 |
| 7 -                       | 50.639   | 108.7           | 1:21.556                 | 108.5                | 29.866   | 82.7               | 2:42.061     | 80.84 | 3.048    | 15:47:09.002 |
| 8 -                       | 50.616   | 107.8           | 1:20.663                 | 112.9                | 29.468   | 83.8               | 2:40.747     | 81.50 | 1.734    | 15:49:49.749 |
| 9 -                       | 50.196   | 108.5           | 1:19.858                 | 113.1                | 28.959   | 83.8               | 2:39.013 (1) | 82.39 |          | 15:52:28.762 |
| 10 -                      | 50.211   | 108.7           | 1:20.501                 | 112.7                | 28.975   | 82.4               | 2:39.687 (3) | 82.04 | 0.674    | 15:55:08.449 |
| 11 -                      | 49.770   | 110.3           | 1:23.321                 | 112.5                | 30.320   | 81.0               | 2:43.411     | 80.17 | 4.398    | 15:57:51.860 |
| 12 -                      | 51.692   | 108.4           | 1:20.147                 | 109.6                | 30.460   | 81.6               | 2:42.299     | 80.72 | 3.286    | 16:00:34.159 |
| 13 -                      | 55.698   | 66.7            | 1:27.498                 | 112.9                | 31.624   | 79.6               | 2:54.820     | 74.94 | 15.807   | 16:03:28.979 |
| 14 -                      | 57.041   | 96.2            | 1:55.443                 | 110.0                | 31.400   | 82.1               | 3:23.884     | 64.26 | 44.871   | 16:06:52.863 |
| 15 -                      | 51.628   | 111.8           | 1:19.882                 | 114.7                | 29.804   | 82.7               | 2:41.314     | 81.21 | 2.301    | 16:09:34.177 |
| 16 -                      | 50.284   | 109.6           | 1:20.601                 | 110.5                | 29.990   | 83.2               | 2:40.875     | 81.44 | 1.862    | 16:12:15.052 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

| P34 163 THA               |          | SIMPSON / KEARNEY        |          | Studebaker 62V Lark V111 |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|--------------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:49.926 |          | BEST LAP TIME : 2:50.658 |          | DIFFERENCE : 0.732       |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                          | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | <b>107.8</b>             | 1:26.620 | <b>113.7</b>             | 32.742   | 74.0 | 3:01.077 | 72.35     | 10.419   | 15:29:16.463 |
| 2 -                       | 53.609   | 107.5                    | 1:27.576 | 113.1                    | 32.563   | 64.0 | 2:53.748 | 75.40     | 3.090    | 15:32:10.211 |
| 3 -                       | 55.005   | 87.3                     | 1:28.906 | 113.5                    | 32.820   | 72.8 | 2:56.731 | 74.13     | 6.073    | 15:35:06.942 |
| 4 -                       | 55.183   | 105.6                    | 1:28.353 | 112.7                    | 32.555   | 73.5 | 2:56.091 | 74.40     | 5.433    | 15:38:03.033 |
| 5 -                       | 56.657   | 92.9                     | 1:29.815 | 112.0                    | 33.876   | 70.2 | 3:00.348 | 72.64     | 9.690    | 15:41:03.381 |
| 6 -                       | 54.839   | 103.0                    | 1:26.284 | 111.8                    | 33.164   | 61.1 | 2:54.287 | 75.17     | 3.629    | 15:43:57.668 |
| 7 -                       | 55.347   | 107.7                    | 1:27.701 | 109.6                    | IN PIT   |      | 3:05.428 | P 70.65   | 14.770   | 15:47:03.096 |
| 8 -                       | OUTLAP   | 101.5                    | 1:27.250 | 102.1                    | 32.353   | 76.4 | 5:21.659 | 40.73     | 2:31.001 | 15:52:24.755 |
| 9 -                       | 54.050   | 101.8                    | 1:24.723 | 106.0                    | 32.200   | 77.3 | 2:50.973 | (2) 76.63 | 0.315    | 15:55:15.728 |
| 10 -                      | 53.515   | 101.6                    | 1:24.820 | 106.0                    | 32.323   | 74.2 | 2:50.658 | (1) 76.77 |          | 15:58:06.386 |
| 11 -                      | 54.219   | 99.7                     | 1:24.506 | 105.0                    | 33.060   | 76.7 | 2:51.785 | (3) 76.26 | 1.127    | 16:00:58.171 |
| 12 -                      | 54.717   | 101.5                    | 1:26.292 | 107.8                    | 31.905   | 77.5 | 2:52.914 | 75.77     | 2.256    | 16:03:51.085 |
| 13 -                      | 56.367   | 95.3                     | 1:37.457 | 95.3                     | 33.010   | 74.8 | 3:06.834 | 70.12     | 16.176   | 16:06:57.919 |
| 14 -                      | 57.700   | 86.5                     | 1:31.576 | 85.1                     | 34.032   | 70.9 | 3:03.308 | 71.47     | 12.650   | 16:10:01.227 |
| 15 -                      | 58.720   | 81.8                     | 1:33.965 | 83.6                     | 33.991   | 72.3 | 3:06.676 | 70.18     | 16.018   | 16:13:07.903 |

