



# MODIFIED FORD SERIES



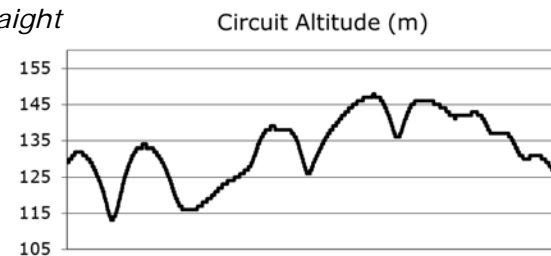
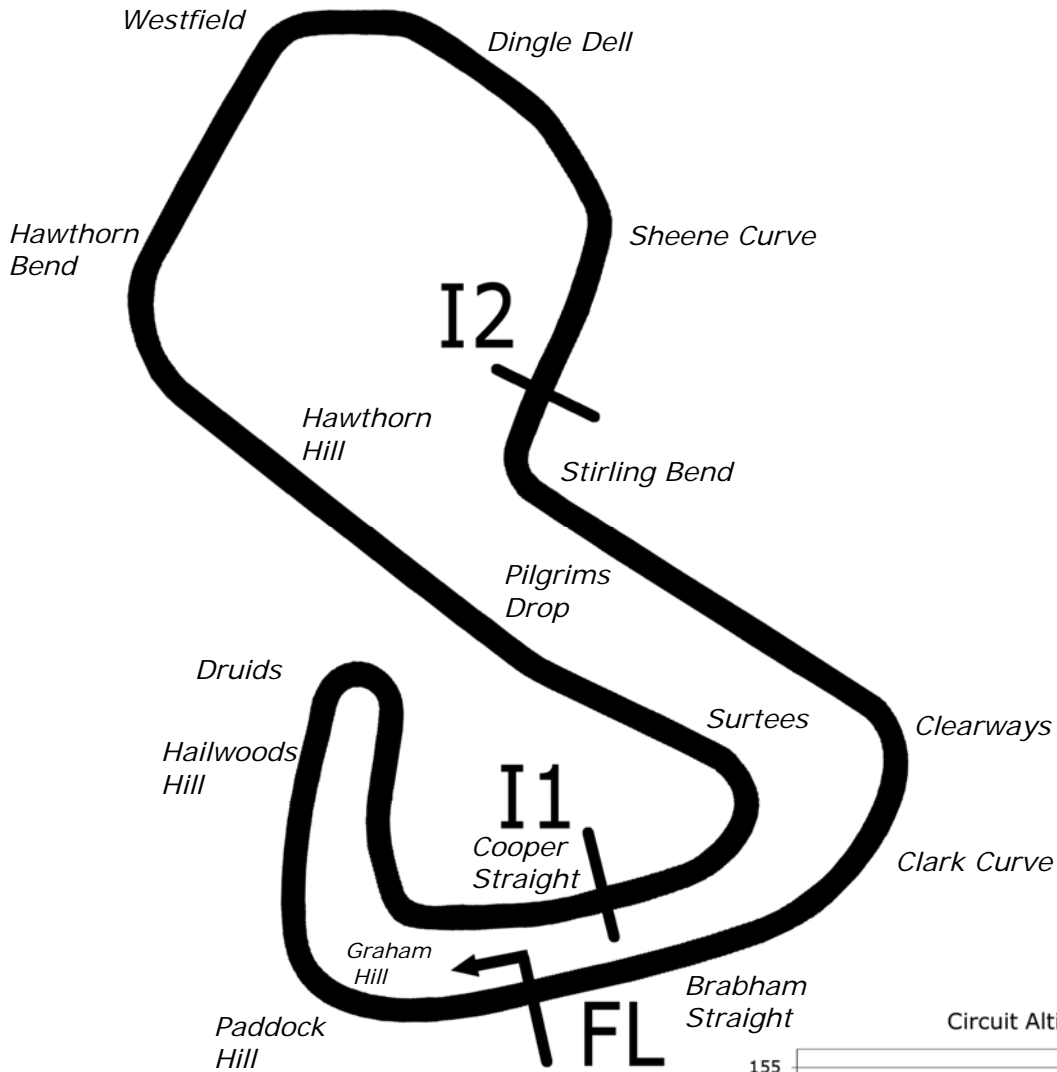
MSVR Club Car Championships  
Brands Hatch GP  
30<sup>th</sup> April 2023



Timing & Results Provided by Timing Solutions Ltd

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

# Brands Hatch GP



|   |              |                      |
|---|--------------|----------------------|
| Length  | 2.4332 miles | 3916.0 m             |
| FL  |              | 51.36032 N 0.26032 E |
| I1  | 1116m        | 51.35934 N 0.25955 E |
| I2  | 2928m        | 51.35532 N 0.26250 E |
| Pit Entry   | 3646m        | 51.35911 N 0.25743 E |
| Pit Exit  | 26m after FL | 51.36027 N 0.26078 E |
| Pit Entry-Pit Exit 277m, 19.9s @50kph, 16.6s @60kph |              |                      |

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

## Modified Ford Series

### QUALIFYING - RACE 13 - CLASSIFICATION

| POS | NO  | CL | PIC NAME           | ENTRY                      | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|--------------------|----------------------------|----------|----|------|--------|-------|-------|
| 1   | 77  | A  | 1 James ALLEN      | Ford Focus RS 2wd          | 1:37.278 | 9  | 9    |        |       | 90.04 |
| 2   | 111 | SA | 1 Simon LIGHT      | Ford Capri                 | 1:37.474 | 11 | 12   | 0.196  | 0.196 | 89.86 |
| 3   | 23  | A  | 2 Craig RAINER     | Ford Escort MK2            | 1:40.429 | 10 | 10   | 3.151  | 2.955 | 87.22 |
| 4   | 44* | SA | 2 Rod BIRLEY       | Ford Escort Cosworth WRC   | 1:40.610 | 5  | 5    | 3.332  | 0.181 | 87.06 |
| 5   | 93  | B+ | 1 Kester COOK      | Ford Fiesta ST150          | 1:40.769 | 8  | 11   | 3.491  | 0.159 | 86.92 |
| 6   | 56  | B+ | 2 Piers GRANGE     | Ford Escort MK2            | 1:41.254 | 4  | 4    | 3.976  | 0.485 | 86.51 |
| 7   | 101 | B+ | 3 Malcolm HARDING  | Ford Escort MK2 Zakspeed   | 1:41.320 | 6  | 10   | 4.042  | 0.066 | 86.45 |
| 8   | 39  | B+ | 4 Josh PAYTON      | Ford Cortina MK2           | 1:42.092 | 9  | 10   | 4.814  | 0.772 | 85.80 |
| 9   | 53  | B+ | 5 Neil ARGRAVE     | Ford Escort MK2            | 1:42.219 | 11 | 11   | 4.941  | 0.127 | 85.69 |
| 10  | 33  | B+ | 6 Paul NEVILL      | Ford Escort MK2            | 1:43.061 | 9  | 11   | 5.783  | 0.842 | 84.99 |
| 11  | 61  | B+ | 7 David GUTHRIE    | Ford Fiesta                | 1:43.517 | 9  | 11   | 6.239  | 0.456 | 84.62 |
| 12  | 83  | B  | 1 Neil JESSOP      | Ford Escort MK2 Zakspeed   | 1:43.818 | 7  | 8    | 6.540  | 0.301 | 84.37 |
| 13  | 771 | C  | 1 Nick PROUDLOCK   | Ford Escort MK1            | 1:44.852 | 4  | 8    | 7.574  | 1.034 | 83.54 |
| 14  | 27  | B+ | 8 Martin REYNOLDS  | Ford Escort MK2            | 1:45.082 | 9  | 9    | 7.804  | 0.230 | 83.36 |
| 15  | 231 | A  | 3 Jeremy SUTTON    | Ford Sierra Cosworth       | 1:45.335 | 6  | 8    | 8.057  | 0.253 | 83.16 |
| 16  | 29  | B  | 2 Mike THURLEY     | Ford Escort MK1 Zakspeed   | 1:45.448 | 10 | 10   | 8.170  | 0.113 | 83.07 |
| 17  | 73  | SA | 3 Stuart DAY       | Ford Escort Cosworth       | 1:45.595 | 7  | 11   | 8.317  | 0.147 | 82.95 |
| 18  | 16  | B  | 3 Chris BAKER      | Ford Escort MK3 RS1600i    | 1:45.828 | 9  | 10   | 8.550  | 0.233 | 82.77 |
| 19  | 464 | B  | 4 TESTER / KNOPP   | Ford Fiesta ST150          | 1:46.508 | 3  | 7    | 9.230  | 0.680 | 82.24 |
| 20  | 612 | B+ | 9 Cliff PELLIN     | Ford Fiesta MK8            | 1:47.093 | 10 | 11   | 9.815  | 0.585 | 81.79 |
| 21  | 14  | A  | 4 Malcolm WISE     | Ford Sapphire Cosworth     | 1:48.451 | 5  | 10   | 11.173 | 1.358 | 80.77 |
| 22  | 52  | A  | 5 Ralph HIGSON     | Ford Focus MK1             | 1:48.473 | 11 | 11   | 11.195 | 0.022 | 80.75 |
| 23  | 124 | C  | 2 Alex BOAM        | Ford Fiesta 2006           | 1:48.818 | 11 | 11   | 11.540 | 0.345 | 80.49 |
| 24  | 444 | B  | 5 Oliver BULLION   | Ford Fiesta ST150          | 1:48.946 | 3  | 5    | 11.668 | 0.128 | 80.40 |
| 25  | 441 | A  | 6 Mike WATSON      | Ford Sierra Cosworth       | 1:49.206 | 6  | 10   | 11.928 | 0.260 | 80.21 |
| 26  | 12  | B+ | 10 Tim SANDHU      | Ford Fiesta ST150          | 1:49.438 | 7  | 8    | 12.160 | 0.232 | 80.04 |
| 27  | 40  | B  | 6 Steve CRIPPS     | Ford Escort MK2            | 1:50.000 | 10 | 10   | 12.722 | 0.562 | 79.63 |
| 28  | 170 | B  | 7 Robert LEWIS     | Ford Focus ST170           | 1:50.317 | 9  | 10   | 13.039 | 0.317 | 79.40 |
| 29  | 125 | B+ | 11 Dan COWAN       | Ford Fiesta ST150          | 1:50.412 | 6  | 6    | 13.134 | 0.095 | 79.33 |
| 30  | 7*  | B  | 8 SLOSS / ARIF     | Ford Fiesta ST150          | 1:50.459 | 4  | 10   | 13.181 | 0.047 | 79.30 |
| 31  | 36  | B  | 9 Gary JOHNSON     | Ford Escort MK1            | 1:51.067 | 8  | 10   | 13.789 | 0.608 | 78.86 |
| 32  | 128 | B  | 10 Chris SMITH     | Ford Escort MK1            | 1:51.784 | 11 | 11   | 14.506 | 0.717 | 78.36 |
| 33  | 75  | C  | 3 Gary LITTLEWOOD  | Ford Fiesta SE             | 1:52.329 | 4  | 10   | 15.051 | 0.545 | 77.98 |
| 34  | 134 | B  | 11 Jason STONE     | Ford Fiesta ST150          | 1:52.676 | 6  | 10   | 15.398 | 0.347 | 77.74 |
| 35  | 17* | A  | 7 Brian LILLEY     | Ford Sierra Cosworth RS500 | 1:52.991 | 2  | 2    | 15.713 | 0.315 | 77.52 |
| 36  | 96* | B+ | 12 Nigel CRAIG     | Ford Escort MK2            | 1:53.014 | 8  | 8    | 15.736 | 0.023 | 77.51 |
| 37  | 49  | SA | 4 Piers WARWICK    | Ford Escort MK1            | 1:53.761 | 6  | 10   | 16.483 | 0.747 | 77.00 |
| 38  | 94  | B  | 12 Mac MCCARTHY    | Ford Fiesta ST150          | 1:53.886 | 7  | 10   | 16.608 | 0.125 | 76.91 |
| 39  | 63  | SA | 5 Lloyd JAMIESON   | Ford Escort Maxi Cosworth  | 1:54.461 | 5  | 5    | 17.183 | 0.575 | 76.53 |
| 40  | 97  | B  | 13 Andy STENNING   | Ford Fiesta ST150          | 1:54.953 | 9  | 10   | 17.675 | 0.492 | 76.20 |
| 41  | 295 | B  | 14 Mike GREENFIELD | Ford Fiests ST150          | 1:55.178 | 10 | 10   | 17.900 | 0.225 | 76.05 |
| 42  | 13  | C  | 4 Dave BARRETT     | Ford Fiesta MK4            | 1:55.685 | 9  | 10   | 18.407 | 0.507 | 75.72 |
| 43  | 24  | C  | 5 Jimmy NEOPHYTOU  | Ford Fiesta MK1            | 1:55.816 | 8  | 9    | 18.538 | 0.131 | 75.63 |
| 44  | 5*  | B+ | 13 Wayne CRABTREE  | Ford Escort MK1            | 1:57.546 | 2  | 2    | 20.268 | 1.730 | 74.52 |
| 45  | 48  | B  | 15 Paul SOLBE      | Ford Focus MK1             | 1:59.150 | 10 | 10   | 21.872 | 1.604 | 73.51 |

\*Cars 5, 17, 44 & 96 - transponder working intermittently, please check position. - Regulation Q12.8.1 refers.

No. 7 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Sunny / Dry

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

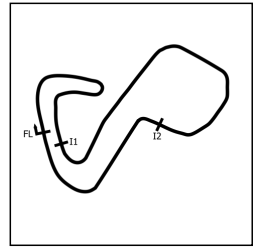
Brands Hatch GP: 2.4332 miles

Date: 30/04/2023 Start: 11:25 Finish: 11:45

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|

## Modified Ford Series

### QUALIFYING - RACE 13 - 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 77 A James ALLEN       |               | Ford Focus RS 2wd        |               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:37.063 |               | BEST LAP TIME : 1:37.278 |               | DIFFERENCE : 0.215  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 58.227                   | 29.718        | 2:11.810            | 66.45        | 34.532 | 11:28:26.837        |
| 2 -                       | 39.772        | 54.623                   | 26.654        | 2:01.049            | 72.36        | 23.771 | 11:30:27.886        |
| 3 -                       | 33.013        | 50.653                   | 25.287        | 1:48.953            | 80.40        | 11.675 | 11:32:16.839        |
| 4 -                       | 33.134        | 46.164                   | 25.004        | 1:44.302            | 83.98        | 7.024  | 11:34:01.141        |
| 5 -                       | 31.501        | 44.736                   | 24.136        | 1:40.373            | 87.27        | 3.095  | 11:35:41.514        |
| 6 -                       | 31.665        | 45.637                   | <b>22.936</b> | 1:40.238            | 87.39        | 2.960  | 11:37:21.752        |
| 7 -                       | <b>31.324</b> | 45.002                   | 23.294        | 1:39.620 (3)        | 87.93        | 2.342  | 11:39:01.372        |
| 8 -                       | 31.525        | 44.519                   | 23.095        | 1:39.139 (2)        | 88.35        | 1.861  | 11:40:40.511        |
| 9 -                       | 31.505        | <b>42.803</b>            | 22.970        | <b>1:37.278 (1)</b> | <b>90.04</b> |        | <b>11:42:17.789</b> |

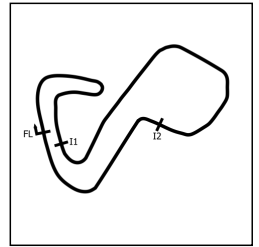
| P2 111 SA Simon LIGHT     |               | Ford Capri               |               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:36.934 |               | BEST LAP TIME : 1:37.474 |               | DIFFERENCE : 0.540  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 49.202                   | 24.583        | 1:54.451            | 76.53        | 16.977 | 11:27:54.715        |
| 2 -                       | 34.808        | 47.041                   | 24.115        | 1:45.964            | 82.66        | 8.490  | 11:29:40.679        |
| 3 -                       | 32.943        | 49.273                   | 26.511        | 1:48.727            | 80.56        | 11.253 | 11:31:29.406        |
| 4 -                       | 34.976        | 46.001                   | 23.413        | 1:44.390            | 83.91        | 6.916  | 11:33:13.796        |
| 5 -                       | 32.396        | 45.937                   | 24.321        | 1:42.654            | 85.33        | 5.180  | 11:34:56.450        |
| 6 -                       | 34.387        | 46.329                   | 23.511        | 1:44.227            | 84.04        | 6.753  | 11:36:40.677        |
| 7 -                       | 31.614        | 44.070                   | 23.550        | 1:39.234            | 88.27        | 1.760  | 11:38:19.911        |
| 8 -                       | 39.870        | 58.167                   | 23.698        | 2:01.735            | 71.95        | 24.261 | 11:40:21.646        |
| 9 -                       | 31.851        | 43.359                   | <b>22.786</b> | 1:37.996 (2)        | 89.38        | 0.522  | 11:41:59.642        |
| 10 -                      | <b>31.017</b> | 43.494                   | 24.426        | 1:38.937 (3)        | 88.53        | 1.463  | 11:43:38.579        |
| 11 -                      | 31.421        | <b>43.131</b>            | 22.922        | <b>1:37.474 (1)</b> | <b>89.86</b> |        | <b>11:45:16.053</b> |
| 12 -                      | 37.413        | 53.978                   | 24.748        | 1:56.139            | 75.42        | 18.665 | 11:47:12.192        |

| P3 23 A Craig RAINER      |               | Ford Escort MK2          |               |                     |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:40.428 |               | BEST LAP TIME : 1:40.429 |               | DIFFERENCE : 0.001  |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 49.266                   | 24.530        | 1:54.752            | 76.33        | 14.323   | 11:27:52.523        |
| 2 -                       | 33.383        | 47.478                   | 24.210        | 1:45.071            | 83.37        | 4.642    | 11:29:37.594        |
| 3 -                       | 32.315        | 50.654                   | 25.739        | 1:48.708            | 80.58        | 8.279    | 11:31:26.302        |
| 4 -                       | 31.640        | 45.995                   | 23.356        | 1:40.991 (3)        | 86.73        | 0.562    | 11:33:07.293        |
| 5 -                       | 31.514        | 46.076                   | 23.553        | 1:41.143            | 86.60        | 0.714    | 11:34:48.436        |
| 6 -                       | 32.090        | 46.148                   | 23.428        | 1:41.666            | 86.16        | 1.237    | 11:36:30.102        |
| 7 -                       | 32.067        | 46.241                   | IN PIT        | 3:09.390 P          | 46.25        | 1:28.961 | 11:39:39.492        |
| 8 -                       | OUTLAP        | 52.429                   | 24.919        | 1:56.404            | 75.25        | 15.975   | 11:41:35.896        |
| 9 -                       | <b>31.439</b> | 45.678                   | 23.683        | 1:40.800 (2)        | 86.90        | 0.371    | 11:43:16.696        |
| 10 -                      | 31.440        | <b>45.677</b>            | <b>23.312</b> | <b>1:40.429 (1)</b> | <b>87.22</b> |          | <b>11:44:57.125</b> |

| P4 44 SA Rod BIRLEY       |               | Ford Escort Cosworth WRC |               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.060 |               | BEST LAP TIME : 1:40.610 |               | DIFFERENCE : 0.550  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 51.334                   | 25.333        | 1:56.769            | 75.01        | 16.159 | 11:28:02.250        |
| 2 -                       | 33.317        | 44.941                   | <b>23.653</b> | 1:41.911 (2)        | 85.95        | 1.301  | 11:29:44.161        |
| 3 -                       | 31.820        | 47.421                   | 28.229        | 1:47.470            | 81.50        | 6.860  | 11:31:31.631        |
| 4 -                       | 34.945        | 44.939                   | 23.715        | 1:43.599 (3)        | 84.55        | 2.989  | 11:33:15.230        |
| 5 -                       | <b>31.608</b> | <b>44.799</b>            | 24.203        | <b>1:40.610 (1)</b> | <b>87.06</b> |        | <b>11:34:55.840</b> |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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>P5 93 B+</b>           |               | <b>Kester COOK</b>       |               | <b>Ford Fiesta ST150</b> |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:40.633 |               | BEST LAP TIME : 1:40.769 |               | DIFFERENCE : 0.136       |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 50.637                   | 25.077        | 1:55.256                 | 76.00        | 14.487   | 11:27:51.762        |
| 2 -                       | 33.710        | 46.040                   | 24.256        | 1:44.006                 | 84.22        | 3.237    | 11:29:35.768        |
| 3 -                       | 33.663        | 50.625                   | 26.432        | 1:50.720                 | 79.11        | 9.951    | 11:31:26.488        |
| 4 -                       | 32.332        | 46.525                   | 24.233        | 1:43.090                 | 84.97        | 2.321    | 11:33:09.578        |
| 5 -                       | 32.190        | 45.747                   | <b>23.952</b> | 1:41.889 <b>(3)</b>      | 85.97        | 1.120    | 11:34:51.467        |
| 6 -                       | 31.931        | 45.479                   | IN PIT        | 2:48.886 <b>P</b>        | 51.86        | 1:08.117 | 11:37:40.353        |
| 7 -                       | OUTLAP        | 48.447                   | 24.355        | 1:48.919                 | 80.42        | 8.150    | 11:39:29.272        |
| <b>8 -</b>                | <b>31.796</b> | <b>44.885</b>            | 24.088        | <b>1:40.769 (1)</b>      | <b>86.92</b> |          | <b>11:41:10.041</b> |
| 9 -                       | 32.407        | 45.117                   | 24.112        | 1:41.636 <b>(2)</b>      | 86.18        | 0.867    | 11:42:51.677        |
| 10 -                      | 33.276        | 46.093                   | 25.669        | 1:45.038                 | 83.39        | 4.269    | 11:44:36.715        |
| 11 -                      | 34.502        | 46.622                   | 24.024        | 1:45.148                 | 83.30        | 4.379    | 11:46:21.863        |