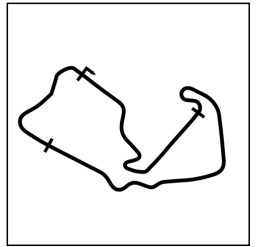
| P35 79 THC                |          | Mark DRAIN               |          | Ford Lotus Cortina |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:37.275 |          | BEST LAP TIME : 2:38.634 |          | DIFFERENCE : 1.359 |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 108.4                    | 1:19.890 | 121.3              | 29.396   | 84.2 | 2:46.706 | 78.59     | 8.072    | 15:29:02.092 |
| 2 -                       | 51.282   | 112.4                    | 1:21.128 | 117.9              | 29.827   | 86.1 | 2:42.237 | 80.75     | 3.603    | 15:31:44.329 |
| 3 -                       | 49.874   | 102.6                    | 1:19.627 | 121.5              | 29.188   | 86.0 | 2:38.689 | (2) 82.56 | 0.055    | 15:34:23.018 |
| 4 -                       | 49.586   | 114.9                    | 1:19.055 | 108.4              | 29.993   | 85.2 | 2:38.634 | (1) 82.59 |          | 15:37:01.652 |
| 5 -                       | 49.738   | 114.9                    | 1:29.662 | 81.5               | 34.312   | 83.2 | 2:53.712 | 75.42     | 15.078   | 15:39:55.364 |
| 6 -                       | 50.927   | 107.2                    | 1:33.617 | 93.0               | 34.955   | 86.0 | 2:59.499 | 72.99     | 20.865   | 15:42:54.863 |
| 7 -                       | 50.390   | 112.4                    | 1:19.755 | 119.1              | 29.274   | 84.2 | 2:39.419 | 82.18     | 0.785    | 15:45:34.282 |
| 8 -                       | 50.342   | 114.1                    | 1:18.941 | 120.0              | IN PIT   |      | 2:41.860 | P 80.94   | 3.226    | 15:48:16.142 |
| 9 -                       | OUTLAP   | 114.1                    | 1:18.508 | 120.4              | 29.181   | 85.5 | 4:05.640 | 53.33     | 1:27.006 | 15:52:21.782 |
| 10 -                      | 49.972   | 115.1                    | 1:18.838 | 121.7              | 29.924   | 81.8 | 2:38.734 | (3) 82.53 | 0.100    | 15:55:00.516 |
| 11 -                      | 51.097   | 109.1                    | 1:20.323 | 119.4              | 29.862   | 82.5 | 2:41.282 | 81.23     | 2.648    | 15:57:41.798 |
| 12 -                      | 51.243   | 110.1                    | 1:22.792 | 111.1              | 31.258   | 82.4 | 2:45.293 | 79.26     | 6.659    | 16:00:27.091 |
| 13 -                      | 58.819   | 67.0                     | 1:27.034 | 111.2              | 31.824   | 78.3 | 2:57.677 | 73.73     | 19.043   | 16:03:24.768 |
| 14 -                      | 56.957   | 100.6                    | 1:54.711 | 96.0               | 32.913   | 83.3 | 3:24.581 | 64.04     | 45.947   | 16:06:49.349 |

| P36 54 THD                |          | NAIRN B / NAIRN C        |          | Morris Mini Cooper S |          |      |          |           |        |              |
|---------------------------|----------|--------------------------|----------|----------------------|----------|------|----------|-----------|--------|--------------|
| IDEAL LAP TIME : 2:38.961 |          | BEST LAP TIME : 2:39.967 |          | DIFFERENCE : 1.006   |          |      |          |           |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                      | SECTOR 3 |      | LAP TIME | MPH       | DIFF   | TIME OF DAY  |
| 1 -                       |          | 108.0                    | 1:22.356 | 116.7                | 30.470   | 78.8 | 2:53.220 | 75.63     | 13.253 | 15:29:08.606 |
| 2 -                       | 51.882   | 103.0                    | 1:25.915 | 114.1                | 29.637   | 81.9 | 2:47.434 | 78.25     | 7.467  | 15:31:56.040 |
| 3 -                       | 50.387   | 108.9                    | 1:20.394 | 115.1                | 29.191   | 81.8 | 2:39.972 | (2) 81.90 | 0.005  | 15:34:36.012 |
| 4 -                       | 50.579   | 109.6                    | 1:20.241 | 114.7                | 29.566   | 83.3 | 2:40.386 | 81.68     | 0.419  | 15:37:16.398 |
| 5 -                       | 50.255   | 110.5                    | 1:23.638 | 105.0                | 31.009   | 78.8 | 2:44.902 | 79.45     | 4.935  | 15:40:01.300 |
| 6 -                       | 51.372   | 108.2                    | 1:29.543 | 93.8                 | 35.508   | 76.4 | 2:56.423 | 74.26     | 16.456 | 15:42:57.723 |
| 7 -                       | 50.830   | 110.0                    | 1:19.706 | 115.3                | 29.431   | 83.0 | 2:39.967 | (1) 81.90 |        | 15:45:37.690 |
| 8 -                       | 50.064   | 110.0                    | 1:20.394 | 115.1                | 29.724   | 80.1 | 2:40.182 | (3) 81.79 | 0.215  | 15:48:17.872 |

| P37 6 THA                 |          | Andrew HADDON            |          | Ford Mustang       |          |      |          |           |          |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:31.365 |          | BEST LAP TIME : 2:31.624 |          | DIFFERENCE : 0.259 |          |      |          |           |          |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 118.3                    | 1:17.080 | 132.6              | 28.928   | 86.5 | 2:35.532 | 84.23     | 3.908    | 15:28:50.918 |
| 2 -                       | 46.945   | 124.2                    | 1:15.983 | 130.0              | 28.696   | 88.6 | 2:31.624 | (1) 86.40 |          | 15:31:22.542 |
| 3 -                       | 47.222   | 120.9                    | 1:15.880 | 131.5              | 28.824   | 88.6 | 2:31.926 | (2) 86.23 | 0.302    | 15:33:54.468 |
| 4 -                       | 47.409   | 124.0                    | 1:15.724 | 132.3              | 28.939   | 87.2 | 2:32.072 | (3) 86.15 | 0.448    | 15:36:26.540 |
| 5 -                       | 47.310   | 126.3                    | 1:16.151 | 120.2              | 31.236   | 77.9 | 2:34.697 | 84.69     | 3.073    | 15:39:01.237 |
| 6 -                       | 55.593   | 42.3                     | 2:09.463 | 53.3               | 31.783   | 87.7 | 3:36.839 | 60.42     | 1:05.215 | 15:42:38.076 |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - SECTOR ANALYSIS