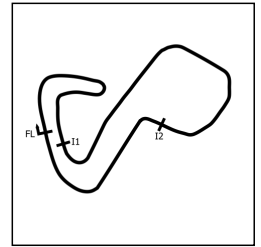
| <b>P6 56 B+</b>           |               | <b>Piers GRANGE</b>      |               | <b>Ford Escort MK2</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.611 |               | BEST LAP TIME : 1:41.254 |               | DIFFERENCE : 0.643     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 50.094                   | 27.216        | 1:58.652               | 73.82        | 17.398 | 11:28:34.636        |
| 2 -                       | 32.802        | 47.919                   | <b>23.569</b> | 1:44.290 <b>(3)</b>    | 83.99        | 3.036  | 11:30:18.926        |
| 3 -                       | 31.552        | 45.758                   | 24.027        | 1:41.337 <b>(2)</b>    | 86.44        | 0.083  | 11:32:00.263        |
| <b>4 -</b>                | <b>31.426</b> | <b>45.616</b>            | 24.212        | <b>1:41.254 (1)</b>    | <b>86.51</b> |        | <b>11:33:41.517</b> |

| <b>P7 101 B+</b>          |               | <b>Malcolm HARDING</b>   |               | <b>Ford Escort MK2 Zakspeed</b> |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:40.552 |               | BEST LAP TIME : 1:41.320 |               | DIFFERENCE : 0.768              |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                        | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 52.066                   | 27.799        | 2:01.091                        | 72.34        | 19.771   | 11:28:24.069        |
| 2 -                       | 33.072        | 46.242                   | 24.332        | 1:43.646                        | 84.51        | 2.326    | 11:30:07.715        |
| 3 -                       | 32.136        | 45.593                   | 24.487        | 1:42.216                        | 85.69        | 0.896    | 11:31:49.931        |
| 4 -                       | <b>31.617</b> | 45.778                   | 24.092        | 1:41.487 <b>(2)</b>             | 86.31        | 0.167    | 11:33:31.418        |
| 5 -                       | 32.994        | 46.069                   | <b>23.775</b> | 1:42.838                        | 85.18        | 1.518    | 11:35:14.256        |
| <b>6 -</b>                | <b>32.166</b> | <b>45.160</b>            | 23.994        | <b>1:41.320 (1)</b>             | <b>86.45</b> |          | <b>11:36:55.576</b> |
| 7 -                       | 31.943        | 48.440                   | 26.272        | 1:46.655                        | 82.13        | 5.335    | 11:38:42.231        |
| 8 -                       | 31.965        | 45.208                   | IN PIT        | 5:05.024 <b>P</b>               | 28.71        | 3:23.704 | 11:43:47.255        |
| 9 -                       | OUTLAP        | 46.847                   | 25.141        | 1:50.595                        | 79.20        | 9.275    | 11:45:37.850        |
| 10 -                      | 31.931        | 45.536                   | 24.022        | 1:41.489 <b>(3)</b>             | 86.31        | 0.169    | 11:47:19.339        |

| <b>P8 39 B+</b>           |               | <b>Josh PAYTON</b>       |               | <b>Ford Cortina MK2</b> |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|-------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.074 |               | BEST LAP TIME : 1:42.092 |               | DIFFERENCE : 1.018      |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 34.697        | 48.871                   | 25.193        | 1:48.761                | 80.54        | 6.669 | 11:31:02.082        |
| 2 -                       | 32.748        | 47.744                   | 24.136        | 1:44.628                | 83.72        | 2.536 | 11:32:46.710        |
| 3 -                       | 32.592        | 46.530                   | 24.663        | 1:43.785                | 84.40        | 1.693 | 11:34:30.495        |
| 4 -                       | 32.456        | 46.518                   | 25.549        | 1:44.523                | 83.80        | 2.431 | 11:36:15.018        |
| 5 -                       | 32.607        | 47.467                   | 24.732        | 1:44.806                | 83.58        | 2.714 | 11:37:59.824        |
| 6 -                       | 32.176        | 46.336                   | 24.518        | 1:43.030                | 85.02        | 0.938 | 11:39:42.854        |
| 7 -                       | 32.934        | 45.920                   | <b>23.810</b> | 1:42.664 <b>(2)</b>     | 85.32        | 0.572 | 11:41:25.518        |
| 8 -                       | 32.566        | <b>45.407</b>            | 24.871        | 1:42.844 <b>(3)</b>     | 85.17        | 0.752 | 11:43:08.362        |
| <b>9 -</b>                | <b>31.857</b> | 45.579                   | 24.656        | <b>1:42.092 (1)</b>     | <b>85.80</b> |       | <b>11:44:50.454</b> |
| 10 -                      | 33.658        | 45.500                   | 24.676        | 1:43.834                | 84.36        | 1.742 | 11:46:34.288        |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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 53 B+                  |               | Neil ARGRAVE             |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:41.515 |               | BEST LAP TIME : 1:42.219 |               | DIFFERENCE : 0.704  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 58.086                   | 29.521        | 2:10.539            | 67.10        | 28.320 | 11:29:22.365        |
| 2 -                       | 40.811        | 55.060                   | 25.890        | 2:01.761            | 71.94        | 19.542 | 11:31:24.126        |
| 3 -                       | 33.237        | 47.575                   | 24.157        | 1:44.969            | 83.45        | 2.750  | 11:33:09.095        |
| 4 -                       | 32.150        | 47.256                   | 24.060        | 1:43.466            | 84.66        | 1.247  | 11:34:52.561        |
| 5 -                       | 32.469        | 45.902                   | <b>23.961</b> | 1:42.332 (2)        | 85.60        | 0.113  | 11:36:34.893        |
| 6 -                       | <b>31.712</b> | 45.930                   | 24.761        | 1:42.403 (3)        | 85.54        | 0.184  | 11:38:17.296        |
| 7 -                       | 32.357        | 46.365                   | 24.193        | 1:42.915            | 85.11        | 0.696  | 11:40:00.211        |
| 8 -                       | 36.909        | 49.865                   | 24.135        | 1:50.909            | 78.98        | 8.690  | 11:41:51.120        |
| 9 -                       | 31.999        | 48.563                   | 25.536        | 1:46.098            | 82.56        | 3.879  | 11:43:37.218        |
| 10 -                      | 31.775        | 46.764                   | 24.225        | 1:42.764            | 85.24        | 0.545  | 11:45:19.982        |
| 11 -                      | 31.905        | <b>45.842</b>            | 24.472        | <b>1:42.219 (1)</b> | <b>85.69</b> |        | <b>11:47:02.201</b> |

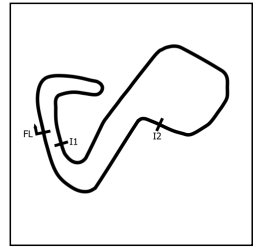
| P10 33 B+                 |               | Paul NEVILL              |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.615 |               | BEST LAP TIME : 1:43.061 |               | DIFFERENCE : 0.446  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 56.991                   | 29.106        | 2:10.016            | 67.37        | 26.955 | 11:29:18.133        |
| 2 -                       | 38.317        | 48.802                   | 25.586        | 1:52.705            | 77.72        | 9.644  | 11:31:10.838        |
| 3 -                       | 34.621        | 48.047                   | 24.896        | 1:47.564            | 81.43        | 4.503  | 11:32:58.402        |
| 4 -                       | 33.952        | 48.472                   | 24.681        | 1:47.105            | 81.78        | 4.044  | 11:34:45.507        |
| 5 -                       | 33.633        | 46.705                   | 24.449        | 1:44.787            | 83.59        | 1.726  | 11:36:30.294        |
| 6 -                       | 32.966        | 48.521                   | 24.210        | 1:45.697            | 82.87        | 2.636  | 11:38:15.991        |
| 7 -                       | 33.363        | 46.386                   | <b>23.998</b> | 1:43.747 (3)        | 84.43        | 0.686  | 11:39:59.738        |
| 8 -                       | 32.965        | 46.815                   | 24.387        | 1:44.167            | 84.09        | 1.106  | 11:41:43.905        |
| 9 -                       | 32.884        | <b>45.961</b>            | 24.216        | <b>1:43.061 (1)</b> | <b>84.99</b> |        | <b>11:43:26.966</b> |
| 10 -                      | <b>32.656</b> | 46.463                   | 24.242        | 1:43.361 (2)        | 84.74        | 0.300  | 11:45:10.327        |
| 11 -                      | 32.870        | 46.395                   | 25.470        | 1:44.735            | 83.63        | 1.674  | 11:46:55.062        |

| P11 61 B+                 |               | David GUTHRIE            |               | Ford Fiesta         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.017 |               | BEST LAP TIME : 1:43.517 |               | DIFFERENCE : 0.500  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.817                   | 28.044        | 2:06.617            | 69.18        | 23.100 | 11:28:51.174        |
| 2 -                       | 36.512        | 52.905                   | 27.194        | 1:56.611            | 75.12        | 13.094 | 11:30:47.785        |
| 3 -                       | 35.684        | 51.182                   | 26.300        | 1:53.166            | 77.40        | 9.649  | 11:32:40.951        |
| 4 -                       | 34.501        | 48.521                   | 24.915        | 1:47.937            | 81.15        | 4.420  | 11:34:28.888        |
| 5 -                       | 32.765        | 47.436                   | 26.144        | 1:46.345            | 82.37        | 2.828  | 11:36:15.233        |
| 6 -                       | 32.904        | 49.431                   | 24.569        | 1:46.904            | 81.94        | 3.387  | 11:38:02.137        |
| 7 -                       | 33.742        | 52.145                   | 25.968        | 1:51.855            | 78.31        | 8.338  | 11:39:53.992        |
| 8 -                       | 32.465        | 48.120                   | <b>24.225</b> | 1:44.810 (3)        | 83.57        | 1.293  | 11:41:38.802        |
| 9 -                       | <b>32.326</b> | 46.574                   | 24.617        | <b>1:43.517 (1)</b> | <b>84.62</b> |        | <b>11:43:22.319</b> |
| 10 -                      | 34.988        | 52.084                   | 26.006        | 1:53.078            | 77.46        | 9.561  | 11:45:15.397        |
| 11 -                      | 32.846        | <b>46.466</b>            | 25.261        | 1:44.573 (2)        | 83.76        | 1.056  | 11:46:59.970        |

| P12 83 B                  |               | Neil JESSOP              |               | Ford Escort MK2 Zakspeed |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.370 |               | BEST LAP TIME : 1:43.818 |               | DIFFERENCE : 1.448       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.749                   | 29.354        | 2:05.714                 | 69.68        | 21.896 | 11:29:20.814        |
| 2 -                       | 38.636        | 49.847                   | 25.539        | 1:54.022                 | 76.82        | 10.204 | 11:31:14.836        |
| 3 -                       | 34.494        | 48.356                   | 24.862        | 1:47.712                 | 81.32        | 3.894  | 11:33:02.548        |
| 4 -                       | 31.762        | 47.320                   | 25.035        | 1:44.117 (2)             | 84.13        | 0.299  | 11:34:46.665        |
| 5 -                       | 33.058        | 48.045                   | 24.319        | 1:45.422                 | 83.09        | 1.604  | 11:36:32.087        |
| 6 -                       | <b>31.607</b> | 48.516                   | 24.920        | 1:45.043                 | 83.39        | 1.225  | 11:38:17.130        |
| 7 -                       | 32.917        | 46.840                   | <b>24.061</b> | <b>1:43.818 (1)</b>      | <b>84.37</b> |        | <b>11:40:00.948</b> |
| 8 -                       | 32.274        | 47.327                   | 24.531        | 1:44.132 (3)             | 84.12        | 0.314  | 11:41:45.080        |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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 771 C                 |               | Nick PROUDLOCK           |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.690 |               | BEST LAP TIME : 1:44.852 |               | DIFFERENCE : 0.162  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.710                   | 28.327        | 2:05.881            | 69.58        | 21.029 | 11:29:19.128        |
| 2 -                       | 45.579        | 54.514                   | 27.216        | 2:07.309            | 68.80        | 22.457 | 11:31:26.437        |
| 3 -                       | 34.305        | 48.908                   | 25.861        | 1:49.074            | 80.31        | 4.222  | 11:33:15.511        |
| 4 -                       | <b>32.559</b> | <b>47.007</b>            | 25.286        | <b>1:44.852 (1)</b> | <b>83.54</b> |        | <b>11:35:00.363</b> |
| 5 -                       | 33.053        | 48.619                   | 26.000        | 1:47.672            | 81.35        | 2.820  | 11:36:48.035        |
| 6 -                       | 33.036        | 47.659                   | <b>25.124</b> | 1:45.819 (2)        | 82.78        | 0.967  | 11:38:33.854        |
| 7 -                       | 33.974        | 47.960                   | 25.543        | 1:47.477 (3)        | 81.50        | 2.625  | 11:40:21.331        |
| 8 -                       | 34.648        | 56.489                   | 29.058        | 2:00.195            | 72.88        | 15.343 | 11:42:21.526        |

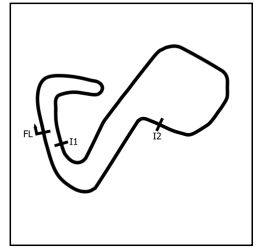
| P14 27 B+                 |               | Martin REYNOLDS          |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.699 |               | BEST LAP TIME : 1:45.082 |               | DIFFERENCE : 0.383  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 52.185                   | 25.976        | 1:59.851            | 73.08        | 14.769 | 11:28:37.381        |
| 2 -                       | 34.178        | 50.117                   | 25.374        | 1:49.669            | 79.87        | 4.587  | 11:30:27.050        |
| 3 -                       | 33.118        | 49.436                   | <b>24.776</b> | 1:47.330            | 81.61        | 2.248  | 11:32:14.380        |
| 4 -                       | 32.987        | 49.413                   | 25.641        | 1:48.041            | 81.07        | 2.959  | 11:34:02.421        |
| 5 -                       | 33.594        | 47.356                   | 24.997        | 1:45.947 (3)        | 82.68        | 0.865  | 11:35:48.368        |
| 6 -                       | 33.615        | 47.659                   | 25.300        | 1:46.574            | 82.19        | 1.492  | 11:37:34.942        |
| 7 -                       | 34.612        | 49.642                   | 25.643        | 1:49.897            | 79.70        | 4.815  | 11:39:24.839        |
| 8 -                       | 33.124        | 47.432                   | 25.129        | 1:45.685 (2)        | 82.88        | 0.603  | 11:41:10.524        |
| 9 -                       | <b>32.768</b> | <b>47.155</b>            | 25.159        | <b>1:45.082 (1)</b> | <b>83.36</b> |        | <b>11:42:55.606</b> |

| P15 231 A                 |               | Jeremy SUTTON            |               | Ford Sierra Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.908 |               | BEST LAP TIME : 1:45.335 |               | DIFFERENCE : 0.427   |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 56.289                   | 28.028        | 2:07.811             | 68.53        | 22.476 | 11:29:33.638        |
| 2 -                       | 35.895        | 52.500                   | 29.322        | 1:57.717             | 74.41        | 12.382 | 11:31:31.355        |
| 3 -                       | 35.394        | 53.180                   | 27.442        | 1:56.016             | 75.50        | 10.681 | 11:33:27.371        |
| 4 -                       | 34.942        | 51.780                   | 25.776        | 1:52.498             | 77.86        | 7.163  | 11:35:19.869        |
| 5 -                       | 34.955        | 48.437                   | 25.593        | 1:48.985 (3)         | 80.37        | 3.650  | 11:37:08.854        |
| 6 -                       | 34.123        | <b>46.693</b>            | <b>24.519</b> | <b>1:45.335 (1)</b>  | <b>83.16</b> |        | <b>11:38:54.189</b> |
| 7 -                       | 37.198        | 55.951                   | 29.895        | 2:03.044             | 71.19        | 17.709 | 11:40:57.233        |
| 8 -                       | <b>33.696</b> | 47.464                   | 25.392        | 1:46.552 (2)         | 82.21        | 1.217  | 11:42:43.785        |

| P16 29 B                  |               | Mike THURLEY             |               | Ford Escort MK1 Zakspeed |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:43.826 |               | BEST LAP TIME : 1:45.448 |               | DIFFERENCE : 1.622       |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 54.993                   | 26.162        | 2:01.163                 | 72.29        | 15.715   | 11:28:08.664        |
| 2 -                       | 33.250        | 48.747                   | 25.699        | 1:47.696                 | 81.33        | 2.248    | 11:29:56.360        |
| 3 -                       | 32.324        | 48.811                   | 25.302        | 1:46.437 (2)             | 82.30        | 0.989    | 11:31:42.797        |
| 4 -                       | 33.269        | 48.641                   | <b>25.094</b> | 1:47.004 (3)             | 81.86        | 1.556    | 11:33:29.801        |
| 5 -                       | 35.877        | 49.841                   | 25.498        | 1:51.216                 | 78.76        | 5.768    | 11:35:21.017        |
| 6 -                       | <b>32.242</b> | 47.630                   | 28.248        | 1:48.120                 | 81.01        | 2.672    | 11:37:09.137        |
| 7 -                       | 37.106        | 51.867                   | 25.636        | 1:54.609                 | 76.43        | 9.161    | 11:39:03.746        |
| 8 -                       | 32.522        | 52.713                   | IN PIT        | 3:20.634 P               | 43.66        | 1:35.186 | 11:42:24.380        |
| 9 -                       | OUTLAP        | 54.505                   | 27.204        | 2:02.070                 | 71.76        | 16.622   | 11:44:26.450        |
| 10 -                      | 32.406        | <b>46.490</b>            | 26.552        | <b>1:45.448 (1)</b>      | <b>83.07</b> |          | <b>11:46:11.898</b> |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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>P17 73 SA</b>          |               | <b>Stuart DAY</b>        |               | <b>Ford Escort Cosworth</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.486 |               | BEST LAP TIME : 1:45.595 |               | DIFFERENCE : 1.109          |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.231                   | 27.182        | 2:08.070                    | 68.39        | 22.475 | 11:28:28.411        |
| 2 -                       | 37.136        | 51.750                   | 26.149        | 1:55.035                    | 76.14        | 9.440  | 11:30:23.446        |
| 3 -                       | 35.376        | 51.636                   | 25.903        | 1:52.915                    | 77.57        | 7.320  | 11:32:16.361        |
| 4 -                       | 35.578        | 50.509                   | 25.171        | 1:51.258                    | 78.73        | 5.663  | 11:34:07.619        |
| 5 -                       | 34.450        | 47.973                   | 24.445        | 1:46.868                    | 81.96        | 1.273  | 11:35:54.487        |
| 6 -                       | 34.660        | 48.580                   | 24.149        | 1:47.389                    | 81.57        | 1.794  | 11:37:41.876        |
| 7 -                       | 33.876        | 47.644                   | <b>24.075</b> | <b>1:45.595 (1)</b>         | <b>82.95</b> |        | <b>11:39:27.471</b> |
| 8 -                       | <b>33.058</b> | 50.007                   | 24.811        | 1:47.876                    | 81.20        | 2.281  | 11:41:15.347        |
| 9 -                       | 33.689        | 48.274                   | 24.460        | 1:46.423 (2)                | 82.31        | 0.828  | 11:43:01.770        |
| 10 -                      | 33.312        | 47.683                   | 27.343        | 1:48.338                    | 80.85        | 2.743  | 11:44:50.108        |
| 11 -                      | 34.853        | <b>47.353</b>            | 24.495        | 1:46.701 (3)                | 82.09        | 1.106  | 11:46:36.809        |

| <b>P18 16 B</b>           |               | <b>Chris BAKER</b>       |               | <b>Ford Escort MK3 RS1600i</b> |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:45.330 |               | BEST LAP TIME : 1:45.828 |               | DIFFERENCE : 0.498             |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                       | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.768                   | 27.580        | 2:07.748                       | 68.57        | 21.920   | 11:28:47.573        |
| 2 -                       | 35.488        | 51.586                   | 26.353        | 1:53.427                       | 77.22        | 7.599    | 11:30:41.000        |
| 3 -                       | 35.115        | 49.621                   | 26.092        | 1:50.828                       | 79.03        | 5.000    | 11:32:31.828        |
| 4 -                       | 34.892        | 49.394                   | 25.764        | 1:50.050                       | 79.59        | 4.222    | 11:34:21.878        |
| 5 -                       | 34.628        | 49.491                   | 26.964        | 1:51.083                       | 78.85        | 5.255    | 11:36:12.961        |
| 6 -                       | 33.661        | 48.165                   | 25.508        | 1:47.334 (3)                   | 81.61        | 1.506    | 11:38:00.295        |
| 7 -                       | <b>33.337</b> | 50.659                   | IN PIT        | 3:58.125 P                     | 36.78        | 2:12.297 | 11:41:58.420        |
| 8 -                       | OUTLAP        | 50.251                   | 27.891        | 1:57.871                       | 74.31        | 12.043   | 11:43:56.291        |
| 9 -                       | 33.545        | 47.388                   | <b>24.895</b> | <b>1:45.828 (1)</b>            | <b>82.77</b> |          | <b>11:45:42.119</b> |
| 10 -                      | 34.184        | <b>47.098</b>            | 24.926        | 1:46.208 (2)                   | 82.47        | 0.380    | 11:47:28.327        |

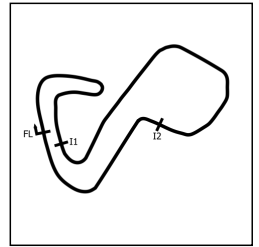
| <b>P19 464 B</b>          |               | <b>TESTER / KNOPP</b>    |               | <b>Ford Fiesta ST150</b> |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:46.508 |               | BEST LAP TIME : 1:46.508 |               | DIFFERENCE : 0.000       |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 53.614                   | 27.107        | 2:01.485                 | 72.10        | 14.977   | 11:28:20.366        |
| 2 -                       | 33.841        | 48.343                   | 26.135        | 1:48.319 (2)             | 80.87        | 1.811    | 11:30:08.685        |
| 3 -                       | <b>33.764</b> | <b>47.430</b>            | <b>25.314</b> | <b>1:46.508 (1)</b>      | <b>82.24</b> |          | <b>11:31:55.193</b> |
| 4 -                       | 33.844        | 50.064                   | IN PIT        | 3:02.658 P               | 47.95        | 1:16.150 | 11:34:57.851        |
| 5 -                       | OUTLAP        | 54.804                   | 27.970        | 2:00.463                 | 72.71        | 13.955   | 11:36:58.314        |
| 6 -                       | 36.089        | 53.027                   | 27.274        | 1:56.390                 | 75.26        | 9.882    | 11:38:54.704        |
| 7 -                       | 35.885        | 52.746                   | 26.588        | 1:55.219 (3)             | 76.02        | 8.711    | 11:40:49.923        |

| <b>P20 612 B+</b>         |               | <b>Cliff PELLIN</b>      |               | <b>Ford Fiesta MK8</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.824 |               | BEST LAP TIME : 1:47.093 |               | DIFFERENCE : 0.269     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 1:04.754                 | 31.285        | 2:22.404               | 61.51        | 35.311 | 11:29:15.635        |
| 2 -                       | 36.981        | 52.225                   | 27.203        | 1:56.409               | 75.25        | 9.316  | 11:31:12.044        |
| 3 -                       | 37.987        | 50.799                   | 26.309        | 1:55.095               | 76.10        | 8.002  | 11:33:07.139        |
| 4 -                       | 34.216        | 50.103                   | 26.602        | 1:50.921               | 78.97        | 3.828  | 11:34:58.060        |
| 5 -                       | 34.028        | 49.514                   | 26.077        | 1:49.619               | 79.91        | 2.526  | 11:36:47.679        |
| 6 -                       | 34.222        | 48.418                   | 26.123        | 1:48.763               | 80.54        | 1.670  | 11:38:36.442        |
| 7 -                       | 33.366        | 48.819                   | 25.811        | 1:47.996 (3)           | 81.11        | 0.903  | 11:40:24.438        |
| 8 -                       | 33.467        | 48.677                   | <b>25.641</b> | 1:47.785 (2)           | 81.27        | 0.692  | 11:42:12.223        |
| 9 -                       | <b>33.273</b> | 48.864                   | 26.230        | 1:48.367               | 80.83        | 1.274  | 11:44:00.590        |
| 10 -                      | 33.513        | <b>47.910</b>            | 25.670        | <b>1:47.093 (1)</b>    | <b>81.79</b> |        | <b>11:45:47.683</b> |
| 11 -                      | 33.555        | 49.335                   | 25.886        | 1:48.776               | 80.53        | 1.683  | 11:47:36.459        |



## Modified Ford Series

### QUALIFYING - RACE 13 - 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 14 A                  |               | Malcolm WISE             |               | Ford Sapphire Cosworth |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.761 |               | BEST LAP TIME : 1:48.451 |               | DIFFERENCE : 1.690     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 35.106        | 51.984                   | 27.155        | 1:54.245               | 76.67        | 5.794 | 11:30:40.042        |
| 2 -                       | 35.297        | 50.049                   | 26.271        | 1:51.617               | 78.48        | 3.166 | 11:32:31.659        |
| 3 -                       | 34.628        | 49.603                   | 25.731        | 1:49.962 (2)           | 79.66        | 1.511 | 11:34:21.621        |
| 4 -                       | 34.544        | 49.792                   | 27.199        | 1:51.535               | 78.53        | 3.084 | 11:36:13.156        |
| 5 -                       | 33.968        | 49.950                   | <b>24.533</b> | <b>1:48.451 (1)</b>    | <b>80.77</b> |       | <b>11:38:01.607</b> |
| 6 -                       | <b>33.163</b> | <b>49.065</b>            | 28.277        | 1:50.505 (3)           | 79.27        | 2.054 | 11:39:52.112        |
| 7 -                       | 34.981        | 51.576                   | 26.619        | 1:53.176               | 77.40        | 4.725 | 11:41:45.288        |
| 8 -                       | 34.892        | 51.282                   | 27.664        | 1:53.838               | 76.95        | 5.387 | 11:43:39.126        |
| 9 -                       | 34.069        | 50.526                   | 27.532        | 1:52.127               | 78.12        | 3.676 | 11:45:31.253        |
| 10 -                      | 34.922        | 51.531                   | 26.461        | 1:52.914               | 77.57        | 4.463 | 11:47:24.167        |

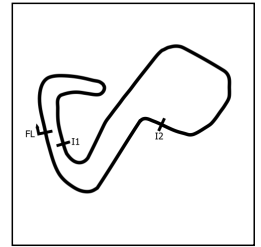
| P22 52 A                  |               | Ralph HIGSON             |               | Ford Focus MK1      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.117 |               | BEST LAP TIME : 1:48.473 |               | DIFFERENCE : 0.356  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 52.603                   | 26.628        | 2:00.143            | 72.91        | 11.670 | 11:28:01.642        |
| 2 -                       | 35.425        | <b>49.128</b>            | 25.764        | 1:50.317            | 79.40        | 1.844  | 11:29:51.959        |
| 3 -                       | 34.525        | 50.453                   | 26.366        | 1:51.344            | 78.67        | 2.871  | 11:31:43.303        |
| 4 -                       | 35.435        | 52.364                   | 25.703        | 1:53.502            | 77.17        | 5.029  | 11:33:36.805        |
| 5 -                       | 34.849        | 50.276                   | 25.281        | 1:50.406            | 79.34        | 1.933  | 11:35:27.211        |
| 6 -                       | 34.859        | 49.162                   | <b>24.738</b> | 1:48.759 (2)        | 80.54        | 0.286  | 11:37:15.970        |
| 7 -                       | 34.524        | 51.114                   | 28.070        | 1:53.708            | 77.03        | 5.235  | 11:39:09.678        |
| 8 -                       | 36.206        | 56.553                   | 25.640        | 1:58.399            | 73.98        | 9.926  | 11:41:08.077        |
| 9 -                       | 34.563        | 50.236                   | 25.188        | 1:49.987 (3)        | 79.64        | 1.514  | 11:42:58.064        |
| 10 -                      | 34.373        | 49.715                   | 27.726        | 1:51.814            | 78.34        | 3.341  | 11:44:49.878        |
| 11 -                      | <b>34.251</b> | 49.344                   | 24.878        | <b>1:48.473 (1)</b> | <b>80.75</b> |        | <b>11:46:38.351</b> |

| P23 124 C                 |               | Alex BOAM                |               | Ford Fiesta 2006    |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.673 |               | BEST LAP TIME : 1:48.818 |               | DIFFERENCE : 0.145  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 55.782                   | 28.432        | 2:07.787            | 68.55        | 18.969 | 11:28:50.801        |
| 2 -                       | 36.233        | 52.913                   | 27.499        | 1:56.645            | 75.09        | 7.827  | 11:30:47.446        |
| 3 -                       | 35.624        | 50.900                   | 27.150        | 1:53.674            | 77.06        | 4.856  | 11:32:41.120        |
| 4 -                       | 37.182        | 50.706                   | 26.949        | 1:54.837            | 76.28        | 6.019  | 11:34:35.957        |
| 5 -                       | 34.292        | 49.949                   | 27.046        | 1:51.287            | 78.71        | 2.469  | 11:36:27.244        |
| 6 -                       | 34.160        | 49.888                   | 27.608        | 1:51.656            | 78.45        | 2.838  | 11:38:18.900        |
| 7 -                       | 34.159        | <b>48.958</b>            | 26.679        | 1:49.796 (3)        | 79.78        | 0.978  | 11:40:08.696        |
| 8 -                       | 34.241        | 49.393                   | 26.236        | 1:49.870            | 79.72        | 1.052  | 11:41:58.566        |
| 9 -                       | 33.749        | 49.642                   | 27.206        | 1:50.597            | 79.20        | 1.779  | 11:43:49.163        |
| 10 -                      | 34.061        | 48.979                   | 26.164        | 1:49.204 (2)        | 80.21        | 0.386  | 11:45:38.367        |
| 11 -                      | <b>33.565</b> | 49.103                   | <b>26.150</b> | <b>1:48.818 (1)</b> | <b>80.49</b> |        | <b>11:47:27.185</b> |

| P24 444 B                 |               | Oliver BULLION           |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.893 |               | BEST LAP TIME : 1:48.946 |               | DIFFERENCE : 0.053  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 56.061                   | 27.787        | 2:06.591            | 69.19        | 17.645 | 11:28:23.519        |
| 2 -                       | 35.068        | 51.556                   | 25.934        | 1:52.558            | 77.82        | 3.612  | 11:30:16.077        |
| 3 -                       | <b>34.046</b> | <b>49.059</b>            | 25.841        | <b>1:48.946 (1)</b> | <b>80.40</b> |        | <b>11:32:05.023</b> |
| 4 -                       | 34.430        | 49.736                   | <b>25.788</b> | 1:49.954 (2)        | 79.66        | 1.008  | 11:33:54.977        |
| 5 -                       | 34.312        | 51.044                   | 26.543        | 1:51.899 (3)        | 78.28        | 2.953  | 11:35:46.876        |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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 441 A                 |               | Mike WATSON              |               | Ford Sierra Cosworth |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.577 |               | BEST LAP TIME : 1:49.206 |               | DIFFERENCE : 0.629   |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 36.341        | 51.142                   | 26.052        | 1:53.535             | 77.15        | 4.329 | 11:30:19.107        |
| 2 -                       | 35.151        | 50.999                   | 25.837        | 1:51.987             | 78.22        | 2.781 | 11:32:11.094        |
| 3 -                       | 35.220        | 49.702                   | 26.128        | 1:51.050             | 78.88        | 1.844 | 11:34:02.144        |
| 4 -                       | 35.327        | 49.506                   | 25.800        | 1:50.633             | 79.17        | 1.427 | 11:35:52.777        |
| 5 -                       | 35.297        | 50.945                   | 25.999        | 1:52.241             | 78.04        | 3.035 | 11:37:45.018        |
| 6 -                       | <b>34.630</b> | 49.261                   | <b>25.315</b> | <b>1:49.206 (1)</b>  | <b>80.21</b> |       | <b>11:39:34.224</b> |
| 7 -                       | 34.841        | 50.601                   | 25.343        | 1:50.785             | 79.07        | 1.579 | 11:41:25.009        |
| 8 -                       | 35.274        | 49.700                   | 25.721        | 1:50.695             | 79.13        | 1.489 | 11:43:15.704        |
| 9 -                       | 35.018        | 49.332                   | 25.617        | 1:49.967 (3)         | 79.65        | 0.761 | 11:45:05.671        |
| 10 -                      | 35.055        | <b>48.632</b>            | 26.103        | 1:49.790 (2)         | 79.78        | 0.584 | 11:46:55.461        |

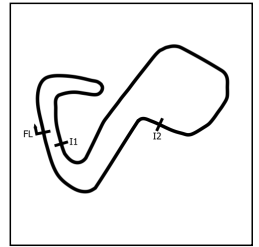
| P26 12 B+                 |               | Tim SANDHU               |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.330 |               | BEST LAP TIME : 1:49.438 |               | DIFFERENCE : 0.108  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 39.627        | 56.210                   | 28.674        | 2:04.511            | 70.35        | 15.073 | 11:31:38.454        |
| 2 -                       | 38.267        | 52.969                   | 27.772        | 1:59.008            | 73.60        | 9.570  | 11:33:37.462        |
| 3 -                       | 36.965        | 53.513                   | 27.590        | 1:58.068            | 74.19        | 8.630  | 11:35:35.530        |
| 4 -                       | 36.045        | 52.568                   | 27.298        | 1:55.911            | 75.57        | 6.473  | 11:37:31.441        |
| 5 -                       | 35.204        | 50.307                   | 26.130        | 1:51.641            | 78.46        | 2.203  | 11:39:23.082        |
| 6 -                       | 34.501        | 49.469                   | 25.900        | 1:49.870 (2)        | 79.72        | 0.432  | 11:41:12.952        |
| 7 -                       | <b>34.131</b> | <b>49.337</b>            | 25.970        | <b>1:49.438 (1)</b> | <b>80.04</b> |        | <b>11:43:02.390</b> |
| 8 -                       | 34.452        | 49.684                   | <b>25.862</b> | 1:49.998 (3)        | 79.63        | 0.560  | 11:44:52.388        |

| P27 40 B                  |               | Steve CRIPPS             |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.582 |               | BEST LAP TIME : 1:50.000 |               | DIFFERENCE : 0.418  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 36.533        | 51.939                   | 27.075        | 1:55.547            | 75.81        | 5.547  | 11:30:30.138        |
| 2 -                       | 38.444        | 53.001                   | 26.622        | 1:58.067            | 74.19        | 8.067  | 11:32:28.205        |
| 3 -                       | 35.065        | 51.514                   | 26.509        | 1:53.088            | 77.46        | 3.088  | 11:34:21.293        |
| 4 -                       | 36.333        | 51.164                   | 26.659        | 1:54.156            | 76.73        | 4.156  | 11:36:15.449        |
| 5 -                       | 34.851        | 50.240                   | 26.212        | 1:51.303            | 78.70        | 1.303  | 11:38:06.752        |
| 6 -                       | <b>34.502</b> | 50.095                   | <b>26.208</b> | 1:50.805 (2)        | 79.05        | 0.805  | 11:39:57.557        |
| 7 -                       | 34.859        | 51.225                   | 26.355        | 1:52.439            | 77.90        | 2.439  | 11:41:49.996        |
| 8 -                       | 37.534        | 56.694                   | 27.243        | 2:01.471            | 72.11        | 11.471 | 11:43:51.467        |
| 9 -                       | 34.886        | 49.721                   | 26.219        | 1:50.826 (3)        | 79.04        | 0.826  | 11:45:42.293        |
| 10 -                      | 34.864        | <b>48.872</b>            | 26.264        | <b>1:50.000 (1)</b> | <b>79.63</b> |        | <b>11:47:32.293</b> |

| P28 170 B                 |               | Robert LEWIS             |               | Ford Focus ST170    |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.317 |               | BEST LAP TIME : 1:50.317 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 58.686                   | 29.534        | 2:13.383            | 65.67        | 23.066 | 11:28:42.321        |
| 2 -                       | 37.727        | 54.199                   | 28.251        | 2:00.177            | 72.89        | 9.860  | 11:30:42.498        |
| 3 -                       | 36.402        | 52.427                   | 27.247        | 1:56.076            | 75.46        | 5.759  | 11:32:38.574        |
| 4 -                       | 35.478        | 51.420                   | 28.002        | 1:54.900            | 76.23        | 4.583  | 11:34:33.474        |
| 5 -                       | 35.064        | 51.020                   | 27.551        | 1:53.635            | 77.08        | 3.318  | 11:36:27.109        |
| 6 -                       | 35.614        | 53.028                   | 27.966        | 1:56.608            | 75.12        | 6.291  | 11:38:23.717        |
| 7 -                       | 35.286        | 50.396                   | 27.155        | 1:52.837 (2)        | 77.63        | 2.520  | 11:40:16.554        |
| 8 -                       | 35.020        | 50.837                   | 27.587        | 1:53.444 (3)        | 77.21        | 3.127  | 11:42:09.998        |
| 9 -                       | <b>34.356</b> | <b>49.372</b>            | <b>26.589</b> | <b>1:50.317 (1)</b> | <b>79.40</b> |        | <b>11:44:00.315</b> |
| 10 -                      | 36.223        | 51.481                   | 27.265        | 1:54.969            | 76.19        | 4.652  | 11:45:55.284        |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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                       |               | 125 B+                   |               | Dan COWAN           |              | Ford Fiesta ST150 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:50.356 |               | BEST LAP TIME : 1:50.412 |               | DIFFERENCE : 0.056  |              |                   |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF              | TIME OF DAY         |
| 1 -                       | 44.964        | 58.089                   | 28.026        | 2:11.079            | 66.82        | 20.667            | 11:31:28.692        |
| 2 -                       | 35.059        | 50.231                   | 26.699        | 1:51.989 (3)        | 78.22        | 1.577             | 11:33:20.681        |
| 3 -                       | 34.422        | 50.472                   | 26.869        | 1:51.763 (2)        | 78.37        | 1.351             | 11:35:12.444        |
| 4 -                       |               | 51.247                   | 26.307        | 5:36.204            | 26.05        | 3:45.792          | 11:40:48.648        |
| 5 -                       | 34.499        | 51.358                   | 26.784        | 1:52.641            | 77.76        | 2.229             | 11:42:41.289        |
| 6 -                       | <b>34.298</b> | 49.950                   | <b>26.164</b> | <b>1:50.412 (1)</b> | <b>79.33</b> |                   | <b>11:44:31.701</b> |

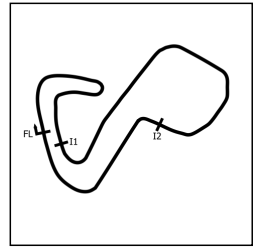
| P30                       |               | 7 B                      |               | SLOSS / ARIF          |              | Ford Fiesta ST150 |                     |
|---------------------------|---------------|--------------------------|---------------|-----------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:49.726 |               | BEST LAP TIME : 1:50.459 |               | DIFFERENCE : 0.733    |              |                   |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME              | MPH          | DIFF              | TIME OF DAY         |
| 1 -                       | OUTLAP        | 52.599                   | 26.845        | 1:58.125              | 74.15        | 7.666             | 11:28:06.279        |
| 2 -                       | 34.582        | 50.118                   | 27.036        | 1:51.736              | 78.39        | 1.277             | 11:29:58.015        |
| 3 -                       | 34.495        | 50.897                   | <b>26.233</b> | 1:51.625 (3)          | 78.47        | 1.166             | 11:31:49.640        |
| 4 -                       | 34.334        | 49.863                   | 26.262        | <b>1:50.459 (1)</b>   | <b>79.30</b> |                   | <b>11:33:40.099</b> |
| 5 -                       | 34.586        | 51.751                   | IN PIT        | 3:28.907 P            | 41.93        | 1:38.448          | 11:37:09.006        |
| 6 -                       | OUTLAP        | 52.554                   | 27.405        | <del>1:58.895</del> D | 73.67        | 8.436             | 11:39:07.901        |
| 7 -                       | 35.419        | 50.437                   | 26.640        | 1:52.496              | 77.86        | 2.037             | 11:41:00.397        |
| 8 -                       | 35.247        | 50.483                   | 26.388        | 1:52.118              | 78.13        | 1.659             | 11:42:52.515        |
| 9 -                       | 34.399        | 49.984                   | 26.274        | 1:50.657 (2)          | 79.16        | 0.198             | 11:44:43.172        |
| 10 -                      | <b>34.323</b> | <b>49.170</b>            | 28.208        | 1:51.701              | 78.42        | 1.242             | 11:46:34.873        |

| P31                       |               | 36 B                     |               | Gary JOHNSON        |              | Ford Escort MK1 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:50.394 |               | BEST LAP TIME : 1:51.067 |               | DIFFERENCE : 0.673  |              |                 |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF            | TIME OF DAY         |
| 1 -                       | OUTLAP        | 57.428                   | 30.378        | 2:11.359            | 66.68        | 20.292          | 11:29:18.324        |
| 2 -                       | 43.081        | 58.261                   | 28.401        | 2:09.743            | 67.51        | 18.676          | 11:31:28.067        |
| 3 -                       | 38.282        | 52.292                   | 27.366        | 1:57.940            | 74.27        | 6.873           | 11:33:26.007        |
| 4 -                       | 35.564        | 53.283                   | 27.089        | 1:55.936            | 75.55        | 4.869           | 11:35:21.943        |
| 5 -                       | 34.875        | 50.719                   | 26.773        | 1:52.367            | 77.95        | 1.300           | 11:37:14.310        |
| 6 -                       | 34.811        | 50.691                   | 27.096        | 1:52.598            | 77.79        | 1.531           | 11:39:06.908        |
| 7 -                       | 34.856        | 50.021                   | <b>26.539</b> | 1:51.416 (2)        | 78.62        | 0.349           | 11:40:58.324        |
| 8 -                       | 34.985        | <b>49.439</b>            | 26.643        | <b>1:51.067 (1)</b> | <b>78.86</b> |                 | <b>11:42:49.391</b> |
| 9 -                       | 35.165        | 50.141                   | 26.890        | 1:52.196            | 78.07        | 1.129           | 11:44:41.587        |
| 10 -                      | <b>34.416</b> | 49.879                   | 27.710        | 1:52.005 (3)        | 78.20        | 0.938           | 11:46:33.592        |

| P32                       |               | 128 B                    |               | Chris SMITH         |              | Ford Escort MK1 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:50.987 |               | BEST LAP TIME : 1:51.784 |               | DIFFERENCE : 0.797  |              |                 |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF            | TIME OF DAY         |
| 1 -                       | OUTLAP        | 53.899                   | 27.537        | 2:02.881            | 71.28        | 11.097          | 11:28:01.770        |
| 2 -                       | 36.112        | 51.910                   | 26.904        | 1:54.926            | 76.22        | 3.142           | 11:29:56.696        |
| 3 -                       | 35.548        | 52.716                   | 27.488        | 1:55.752            | 75.67        | 3.968           | 11:31:52.448        |
| 4 -                       | 34.879        | 51.220                   | 27.062        | 1:53.161            | 77.41        | 1.377           | 11:33:45.609        |
| 5 -                       | 35.472        | 51.704                   | 27.601        | 1:54.777            | 76.32        | 2.993           | 11:35:40.386        |
| 6 -                       | 35.452        | 50.490                   | 26.367        | 1:52.309            | 77.99        | 0.525           | 11:37:32.695        |
| 7 -                       | 35.222        | 50.593                   | 26.499        | 1:52.314            | 77.99        | 0.530           | 11:39:25.009        |
| 8 -                       | <b>34.374</b> | 50.695                   | 26.837        | 1:51.906 (2)        | 78.27        | 0.122           | 11:41:16.915        |
| 9 -                       | 34.930        | 50.446                   | 26.892        | 1:52.268            | 78.02        | 0.484           | 11:43:09.183        |
| 10 -                      | 34.587        | 51.357                   | <b>26.258</b> | 1:52.202 (3)        | 78.07        | 0.418           | 11:45:01.385        |
| 11 -                      | 34.607        | <b>50.355</b>            | 26.822        | <b>1:51.784 (1)</b> | <b>78.36</b> |                 | <b>11:46:53.169</b> |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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