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

| <b>P38</b>                | <b>70</b>     | <b>THC</b>   | <b>LAW J / LAW O</b>     |              | Ford Lotus Cortina |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|--------------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:35.375 |               |              | BEST LAP TIME : 2:36.451 |              |                    | DIFFERENCE : 1.076 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3           |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 111.6        | 1:19.589                 | <b>121.5</b> | 29.371             | 82.3               | 2:42.496            | 80.62        | 6.045  | 15:28:57.882        |
| 2 -                       | 49.242        | <b>114.1</b> | <b>1:17.726</b>          | 121.1        | 29.963             | 83.7               | 2:36.931            | 83.48        | 0.480  | 15:31:34.813        |
| 3 -                       | 49.261        | 110.5        | 1:18.632                 | 119.8        | <b>28.644</b>      | 84.4               | 2:36.537 (2)        | 83.69        | 0.086  | 15:34:11.350        |
| 4 -                       | 49.133        | 112.7        | 1:18.133                 | 118.1        | 29.629             | <b>85.3</b>        | 2:36.895 (3)        | 83.50        | 0.444  | 15:36:48.245        |
| <b>5 -</b>                | <b>49.005</b> | 113.9        | <b>1:18.566</b>          | <b>119.4</b> | <b>28.880</b>      | <b>84.7</b>        | <b>2:36.451 (1)</b> | <b>83.74</b> |        | <b>15:39:24.696</b> |
| 6 -                       | <b>50.054</b> | <b>105.3</b> | <b>1:56.227</b>          | <b>56.2</b>  | 33.595             | 84.3               | 3:19.876            | 65.54        | 43.425 | 15:42:44.572        |

| <b>P39</b>                | <b>101</b>    | <b>THC</b>   | <b>WALKER / WALKER-TULLY</b> |              | Ford Lotus Cortina |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|------------------------------|--------------|--------------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:35.558 |               |              | BEST LAP TIME : 2:36.220     |              |                    | DIFFERENCE : 0.662 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                     |              | SECTOR 3           |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 104.3        | 1:20.503                     | <b>119.8</b> | 29.526             | 86.5               | 2:44.871            | 79.46        | 8.651  | 15:29:00.257        |
| 2 -                       | 49.979        | 115.1        | 1:18.170                     | 119.4        | <b>28.964</b>      | <b>86.8</b>        | 2:37.113 (2)        | 83.39        | 0.893  | 15:31:37.370        |
| 3 -                       | 50.141        | 91.3         | 1:20.059                     | <b>119.8</b> | 29.419             | 84.2               | 2:39.619 (3)        | 82.08        | 3.399  | 15:34:16.989        |
| 4 -                       | 49.044        | <b>117.5</b> | <b>1:17.714</b>              | 113.9        | 29.462             | 85.7               | <b>2:36.220 (1)</b> | <b>83.86</b> |        | <b>15:36:53.209</b> |
| <b>5 -</b>                | <b>48.880</b> | 110.9        | <b>1:36.966</b>              | <b>86.7</b>  | IN PIT             |                    | <b>3:02.361 P</b>   | 71.84        | 26.141 | <b>15:39:55.570</b> |

| <b>P40</b>                | <b>711</b>    | <b>THC</b>   | <b>Guy SMITH</b>         |              | Ford Lotus Cortina |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|--------------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.381 |               |              | BEST LAP TIME : 2:30.381 |              |                    | DIFFERENCE : 0.000 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3           |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>119.6</b> | 1:17.210                 | 123.5        | 27.882             | <b>87.6</b>        | 2:34.065 (3)        | 85.04        | 3.684 | 15:28:49.451        |
| 2 -                       | <b>47.266</b> | 118.7        | <b>1:15.272</b>          | <b>124.7</b> | <b>27.843</b>      | 87.0               | <b>2:30.381 (1)</b> | <b>87.12</b> |       | <b>15:31:19.832</b> |
| 3 -                       | 47.285        | 114.1        | 1:16.377                 | 124.2        | 27.954             | 87.4               | 2:31.616 (2)        | 86.41        | 1.235 | 15:33:51.448        |

| <b>P41</b>                | <b>116</b>    | <b>THA</b>   | <b>MATHIESON / HUFF</b>  |              | Ford Mustang  |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:36.368 |               |              | BEST LAP TIME : 2:38.207 |              |               | DIFFERENCE : 1.839 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 109.4        | 1:19.937                 | 126.3        | 30.036        | <b>87.0</b>        | 2:41.062 (3)        | 81.34        | 2.855 | 15:28:56.448        |
| 2 -                       | <b>48.662</b> | <b>121.3</b> | <b>1:17.996</b>          | <b>132.6</b> | 31.549        | 84.4               | <b>2:38.207 (1)</b> | <b>82.81</b> |       | <b>15:31:34.655</b> |
| 3 -                       | 50.084        | 101.2        | 1:18.718                 | 127.5        | <b>29.710</b> | 85.0               | 2:38.512 (2)        | 82.65        | 0.305 | 15:34:13.167        |

| <b>P42</b>                | <b>26</b>     | <b>THA</b>  | <b>MORTENSEN / MAGNUSSEN</b> |              | Ford Galaxie  |                    |                     |              |       |                     |
|---------------------------|---------------|-------------|------------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:46.145 |               |             | BEST LAP TIME : 2:52.917     |              |               | DIFFERENCE : 6.772 |                     |              |       |                     |
| LAP                       | SECTOR 1      |             | SECTOR 2                     |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 96.8        | <b>1:22.700</b>              | <b>115.9</b> | <b>31.367</b> | <b>82.0</b>        | <b>2:52.917 (1)</b> | <b>75.76</b> |       | <b>15:29:08.303</b> |
| 2 -                       | <b>52.078</b> | <b>99.4</b> | 1:28.073                     | 93.7         | IN PIT        |                    | 2:55.312 P          | 74.73        | 2.394 | 15:32:03.615        |

| <b>P43</b>                | <b>2</b> | <b>THA</b> | <b>ATTARD / HOY</b>      |              | Ford Falcon   |                    |                     |              |      |                     |
|---------------------------|----------|------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 2:37.828 |          |            | BEST LAP TIME : 2:43.248 |              |               | DIFFERENCE : 5.420 |                     |              |      |                     |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                       |          | 110.0      | <b>1:18.965</b>          | <b>136.9</b> | <b>29.880</b> | <b>85.3</b>        | <b>2:43.248 (1)</b> | <b>80.25</b> |      | <b>15:28:58.634</b> |

| <b>P44</b>                | <b>193</b> | <b>THD</b> | <b>Phil BULLEN-BROWN</b> |              | Austin Mini Cooper S |                    |                     |              |      |                     |
|---------------------------|------------|------------|--------------------------|--------------|----------------------|--------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 2:40.495 |            |            | BEST LAP TIME : 2:44.287 |              |                      | DIFFERENCE : 3.792 |                     |              |      |                     |
| LAP                       | SECTOR 1   |            | SECTOR 2                 |              | SECTOR 3             |                    | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                       |            | 109.6      | <b>1:21.514</b>          | <b>119.4</b> | <b>29.044</b>        | <b>83.1</b>        | <b>2:44.287 (1)</b> | <b>79.74</b> |      | <b>15:28:59.673</b> |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - 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 LAP2:27.564</div> |     |                         |          |          |       |  |  |
| 1        | 16  | 45.963 | 16       | 1:13.758 | 711 | 27.843   | 1                              | 600 | TORDOFF                 |          | 2:27.503 |       |  |  |
| 2        | 600 | 46.028 | 126      | 1:13.801 | 600 | 27.986   | 2                              | 126 | SOWTER / HILL           | 2:28.057 | 2:28.516 | 0.459 |  |  |
| 3        | 126 | 46.108 | 600      | 1:13.920 | 51  | 27.989   | 3                              | 16  | JOHNSON / ROSS          |          | 2:27.950 |       |  |  |
| 4        | 179 | 46.145 | 179      | 1:14.032 | 198 | 27.992   | 4                              | 179 | SPIERS / GREENSALL      | 2:28.292 | 2:28.839 | 0.547 |  |  |
| 5        | 119 | 46.290 | 119      | 1:14.255 | 52  | 27.999   | 5                              | 119 | RUDELL / INGRAM         | 2:28.986 | 2:29.669 | 0.683 |  |  |
| 6        | 10  | 46.478 | 10       | 1:14.334 | 179 | 28.115   | 6                              | 10  | SHARP                   | 2:29.307 | 2:29.876 | 0.569 |  |  |
| 7        | 63  | 46.694 | 43       | 1:14.465 | 126 | 28.148   | 7                              | 63  | DAVISON                 | 2:29.641 | 2:29.940 | 0.299 |  |  |
| 8        | 168 | 46.789 | 63       | 1:14.580 | 7   | 28.214   | 8                              | 43  | HARRIS / FRANCHITTI     | 2:29.967 | 2:30.418 | 0.451 |  |  |
| 9        | 43  | 46.807 | 168      | 1:15.160 | 3   | 28.245   | 9                              | 711 | SMITH                   | 2:30.381 | 2:30.381 | 0.000 |  |  |
| 10       | 6   | 46.945 | 711      | 1:15.272 | 63  | 28.367   | 10                             | 168 | RUSSELL / WATERFIELD    | 2:30.475 | 2:30.955 | 0.480 |  |  |
| 11       | 198 | 47.105 | 52       | 1:15.423 | 712 | 28.410   | 11                             | 198 | GIDDINGS / STREATHER    | 2:30.718 | 2:31.023 | 0.305 |  |  |
| 12       | 711 | 47.266 | 198      | 1:15.621 | 22  | 28.435   | 12                             | 52  | NEAL                    | 2:30.885 | 2:31.225 | 0.340 |  |  |
| 13       | 712 | 47.295 | 6        | 1:15.724 | 72  | 28.440   | 13                             | 6   | HADDON                  | 2:31.365 | 2:31.624 | 0.259 |  |  |
| 14       | 3   | 47.410 | 712      | 1:16.018 | 119 | 28.441   | 14                             | 51  | CHILTON                 | 2:31.699 | 2:31.939 | 0.240 |  |  |
| 15       | 52  | 47.463 | 170      | 1:16.161 | 16  | 28.448   | 15                             | 712 | SMITH / REYNOLDS        | 2:31.723 | 2:32.428 | 0.705 |  |  |
| 16       | 51  | 47.480 | 72       | 1:16.171 | 170 | 28.469   | 16                             | 3   | DUTTON                  | 2:32.074 | 2:32.328 | 0.254 |  |  |
| 17       | 149 | 47.486 | 51       | 1:16.230 | 10  | 28.495   | 17                             | 72  | BIRD / SAMPSON          | 2:32.561 | 2:34.033 | 1.472 |  |  |
| 18       | 135 | 47.741 | 3        | 1:16.419 | 168 | 28.526   | 18                             | 170 | MITCHELL                | 2:32.654 | 2:33.239 | 0.585 |  |  |
| 19       | 96  | 47.785 | 135      | 1:16.443 | 64  | 28.619   | 19                             | 149 | NYBLAEUS / WELCH        | 2:32.674 | 2:33.255 | 0.581 |  |  |