| P33 75 C                  |               | Gary LITTLEWOOD          |               | Ford Fiesta SE      |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:51.569 |               | BEST LAP TIME : 1:52.329 |               | DIFFERENCE : 0.760  |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 58.330                   | 28.664        | 2:09.405            | 67.69        | 17.076   | 11:28:12.005        |
| 2 -                       | 36.452        | 51.901                   | 27.109        | 1:55.462            | 75.86        | 3.133    | 11:30:07.467        |
| 3 -                       | 35.606        | 50.842                   | 26.876        | 1:53.324            | 77.29        | 0.995    | 11:32:00.791        |
| 4 -                       | 34.949        | 50.725                   | 26.655        | <b>1:52.329 (1)</b> | <b>77.98</b> |          | <b>11:33:53.120</b> |
| 5 -                       | 35.156        | 50.732                   | 27.205        | 1:53.093 (3)        | 77.45        | 0.764    | 11:35:46.213        |
| 6 -                       | 34.910        | 50.721                   | 27.384        | 1:53.015 (2)        | 77.51        | 0.686    | 11:37:39.228        |
| 7 -                       | 35.299        | 51.115                   | IN PIT        | 3:16.797 P          | 44.51        | 1:24.468 | 11:40:56.025        |
| 8 -                       | OUTLAP        | 51.985                   | <b>26.633</b> | 1:59.748            | 73.15        | 7.419    | 11:42:55.773        |
| 9 -                       | <b>34.438</b> | 51.178                   | 28.673        | 1:54.289            | 76.64        | 1.960    | 11:44:50.062        |
| 10 -                      | 36.110        | <b>50.498</b>            | 26.683        | 1:53.291            | 77.32        | 0.962    | 11:46:43.353        |

| P34 134 B                 |               | Jason STONE              |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.486 |               | BEST LAP TIME : 1:52.676 |               | DIFFERENCE : 0.190  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 1:01.771                 | 30.171        | 2:16.267            | 64.28        | 23.591 | 11:28:47.916        |
| 2 -                       | 36.901        | 54.211                   | 27.895        | 1:59.007            | 73.60        | 6.331  | 11:30:46.923        |
| 3 -                       | 37.589        | 52.363                   | 27.399        | 1:57.351            | 74.64        | 4.675  | 11:32:44.274        |
| 4 -                       | 35.744        | 53.320                   | <b>26.991</b> | 1:56.055            | 75.48        | 3.379  | 11:34:40.329        |
| 5 -                       | 34.692        | 53.037                   | 27.395        | 1:55.124            | 76.09        | 2.448  | 11:36:35.453        |
| 6 -                       | <b>34.388</b> | 51.237                   | 27.051        | <b>1:52.676 (1)</b> | <b>77.74</b> |        | <b>11:38:28.129</b> |
| 7 -                       | 35.034        | 51.573                   | 27.506        | 1:54.113            | 76.76        | 1.437  | 11:40:22.242        |
| 8 -                       | 34.544        | 51.272                   | 27.128        | 1:52.944 (2)        | 77.55        | 0.268  | 11:42:15.186        |
| 9 -                       | 34.403        | 51.127                   | 27.416        | 1:52.946 (3)        | 77.55        | 0.270  | 11:44:08.132        |
| 10 -                      | 35.164        | <b>51.107</b>            | 27.395        | 1:53.666            | 77.06        | 0.990  | 11:46:01.798        |

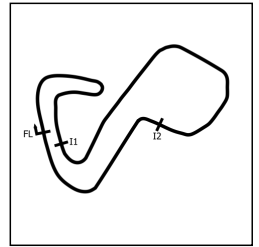
| P35 17 A                  |               | Brian LILLEY             |               | Ford Sierra Cosworth RS500 |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.722 |               | BEST LAP TIME : 1:52.991 |               | DIFFERENCE : 0.269         |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 1:03.113                 | <b>29.401</b> | 2:16.543                   | 64.15        | 23.552 | 11:29:13.118        |
| 2 -                       | <b>34.520</b> | <b>48.801</b>            | 29.670        | <b>1:52.991 (1)</b>        | <b>77.52</b> |        | <b>11:31:06.109</b> |

| P36 96 B+                 |               | Nigel CRAIG              |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.133 |               | BEST LAP TIME : 1:53.014 |               | DIFFERENCE : 0.881  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 56.899                   | 28.743        | 2:09.835            | 67.46        | 16.821 | 11:28:20.379        |
| 2 -                       | 36.798        | 54.374                   | 27.041        | 1:58.213            | 74.10        | 5.199  | 11:30:18.592        |
| 3 -                       | 34.859        | 52.809                   | 26.833        | 1:54.501            | 76.50        | 1.487  | 11:32:13.093        |
| 4 -                       | 35.514        | <b>51.193</b>            | 26.561        | 1:53.268 (3)        | 77.33        | 0.254  | 11:34:06.361        |
| 5 -                       | 35.941        | 52.076                   | 26.608        | 1:54.625            | 76.42        | 1.611  | 11:36:00.986        |
| 6 -                       | <b>34.795</b> | 51.717                   | 26.646        | 1:53.158 (2)        | 77.41        | 0.144  | 11:37:54.144        |
| 7 -                       | 35.042        | 53.752                   | 27.962        | 1:56.756            | 75.02        | 3.742  | 11:39:50.900        |
| 8 -                       | 34.935        | 51.934                   | <b>26.145</b> | <b>1:53.014 (1)</b> | <b>77.51</b> |        | <b>11:41:43.914</b> |

| P37 49 SA                 |               | Piers WARWICK            |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.123 |               | BEST LAP TIME : 1:53.761 |               | DIFFERENCE : 0.638  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 57.403                   | 30.537        | 2:14.398            | 65.17        | 20.637 | 11:28:25.734        |
| 2 -                       | 38.492        | 54.961                   | 28.569        | 2:02.022            | 71.78        | 8.261  | 11:30:27.756        |
| 3 -                       | 37.024        | 52.712                   | 28.214        | 1:57.950            | 74.26        | 4.189  | 11:32:25.706        |
| 4 -                       | 36.309        | 51.940                   | 28.731        | 1:56.980 (3)        | 74.88        | 3.219  | 11:34:22.686        |
| 5 -                       | 36.671        | 53.446                   | 27.462        | 1:57.579            | 74.50        | 3.818  | 11:36:20.265        |
| 6 -                       | 35.664        | <b>51.109</b>            | 26.988        | <b>1:53.761 (1)</b> | <b>77.00</b> |        | <b>11:38:14.026</b> |
| 7 -                       | 37.693        | 54.028                   | 28.205        | 1:59.926            | 73.04        | 6.165  | 11:40:13.952        |
| 8 -                       | 35.534        | 52.235                   | <b>26.916</b> | 1:54.685 (2)        | 76.38        | 0.924  | 11:42:08.637        |
| 9 -                       | <b>35.098</b> | 52.713                   | 30.776        | 1:58.587            | 73.86        | 4.826  | 11:44:07.224        |
| 10 -                      | 40.008        | 55.571                   | 30.570        | 2:06.149            | 69.44        | 12.388 | 11:46:13.373        |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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 94 B Mac MCCARTHY</b> |               | Ford Fiesta ST150        |               |                     |              |        |                     |
|------------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.366    |               | BEST LAP TIME : 1:53.886 |               |                     |              |        |                     |
|                              |               | DIFFERENCE : 0.520       |               |                     |              |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                          | OUTLAP        | 1:00.484                 | 31.564        | 2:19.655            | 62.72        | 25.769 | 11:29:21.862        |
| 2 -                          | 42.998        | 1:01.229                 | 29.747        | 2:13.974            | 65.38        | 20.088 | 11:31:35.836        |
| 3 -                          | 36.945        | 53.935                   | 27.979        | 1:58.859            | 73.69        | 4.973  | 11:33:34.695        |
| 4 -                          | 36.594        | 53.914                   | 28.026        | 1:58.534            | 73.90        | 4.648  | 11:35:33.229        |
| 5 -                          | 36.499        | 53.997                   | 28.388        | 1:58.884            | 73.68        | 4.998  | 11:37:32.113        |
| 6 -                          | 37.693        | 52.690                   | 27.458        | 1:57.841            | 74.33        | 3.955  | 11:39:29.954        |
| 7 -                          | <b>35.389</b> | 51.445                   | 27.052        | <b>1:53.886 (1)</b> | <b>76.91</b> |        | <b>11:41:23.840</b> |
| 8 -                          | 36.967        | 51.759                   | 27.528        | 1:56.254            | 75.35        | 2.368  | 11:43:20.094        |
| 9 -                          | 35.450        | 51.990                   | <b>26.987</b> | 1:54.427 (3)        | 76.55        | 0.541  | 11:45:14.521        |
| 10 -                         | 35.853        | <b>50.990</b>            | 27.113        | 1:53.956 (2)        | 76.87        | 0.070  | 11:47:08.477        |

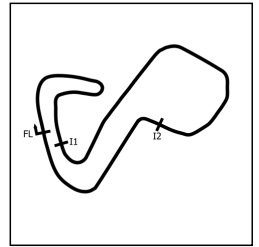
| <b>P39 63 SA Lloyd JAMIESON</b> |               | Ford Escort Maxi Cosworth |               |                     |              |          |                     |
|---------------------------------|---------------|---------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:54.002       |               | BEST LAP TIME : 1:54.461  |               |                     |              |          |                     |
|                                 |               | DIFFERENCE : 0.459        |               |                     |              |          |                     |
| LAP                             | SECTOR 1      | SECTOR 2                  | SECTOR 3      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                             | OUTLAP        | 56.199                    | 28.151        | 2:07.546            | 68.67        | 13.085   | 11:28:34.982        |
| 2 -                             | <b>35.521</b> | 55.766                    | 33.095        | 2:04.382 (2)        | 70.42        | 9.921    | 11:30:39.364        |
| 3 -                             | 44.243        | 1:07.495                  | IN PIT        | 9:55.400 P          | 14.71        | 8:00.939 | 11:40:34.764        |
| 4 -                             | OUTLAP        | 53.999                    | 27.018        | 2:06.321            | 69.34        | 11.860   | 11:42:41.085        |
| 5 -                             | 35.980        | <b>51.617</b>             | <b>26.864</b> | <b>1:54.461 (1)</b> | <b>76.53</b> |          | <b>11:44:35.546</b> |

| <b>P40 97 B Andy STENNING</b> |               | Ford Fiesta ST150        |               |                     |              |        |                     |
|-------------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.560     |               | BEST LAP TIME : 1:54.953 |               |                     |              |        |                     |
|                               |               | DIFFERENCE : 1.393       |               |                     |              |        |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                           | OUTLAP        | 56.584                   | 29.111        | 2:07.745            | 68.57        | 12.792 | 11:28:56.248        |
| 2 -                           | 35.731        | 54.992                   | 28.201        | 1:58.924            | 73.65        | 3.971  | 11:30:55.172        |
| 3 -                           | 35.126        | 53.801                   | 27.892        | 1:56.819            | 74.98        | 1.866  | 11:32:51.991        |
| 4 -                           | 35.186        | 53.657                   | 30.607        | 1:59.450            | 73.33        | 4.497  | 11:34:51.441        |
| 5 -                           | 35.698        | 54.695                   | 28.660        | 1:59.053            | 73.57        | 4.100  | 11:36:50.494        |
| 6 -                           | 35.028        | 53.641                   | 27.312        | 1:55.981 (3)        | 75.52        | 1.028  | 11:38:46.475        |
| 7 -                           | 36.157        | 54.506                   | 28.123        | 1:58.786            | 73.74        | 3.833  | 11:40:45.261        |
| 8 -                           | 35.223        | 52.915                   | <b>27.029</b> | 1:55.167 (2)        | 76.06        | 0.214  | 11:42:40.428        |
| 9 -                           | <b>34.737</b> | 53.099                   | 27.117        | <b>1:54.953 (1)</b> | <b>76.20</b> |        | <b>11:44:35.381</b> |
| 10 -                          | 36.153        | <b>51.794</b>            | 28.302        | 1:56.249            | 75.35        | 1.296  | 11:46:31.630        |

| <b>P41 295 B Mike GREENFIELD</b> |               | Ford Fiests ST150        |               |                     |              |        |                     |
|----------------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.346        |               | BEST LAP TIME : 1:55.178 |               |                     |              |        |                     |
|                                  |               | DIFFERENCE : 0.832       |               |                     |              |        |                     |
| LAP                              | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                              | OUTLAP        | 1:00.982                 | 30.474        | 2:16.819            | 64.02        | 21.641 | 11:28:50.993        |
| 2 -                              | 39.576        | 55.528                   | 28.449        | 2:03.553            | 70.89        | 8.375  | 11:30:54.546        |
| 3 -                              | 36.989        | 54.936                   | 27.604        | 1:59.529            | 73.28        | 4.351  | 11:32:54.075        |
| 4 -                              | 36.526        | 53.681                   | 27.533        | 1:57.740 (3)        | 74.39        | 2.562  | 11:34:51.815        |
| 5 -                              | 36.499        | 55.155                   | 29.623        | 2:01.277            | 72.23        | 6.099  | 11:36:53.092        |
| 6 -                              | 36.502        | 52.024                   | <b>26.945</b> | 1:55.471 (2)        | 75.86        | 0.293  | 11:38:48.563        |
| 7 -                              | <b>35.853</b> | 53.889                   | 28.646        | 1:58.388            | 73.99        | 3.210  | 11:40:46.951        |
| 8 -                              | 36.789        | 56.610                   | 27.678        | 2:01.077            | 72.34        | 5.899  | 11:42:48.028        |
| 9 -                              | 37.675        | 55.568                   | 30.194        | 2:03.437            | 70.96        | 8.259  | 11:44:51.465        |
| 10 -                             | 36.549        | <b>51.548</b>            | 27.081        | <b>1:55.178 (1)</b> | <b>76.05</b> |        | <b>11:46:46.643</b> |

## Modified Ford Series

### QUALIFYING - RACE 13 - 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

| P42                       |               | 13 C                     |               | Dave BARRETT        |              | Ford Fiesta MK4 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:55.352 |               | BEST LAP TIME : 1:55.685 |               | DIFFERENCE : 0.333  |              |                 |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF            | TIME OF DAY         |
| 1 -                       | OUTLAP        | 1:01.714                 | 31.468        | 2:19.211            | 62.92        | 23.526          | 11:29:17.453        |
| 2 -                       | 42.514        | 57.647                   | 29.149        | 2:09.310            | 67.74        | 13.625          | 11:31:26.763        |
| 3 -                       | 39.307        | 55.563                   | 28.357        | 2:03.227            | 71.08        | 7.542           | 11:33:29.990        |
| 4 -                       | 38.012        | 54.916                   | 28.321        | 2:01.249            | 72.24        | 5.564           | 11:35:31.239        |
| 5 -                       | 37.508        | 54.526                   | 28.012        | 2:00.046            | 72.97        | 4.361           | 11:37:31.285        |
| 6 -                       | 39.397        | 53.856                   | 27.320        | 2:00.573            | 72.65        | 4.888           | 11:39:31.858        |
| 7 -                       | 36.717        | 53.473                   | 27.566        | 1:57.756            | 74.38        | 2.071           | 11:41:29.614        |
| 8 -                       | 36.549        | 53.118                   | 27.971        | 1:57.638 (3)        | 74.46        | 1.953           | 11:43:27.252        |
| 9 -                       | <b>36.147</b> | 52.549                   | <b>26.989</b> | <b>1:55.685 (1)</b> | <b>75.72</b> |                 | <b>11:45:22.937</b> |
| 10 -                      | 36.521        | <b>52.216</b>            | 27.811        | 1:56.548 (2)        | 75.16        | 0.863           | 11:47:19.485        |

| P43                       |               | 24 C                     |               | Jimmy NEOPHYTOU     |              | Ford Fiesta MK1 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:55.235 |               | BEST LAP TIME : 1:55.816 |               | DIFFERENCE : 0.581  |              |                 |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF            | TIME OF DAY         |
| 1 -                       | OUTLAP        | 1:08.429                 | 33.808        | 2:27.110            | 59.54        | 31.294          | 11:29:17.050        |
| 2 -                       | 45.155        | 1:04.007                 | 31.766        | 2:20.928            | 62.15        | 25.112          | 11:31:37.978        |
| 3 -                       | 40.180        | 58.346                   | 28.304        | 2:06.830            | 69.06        | 11.014          | 11:33:44.808        |
| 4 -                       | 37.668        | 54.559                   | 29.483        | 2:01.710            | 71.97        | 5.894           | 11:35:46.518        |
| 5 -                       | 37.271        | 54.404                   | 27.781        | 1:59.456            | 73.33        | 3.640           | 11:37:45.974        |
| 6 -                       | 36.049        | 54.206                   | 27.777        | 1:58.032 (3)        | 74.21        | 2.216           | 11:39:44.006        |
| 7 -                       | 36.565        | 54.692                   | 27.517        | 1:58.774            | 73.75        | 2.958           | 11:41:42.780        |
| 8 -                       | <b>35.579</b> | 52.595                   | <b>27.642</b> | <b>1:55.816 (1)</b> | <b>75.63</b> |                 | <b>11:43:38.596</b> |
| 9 -                       | 36.177        | <b>52.472</b>            | <b>27.184</b> | 1:55.833 (2)        | 75.62        | 0.017           | 11:45:34.429        |

| P44                       |               | 5 B+                     |               | Wayne CRABTREE      |              | Ford Escort MK1 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 2:04.305 |               | BEST LAP TIME : 1:57.546 |               | DIFFERENCE : -6.759 |              |                 |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF            | TIME OF DAY         |
| 1 -                       | OUTLAP        | <b>56.413</b>            | <b>29.285</b> | 2:09.175            | 67.81        | 11.629          | 11:29:18.647        |
| 2 -                       | <b>38.607</b> |                          |               | <b>1:57.546 (1)</b> | <b>74.52</b> |                 | <b>11:31:16.193</b> |

| P45                       |               | 48 B                     |               | Paul SOLBE          |              | Ford Focus MK1 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------------|---------------------|
| IDEAL LAP TIME : 1:57.881 |               | BEST LAP TIME : 1:59.150 |               | DIFFERENCE : 1.269  |              |                |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF           | TIME OF DAY         |
| 1 -                       | OUTLAP        | 57.533                   | 29.875        | 2:12.854            | 65.93        | 13.704         | 11:28:34.974        |
| 2 -                       | 39.119        | 56.242                   | 29.202        | 2:04.563            | 70.32        | 5.413          | 11:30:39.537        |
| 3 -                       | 38.229        | 55.035                   | 28.111        | 2:01.375            | 72.17        | 2.225          | 11:32:40.912        |
| 4 -                       | 38.672        | 55.369                   | 28.439        | 2:02.480            | 71.52        | 3.330          | 11:34:43.392        |
| 5 -                       | 37.849        | 53.693                   | 28.582        | 2:00.124 (3)        | 72.92        | 0.974          | 11:36:43.516        |
| 6 -                       | 37.570        | 54.635                   | 29.328        | 2:01.533            | 72.07        | 2.383          | 11:38:45.049        |
| 7 -                       | <b>37.032</b> | 54.211                   | 28.480        | 1:59.723 (2)        | 73.16        | 0.573          | 11:40:44.772        |
| 8 -                       | 37.249        | 55.193                   | 29.362        | 2:01.804            | 71.91        | 2.654          | 11:42:46.576        |
| 9 -                       | 37.271        | 56.781                   | 29.798        | 2:03.850            | 70.72        | 4.700          | 11:44:50.426        |
| 10 -                      | 38.301        | <b>52.856</b>            | <b>27.993</b> | <b>1:59.150 (1)</b> | <b>73.51</b> |                | <b>11:46:49.576</b> |

# Modified Ford Series

## QUALIFYING - RACE 13 - BEST SECTORS

| SECTOR 1 |     |                | SECTOR 2 |     |                | SECTOR 3 |     |                | IDEAL / BEST COMPARISON |     |     |                |                    |                 |       |
|----------|-----|----------------|----------|-----|----------------|----------|-----|----------------|-------------------------|-----|-----|----------------|--------------------|-----------------|-------|
| POS      | NO  | NAME           | TIME     | NO  | NAME           | TIME     | NO  | NAME           | TIME                    | POS | NO  | NAME           | IDEAL              | BEST            | DIFF  |
|          |     |                |          |     |                |          |     |                |                         |     |     |                | <b>PERFECT LAP</b> | <b>1:36.606</b> |       |
| 1        | 111 | LIGHT          | 31.017   | 77  | ALLEN          | 42.803   | 111 | LIGHT          | 22.786                  | 1   | 111 | LIGHT          | 1:36.934           | 1:37.474        | 0.540 |
| 2        | 77  | ALLEN          | 31.324   | 111 | LIGHT          | 43.131   | 77  | ALLEN          | 22.936                  | 2   | 77  | ALLEN          | 1:37.063           | 1:37.278        | 0.215 |
| 3        | 56  | GRANGE         | 31.426   | 44  | BIRLEY         | 44.799   | 23  | RAINER         | 23.312                  | 3   | 44  | BIRLEY         | 1:40.060           | 1:40.610        | 0.550 |
| 4        | 23  | RAINER         | 31.439   | 93  | COOK           | 44.885   | 56  | GRANGE         | 23.569                  | 4   | 23  | RAINER         | 1:40.428           | 1:40.429        | 0.001 |
| 5        | 83  | JESSOP         | 31.607   | 101 | HARDING        | 45.160   | 44  | BIRLEY         | 23.653                  | 5   | 101 | HARDING        | 1:40.552           | 1:41.320        | 0.768 |
| 6        | 44  | BIRLEY         | 31.608   | 39  | PAYTON         | 45.407   | 101 | HARDING        | 23.775                  | 6   | 56  | GRANGE         | 1:40.611           | 1:41.254        | 0.643 |
| 7        | 101 | HARDING        | 31.617   | 56  | GRANGE         | 45.616   | 39  | PAYTON         | 23.810                  | 7   | 93  | COOK           | 1:40.633           | 1:40.769        | 0.136 |
| 8        | 53  | ARGRAVE        | 31.712   | 23  | RAINER         | 45.677   | 93  | COOK           | 23.952                  | 8   | 39  | PAYTON         | 1:41.074           | 1:42.092        | 1.018 |
| 9        | 93  | COOK           | 31.796   | 53  | ARGRAVE        | 45.842   | 53  | ARGRAVE        | 23.961                  | 9   | 53  | ARGRAVE        | 1:41.515           | 1:42.219        | 0.704 |
| 10       | 39  | PAYTON         | 31.857   | 33  | NEVILL         | 45.961   | 33  | NEVILL         | 23.998                  | 10  | 83  | JESSOP         | 1:42.370           | 1:43.818        | 1.448 |
| 11       | 29  | THURLEY        | 32.242   | 61  | GUTHRIE        | 46.466   | 83  | JESSOP         | 24.061                  | 11  | 33  | NEVILL         | 1:42.615           | 1:43.061        | 0.446 |
| 12       | 61  | GUTHRIE        | 32.326   | 29  | THURLEY        | 46.490   | 73  | DAY            | 24.075                  | 12  | 61  | GUTHRIE        | 1:43.017           | 1:43.517        | 0.500 |
| 13       | 771 | PROUDLOCK      | 32.559   | 231 | SUTTON         | 46.693   | 61  | GUTHRIE        | 24.225                  | 13  | 29  | THURLEY        | 1:43.826           | 1:45.448        | 1.622 |
| 14       | 33  | NEVILL         | 32.656   | 83  | JESSOP         | 46.702   | 231 | SUTTON         | 24.519                  | 14  | 73  | DAY            | 1:44.486           | 1:45.595        | 1.109 |
| 15       | 27  | REYNOLDS       | 32.768   | 771 | PROUDLOCK      | 47.007   | 14  | WISE           | 24.533                  | 15  | 771 | PROUDLOCK      | 1:44.690           | 1:44.852        | 0.162 |
| 16       | 73  | DAY            | 33.058   | 16  | BAKER          | 47.098   | 52  | HIGSON         | 24.738                  | 16  | 27  | REYNOLDS       | 1:44.699           | 1:45.082        | 0.383 |
| 17       | 14  | WISE           | 33.163   | 27  | REYNOLDS       | 47.155   | 27  | REYNOLDS       | 24.776                  | 17  | 231 | SUTTON         | 1:44.908           | 1:45.335        | 0.427 |
| 18       | 612 | PELLIN         | 33.273   | 73  | DAY            | 47.353   | 16  | BAKER          | 24.895                  | 18  | 16  | BAKER          | 1:45.330           | 1:45.828        | 0.498 |
| 19       | 16  | BAKER          | 33.337   | 464 | TESTER / KNOPP | 47.430   | 29  | THURLEY        | 25.094                  | 19  | 464 | TESTER / KNOPP | 1:46.508           | 1:46.508        | 0.000 |
| 20       | 124 | BOAM           | 33.565   | 612 | PELLIN         | 47.910   | 771 | PROUDLOCK      | 25.124                  | 20  | 14  | WISE           | 1:46.761           | 1:48.451        | 1.690 |
| 21       | 231 | SUTTON         | 33.696   | 441 | WATSON         | 48.632   | 464 | TESTER / KNOPP | 25.314                  | 21  | 612 | PELLIN         | 1:46.824           | 1:47.093        | 0.269 |
| 22       | 464 | TESTER / KNOPP | 33.764   | 17  | LILLEY         | 48.801   | 441 | WATSON         | 25.315                  | 22  | 52  | HIGSON         | 1:48.117           | 1:48.473        | 0.356 |
| 23       | 444 | BULLION        | 34.046   | 40  | CRIPPS         | 48.872   | 612 | PELLIN         | 25.641                  | 23  | 441 | WATSON         | 1:48.577           | 1:49.206        | 0.629 |
| 24       | 12  | SANDHU         | 34.131   | 124 | BOAM           | 48.958   | 444 | BULLION        | 25.788                  | 24  | 124 | BOAM           | 1:48.673           | 1:48.818        | 0.145 |
| 25       | 52  | HIGSON         | 34.251   | 444 | BULLION        | 49.059   | 12  | SANDHU         | 25.862                  | 25  | 444 | BULLION        | 1:48.893           | 1:48.946        | 0.053 |
| 26       | 125 | COWAN          | 34.298   | 14  | WISE           | 49.065   | 96  | CRAIG          | 26.145                  | 26  | 12  | SANDHU         | 1:49.330           | 1:49.438        | 0.108 |
| 27       | 7   | SLOSS / ARIF   | 34.323   | 52  | HIGSON         | 49.128   | 124 | BOAM           | 26.150                  | 27  | 40  | CRIPPS         | 1:49.582           | 1:50.000        | 0.418 |
| 28       | 170 | LEWIS          | 34.356   | 7   | SLOSS / ARIF   | 49.170   | 125 | COWAN          | 26.164                  | 28  | 7   | SLOSS / ARIF   | 1:49.726           | 1:50.459        | 0.733 |
| 29       | 128 | SMITH          | 34.374   | 12  | SANDHU         | 49.337   | 40  | CRIPPS         | 26.208                  | 29  | 170 | LEWIS          | 1:50.317           | 1:50.317        | 0.000 |
| 30       | 134 | STONE          | 34.388   | 170 | LEWIS          | 49.372   | 7   | SLOSS / ARIF   | 26.233                  | 30  | 125 | COWAN          | 1:50.356           | 1:50.412        | 0.056 |
| 31       | 36  | JOHNSON        | 34.416   | 36  | JOHNSON        | 49.439   | 128 | SMITH          | 26.258                  | 31  | 36  | JOHNSON        | 1:50.394           | 1:51.067        | 0.673 |
| 32       | 75  | LITTLEWOOD     | 34.438   | 125 | COWAN          | 49.894   | 36  | JOHNSON        | 26.539                  | 32  | 128 | SMITH          | 1:50.987           | 1:51.784        | 0.797 |
| 33       | 40  | CRIPPS         | 34.502   | 128 | SMITH          | 50.355   | 170 | LEWIS          | 26.589                  | 33  | 75  | LITTLEWOOD     | 1:51.569           | 1:52.329        | 0.760 |
| 34       | 17  | LILLEY         | 34.520   | 75  | LITTLEWOOD     | 50.498   | 75  | LITTLEWOOD     | 26.633                  | 34  | 96  | CRAIG          | 1:52.133           | 1:53.014        | 0.881 |
| 35       | 441 | WATSON         | 34.630   | 94  | MCCARTHY       | 50.990   | 63  | JAMIESON       | 26.864                  | 35  | 134 | STONE          | 1:52.486           | 1:52.676        | 0.190 |
| 36       | 97  | STENNING       | 34.737   | 134 | STONE          | 51.107   | 49  | WARWICK        | 26.916                  | 36  | 17  | LILLEY         | 1:52.722           | 1:52.991        | 0.269 |
| 37       | 96  | CRAIG          | 34.795   | 49  | WARWICK        | 51.109   | 295 | GREENFIELD     | 26.945                  | 37  | 49  | WARWICK        | 1:53.123           | 1:53.761        | 0.638 |
| 38       | 49  | WARWICK        | 35.098   | 96  | CRAIG          | 51.193   | 94  | MCCARTHY       | 26.987                  | 38  | 94  | MCCARTHY       | 1:53.366           | 1:53.886        | 0.520 |
| 39       | 94  | MCCARTHY       | 35.389   | 295 | GREENFIELD     | 51.548   | 13  | BARRETT        | 26.989                  | 39  | 97  | STENNING       | 1:53.560           | 1:54.953        | 1.393 |
| 40       | 63  | JAMIESON       | 35.521   | 63  | JAMIESON       | 51.617   | 134 | STONE          | 26.991                  | 40  | 63  | JAMIESON       | 1:54.002           | 1:54.461        | 0.459 |
| 41       | 24  | NEOPHYTOU      | 35.579   | 97  | STENNING       | 51.794   | 97  | STENNING       | 27.029                  | 41  | 295 | GREENFIELD     | 1:54.346           | 1:55.178        | 0.832 |
| 42       | 295 | GREENFIELD     | 35.853   | 13  | BARRETT        | 52.216   | 24  | NEOPHYTOU      | 27.184                  | 42  | 24  | NEOPHYTOU      | 1:55.235           | 1:55.816        | 0.581 |
| 43       | 13  | BARRETT        | 36.147   | 24  | NEOPHYTOU      | 52.472   | 48  | SOLBE          | 27.993                  | 43  | 13  | BARRETT        | 1:55.352           | 1:55.685        | 0.333 |
| 44       | 48  | SOLBE          | 37.032   | 48  | SOLBE          | 52.856   | 5   | CRABTREE       | 29.285                  | 44  | 48  | SOLBE          | 1:57.881           | 1:59.150        | 1.269 |
| 45       | 5   | CRABTREE       | 38.607   | 5   | CRABTREE       | 56.413   | 17  | LILLEY         | 29.401                  | 45  | 5   | CRABTREE       |                    | 1:57.546        |       |

## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

**Competitors Started** 45  
**Planned Start** 2023-04-30 @ 11:30:00.000  
**Actual Start** 2023-04-30 @ 11:25:54.008  
**Finish Time** 2023-04-30 @ 11:45:54.886  
**Track Length** 2.4332mi.  
**Total Laps** 404  
**Total Distance Covered** 983.0489mi.

#### Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE                  |
|-----|----|--------------|----------|--------------|-----|--------------------------|
| 93  | B+ | Kester COOK  | 1:44.006 | 11:29:35.779 | 2   | Ford Fiesta ST150        |
| 44  | SA | Rod BIRLEY   | 1:41.911 | 11:29:44.172 | 2   | Ford Escort Cosworth WRC |
| 56  | B+ | Piers GRANGE | 1:41.337 | 11:32:00.270 | 3   | Ford Escort MK2          |
| 23  | A  | Craig RAINER | 1:40.991 | 11:33:07.301 | 4   | Ford Escort MK2          |
| 44  | SA | Rod BIRLEY   | 1:40.610 | 11:34:55.852 | 5   | Ford Escort Cosworth WRC |
| 77  | A  | James ALLEN  | 1:40.373 | 11:35:41.535 | 5   | Ford Focus RS 2wd        |
| 77  | A  | James ALLEN  | 1:40.238 | 11:37:21.774 | 6   | Ford Focus RS 2wd        |
| 111 | SA | Simon LIGHT  | 1:39.234 | 11:38:19.914 | 7   | Ford Capri               |
| 77  | A  | James ALLEN  | 1:39.139 | 11:40:40.530 | 8   | Ford Focus RS 2wd        |
| 111 | SA | Simon LIGHT  | 1:37.996 | 11:41:59.644 | 9   | Ford Capri               |
| 77  | A  | James ALLEN  | 1:37.278 | 11:42:17.810 | 9   | Ford Focus RS 2wd        |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:25:54.008 |
| FINISH | 11:45:54.886 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 12         | 23:24.884  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

CLASS : A

7 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| 23 | Craig RAINER | 1:45.071 | 11:29:37.603 | 2   | Ford Escort MK2   |
| 23 | Craig RAINER | 1:40.991 | 11:33:07.301 | 4   | Ford Escort MK2   |
| 77 | James ALLEN  | 1:40.373 | 11:35:41.535 | 5   | Ford Focus RS 2wd |
| 77 | James ALLEN  | 1:40.238 | 11:37:21.774 | 6   | Ford Focus RS 2wd |
| 77 | James ALLEN  | 1:39.620 | 11:39:01.393 | 7   | Ford Focus RS 2wd |
| 77 | James ALLEN  | 1:39.139 | 11:40:40.530 | 8   | Ford Focus RS 2wd |
| 77 | James ALLEN  | 1:37.278 | 11:42:17.810 | 9   | Ford Focus RS 2wd |

## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

CLASS : B

15 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE                  |
|----|--------------|----------|--------------|-----|--------------------------|
| 29 | Mike THURLEY | 1:47.696 | 11:29:56.373 | 2   | Ford Escort MK1 Zakspeed |
| 29 | Mike THURLEY | 1:46.437 | 11:31:42.808 | 3   | Ford Escort MK1 Zakspeed |
| 83 | Neil JESSOP  | 1:44.117 | 11:34:46.675 | 4   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP  | 1:43.818 | 11:40:00.962 | 7   | Ford Escort MK2 Zakspeed |

## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

CLASS : B+

13 Starters

#### Fastest Lap History

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE                  |
|-----|-----------------|----------|--------------|-----|--------------------------|
| 93  | Kester COOK     | 1:44.006 | 11:29:35.779 | 2   | Ford Fiesta ST150        |
| 101 | Malcolm HARDING | 1:43.646 | 11:30:07.722 | 2   | Ford Escort MK2 Zakspeed |
| 101 | Malcolm HARDING | 1:42.216 | 11:31:49.938 | 3   | Ford Escort MK2 Zakspeed |
| 56  | Piers GRANGE    | 1:41.337 | 11:32:00.270 | 3   | Ford Escort MK2          |
| 56  | Piers GRANGE    | 1:41.254 | 11:33:41.523 | 4   | Ford Escort MK2          |
| 93  | Kester COOK     | 1:40.769 | 11:41:10.053 | 8   | Ford Fiesta ST150        |

## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

CLASS : C

5 Starters

#### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE         |
|-----|-----------------|-----------------|--------------|-----|-----------------|
| 75  | Gary LITTLEWOOD | <b>1:55.462</b> | 11:30:07.475 | 2   | Ford Fiesta SE  |
| 75  | Gary LITTLEWOOD | <b>1:53.324</b> | 11:32:00.799 | 3   | Ford Fiesta SE  |
| 771 | Nick PROUDLOCK  | <b>1:49.074</b> | 11:33:15.518 | 3   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK  | <b>1:44.852</b> | 11:35:00.369 | 4   | Ford Escort MK1 |

## Modified Ford Series

### QUALIFYING - RACE 13 - STATISTICS

CLASS : SA

5 Starters

#### Fastest Lap History


| NO  | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|-----|-------------|-----------------|--------------|-----|--------------------------|
| 111 | Simon LIGHT | <b>1:45.964</b> | 11:29:40.680 | 2   | Ford Capri               |
| 44  | Rod BIRLEY  | <b>1:41.911</b> | 11:29:44.172 | 2   | Ford Escort Cosworth WRC |
| 44  | Rod BIRLEY  | <b>1:40.610</b> | 11:34:55.852 | 5   | Ford Escort Cosworth WRC |
| 111 | Simon LIGHT | <b>1:39.234</b> | 11:38:19.914 | 7   | Ford Capri               |
| 111 | Simon LIGHT | <b>1:37.996</b> | 11:41:59.644 | 9   | Ford Capri               |
| 111 | Simon LIGHT | <b>1:37.474</b> | 11:45:16.055 | 11  | Ford Capri               |

## Modified Ford Series

### RACE 13 - GRID (20 minutes) - AMENDED

|        |    |  |    |  |
|--------|----|--|----|--|
| ROW 22 | 43 | <b>48</b> 1:59.150<br>Paul SOLBE       | 44 | <b>191</b> Harry HARDY                 |
| ROW 21 | 41 | <b>13</b> 1:55.685<br>Dave BARRETT     | 42 | <b>5</b> 1:57.546<br>Wayne CRABTREE    |
| ROW 20 | 39 | <b>97</b> 1:54.953<br>Andy STENNING    | 40 | <b>295</b> 1:55.178<br>Mike GREENFIELD |
| ROW 19 | 37 | <b>94</b> 1:53.886<br>Mac MCCARTHY     | 38 | <b>63</b> 1:54.461<br>Lloyd JAMIESON   |
| ROW 18 | 35 | <b>96</b> 1:53.014<br>Nigel CRAIG      | 36 | <b>49</b> 1:53.761<br>Piers WARWICK    |
| ROW 17 | 33 | <b>75</b> 1:52.329<br>Gary LITTLEWOOD  | 34 | <b>134</b> 1:52.676<br>Jason STONE     |
| ROW 16 | 31 | <b>36</b> 1:51.067<br>Gary JOHNSON     | 32 | <b>128</b> 1:51.784<br>Chris SMITH     |
| ROW 15 | 29 | <b>125</b> 1:50.412<br>Dan COWAN       | 30 | <b>7</b> 1:50.459<br>Jodie SLOSS       |
| ROW 14 | 27 | <b>40</b> 1:50.000<br>Steve CRIPPS     | 28 | <b>170</b> 1:50.317<br>Robert LEWIS    |
| ROW 13 | 25 | <b>441</b> 1:49.206<br>Mike WATSON     | 26 | <b>12</b> 1:49.438<br>Tim SANDHU       |
| ROW 12 | 23 | <b>124</b> 1:48.818<br>Alex BOAM       | 24 | <b>444</b> 1:48.946<br>Oliver BULLION  |
| ROW 11 | 21 | <b>14</b> 1:48.451<br>Malcolm WISE     | 22 | <b>52</b> 1:48.473<br>Ralph HIGSON     |
| ROW 10 | 19 | <b>464</b> 1:46.508<br>Colin TESTER    | 20 | <b>612</b> 1:47.093<br>Cliff PELLIN    |
| ROW 9  | 17 | <b>73</b> 1:45.595<br>Stuart DAY       | 18 | <b>16</b> 1:45.828<br>Chris BAKER      |
| ROW 8  | 15 | <b>231</b> 1:45.335<br>Jeremy SUTTON   | 16 | <b>29</b> 1:45.448<br>Mike THURLEY     |
| ROW 7  | 13 | <b>771</b> 1:44.852<br>Nick PROUDLOCK  | 14 | <b>27</b> 1:45.082<br>Martin REYNOLDS  |
| ROW 6  | 11 | <b>61</b> 1:43.517<br>David GUTHRIE    | 12 | <b>83</b> 1:43.818<br>Neil JESSOP      |
| ROW 5  | 9  | <b>53</b> 1:42.219<br>Neil ARGRAVE     | 10 | <b>33</b> 1:43.061<br>Paul NEVILL      |
| ROW 4  | 7  | <b>101</b> 1:41.320<br>Malcolm HARDING | 8  | <b>39</b> 1:42.092<br>Josh PAYTON      |
| ROW 3  | 5  | <b>93</b> 1:40.769<br>Kester COOK      | 6  | <b>56</b> 1:41.254<br>Piers GRANGE     |
| ROW 2  | 3  | <b>23</b> 1:40.429<br>Craig RAINER     | 4  | <b>44</b> 1:40.610<br>Rod BIRLEY       |
| ROW 1  | 1  | <b>77</b> 1:37.278<br>James ALLEN      | 2  | <b>111</b> 1:37.474<br>Simon LIGHT     |

**Pole**



Car 191 to start from the back of the grid. Cars 17 & 24 - Withdrawn.