| 20       | 72  | 47.950 | 149      | 1:16.528 | 70  | 28.644   | 20                             | 135 | REYNOLDS / QUINTERO     | 2:33.012 | 2:33.391 | 0.379 |  |  |
| 21       | 170 | 48.024 | 22       | 1:16.554 | 149 | 28.660   | 21                             | 22  | SMITH / SOPER           | 2:33.193 | 2:34.086 | 0.893 |  |  |
| 22       | 22  | 48.204 | 96       | 1:16.909 | 43  | 28.695   | 22                             | 96  | SCOTT ANDREWS           | 2:34.344 | 2:34.531 | 0.187 |  |  |
| 23       | 9   | 48.352 | 7        | 1:17.369 | 6   | 28.696   | 23                             | 7   | BURNETT / KENDALL       | 2:34.362 | 2:35.398 | 1.036 |  |  |
| 24       | 17  | 48.421 | 17       | 1:17.393 | 135 | 28.828   | 24                             | 64  | GUSTERSON               | 2:34.598 | 2:35.097 | 0.499 |  |  |
| 25       | 64  | 48.519 | 64       | 1:17.460 | 71  | 28.834   | 25                             | 17  | TOMLIN                  | 2:34.833 | 2:35.953 | 1.120 |  |  |
| 26       | 13  | 48.601 | 13       | 1:17.540 | 103 | 28.850   | 26                             | 13  | MCGURK                  | 2:35.152 | 2:36.128 | 0.976 |  |  |
| 27       | 116 | 48.662 | 14       | 1:17.556 | 12  | 28.895   | 27                             | 70  | LAW J / LAW O           | 2:35.375 | 2:36.451 | 1.076 |  |  |
| 28       | 7   | 48.779 | 9        | 1:17.707 | 42  | 28.959   | 28                             | 101 | WALKER / WALKER-TULLY   | 2:35.558 | 2:36.220 | 0.662 |  |  |
| 29       | 101 | 48.880 | 101      | 1:17.714 | 101 | 28.964   | 29                             | 14  | HORROBIN / PALMER       | 2:35.740 | 2:36.470 | 0.730 |  |  |
| 30       | 2   | 48.983 | 70       | 1:17.726 | 13  | 29.011   | 30                             | 9   | CAMPAGNE / KALFF        | 2:35.785 | 2:36.249 | 0.464 |  |  |
| 31       | 70  | 49.005 | 116      | 1:17.996 | 17  | 29.019   | 31                             | 116 | MATHIESON / HUFF        | 2:36.368 | 2:38.207 | 1.839 |  |  |
| 32       | 12  | 49.084 | 79       | 1:18.508 | 14  | 29.024   | 32                             | 12  | SAMWAYS                 | 2:36.799 | 2:38.069 | 1.270 |  |  |
| 33       | 103 | 49.094 | 12       | 1:18.820 | 193 | 29.044   | 33                             | 79  | DRAIN                   | 2:37.275 | 2:38.634 | 1.359 |  |  |
| 34       | 14  | 49.160 | 71       | 1:18.962 | 79  | 29.181   | 34                             | 71  | LEWIS                   | 2:37.330 | 2:37.786 | 0.456 |  |  |
| 35       | 71  | 49.534 | 2        | 1:18.965 | 166 | 29.190   | 35                             | 103 | WATTS                   | 2:37.345 | 2:37.923 | 0.578 |  |  |
| 36       | 79  | 49.586 | 103      | 1:19.401 | 54  | 29.191   | 36                             | 2   | ATTARD / HOY            | 2:37.828 | 2:43.248 | 5.420 |  |  |
| 37       | 42  | 49.770 | 54       | 1:19.706 | 117 | 29.401   | 37                             | 42  | BUTLER                  | 2:38.587 | 2:39.013 | 0.426 |  |  |
| 38       | 73  | 49.887 | 73       | 1:19.789 | 73  | 29.595   | 38                             | 54  | NAIRN B / NAIRN C       | 2:38.961 | 2:39.967 | 1.006 |  |  |
| 39       | 193 | 49.937 | 42       | 1:19.858 | 96  | 29.650   | 39                             | 166 | MCFADDEN                | 2:39.177 | 2:39.672 | 0.495 |  |  |
| 40       | 166 | 50.063 | 166      | 1:19.924 | 116 | 29.710   | 40                             | 73  | FRASER KER              | 2:39.271 | 2:40.483 | 1.212 |  |  |
| 41       | 54  | 50.064 | 193      | 1:21.514 | 9   | 29.726   | 41                             | 193 | BULLEN-BROWN            | 2:40.495 | 2:44.287 | 3.792 |  |  |
| 42       | 26  | 52.078 | 26       | 1:22.700 | 2   | 29.880   | 42                             | 26  | MORTENSEN / MAGNUSSEN   | 2:46.145 | 2:52.917 | 6.772 |  |  |
| 43       | 163 | 53.515 | 163      | 1:24.506 | 26  | 31.367   | 43                             | 163 | SIMPSON / KEARNEY       | 2:49.926 | 2:50.658 | 0.732 |  |  |
| 44       |     |        |          |          | 163 | 31.905   | 44                             | 117 | CLARIDGE J / CLARIDGE I |          | 2:37.709 |       |  |  |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - BEST SPEEDS

| INTERMEDIATE 1 |     |                       |       | INTERMEDIATE 2 |                         |       | FINISH LINE |                         |      |
|----------------|-----|-----------------------|-------|----------------|-------------------------|-------|-------------|-------------------------|------|
| POS            | NO  | NAME                  | MPH   | NO             | NAME                    | MPH   | NO          | NAME                    | MPH  |
| 1              | 119 | RUDELL / INGRAM       | 131.5 | 126            | SOWTER / HILL           | 144.0 | 600         | TORDOFF                 | 90.4 |
| 2              | 126 | SOWTER / HILL         | 131.3 | 179            | SPIERS / GREENSALL      | 141.2 | 168         | RUSSELL / WATERFIELD    | 90.1 |
| 3              | 16  | JOHNSON / ROSS        | 130.8 | 96             | SCOTT ANDREWS           | 141.2 | 126         | SOWTER / HILL           | 89.5 |
| 4              | 10  | SHARP                 | 130.8 | 16             | JOHNSON / ROSS          | 140.6 | 10          | SHARP                   | 89.4 |
| 5              | 179 | SPIERS / GREENSALL    | 130.3 | 600            | TORDOFF                 | 140.1 | 119         | RUDELL / INGRAM         | 89.3 |
| 6              | 43  | HARRIS / FRANCHITTI   | 129.5 | 43             | HARRIS / FRANCHITTI     | 139.8 | 179         | SPIERS / GREENSALL      | 89.1 |
| 7              | 600 | TORDOFF               | 128.5 | 10             | SHARP                   | 139.2 | 43          | HARRIS / FRANCHITTI     | 89.0 |
| 8              | 168 | RUSSELL / WATERFIELD  | 127.5 | 119            | RUDELL / INGRAM         | 138.9 | 16          | JOHNSON / ROSS          | 88.8 |
| 9              | 63  | DAVISON               | 127.3 | 63             | DAVISON                 | 138.6 | 63          | DAVISON                 | 88.7 |
| 10             | 6   | HADDON                | 126.3 | 168            | RUSSELL / WATERFIELD    | 138.3 | 22          | SMITH / SOPER           | 88.6 |
| 11             | 96  | SCOTT ANDREWS         | 124.2 | 2              | ATTARD / HOY            | 136.9 | 6           | HADDON                  | 88.6 |
| 12             | 149 | NYBLAEUS / WELCH      | 124.2 | 149            | NYBLAEUS / WELCH        | 135.2 | 149         | NYBLAEUS / WELCH        | 88.0 |
| 13             | 116 | MATHIESON / HUFF      | 121.3 | 6              | HADDON                  | 132.6 | 198         | GIDDINGS / STREATHER    | 87.9 |
| 14             | 2   | ATTARD / HOY          | 121.3 | 116            | MATHIESON / HUFF        | 132.6 | 96          | SCOTT ANDREWS           | 87.8 |
| 15             | 52  | NEAL                  | 120.4 | 9              | CAMPAGNE / KALFF        | 131.3 | 52          | NEAL                    | 87.6 |
| 16             | 3   | DUTTON                | 119.8 | 3              | DUTTON                  | 127.3 | 711         | SMITH                   | 87.6 |
| 17             | 711 | SMITH                 | 119.6 | 170            | MITCHELL                | 126.6 | 3           | DUTTON                  | 87.4 |
| 18             | 712 | SMITH / REYNOLDS      | 118.9 | 72             | BIRD / SAMPSON          | 125.2 | 51          | CHILTON                 | 87.4 |
| 19             | 51  | CHILTON               | 118.9 | 52             | NEAL                    | 124.9 | 712         | SMITH / REYNOLDS        | 87.3 |
| 20             | 170 | MITCHELL              | 118.5 | 51             | CHILTON                 | 124.9 | 17          | TOMLIN                  | 87.0 |
| 21             | 9   | CAMPAGNE / KALFF      | 118.5 | 711            | SMITH                   | 124.7 | 116         | MATHIESON / HUFF        | 87.0 |
| 22             | 198 | GIDDINGS / STREATHER  | 118.5 | 712            | SMITH / REYNOLDS        | 124.5 | 101         | WALKER / WALKER-TULLY   | 86.8 |
| 23             | 72  | BIRD / SAMPSON        | 118.1 | 13             | MCGURK                  | 123.5 | 170         | MITCHELL                | 86.4 |
| 24             | 135 | REYNOLDS / QUINTERO   | 117.5 | 14             | HORROBIN / PALMER       | 123.3 | 135         | REYNOLDS / QUINTERO     | 86.4 |
| 25             | 101 | WALKER / WALKER-TULLY | 117.5 | 64             | GUSTERSON               | 122.9 | 79          | DRAIN                   | 86.1 |
| 26             | 22  | SMITH / SOPER         | 117.3 | 79             | DRAIN                   | 121.7 | 9           | CAMPAGNE / KALFF        | 86.0 |
| 27             | 13  | MCGURK                | 117.3 | 70             | LAW J / LAW O           | 121.5 | 64          | GUSTERSON               | 86.0 |
| 28             | 17  | TOMLIN                | 116.9 | 117            | CLARIDGE J / CLARIDGE L | 121.1 | 72          | BIRD / SAMPSON          | 85.9 |
| 29             | 14  | HORROBIN / PALMER     | 115.7 | 22             | SMITH / SOPER           | 120.6 | 13          | MCGURK                  | 85.8 |
| 30             | 64  | GUSTERSON             | 115.7 | 135            | REYNOLDS / QUINTERO     | 120.0 | 7           | BURNETT / KENDALL       | 85.4 |
| 31             | 79  | DRAIN                 | 115.1 | 198            | GIDDINGS / STREATHER    | 120.0 | 12          | SAMWAYS                 | 85.3 |
| 32             | 7   | BURNETT / KENDALL     | 114.5 | 7              | BURNETT / KENDALL       | 119.8 | 70          | LAW J / LAW O           | 85.3 |
| 33             | 70  | LAW J / LAW O         | 114.1 | 101            | WALKER / WALKER-TULLY   | 119.8 | 2           | ATTARD / HOY            | 85.3 |
| 34             | 42  | BUTLER                | 112.5 | 193            | BULLEN-BROWN            | 119.4 | 14          | HORROBIN / PALMER       | 85.2 |
| 35             | 193 | BULLEN-BROWN          | 112.2 | 103            | WATTS                   | 118.5 | 42          | BUTLER                  | 84.3 |
| 36             | 103 | WATTS                 | 111.6 | 17             | TOMLIN                  | 118.3 | 73          | FRASER KER              | 84.0 |
| 37             | 73  | FRASER KER            | 111.4 | 73             | FRASER KER              | 117.7 | 117         | CLARIDGE J / CLARIDGE L | 83.7 |
| 38             | 12  | SAMWAYS               | 111.1 | 42             | BUTLER                  | 117.3 | 103         | WATTS                   | 83.5 |
| 39             | 54  | NAIRN B / NAIRN C     | 110.5 | 71             | LEWIS                   | 117.1 | 71          | LEWIS                   | 83.3 |
| 40             | 71  | LEWIS                 | 110.1 | 54             | NAIRN B / NAIRN C       | 116.7 | 54          | NAIRN B / NAIRN C       | 83.3 |
| 41             | 166 | MCFADDEN              | 109.6 | 26             | MORTENSEN / MAGNUSSEN   | 115.9 | 193         | BULLEN-BROWN            | 83.1 |
| 42             | 163 | SIMPSON / KEARNEY     | 107.8 | 12             | SAMWAYS                 | 115.5 | 166         | MCFADDEN                | 82.0 |
| 43             | 26  | MORTENSEN / MAGNUSSEN | 99.4  | 166            | MCFADDEN                | 114.9 | 26          | MORTENSEN / MAGNUSSEN   | 82.0 |
| 44             |     |                       |       | 163            | SIMPSON / KEARNEY       | 113.7 | 163         | SIMPSON / KEARNEY       | 77.5 |
| 45             |     |                       |       |                |                         |       |             |                         |      |