Brands Hatch GP: 2.4332 miles

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

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|

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


Printed - 13:48 Sunday, 30 April 2023

## Modified Ford Series

### RACE 13 - GRID (20 minutes)

|        |    |  |    |                                       |  |
|--------|----|--|----|---------------------------------------|--|
| ROW 23 | 45 | <b>48</b> 1:59.150<br>Paul SOLBE       |    |                                       |  |
| ROW 22 | 43 | <b>24</b> 1:55.816<br>Jimmy NEOPHYTOU  | 44 | <b>5</b> 1:57.546<br>Wayne CRABTREE   |  |
| ROW 21 | 41 | <b>295</b> 1:55.178<br>Mike GREENFIELD | 42 | <b>13</b> 1:55.685<br>Dave BARRETT    |  |
| ROW 20 | 39 | <b>63</b> 1:54.461<br>Lloyd JAMIESON   | 40 | <b>97</b> 1:54.953<br>Andy STENNING   |  |
| ROW 19 | 37 | <b>49</b> 1:53.761<br>Piers WARWICK    | 38 | <b>94</b> 1:53.886<br>Mac MCCARTHY    |  |
| ROW 18 | 35 | <b>17</b> 1:52.991<br>Brian LILLEY     | 36 | <b>96</b> 1:53.014<br>Nigel CRAIG     |  |
| ROW 17 | 33 | <b>75</b> 1:52.329<br>Gary LITTLEWOOD  | 34 | <b>134</b> 1:52.676<br>Jason STONE    |  |
| ROW 16 | 31 | <b>36</b> 1:51.067<br>Gary JOHNSON     | 32 | <b>128</b> 1:51.784<br>Chris SMITH    |  |
| ROW 15 | 29 | <b>125</b> 1:50.412<br>Dan COWAN       | 30 | <b>7</b> 1:50.459<br>Jodie SLOSS      |  |
| ROW 14 | 27 | <b>40</b> 1:50.000<br>Steve CRIPPS     | 28 | <b>170</b> 1:50.317<br>Robert LEWIS   |  |
| ROW 13 | 25 | <b>441</b> 1:49.206<br>Mike WATSON     | 26 | <b>12</b> 1:49.438<br>Tim SANDHU      |  |
| ROW 12 | 23 | <b>124</b> 1:48.818<br>Alex BOAM       | 24 | <b>444</b> 1:48.946<br>Oliver BULLION |  |
| ROW 11 | 21 | <b>14</b> 1:48.451<br>Malcolm WISE     | 22 | <b>52</b> 1:48.473<br>Ralph HIGSON    |  |
| ROW 10 | 19 | <b>464</b> 1:46.508<br>Colin TESTER    | 20 | <b>612</b> 1:47.093<br>Cliff PELLIN   |  |
| ROW 9  | 17 | <b>73</b> 1:45.595<br>Stuart DAY       | 18 | <b>16</b> 1:45.828<br>Chris BAKER     |  |
| ROW 8  | 15 | <b>231</b> 1:45.335<br>Jeremy SUTTON   | 16 | <b>29</b> 1:45.448<br>Mike THURLEY    |  |
| ROW 7  | 13 | <b>771</b> 1:44.852<br>Nick PROUDLOCK  | 14 | <b>27</b> 1:45.082<br>Martin REYNOLDS |  |
| ROW 6  | 11 | <b>61</b> 1:43.517<br>David GUTHRIE    | 12 | <b>83</b> 1:43.818<br>Neil JESSOP     |  |
| ROW 5  | 9  | <b>53</b> 1:42.219<br>Neil ARGRAVE     | 10 | <b>33</b> 1:43.061<br>Paul NEVILL     |  |
| ROW 4  | 7  | <b>101</b> 1:41.320<br>Malcolm HARDING | 8  | <b>39</b> 1:42.092<br>Josh PAYTON     |  |
| ROW 3  | 5  | <b>93</b> 1:40.769<br>Kester COOK      | 6  | <b>56</b> 1:41.254<br>Piers GRANGE    |  |
| ROW 2  | 3  | <b>23</b> 1:40.429<br>Craig RAINER     | 4  | <b>44</b> 1:40.610<br>Rod BIRLEY      |  |
| ROW 1  | 1  | <b>77</b> 1:37.278<br>James ALLEN      | 2  | <b>111</b> 1:37.474<br>Simon LIGHT    |  |

**Pole**



Brands Hatch GP: 2.4332 miles

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

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|

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

Printed - 11:54 Sunday, 30 April 2023

## Modified Ford Series

### RACE 13 - CLASSIFICATION

| POS | NO  | CL | PIC NAME           | ENTRY                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|----|--------------------|--------------------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 111 | SA | 1 Simon LIGHT      | Ford Capri               | 11   | 18:20.352 |          |        | 87.57 | 1:37.979 | 3  |
| 2   | 101 | B+ | 1 Malcolm HARDING  | Ford Escort MK2 Zakspeed | 11   | 18:27.472 | 7.120    | 7.120  | 87.00 | 1:38.561 | 6  |
| 3   | 56  | B+ | 2 Piers GRANGE     | Ford Escort MK2          | 11   | 18:27.987 | 7.635    | 0.515  | 86.96 | 1:38.841 | 6  |
| 4   | 93  | B+ | 3 Kester COOK      | Ford Fiesta ST150        | 11   | 18:42.372 | 22.020   | 14.385 | 85.85 | 1:40.474 | 5  |
| 5   | 44  | SA | 2 Rod BIRLEY       | Ford Escort Cosworth WRC | 11   | 18:42.845 | 22.493   | 0.473  | 85.81 | 1:38.209 | 3  |
| 6   | 53  | B+ | 4 Neil ARGRAVE     | Ford Escort MK2          | 11   | 18:45.830 | 25.478   | 2.985  | 85.58 | 1:40.528 | 5  |
| 7   | 39  | B+ | 5 Josh PAYTON      | Ford Cortina MK2         | 11   | 18:47.532 | 27.180   | 1.702  | 85.45 | 1:40.212 | 3  |
| 8   | 83  | B  | 1 Neil JESSOP      | Ford Escort MK2 Zakspeed | 11   | 18:54.292 | 33.940   | 6.760  | 84.95 | 1:41.176 | 7  |
| 9   | 73  | SA | 3 Stuart DAY       | Ford Escort Cosworth     | 11   | 19:12.495 | 52.143   | 18.203 | 83.60 | 1:42.739 | 6  |
| 10  | 61  | B+ | 6 David GUTHRIE    | Ford Fiesta              | 11   | 19:14.903 | 54.551   | 2.408  | 83.43 | 1:42.808 | 6  |
| 11  | 27  | B+ | 7 Martin REYNOLDS  | Ford Escort MK2          | 11   | 19:16.001 | 55.649   | 1.098  | 83.35 | 1:43.373 | 5  |
| 12  | 29  | B  | 2 Mike THURLEY     | Ford Escort MK1 Zakspeed | 11   | 19:30.329 | 1:09.977 | 14.328 | 82.33 | 1:43.028 | 7  |
| 13  | 16  | B  | 3 Chris BAKER      | Ford Escort MK3 RS1600i  | 11   | 19:36.845 | 1:16.493 | 6.516  | 81.87 | 1:43.660 | 10 |
| 14  | 5   | B+ | 8 Wayne CRABTREE   | Ford Escort MK1          | 11   | 19:37.013 | 1:16.661 | 0.168  | 81.86 | 1:42.990 | 8  |
| 15  | 771 | C  | 1 Nick PROUDLOCK   | Ford Escort MK1          | 11   | 19:38.187 | 1:17.835 | 1.174  | 81.78 | 1:44.489 | 5  |
| 16  | 191 | B  | 4 Harry HARDY      | Ford Puma                | 11   | 19:38.598 | 1:18.246 | 0.411  | 81.75 | 1:43.552 | 5  |
| 17  | 52  | A  | 1 Ralph HIGSON     | Ford Focus MK1           | 11   | 19:47.550 | 1:27.198 | 8.952  | 81.14 | 1:45.294 | 2  |
| 18  | 612 | B+ | 9 Cliff PELLIN     | Ford Fiesta MK8          | 11   | 19:49.163 | 1:28.811 | 1.613  | 81.03 | 1:45.983 | 8  |
| 19  | 125 | B+ | 10 Dan COWAN       | Ford Fiesta ST150        | 10   | 18:30.834 | 1 Lap    | 1 Lap  | 78.85 | 1:47.758 | 8  |
| 20  | 14  | A  | 2 Malcolm WISE     | Ford Sapphire Cosworth   | 10   | 18:31.534 | 1 Lap    | 0.700  | 78.80 | 1:47.361 | 4  |
| 21  | 12  | B+ | 11 Tim SANDHU      | Ford Fiesta ST150        | 10   | 18:32.501 | 1 Lap    | 0.967  | 78.74 | 1:48.760 | 3  |
| 22  | 40  | B  | 5 Steve CRIPPS     | Ford Escort MK2          | 10   | 18:32.791 | 1 Lap    | 0.290  | 78.71 | 1:48.731 | 9  |
| 23  | 96  | B+ | 12 Nigel CRAIG     | Ford Escort MK2          | 10   | 18:46.832 | 1 Lap    | 14.041 | 77.73 | 1:49.330 | 9  |
| 24  | 36  | B  | 6 Gary JOHNSON     | Ford Escort MK1          | 10   | 18:47.693 | 1 Lap    | 0.861  | 77.67 | 1:49.756 | 9  |
| 25  | 124 | C  | 2 Alex BOAM        | Ford Fiesta 2006         | 10   | 18:48.810 | 1 Lap    | 1.117  | 77.60 | 1:49.711 | 7  |
| 26  | 7   | B  | 7 Jodie SLOSS      | Ford Fiesta ST150        | 10   | 18:49.457 | 1 Lap    | 0.647  | 77.55 | 1:49.423 | 7  |
| 27  | 170 | B  | 8 Robert LEWIS     | Ford Focus ST170         | 10   | 18:54.357 | 1 Lap    | 4.900  | 77.22 | 1:49.805 | 10 |
| 28  | 75  | C  | 3 Gary LITTLEWOOD  | Ford Fiesta SE           | 10   | 18:58.601 | 1 Lap    | 4.244  | 76.93 | 1:51.305 | 4  |
| 29  | 134 | B  | 9 Jason STONE      | Ford Fiesta ST150        | 10   | 19:01.961 | 1 Lap    | 3.360  | 76.70 | 1:50.450 | 6  |
| 30  | 94  | B  | 10 Mac MCCARTHY    | Ford Fiesta ST150        | 10   | 19:12.740 | 1 Lap    | 10.779 | 75.99 | 1:50.748 | 6  |
| 31  | 49  | SA | 4 Piers WARWICK    | Ford Escort MK1          | 10   | 19:16.841 | 1 Lap    | 4.101  | 75.72 | 1:51.673 | 6  |
| 32  | 13  | C  | 4 Dave BARRETT     | Ford Fiesta MK4          | 10   | 19:36.377 | 1 Lap    | 19.536 | 74.46 | 1:53.318 | 4  |
| 33  | 97  | B  | 11 Andy STENNING   | Ford Fiesta ST150        | 10   | 19:38.028 | 1 Lap    | 1.651  | 74.36 | 1:54.755 | 8  |
| 34  | 295 | B  | 12 Mike GREENFIELD | Ford Fiests ST150        | 10   | 19:38.806 | 1 Lap    | 0.778  | 74.31 | 1:54.689 | 10 |
| 35  | 48  | B  | 13 Paul SOLBE      | Ford Focus MK1           | 10   | 19:46.141 | 1 Lap    | 7.335  | 73.85 | 1:54.622 | 7  |

#### NOT CLASSIFIED

|     |     |    |                |                           |   |           |         |        |       |          |   |
|-----|-----|----|----------------|---------------------------|---|-----------|---------|--------|-------|----------|---|
| DNF | 63  | SA | Lloyd JAMIESON | Ford Escort Maxi Cosworth | 9 | 15:53.751 | 2 Laps  | 1 Lap  | 82.66 | 1:40.562 | 6 |
| DNF | 441 | A  | Mike WATSON    | Ford Sierra Cosworth      | 6 | 11:29.898 | 5 Laps  | 3 Laps | 76.18 | 1:51.578 | 2 |
| DNF | 33  | B+ | Paul NEVILL    | Ford Escort MK2           | 4 | 10:09.681 | 7 Laps  | 2 Laps | 57.47 | 1:43.264 | 4 |
| DNF | 77  | A  | James ALLEN    | Ford Focus RS 2wd         | 3 | 4:59.869  | 8 Laps  | 1 Lap  | 87.63 | 1:37.069 | 3 |
| DNF | 23  | A  | Craig RAINER   | Ford Escort MK2           | 3 | 5:08.522  | 8 Laps  | 8.653  | 85.17 | 1:39.956 | 3 |
| DNF | 444 | B  | Oliver BULLION | Ford Fiesta ST150         | 1 | 2:00.657  | 10 Laps | 2 Laps | 72.60 | 2:00.657 | 1 |
| DNF | 231 | A  | Jeremy SUTTON  | Ford Sierra Cosworth      | 0 |           |         |        |       |          |   |
| DNF | 128 | B  | Chris SMITH    | Ford Escort MK1           | 0 |           |         |        |       |          |   |

#### NOT STARTED

NS 464 B Colin TESTER Ford Fiesta ST150

#### FASTEST LAP

|     |    |                 |                          |   |          |           |            |
|-----|----|-----------------|--------------------------|---|----------|-----------|------------|
| 77  | A  | James ALLEN     | Ford Focus RS 2wd        | 3 | 1:37.069 | 90.24 mph | 145.23 kph |
| 111 | SA | Simon LIGHT     | Ford Capri               | 3 | 1:37.979 | 89.40 mph | 143.88 kph |
| 101 | B+ | Malcolm HARDING | Ford Escort MK2 Zakspeed | 6 | 1:38.561 | 88.87 mph | 143.03 kph |
| 83  | B  | Neil JESSOP     | Ford Escort MK2 Zakspeed | 7 | 1:41.176 | 86.58 mph | 139.33 kph |
| 771 | C  | Nick PROUDLOCK  | Ford Escort MK1          | 5 | 1:44.489 | 83.83 mph | 134.91 kph |

Race Distance: 11 Laps / 26.76 miles

Brands Hatch GP: 2.4332 miles

Date: 30/04/2023 Start: 14:46 Finish: 15:04

Weather / Track : Cloudy / Dry

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

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|



# Modified Ford Series

## RACE 13 - LAP CHART

| LAP 1 @ 14:48:20.032 |        |          | LAP 2 @ 14:49:59.726 |        |            | LAP 3 @ 14:51:36.795 |          |          | LAP 4 @ 14:53:17.488 |          |          | LAP 5 @ 14:54:56.990 |          |          |
|----------------------|--------|----------|----------------------|--------|------------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 111                  |        | 1:43.106 | 77                   |        | 1:39.012   | 77                   |          | 1:37.069 | 111                  |          | 1:39.422 | 111                  |          | 1:39.502 |
| 77                   | 0.682  | 1:43.788 | 111                  | 0.361  | 1:40.055   | 111                  | 1.271    | 1:37.979 | 44                   | 4.127    | 1:41.652 | 44                   | 3.591    | 1:38.966 |
| 44                   | 2.457  | 1:45.563 | 44                   | 2.028  | 1:39.265   | 44                   | 3.168    | 1:38.209 | 101                  | 5.031    | 1:41.014 | 101                  | 5.764    | 1:40.235 |
| 56                   | 3.276  | 1:46.382 | 101                  | 2.956  | 1:38.924   | 101                  | 4.710    | 1:38.823 | 56                   | 5.283    | 1:39.920 | 56                   | 6.118    | 1:40.337 |
| 101                  | 3.726  | 1:46.832 | 56                   | 3.343  | 1:39.761   | 56                   | 6.056    | 1:39.782 | 39                   | 9.574    | 1:40.662 | 33                   | 2 Laps   | 1:45.873 |
| 39                   | 3.860  | 1:46.966 | 23                   | 5.766  | 1:40.308   | 23                   | 8.653    | 1:39.956 | 93                   | 11.575   | 1:41.192 | 39                   | 11.416   | 1:41.344 |
| 23                   | 5.152  | 1:48.258 | 39                   | 6.462  | 1:42.296   | 39                   | 9.605    | 1:40.212 | 53                   | 13.536   | 1:41.015 | 93                   | 12.547   | 1:40.474 |
| 93                   | 6.079  | 1:49.185 | 93                   | 7.633  | 1:41.248   | 93                   | 11.076   | 1:40.512 | 83                   | 18.164   | 1:42.238 | 53                   | 14.562   | 1:40.528 |
| 53                   | 7.021  | 1:50.127 | 53                   | 9.614  | 1:42.287   | 53                   | 13.214   | 1:40.669 | 27                   | 24.333   | 1:44.087 | 83                   | 19.864   | 1:41.202 |
| 27                   | 9.006  | 1:52.112 | 83                   | 12.312 | 1:42.661   | 83                   | 16.619   | 1:41.376 | 73                   | 24.966   | 1:43.983 | 27                   | 28.204   | 1:43.373 |
| 83                   | 9.345  | 1:52.451 | 27                   | 13.571 | 1:44.259   | 27                   | 20.939   | 1:44.437 | 61                   | 26.299   | 1:43.666 | 73                   | 29.024   | 1:43.560 |
| 29                   | 10.856 | 1:53.962 | 29                   | 14.585 | 1:43.423   | 73                   | 21.676   | 1:43.937 | 29                   | 29.468   | 1:46.652 | 61                   | 30.200   | 1:43.403 |
| 73                   | 11.005 | 1:54.111 | 73                   | 14.808 | 1:43.497   | 61                   | 23.326   | 1:44.170 | 771                  | 31.025   | 1:45.100 | 29                   | 35.023   | 1:45.057 |
| 61                   | 12.208 | 1:55.314 | 61                   | 16.225 | 1:43.711   | 29                   | 23.509   | 1:45.993 | 52                   | 35.394   | 1:46.793 | 771                  | 36.012   | 1:44.489 |
| 771                  | 13.149 | 1:56.255 | 771                  | 18.230 | 1:44.775   | 771                  | 26.618   | 1:45.457 | 16                   | 38.591   | 1:45.499 | 52                   | 43.471   | 1:47.579 |
| 52                   | 14.640 | 1:57.746 | 52                   | 20.240 | 1:45.294   | 52                   | 29.294   | 1:46.123 | 612                  | 41.530   | 1:46.836 | 16                   | 43.790   | 1:44.701 |
| 612                  | 15.025 | 1:58.131 | 16                   | 24.987 | 1:48.606   | 16                   | 33.785   | 1:45.867 | 191                  | 45.618   | 1:44.590 | 612                  | 49.401   | 1:47.373 |
| 16                   | 16.075 | 1:59.181 | 612                  | 26.243 | 1:50.912   | 612                  | 35.387   | 1:46.213 | 5                    | 46.723   | 1:45.137 | 63                   | 49.420   | 1:42.020 |
| 12                   | 17.179 | 2:00.285 | 12                   | 26.602 | 1:49.117   | 12                   | 38.293   | 1:48.760 | 63                   | 46.902   | 1:43.331 | 191                  | 49.668   | 1:43.552 |
| 444                  | 17.551 | 2:00.657 | 14                   | 30.736 | 1:51.838   | 191                  | 41.721   | 1:45.747 | 12                   | 49.591   | 1:51.991 | 5                    | 52.712   | 1:45.491 |
| 14                   | 18.592 | 2:01.698 | 40                   | 31.668 | 1:50.791   | 5                    | 42.279   | 1:45.942 | 14                   | 51.105   | 1:47.361 | 12                   | 1:00.947 | 1:50.858 |
| 124                  | 20.383 | 2:03.489 | 124                  | 32.851 | 1:52.162   | 63                   | 44.264   | 1:46.620 | 40                   | 54.047   | 1:49.456 | 14                   | 1:01.789 | 1:50.186 |
| 40                   | 20.571 | 2:03.677 | 191                  | 33.043 | 1:48.704   | 14                   | 44.437   | 1:50.770 | 125                  | 55.299   | 1:49.668 | 40                   | 1:04.163 | 1:49.618 |
| 125                  | 21.127 | 2:04.233 | 125                  | 33.229 | 1:51.796   | 40                   | 45.284   | 1:50.685 | 441                  | 1:00.949 | 1:51.745 | 125                  | 1:04.546 | 1:48.749 |
| 7                    | 21.531 | 2:04.637 | 5                    | 33.406 | 1:50.141   | 125                  | 46.324   | 1:50.164 | 36                   | 1:01.475 | 1:51.082 | 441                  | 1:13.467 | 1:52.020 |
| 441                  | 21.678 | 2:04.784 | 441                  | 33.562 | 1:51.578   | 441                  | 49.897   | 1:53.404 | 96                   | 1:01.646 | 1:50.074 | 96                   | 1:13.897 | 1:51.753 |
| 5                    | 22.959 | 2:06.065 | 63                   | 34.713 | 1:48.073   | 124                  | 50.857   | 1:55.075 | 124                  | 1:02.804 | 1:52.640 | 36                   | 1:14.118 | 1:52.145 |
| 36                   | 23.857 | 2:06.963 | 36                   | 35.015 | 1:50.852   | 36                   | 51.086   | 1:53.140 | 7                    | 1:04.105 | 1:52.127 | 124                  | 1:14.524 | 1:51.222 |
| 191                  | 24.033 | 2:07.139 | 7                    | 36.945 | 1:55.108   | 96                   | 52.265   | 1:49.383 | 75                   | 1:06.415 | 1:51.305 | 7                    | 1:15.454 | 1:50.851 |
| 170                  | 25.251 | 2:08.357 | 170                  | 39.741 | 1:54.184   | 7                    | 52.671   | 1:52.795 | 170                  | 1:07.727 | 1:52.891 | 75                   | 1:18.268 | 1:51.355 |
| 75                   | 26.154 | 2:09.260 | 96                   | 39.951 | 1:53.132   | 170                  | 55.529   | 1:52.857 | 134                  | 1:08.115 | 1:52.448 | 170                  | 1:18.851 | 1:50.626 |
| 63                   | 26.334 | 2:09.440 | 75                   | 40.089 | 1:53.629   | 75                   | 55.803   | 1:52.783 | 49                   | 1:10.305 | 1:52.834 | 134                  | 1:19.759 | 1:51.146 |
| 96                   | 26.513 | 2:09.619 | 134                  | 41.650 | 1:54.702   | 134                  | 56.360   | 1:51.779 | 94                   | 1:12.423 | 1:52.079 | 49                   | 1:23.524 | 1:52.721 |
| 134                  | 26.642 | 2:09.748 | 49                   | 42.626 | 1:54.172   | 49                   | 58.164   | 1:52.607 | 295                  | 1:21.706 | 1:54.856 | 94                   | 1:25.068 | 1:52.147 |
| 49                   | 28.148 | 2:11.254 | 94                   | 44.947 | 1:54.822   | 94                   | 1:01.037 | 1:53.159 | 13                   | 1:21.996 | 1:53.318 | 13                   | 1:37.562 | 1:55.068 |
| 94                   | 29.819 | 2:12.925 | 295                  | 48.274 | 1:57.594   | 295                  | 1:07.543 | 1:56.338 | 48                   | 1:25.127 | 1:56.654 | 295                  | 1:38.580 | 1:56.376 |
| 295                  | 30.374 | 2:13.480 | 48                   | 49.731 | 1:58.303   | 48                   | 1:09.166 | 1:56.504 | 97                   | 1:25.615 | 1:56.440 |                      |          |          |
| 48                   | 31.122 | 2:14.228 | 13                   | 49.930 | 1:58.016   | 13                   | 1:09.371 | 1:56.510 |                      |          |          |                      |          |          |
| 97                   | 31.415 | 2:14.521 | 97                   | 50.869 | 1:59.148   | 97                   | 1:09.868 | 1:56.068 |                      |          |          |                      |          |          |
| 13                   | 31.608 | 2:14.714 | 33                   | 1 Lap  | 4:50.363 P | 33                   | 1 Lap    | 1:50.181 |                      |          |          |                      |          |          |