# Transatlantic Touring Car Trophy (Pre '66)

## RACE 7 - PIT STOP ANALYSIS

| Start Time: 15:26:15.385        |              | Pit Window Open: 15:44:15.385 |            |              | Pit Window Closed: 15:53:15.385 |  |
|---------------------------------|--------------|-------------------------------|------------|--------------|---------------------------------|--|
| P1 16 JOHNSON / ROSS            |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:47:21.980 | 1:31.561                      | 1:31.561   | 15:48:53.541 |                                 |  |
| P2 600 Sam TORDOFF              |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:49:49.290 | 1:57.574                      | 1:57.574   | 15:51:46.864 |                                 |  |
| P3 126 SOWTER / HILL            |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:13.292 | 1:46.947                      | 1:46.947   | 15:47:00.239 |                                 |  |
| P4 179 SPIERS / GREENSALL       |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:44:58.940 | 1:38.748                      | 1:38.748   | 15:46:37.688 |                                 |  |
| P5 119 RUDELL / INGRAM          |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:49:56.497 | 1:54.493                      | 1:54.493   | 15:51:50.990 |                                 |  |
| P6 10 Tom SHARP                 |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:49:57.344 | 1:38.404                      | 1:38.404   | 15:51:35.748 |                                 |  |
| P7 63 John DAVISON              |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:01.294 | 1:36.863                      | 1:36.863   | 15:51:38.157 |                                 |  |
| P8 168 RUSSELL / WATERFIELD     |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:47:39.831 | 1:44.985                      | 1:44.985   | 15:49:24.816 |                                 |  |
| P9 43 HARRIS / FRANCHITTI       |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:04.340 | 1:55.392                      | 1:55.392   | 15:51:59.732 |                                 |  |
| P10 52 Henry NEAL               |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:09.906 | 1:51.557                      | 1:51.557   | 15:47:01.463 |                                 |  |
| P11 712 SMITH / REYNOLDS        |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:19.298 | 1:38.161                      | 1:38.161   | 15:46:57.459 |                                 |  |
| P12 3 Richard DUTTON            |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:21.628 | 1:37.005                      | 1:37.005   | 15:51:58.633 |                                 |  |
| P13 170 Jonathan MITCHELL       |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:52:57.506 | 1:37.062                      | 1:37.062   | 15:54:34.568 |                                 |  |
| P14 51 Max CHILTON              |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:06.176 | 2:00.547                      | 2:00.547   | 15:47:06.723 |                                 |  |
| P15 17 David TOMLIN             |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:32.040 | 1:32.851                      | 1:32.851   | 15:52:04.891 |                                 |  |
| P16 96 Tim SCOTT ANDREWS        |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:33.958 | 1:32.214                      | 1:32.214   | 15:52:06.172 |                                 |  |
| P17 72 BIRD / SAMPSON           |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:22.604 | 1:47.441                      | 1:47.441   | 15:52:10.045 |                                 |  |
| P18 22 SMITH / SOPER            |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:24.738 | 1:42.054                      | 1:42.054   | 15:52:06.792 |                                 |  |
| P19 7 BURNETT / KENDALL         |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:30.627 | 1:37.746                      | 1:37.746   | 15:52:08.373 |                                 |  |
| P20 135 REYNOLDS / QUINTERO     |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:52:58.748 | 1:37.818                      | 1:37.818   | 15:54:36.566 |                                 |  |
| P21 117 CLARIDGE J / CLARIDGE L |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:26.381 | 1:37.993                      | 1:37.993   | 15:47:04.375 |                                 |  |
| P22 9 CAMPAGNE / KALFF          |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:45:28.293 | 1:50.267                      | 1:50.267   | 15:47:18.560 |                                 |  |
| P23 71 Dan LEWIS                |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:48:04.783 | 1:43.666                      | 1:43.666   | 15:49:48.449 |                                 |  |
| P24 12 Oilly SAMWAYS            |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:48:05.244 | 1:42.565                      | 1:42.565   | 15:49:47.809 |                                 |  |
| P25 198 GIDDINGS / STREATHER    |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:52:37.791 | 1:36.464                      | 1:36.464   | 15:54:14.255 |                                 |  |
| P26 13 John MCGURK              |              |                               |            |              |                                 |  |
| STOP                            | IN TIME      | STOP TIME                     | TOTAL TIME | OUT TIME     |                                 |  |
| 1 -                             | 15:50:41.611 | 1:34.111                      | 1:34.111   | 15:52:15.722 |                                 |  |

## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - PIT STOP ANALYSIS

|                                 |                                      |                                        |
|---------------------------------|--------------------------------------|----------------------------------------|
| <b>Start Time: 15:26:15.385</b> | <b>Pit Window Open: 15:44:15.385</b> | <b>Pit Window Closed: 15:53:15.385</b> |
|---------------------------------|--------------------------------------|----------------------------------------|

|            |                             |           |            |              |
|------------|-----------------------------|-----------|------------|--------------|
| <b>P27</b> | <b>14 HORROBIN / PALMER</b> |           |            |              |
| STOP       | IN TIME                     | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:50:42.650                | 1:39.460  | 1:39.460   | 15:52:22.110 |

|            |                             |           |            |              |
|------------|-----------------------------|-----------|------------|--------------|
| <b>P28</b> | <b>149 NYBLAEUS / WELCH</b> |           |            |              |
| STOP       | IN TIME                     | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:52:55.619                | 1:48.521  | 1:48.521   | 15:54:44.140 |

|            |                            |           |            |              |
|------------|----------------------------|-----------|------------|--------------|
| <b>P29</b> | <b>73 Nigel FRASER KER</b> |           |            |              |
| STOP       | IN TIME                    | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:39:52.346               | 46.414    | 46.414     | 15:40:38.760 |
| 2 -        | 15:48:36.683               | 1:42.371  | 2:28.785   | 15:50:19.054 |

|            |                           |           |            |              |
|------------|---------------------------|-----------|------------|--------------|
| <b>P30</b> | <b>64 Simon GUSTERSON</b> |           |            |              |
| STOP       | IN TIME                   | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:50:34.667              | 1:19.119  | 1:19.119   | 15:51:53.786 |

|            |                        |           |            |              |
|------------|------------------------|-----------|------------|--------------|
| <b>P31</b> | <b>103 Aimee WATTS</b> |           |            |              |
| STOP       | IN TIME                | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:39:49.958           | 1:46.790  | 1:46.790   | 15:41:36.748 |