# Modified Ford Series

## RACE 13 - LAP CHART

| LAP 6 @ 14:56:35.991 |          |          | LAP 7 @ 14:58:14.944 |          |          | LAP 8 @ 14:59:56.091 |          |          | LAP 9 @ 15:01:36.639 |          |          | LAP 10 @ 15:03:16.151 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|-----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 111                  |          | 1:39.001 | 111                  |          | 1:38.953 | 111                  |          | 1:41.147 | 111                  |          | 1:40.548 | 111                   |          | 1:39.512 |
| 97                   | 1 Lap    | 1:55.521 | 101                  | 6.605    | 1:40.234 | 75                   | 1 Lap    | 1:52.254 | 96                   | 1 Lap    | 1:51.671 | 12                    | 1 Lap    | 1:49.339 |
| 48                   | 1 Lap    | 1:56.183 | 56                   | 7.066    | 1:40.061 | 170                  | 1 Lap    | 1:52.285 | 36                   | 1 Lap    | 1:51.109 | 125                   | 1 Lap    | 1:49.259 |
| 44                   | 3.657    | 1:39.067 | 13                   | 1 Lap    | 1:56.787 | 134                  | 1 Lap    | 1:52.456 | 101                  | 6.816    | 1:40.756 | 14                    | 1 Lap    | 1:48.410 |
| 101                  | 5.324    | 1:38.561 | 295                  | 1 Lap    | 1:56.725 | 101                  | 6.608    | 1:41.150 | 124                  | 1 Lap    | 1:51.268 | 40                    | 1 Lap    | 1:48.731 |
| 56                   | 5.958    | 1:38.841 | 93                   | 17.507   | 1:41.999 | 56                   | 6.751    | 1:40.832 | 56                   | 7.040    | 1:40.837 | 101                   | 6.959    | 1:39.655 |
| 33                   | 2 Laps   | 1:43.264 | 44                   | 18.967   | 1:54.263 | 49                   | 1 Lap    | 1:54.597 | 7                    | 1 Lap    | 1:51.221 | 56                    | 7.183    | 1:39.655 |
| 93                   | 14.461   | 1:40.915 | 97                   | 1 Lap    | 1:55.613 | 94                   | 1 Lap    | 1:54.450 | 170                  | 1 Lap    | 1:51.741 | 96                    | 1 Lap    | 1:49.330 |
| 39                   | 15.726   | 1:43.311 | 39                   | 19.676   | 1:42.903 | 93                   | 18.087   | 1:41.727 | 75                   | 1 Lap    | 1:53.091 | 36                    | 1 Lap    | 1:49.756 |
| 53                   | 16.175   | 1:40.614 | 53                   | 19.998   | 1:42.776 | 44                   | 18.961   | 1:41.141 | 134                  | 1 Lap    | 1:52.726 | 124                   | 1 Lap    | 1:50.150 |
| 83                   | 22.479   | 1:41.616 | 83                   | 24.702   | 1:41.176 | 53                   | 20.811   | 1:41.960 | 93                   | 18.244   | 1:40.705 | 7                     | 1 Lap    | 1:50.245 |
| 73                   | 32.762   | 1:42.739 | 48                   | 1 Lap    | 2:01.026 | 39                   | 22.258   | 1:43.729 | 44                   | 18.834   | 1:40.421 | 93                    | 19.786   | 1:41.054 |
| 27                   | 32.892   | 1:43.689 | 73                   | 37.014   | 1:43.205 | 83                   | 26.004   | 1:42.449 | 53                   | 21.318   | 1:41.055 | 44                    | 20.707   | 1:41.385 |
| 61                   | 34.007   | 1:42.808 | 27                   | 39.231   | 1:45.292 | 13                   | 1 Lap    | 1:56.061 | 39                   | 23.289   | 1:41.579 | 53                    | 23.149   | 1:41.343 |
| 29                   | 39.943   | 1:43.921 | 61                   | 39.400   | 1:44.346 | 295                  | 1 Lap    | 1:56.286 | 94                   | 1 Lap    | 1:55.960 | 170                   | 1 Lap    | 1:50.594 |
| 771                  | 42.741   | 1:45.730 | 29                   | 44.018   | 1:43.028 | 97                   | 1 Lap    | 1:54.837 | 83                   | 28.065   | 1:42.609 | 39                    | 25.627   | 1:41.850 |
| 52                   | 50.964   | 1:46.494 | 771                  | 50.921   | 1:47.133 | 48                   | 1 Lap    | 1:54.622 | 49                   | 1 Lap    | 1:58.090 | 75                    | 1 Lap    | 1:51.569 |
| 63                   | 50.981   | 1:40.562 | 63                   | 53.504   | 1:41.476 | 73                   | 38.752   | 1:42.885 | 73                   | 42.393   | 1:44.189 | 134                   | 1 Lap    | 1:52.443 |
| 16                   | 51.791   | 1:47.002 | 52                   | 58.688   | 1:46.677 | 27                   | 43.198   | 1:45.114 | 13                   | 1 Lap    | 1:55.376 | 83                    | 30.507   | 1:41.954 |
| 191                  | 54.941   | 1:44.274 | 16                   | 59.372   | 1:46.534 | 61                   | 45.060   | 1:46.807 | 97                   | 1 Lap    | 1:54.755 | 94                    | 1 Lap    | 1:52.384 |
| 612                  | 56.595   | 1:46.195 | 191                  | 59.931   | 1:43.943 | 29                   | 46.183   | 1:43.312 | 27                   | 47.338   | 1:44.688 | 49                    | 1 Lap    | 1:53.862 |
| 5                    | 57.764   | 1:44.053 | 5                    | 1:02.861 | 1:44.050 | 63                   | 53.810   | 1:41.453 | 61                   | 47.895   | 1:43.383 | 73                    | 47.957   | 1:45.076 |
| 12                   | 1:11.192 | 1:49.246 | 612                  | 1:04.117 | 1:46.475 | 771                  | 56.984   | 1:47.210 | 295                  | 1 Lap    | 1:56.128 | 61                    | 52.101   | 1:43.718 |
| 14                   | 1:14.594 | 1:51.806 | 12                   | 1:22.523 | 1:50.284 | 52                   | 1:02.938 | 1:45.397 | 29                   | 49.817   | 1:44.182 | 27                    | 52.270   | 1:44.444 |
| 125                  | 1:14.933 | 1:49.388 | 14                   | 1:25.213 | 1:49.572 | 16                   | 1:03.393 | 1:45.168 | 63                   | 54.038   | 1:40.776 | 29                    | 56.733   | 1:46.428 |
| 40                   | 1:15.112 | 1:49.950 | 125                  | 1:25.668 | 1:49.688 | 191                  | 1:04.011 | 1:45.227 | 48                   | 1 Lap    | 1:56.658 | 13                    | 1 Lap    | 1:56.059 |
| 96                   | 1:24.251 | 1:49.355 | 40                   | 1:26.496 | 1:50.337 | 5                    | 1:04.704 | 1:42.990 | 771                  | 1:04.987 | 1:48.551 | 97                    | 1 Lap    | 1:56.189 |
| 36                   | 1:25.374 | 1:50.257 | 96                   | 1:35.650 | 1:50.352 | 612                  | 1:08.953 | 1:45.983 | 16                   | 1:07.206 | 1:44.361 | 295                   | 1 Lap    | 1:56.334 |
| 124                  | 1:26.534 | 1:51.011 | 36                   | 1:36.726 | 1:50.305 | 12                   | 1:31.777 | 1:50.401 | 5                    | 1:07.749 | 1:43.593 | 48                    | 1 Lap    | 1:55.420 |
| 7                    | 1:27.351 | 1:50.898 | 124                  | 1:37.292 | 1:49.711 | 125                  | 1:32.279 | 1:47.758 | 191                  | 1:08.391 | 1:44.928 | 16                    | 1:11.354 | 1:43.660 |
| 75                   | 1:30.650 | 1:51.383 | 7                    | 1:37.821 | 1:49.423 | 14                   | 1:34.259 | 1:50.193 | 52                   | 1:12.765 | 1:50.375 | 771                   | 1:11.370 | 1:45.895 |
| 441                  | 1:30.833 | 1:56.367 |                      |          |          | 40                   | 1:35.050 | 1:49.701 | 612                  | 1:15.077 | 1:46.672 | 5                     | 1:11.902 | 1:43.665 |
| 170                  | 1:30.867 | 1:51.017 |                      |          |          |                      |          |          |                      |          |          | 191                   | 1:13.896 | 1:45.017 |
| 134                  | 1:31.208 | 1:50.450 |                      |          |          |                      |          |          |                      |          |          | 52                    | 1:21.285 | 1:48.032 |
| 49                   | 1:36.196 | 1:51.673 |                      |          |          |                      |          |          |                      |          |          | 612                   | 1:23.013 | 1:47.448 |
| 94                   | 1:36.815 | 1:50.748 |                      |          |          |                      |          |          |                      |          |          |                       |          |          |

## Modified Ford Series

### RACE 13 - LAP CHART

**LAP 11 @ 15:04:57.278**

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 111 |          | 1:41.127 |
| 101 | 7.120    | 1:41.288 |
| 56  | 7.635    | 1:41.579 |
| 125 | 1 Lap    | 1:50.131 |
| 14  | 1 Lap    | 1:49.700 |
| 12  | 1 Lap    | 1:52.220 |
| 40  | 1 Lap    | 1:49.845 |
| 93  | 22.020   | 1:43.361 |
| 44  | 22.493   | 1:42.913 |
| 53  | 25.478   | 1:43.456 |
| 96  | 1 Lap    | 1:52.163 |
| 39  | 27.180   | 1:42.680 |
| 36  | 1 Lap    | 1:52.084 |
| 124 | 1 Lap    | 1:52.082 |
| 7   | 1 Lap    | 1:52.152 |
| 83  | 33.940   | 1:44.560 |
| 170 | 1 Lap    | 1:49.805 |
| 75  | 1 Lap    | 1:51.972 |
| 134 | 1 Lap    | 1:54.063 |
| 73  | 52.143   | 1:45.313 |
| 94  | 1 Lap    | 1:54.066 |
| 61  | 54.551   | 1:43.577 |
| 27  | 55.649   | 1:44.506 |
| 49  | 1 Lap    | 1:55.031 |
| 29  | 1:09.977 | 1:54.371 |
| 13  | 1 Lap    | 1:54.468 |
| 16  | 1:16.493 | 1:46.266 |
| 5   | 1:16.661 | 1:45.886 |
| 97  | 1 Lap    | 1:54.936 |
| 771 | 1:17.835 | 1:47.592 |
| 191 | 1:18.246 | 1:45.477 |
| 295 | 1 Lap    | 1:54.689 |
| 48  | 1 Lap    | 1:56.543 |
| 52  | 1:27.198 | 1:47.040 |
| 612 | 1:28.811 | 1:46.925 |

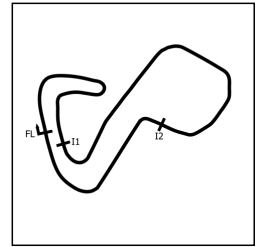
# Modified Ford Series

## RACE 13 - POSITION CHART

| No  | Name       | Lap<br>Pos | Lap |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|     |            |            | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  |     |     |
| 77  | ALLEN      | 1          | 111 | 77  | 77  | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| 111 | LIGHT      | 2          | 77  | 111 | 111 | 44  | 44  | 44  | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| 23  | RAINER     | 3          | 44  | 44  | 44  | 101 | 101 | 101 | 56  | 56  | 56  | 56  | 56  | 56  | 56  |
| 44  | BIRLEY     | 4          | 56  | 101 | 101 | 56  | 56  | 56  | 93  | 93  | 93  | 93  | 93  | 93  | 93  |
| 93  | COOK       | 5          | 101 | 56  | 56  | 39  | 39  | 93  | 44  | 44  | 44  | 44  | 44  | 44  | 44  |
| 56  | GRANGE     | 6          | 39  | 23  | 23  | 93  | 93  | 39  | 39  | 53  | 53  | 53  | 53  | 53  | 53  |
| 101 | HARDING    | 7          | 23  | 39  | 39  | 53  | 53  | 53  | 53  | 39  | 39  | 39  | 39  | 39  | 39  |
| 39  | PAYTON     | 8          | 93  | 93  | 93  | 83  | 83  | 83  | 83  | 83  | 83  | 83  | 83  | 83  | 83  |
| 53  | ARGRAVE    | 9          | 53  | 53  | 53  | 27  | 27  | 73  | 73  | 73  | 73  | 73  | 73  | 73  | 73  |
| 33  | NEVILL     | 10         | 27  | 83  | 83  | 73  | 73  | 27  | 27  | 27  | 27  | 61  | 61  | 61  | 61  |
| 61  | GUTHRIE    | 11         | 83  | 27  | 27  | 61  | 61  | 61  | 61  | 61  | 61  | 27  | 27  | 27  | 27  |
| 83  | JESSOP     | 12         | 29  | 29  | 73  | 29  | 29  | 29  | 29  | 29  | 29  | 29  | 29  | 29  | 29  |
| 771 | PROUDLOCK  | 13         | 73  | 73  | 61  | 771 | 771 | 771 | 771 | 63  | 63  | 16  | 16  | 16  | 16  |
| 27  | REYNOLDS   | 14         | 61  | 61  | 29  | 52  | 52  | 52  | 63  | 771 | 771 | 771 | 771 | 771 | 5   |
| 231 | SUTTON     | 15         | 771 | 771 | 771 | 16  | 16  | 63  | 52  | 52  | 16  | 5   | 771 | 771 | 771 |
| 29  | THURLEY    | 16         | 52  | 52  | 52  | 612 | 612 | 16  | 16  | 16  | 5   | 191 | 191 | 191 | 191 |
| 73  | DAY        | 17         | 612 | 16  | 16  | 191 | 63  | 191 | 191 | 191 | 191 | 52  | 52  | 52  | 52  |
| 16  | BAKER      | 18         | 16  | 612 | 612 | 5   | 191 | 612 | 5   | 5   | 52  | 612 | 612 | 612 | 612 |
| 464 | TESTER     | 19         | 12  | 12  | 12  | 63  | 5   | 5   | 612 | 612 | 612 | 125 | 125 | 125 | 125 |
| 612 | PELLIN     | 20         | 444 | 14  | 191 | 12  | 12  | 12  | 12  | 12  | 12  | 14  | 14  | 14  | 14  |
| 14  | WISE       | 21         | 14  | 40  | 5   | 14  | 14  | 14  | 14  | 125 | 125 | 12  | 12  | 12  | 12  |
| 52  | HIGSON     | 22         | 124 | 124 | 63  | 40  | 40  | 125 | 125 | 14  | 14  | 40  | 40  | 40  | 40  |
| 124 | BOAM       | 23         | 40  | 191 | 14  | 125 | 125 | 40  | 40  | 40  | 40  | 96  | 96  | 96  | 96  |
| 444 | BULLION    | 24         | 125 | 125 | 40  | 441 | 441 | 96  | 96  | 96  | 96  | 36  | 36  | 36  | 36  |
| 441 | WATSON     | 25         | 7   | 5   | 125 | 36  | 96  | 36  | 36  | 36  | 36  | 124 | 124 | 124 | 124 |
| 12  | SANDHU     | 26         | 441 | 441 | 441 | 96  | 36  | 124 | 124 | 124 | 124 | 7   | 7   | 7   | 7   |
| 40  | CRIPPS     | 27         | 5   | 63  | 124 | 124 | 124 | 7   | 7   | 7   | 7   | 170 | 170 | 170 | 170 |
| 170 | LEWIS      | 28         | 36  | 36  | 36  | 7   | 7   | 75  | 75  | 170 | 170 | 75  | 75  | 75  | 75  |
| 125 | COWAN      | 29         | 191 | 7   | 96  | 75  | 75  | 441 | 170 | 75  | 75  | 134 | 134 | 134 | 134 |
| 7   | SLOSS      | 30         | 170 | 170 | 7   | 170 | 170 | 170 | 134 | 134 | 134 | 94  | 94  | 94  | 94  |
| 36  | JOHNSON    | 31         | 75  | 96  | 170 | 134 | 134 | 134 | 49  | 94  | 94  | 49  | 49  | 49  | 49  |
| 128 | SMITH      | 32         | 63  | 75  | 75  | 49  | 49  | 49  | 94  | 49  | 49  | 13  | 13  | 13  | 13  |
| 75  | LITTLEWOOD | 33         | 96  | 134 | 134 | 94  | 94  | 94  | 13  | 13  | 13  | 97  | 97  | 97  | 97  |
| 134 | STONE      | 34         | 134 | 49  | 49  | 295 | 13  | 13  | 295 | 97  | 97  | 295 | 295 | 295 | 295 |
| 96  | CRAIG      | 35         | 49  | 94  | 94  | 13  | 295 | 295 | 97  | 295 | 295 | 48  | 48  | 48  | 48  |
| 49  | WARWICK    | 36         | 94  | 295 | 295 | 48  | 97  | 97  | 48  | 48  | 48  |     |     |     |     |
| 94  | MCCARTHY   | 37         | 295 | 48  | 48  | 97  | 48  | 48  |     |     |     |     |     |     |     |
| 63  | JAMIESON   | 38         | 48  | 13  | 13  | 33  |     |     |     |     |     |     |     |     |     |
| 97  | STENNING   | 39         | 97  | 97  | 97  |     |     |     |     |     |     |     |     |     |     |
| 295 | GREENFIELD | 40         | 13  | 33  | 33  |     |     |     |     |     |     |     |     |     |     |
| 13  | BARRETT    | 41         | 33  |     |     |     |     |     |     |     |     |     |     |     |     |
| 5   | CRABTREE   | 42         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 48  | SOLBE      | 43         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 191 | HARDY      | 44         |     |     |     |     |     |     |     |     |     |     |     |     |     |

# Modified Ford Series

## RACE 13 - 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 111 SA                 |               | Simon LIGHT              |               | Ford Capri          |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.859 |               | BEST LAP TIME : 1:37.979 |               | DIFFERENCE : 0.120  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 44.456                   | 23.408        | 1:43.106            | 84.95        | 5.127 | 14:48:20.032        |
| 2 -                       | 32.187        | 44.056                   | 23.812        | 1:40.055            | 87.55        | 2.076 | 14:50:00.087        |
| 3 -                       | <b>31.490</b> | <b>43.436</b>            | 23.053        | <b>1:37.979 (1)</b> | <b>89.40</b> |       | <b>14:51:38.066</b> |
| 4 -                       | 31.867        | 44.622                   | <b>22.933</b> | 1:39.422            | 88.10        | 1.443 | 14:53:17.488        |
| 5 -                       | 31.872        | 44.201                   | 23.429        | 1:39.502            | 88.03        | 1.523 | 14:54:56.990        |
| 6 -                       | 32.303        | 43.706                   | 22.992        | 1:39.001 (3)        | 88.48        | 1.022 | 14:56:35.991        |
| 7 -                       | 31.811        | 43.966                   | 23.176        | 1:38.953 (2)        | 88.52        | 0.974 | 14:58:14.944        |
| 8 -                       | 31.911        | 45.173                   | 24.063        | 1:41.147            | 86.60        | 3.168 | 14:59:56.091        |
| 9 -                       | 32.321        | 44.960                   | 23.267        | 1:40.548            | 87.12        | 2.569 | 15:01:36.639        |
| 10 -                      | 32.331        | 43.897                   | 23.284        | 1:39.512            | 88.02        | 1.533 | 15:03:16.151        |
| 11 -                      | 31.877        | 45.316                   | 23.934        | 1:41.127            | 86.62        | 3.148 | 15:04:57.278        |