|            |                           |           |            |              |
|------------|---------------------------|-----------|------------|--------------|
| <b>P32</b> | <b>166 Niall MCFADDEN</b> |           |            |              |
| STOP       | IN TIME                   | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:39:54.010              | 1:43.593  | 1:43.593   | 15:41:37.603 |

|            |                           |           |            |              |
|------------|---------------------------|-----------|------------|--------------|
| <b>P33</b> | <b>42 Benjamin BUTLER</b> |           |            |              |
| STOP       | IN TIME                   | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:39:51.444              | 1:59.362  | 1:59.362   | 15:41:50.806 |

|            |                              |           |            |              |
|------------|------------------------------|-----------|------------|--------------|
| <b>P34</b> | <b>163 SIMPSON / KEARNEY</b> |           |            |              |
| STOP       | IN TIME                      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:46:52.934                 | 2:42.203  | 2:42.203   | 15:49:35.137 |

|            |                      |           |            |              |
|------------|----------------------|-----------|------------|--------------|
| <b>P35</b> | <b>79 Mark DRAIN</b> |           |            |              |
| STOP       | IN TIME              | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -        | 15:48:06.490         | 1:43.188  | 1:43.188   | 15:49:49.678 |
| 2 -        | 16:11:17.914         |           |            |              |

|            |                                  |           |            |          |
|------------|----------------------------------|-----------|------------|----------|
| <b>P39</b> | <b>101 WALKER / WALKER-TULLY</b> |           |            |          |
| STOP       | IN TIME                          | STOP TIME | TOTAL TIME | OUT TIME |
| 1 -        | 15:39:48.024                     |           |            |          |

|            |                                 |           |            |          |
|------------|---------------------------------|-----------|------------|----------|
| <b>P42</b> | <b>26 MORTENSEN / MAGNUSSEN</b> |           |            |          |
| STOP       | IN TIME                         | STOP TIME | TOTAL TIME | OUT TIME |
| 1 -        | 15:31:55.354                    |           |            |          |

Transatlantic Touring Car Trophy (Pre '66)

RACE 7 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 44                        |
| Planned Start          | 2025-08-23 @ 15:25:00.000 |
| Actual Start           | 2025-08-23 @ 15:26:15.385 |
| Finish Time            | 2025-08-23 @ 16:11:31.848 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 591                       |
| Total Distance Covered | 2150.8683mi.              |

Session Fastest Lap History

| NO  | CL  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|-----|-----|-------------|----------|--------------|-----|--------------|
| 600 | THA | Sam TORDOFF | 2:27.503 | 15:28:42.895 | 1   | Ford Mustang |

Session Leader History

| NO  | CL  | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|-----|----------------------|----------|----------|-------------|--------------------|
| 600 | THA | Sam TORDOFF          | 1        | 9        | 32.75 miles | Ford Mustang       |
| 198 | THC | GIDDINGS / STREATHER | 10       | 1        | 3.63 miles  | Ford Lotus Cortina |
| 16  | THA | JOHNSON / ROSS       | 11       | 6        | 21.83 miles | Ford Mustang       |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:26:15.385 |
| SAFETY | 15:38:18.986 |
| GREEN  | 15:42:25.614 |
| SAFETY | 15:55:46.698 |
| GREEN  | 16:06:28.165 |
| FINISH | 16:11:31.848 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 3     | 12         | 32:23.806  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 2     | 4          | 14:48.094  |
| FCY        | 0     | 0          | 0.000      |

## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - STATISTICS

**CLASS : THA**

17 Starters

#### Fastest Lap History

| NO  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|-----|-------------|----------|--------------|-----|--------------|
| 600 | Sam TORDOFF | 2:27.503 | 15:28:42.895 | 1   | Ford Mustang |

#### Leader History

| NO  | NAME             | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|------------------|----------|----------|-------------|--------------------|
| 600 | Sam TORDOFF      | 1        | 9        | 32.75 miles | Ford Mustang       |
| 149 | NYBLAEUS / WELCH | 10       | 1        | 3.63 miles  | Ford Falcon Sprint |
| 16  | JOHNSON / ROSS   | 11       | 6        | 21.83 miles | Ford Mustang       |

## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - STATISTICS

**CLASS : THC**

18 Starters

#### Fastest Lap History

| NO  | NAME      | LAP TIME        | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------|-----------------|--------------|-----|--------------------|
| 711 | Guy SMITH | <b>2:34.065</b> | 15:28:49.455 | 1   | Ford Lotus Cortina |
| 711 | Guy SMITH | <b>2:30.381</b> | 15:31:19.834 | 2   | Ford Lotus Cortina |

#### Leader History

| NO  | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|----------------------|----------|----------|-------------|--------------------|
| 711 | Guy SMITH            | 1        | 3        | 10.91 miles | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 4        | 13       | 47.31 miles | Ford Lotus Cortina |

## Transatlantic Touring Car Trophy (Pre '66)

### RACE 7 - STATISTICS

CLASS : THD

9 Starters

#### Fastest Lap History

| NO  | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE              |
|-----|-------------------|----------|--------------|-----|----------------------|
| 193 | Phil BULLEN-BROWN | 2:44.287 | 15:28:59.671 | 1   | Austin Mini Cooper S |
| 7   | BURNETT / KENDALL | 2:38.164 | 15:31:38.735 | 2   | Austin Mini Cooper S |
| 71  | Dan LEWIS         | 2:37.786 | 15:34:21.173 | 3   | Austin Mini Cooper S |
| 7   | BURNETT / KENDALL | 2:35.911 | 15:45:26.521 | 7   | Austin Mini Cooper S |
| 7   | BURNETT / KENDALL | 2:35.398 | 15:48:01.921 | 8   | Austin Mini Cooper S |

#### Leader History

| NO  | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE              |
|-----|-------------------|----------|----------|-------------|----------------------|
| 193 | Phil BULLEN-BROWN | 1        | 1        | 3.63 miles  | Austin Mini Cooper S |
| 7   | BURNETT / KENDALL | 2        | 15       | 54.59 miles | Austin Mini Cooper S |