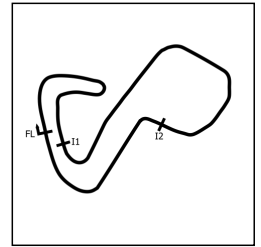
| P2 101 B+                 |               | Malcolm HARDING          |               | Ford Escort MK2 Zakspeed |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:38.233 |               | BEST LAP TIME : 1:38.561 |               | DIFFERENCE : 0.328       |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 45.670                   | 23.617        | 1:46.832                 | 81.99        | 8.271 | 14:48:23.758        |
| 2 -                       | 31.428        | <b>44.043</b>            | 23.453        | 1:38.924 (3)             | 88.55        | 0.363 | 14:50:02.682        |
| 3 -                       | 31.175        | 44.372                   | <b>23.276</b> | 1:38.823 (2)             | 88.64        | 0.262 | 14:51:41.505        |
| 4 -                       | 31.361        | 44.550                   | 25.103        | 1:41.014                 | 86.71        | 2.453 | 14:53:22.519        |
| 5 -                       | 31.261        | 45.057                   | 23.917        | 1:40.235                 | 87.39        | 1.674 | 14:55:02.754        |
| 6 -                       | <b>30.914</b> | 44.103                   | 23.544        | <b>1:38.561 (1)</b>      | <b>88.87</b> |       | <b>14:56:41.315</b> |
| 7 -                       | 32.456        | 44.493                   | 23.285        | 1:40.234                 | 87.39        | 1.673 | 14:58:21.549        |
| 8 -                       | 31.193        | 46.505                   | 23.452        | 1:41.150                 | 86.60        | 2.589 | 15:00:02.699        |
| 9 -                       | 31.666        | 45.512                   | 23.578        | 1:40.756                 | 86.94        | 2.195 | 15:01:43.455        |
| 10 -                      | 31.811        | 44.316                   | 23.528        | 1:39.655                 | 87.90        | 1.094 | 15:03:23.110        |
| 11 -                      | 31.359        | 46.136                   | 23.793        | 1:41.288                 | 86.48        | 2.727 | 15:05:04.398        |

| P3 56 B+                  |               | Piers GRANGE             |               | Ford Escort MK2     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:38.225 |               | BEST LAP TIME : 1:38.841 |               | DIFFERENCE : 0.616  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 45.867                   | 24.123        | 1:46.382            | 82.34        | 7.541 | 14:48:23.308        |
| 2 -                       | 31.571        | 44.834                   | 23.356        | 1:39.761 (3)        | 87.80        | 0.920 | 14:50:03.069        |
| 3 -                       | 31.468        | 44.875                   | 23.439        | 1:39.782            | 87.78        | 0.941 | 14:51:42.851        |
| 4 -                       | 31.517        | 44.689                   | 23.714        | 1:39.920            | 87.66        | 1.079 | 14:53:22.771        |
| 5 -                       | 31.635        | 44.893                   | 23.809        | 1:40.337            | 87.30        | 1.496 | 14:55:03.108        |
| 6 -                       | 31.289        | 44.245                   | 23.307        | <b>1:38.841 (1)</b> | <b>88.62</b> |       | <b>14:56:41.949</b> |
| 7 -                       | 32.011        | 44.806                   | <b>23.244</b> | 1:40.061            | 87.54        | 1.220 | 14:58:22.010        |
| 8 -                       | 31.076        | 46.550                   | <b>23.206</b> | 1:40.832            | 86.87        | 1.991 | 15:00:02.842        |
| 9 -                       | 31.744        | 45.735                   | 23.358        | 1:40.837            | 86.87        | 1.996 | 15:01:43.679        |
| 10 -                      | 32.153        | <b>44.037</b>            | 23.465        | 1:39.655 (2)        | 87.90        | 0.814 | 15:03:23.334        |
| 11 -                      | <b>30.982</b> | 47.024                   | 23.573        | 1:41.579            | 86.23        | 2.738 | 15:05:04.913        |

| P4 93 B+                  |               | Kester COOK              |               | Ford Fiesta ST150   |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.068 |               | BEST LAP TIME : 1:40.474 |               | DIFFERENCE : 0.406  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 47.683                   | 24.127        | 1:49.185            | 80.22        | 8.711 | 14:48:26.111        |
| 2 -                       | 32.673        | 45.001                   | <b>23.574</b> | 1:41.248            | 86.51        | 0.774 | 14:50:07.359        |
| 3 -                       | 32.060        | 44.724                   | 23.728        | 1:40.512 (2)        | 87.15        | 0.038 | 14:51:47.871        |
| 4 -                       | 32.105        | 44.941                   | 24.146        | 1:41.192            | 86.56        | 0.718 | 14:53:29.063        |
| 5 -                       | 31.973        | <b>44.631</b>            | 23.870        | <b>1:40.474 (1)</b> | <b>87.18</b> |       | <b>14:55:09.537</b> |
| 6 -                       | 32.270        | 44.809                   | 23.836        | 1:40.915            | 86.80        | 0.441 | 14:56:50.452        |
| 7 -                       | <b>31.863</b> | 46.199                   | 23.937        | 1:41.999            | 85.88        | 1.525 | 14:58:32.451        |
| 8 -                       | 32.436        | 44.951                   | 24.340        | 1:41.727            | 86.11        | 1.253 | 15:00:14.178        |
| 9 -                       | 31.946        | 44.932                   | 23.827        | 1:40.705 (3)        | 86.98        | 0.231 | 15:01:54.883        |
| 10 -                      | 32.317        | 44.858                   | 23.879        | 1:41.054            | 86.68        | 0.580 | 15:03:35.937        |
| 11 -                      | 32.388        | 46.985                   | 23.988        | 1:43.361            | 84.74        | 2.887 | 15:05:19.298        |

# Modified Ford Series

## RACE 13 - 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 44 SA Rod BIRLEY       |               | Ford Escort Cosworth WRC |               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:38.209 |               | BEST LAP TIME : 1:38.209 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 45.113                   | 23.555        | 1:45.563            | 82.98        | 7.354  | 14:48:22.489        |
| 2 -                       | 31.690        | 44.110                   | 23.465        | 1:39.265            | 88.24        | 1.056  | 14:50:01.754        |
| 3 -                       | <b>31.403</b> | <b>43.539</b>            | <b>23.267</b> | <b>1:38.209 (1)</b> | <b>89.19</b> |        | <b>14:51:39.963</b> |
| 4 -                       | 31.500        | 45.437                   | 24.715        | 1:41.652            | 86.17        | 3.443  | 14:53:21.615        |
| 5 -                       | 31.692        | 43.940                   | 23.334        | 1:38.966 (2)        | 88.51        | 0.757  | 14:55:00.581        |
| 6 -                       | 31.643        | 44.020                   | 23.404        | 1:39.067 (3)        | 88.42        | 0.858  | 14:56:39.648        |
| 7 -                       | 36.911        | 53.232                   | 24.120        | 1:54.263            | 76.66        | 16.054 | 14:58:33.911        |
| 8 -                       | 32.273        | 44.784                   | 24.084        | 1:41.141            | 86.61        | 2.932  | 15:00:15.052        |
| 9 -                       | 31.862        | 45.104                   | 23.455        | 1:40.421            | 87.23        | 2.212  | 15:01:55.473        |
| 10 -                      | 32.489        | 45.395                   | 23.501        | 1:41.385            | 86.40        | 3.176  | 15:03:36.858        |
| 11 -                      | 31.688        | 47.487                   | 23.738        | 1:42.913            | 85.11        | 4.704  | 15:05:19.771        |

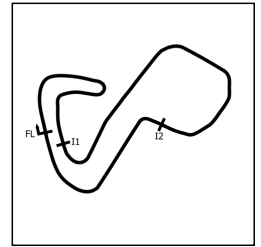
| P6 53 B+ Neil ARGRAVE     |               | Ford Escort MK2          |               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:39.912 |               | BEST LAP TIME : 1:40.528 |               | DIFFERENCE : 0.616  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 47.164                   | 24.201        | 1:50.127            | 79.54        | 9.599 | 14:48:27.053        |
| 2 -                       | 32.086        | 46.051                   | 24.150        | 1:42.287            | 85.63        | 1.759 | 14:50:09.340        |
| 3 -                       | 31.731        | <b>45.025</b>            | 23.913        | 1:40.669 (3)        | 87.01        | 0.141 | 14:51:50.009        |
| 4 -                       | 31.548        | 45.261                   | 24.206        | 1:41.015            | 86.71        | 0.487 | 14:53:31.024        |
| 5 -                       | 31.576        | 45.057                   | 23.895        | <b>1:40.528 (1)</b> | <b>87.13</b> |       | <b>14:55:11.552</b> |
| 6 -                       | 31.625        | 45.407                   | <b>23.582</b> | 1:40.614 (2)        | 87.06        | 0.086 | 14:56:52.166        |
| 7 -                       | 32.296        | 46.431                   | 24.049        | 1:42.776            | 85.23        | 2.248 | 14:58:34.942        |
| 8 -                       | 32.961        | 45.134                   | 23.865        | 1:41.960            | 85.91        | 1.432 | 15:00:16.902        |
| 9 -                       | 31.388        | 45.657                   | 24.010        | 1:41.055            | 86.68        | 0.527 | 15:01:57.957        |
| 10 -                      | 31.363        | 45.704                   | 24.276        | 1:41.343            | 86.43        | 0.815 | 15:03:39.300        |
| 11 -                      | <b>31.305</b> | 46.948                   | 25.203        | 1:43.456            | 84.67        | 2.928 | 15:05:22.756        |

| P7 39 B+ Josh PAYTON      |               | Ford Cortina MK2         |               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.182 |               | BEST LAP TIME : 1:40.212 |               | DIFFERENCE : 0.030  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 45.242                   | 24.539        | 1:46.966            | 81.89        | 6.754 | 14:48:23.892        |
| 2 -                       | 32.392        | 46.223                   | 23.681        | 1:42.296            | 85.63        | 2.084 | 14:50:06.188        |
| 3 -                       | 31.754        | <b>44.954</b>            | <b>23.504</b> | <b>1:40.212 (1)</b> | <b>87.41</b> |       | <b>14:51:46.400</b> |
| 4 -                       | <b>31.724</b> | 45.164                   | 23.774        | 1:40.662 (2)        | 87.02        | 0.450 | 14:53:27.062        |
| 5 -                       | 31.903        | 45.612                   | 23.829        | 1:41.344 (3)        | 86.43        | 1.132 | 14:55:08.406        |
| 6 -                       | 32.058        | 47.082                   | 24.171        | 1:43.311            | 84.79        | 3.099 | 14:56:51.717        |
| 7 -                       | 32.441        | 46.209                   | 24.253        | 1:42.903            | 85.12        | 2.691 | 14:58:34.620        |
| 8 -                       | 32.953        | 46.831                   | 23.945        | 1:43.729            | 84.44        | 3.517 | 15:00:18.349        |
| 9 -                       | 32.044        | 45.479                   | 24.056        | 1:41.579            | 86.23        | 1.367 | 15:01:59.928        |
| 10 -                      | 32.349        | 45.510                   | 23.991        | 1:41.850            | 86.00        | 1.638 | 15:03:41.778        |
| 11 -                      | 32.160        | 45.218                   | 25.302        | 1:42.680            | 85.31        | 2.468 | 15:05:24.458        |

| P8 83 B Neil JESSOP       |               | Ford Escort MK2 Zakspeed |               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.924 |               | BEST LAP TIME : 1:41.176 |               | DIFFERENCE : 0.252  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 48.974                   | 24.312        | 1:52.451            | 77.89        | 11.275 | 14:48:29.377        |
| 2 -                       | 32.203        | 46.314                   | 24.144        | 1:42.661            | 85.32        | 1.485  | 14:50:12.038        |
| 3 -                       | 31.410        | 45.983                   | <b>23.983</b> | 1:41.376 (3)        | 86.40        | 0.200  | 14:51:53.414        |
| 4 -                       | 31.415        | 46.216                   | 24.607        | 1:42.238            | 85.68        | 1.062  | 14:53:35.652        |
| 5 -                       | <b>31.341</b> | 45.761                   | 24.100        | 1:41.202 (2)        | 86.55        | 0.026  | 14:55:16.854        |
| 6 -                       | 31.376        | 45.945                   | 24.295        | 1:41.616            | 86.20        | 0.440  | 14:56:58.470        |
| 7 -                       | 31.454        | <b>45.600</b>            | 24.122        | <b>1:41.176 (1)</b> | <b>86.58</b> |        | <b>14:58:39.646</b> |
| 8 -                       | 31.478        | 46.264                   | 24.707        | 1:42.449            | 85.50        | 1.273  | 15:00:22.095        |
| 9 -                       | 31.731        | 46.682                   | 24.196        | 1:42.609            | 85.37        | 1.433  | 15:02:04.704        |
| 10 -                      | 31.893        | 45.813                   | 24.248        | 1:41.954            | 85.91        | 0.778  | 15:03:46.658        |
| 11 -                      | 33.060        | 46.775                   | 24.725        | 1:44.560            | 83.77        | 3.384  | 15:05:31.218        |

# Modified Ford Series

## RACE 13 - 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 73 SA                  |               | Stuart DAY               |               | Ford Escort Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.265 |               | BEST LAP TIME : 1:42.739 |               | DIFFERENCE : 0.474   |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.093                   | 23.905        | 1:54.111             | 76.76        | 11.372 | 14:48:31.037        |
| 2 -                       | 33.208        | 46.388                   | 23.901        | 1:43.497             | 84.63        | 0.758  | 14:50:14.534        |
| 3 -                       | 33.326        | 46.857                   | 23.754        | 1:43.937             | 84.28        | 1.198  | 14:51:58.471        |
| 4 -                       | 33.079        | 46.763                   | 24.141        | 1:43.983             | 84.24        | 1.244  | 14:53:42.454        |
| 5 -                       | 33.432        | 46.405                   | 23.723        | 1:43.560             | 84.58        | 0.821  | 14:55:26.014        |
| 6 -                       | 33.386        | <b>45.816</b>            | <b>23.537</b> | <b>1:42.739 (1)</b>  | <b>85.26</b> |        | <b>14:57:08.753</b> |
| 7 -                       | <b>32.912</b> | 46.250                   | 24.043        | 1:43.205 (3)         | 84.87        | 0.466  | 14:58:51.958        |
| 8 -                       | 33.106        | 46.151                   | 23.628        | 1:42.885 (2)         | 85.14        | 0.146  | 15:00:34.843        |
| 9 -                       | 33.489        | 46.634                   | 24.066        | 1:44.189             | 84.07        | 1.450  | 15:02:19.032        |
| 10 -                      | 33.722        | 47.033                   | 24.321        | 1:45.076             | 83.36        | 2.337  | 15:04:04.108        |
| 11 -                      | 33.840        | 47.107                   | 24.366        | 1:45.313             | 83.17        | 2.574  | 15:05:49.421        |

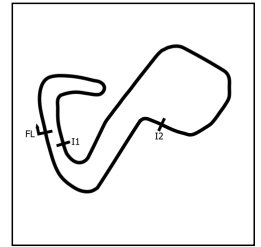
| P10 61 B+                 |               | David GUTHRIE            |               | Ford Fiesta         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.325 |               | BEST LAP TIME : 1:42.808 |               | DIFFERENCE : 0.483  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.232                   | 24.684        | 1:55.314            | 75.96        | 12.506 | 14:48:32.240        |
| 2 -                       | 33.029        | 46.506                   | 24.176        | 1:43.711            | 84.46        | 0.903  | 14:50:15.951        |
| 3 -                       | 32.671        | 46.713                   | 24.786        | 1:44.170            | 84.09        | 1.362  | 14:52:00.121        |
| 4 -                       | 33.179        | 46.309                   | 24.178        | 1:43.666            | 84.50        | 0.858  | 14:53:43.787        |
| 5 -                       | 32.629        | 46.588                   | 24.186        | 1:43.403 (3)        | 84.71        | 0.595  | 14:55:27.190        |
| 6 -                       | 32.918        | 45.915                   | <b>23.975</b> | <b>1:42.808 (1)</b> | <b>85.20</b> |        | <b>14:57:09.998</b> |
| 7 -                       | 32.762        | 46.811                   | 24.773        | 1:44.346            | 83.94        | 1.538  | 14:58:54.344        |
| 8 -                       | 34.383        | 48.236                   | 24.188        | 1:46.807            | 82.01        | 3.999  | 15:00:41.151        |
| 9 -                       | <b>32.527</b> | 46.830                   | 24.026        | 1:43.383 (2)        | 84.73        | 0.575  | 15:02:24.534        |
| 10 -                      | 33.601        | <b>45.823</b>            | 24.294        | 1:43.718            | 84.45        | 0.910  | 15:04:08.252        |
| 11 -                      | 32.955        | 45.859                   | 24.763        | 1:43.577            | 84.57        | 0.769  | 15:05:51.829        |

| P11 27 B+                 |               | Martin REYNOLDS          |               | Ford Escort MK2     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.944 |               | BEST LAP TIME : 1:43.373 |               | DIFFERENCE : 0.429  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 48.267                   | <b>24.329</b> | 1:52.112            | 78.13        | 8.739 | 14:48:29.038        |
| 2 -                       | 33.088        | 46.707                   | 24.464        | 1:44.259            | 84.02        | 0.886 | 14:50:13.297        |
| 3 -                       | 32.978        | 46.795                   | 24.664        | 1:44.437            | 83.87        | 1.064 | 14:51:57.734        |
| 4 -                       | 32.521        | 47.026                   | 24.540        | 1:44.087 (3)        | 84.15        | 0.714 | 14:53:41.821        |
| 5 -                       | <b>32.186</b> | 46.713                   | 24.474        | <b>1:43.373 (1)</b> | <b>84.74</b> |       | <b>14:55:25.194</b> |
| 6 -                       | 32.417        | 46.589                   | 24.683        | 1:43.689 (2)        | 84.48        | 0.316 | 14:57:08.883        |
| 7 -                       | 33.281        | 47.092                   | 24.919        | 1:45.292            | 83.19        | 1.919 | 14:58:54.175        |
| 8 -                       | 33.365        | 47.186                   | 24.563        | 1:45.114            | 83.33        | 1.741 | 15:00:39.289        |
| 9 -                       | 32.552        | 47.306                   | 24.830        | 1:44.688            | 83.67        | 1.315 | 15:02:23.977        |
| 10 -                      | 33.056        | <b>46.429</b>            | 24.959        | 1:44.444            | 83.87        | 1.071 | 15:04:08.421        |
| 11 -                      | 33.158        | 46.619                   | 24.729        | 1:44.506            | 83.82        | 1.133 | 15:05:52.927        |

| P12 29 B                  |               | Mike THURLEY             |               | Ford Escort MK1 Zakspeed |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.835 |               | BEST LAP TIME : 1:43.028 |               | DIFFERENCE : 0.193       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.581                   | <b>24.459</b> | 1:53.962                 | 76.86        | 10.934 | 14:48:30.888        |
| 2 -                       | 31.976        | 46.759                   | 24.688        | 1:43.423 (3)             | 84.69        | 0.395  | 14:50:14.311        |
| 3 -                       | 32.163        | 48.592                   | 25.238        | 1:45.993                 | 82.64        | 2.965  | 14:52:00.304        |
| 4 -                       | 33.034        | 48.585                   | 25.033        | 1:46.652                 | 82.13        | 3.624  | 14:53:46.956        |
| 5 -                       | 32.720        | 47.546                   | 24.791        | 1:45.057                 | 83.38        | 2.029  | 14:55:32.013        |
| 6 -                       | 32.381        | 46.892                   | 24.648        | 1:43.921                 | 84.29        | 0.893  | 14:57:15.934        |
| 7 -                       | 31.952        | <b>46.511</b>            | 24.565        | <b>1:43.028 (1)</b>      | <b>85.02</b> |        | <b>14:58:58.962</b> |
| 8 -                       | 32.006        | 46.561                   | 24.745        | 1:43.312 (2)             | 84.79        | 0.284  | 15:00:42.274        |
| 9 -                       | <b>31.865</b> | 47.233                   | 25.084        | 1:44.182                 | 84.08        | 1.154  | 15:02:26.456        |
| 10 -                      | 32.802        | 48.102                   | 25.524        | 1:46.428                 | 82.30        | 3.400  | 15:04:12.884        |
| 11 -                      | 34.451        | 51.980                   | 27.940        | 1:54.371                 | 76.59        | 11.343 | 15:06:07.255        |

# Modified Ford Series

## RACE 13 - SECTOR ANALYSIS



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

| P13 16 B                  |               | Chris BAKER              |               | Ford Escort MK3 RS1600i |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.239 |               | BEST LAP TIME : 1:43.660 |               | DIFFERENCE : 0.421      |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.326                   | 26.636        | 1:59.181                | 73.50        | 15.521 | 14:48:36.107        |
| 2 -                       | 33.524        | 49.122                   | 25.960        | 1:48.606                | 80.65        | 4.946  | 14:50:24.713        |
| 3 -                       | 33.324        | 47.442                   | 25.101        | 1:45.867                | 82.74        | 2.207  | 14:52:10.580        |
| 4 -                       | 33.240        | 47.055                   | 25.204        | 1:45.499                | 83.03        | 1.839  | 14:53:56.079        |
| 5 -                       | 33.173        | 46.645                   | 24.883        | 1:44.701 (3)            | 83.66        | 1.041  | 14:55:40.780        |
| 6 -                       | 34.154        | 47.746                   | 25.102        | 1:47.002                | 81.86        | 3.342  | 14:57:27.782        |
| 7 -                       | 33.810        | 47.703                   | 25.021        | 1:46.534                | 82.22        | 2.874  | 14:59:14.316        |
| 8 -                       | 33.419        | 46.942                   | 24.807        | 1:45.168                | 83.29        | 1.508  | 15:00:59.484        |
| 9 -                       | 33.422        | 46.367                   | <b>24.572</b> | 1:44.361 (2)            | 83.93        | 0.701  | 15:02:43.845        |
| <b>10 -</b>               | <b>32.529</b> | <b>46.138</b>            | 24.993        | <b>1:43.660 (1)</b>     | <b>84.50</b> |        | <b>15:04:27.505</b> |
| 11 -                      | 33.803        | 47.065                   | 25.398        | 1:46.266                | 82.43        | 2.606  | 15:06:13.771        |

| P14 5 B+                  |               | Wayne CRABTREE           |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.748 |               | BEST LAP TIME : 1:42.990 |               | DIFFERENCE : 0.242  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 51.595                   | 25.868        | 2:06.065            | 69.48        | 23.075 | 14:48:42.991        |
| 2 -                       | 34.593        | 49.817                   | 25.731        | 1:50.141            | 79.53        | 7.151  | 14:50:33.132        |
| 3 -                       | 33.496        | 47.442                   | 25.004        | 1:45.942            | 82.68        | 2.952  | 14:52:19.074        |
| 4 -                       | 32.470        | 47.583                   | 25.084        | 1:45.137            | 83.31        | 2.147  | 14:54:04.211        |
| 5 -                       | 33.078        | 47.464                   | 24.949        | 1:45.491            | 83.03        | 2.501  | 14:55:49.702        |
| 6 -                       | 32.684        | 46.600                   | 24.769        | 1:44.053            | 84.18        | 1.063  | 14:57:33.755        |
| 7 -                       | 32.461        | 46.679                   | 24.910        | 1:44.050            | 84.18        | 1.060  | 14:59:17.805        |
| <b>8 -</b>                | <b>32.391</b> | <b>45.893</b>            | 24.706        | <b>1:42.990 (1)</b> | <b>85.05</b> |        | <b>15:01:00.795</b> |
| 9 -                       | 32.965        | 46.164                   | <b>24.464</b> | 1:43.593 (2)        | 84.56        | 0.603  | 15:02:44.388        |
| 10 -                      | 32.744        | 46.069                   | 24.852        | 1:43.665 (3)        | 84.50        | 0.675  | 15:04:28.053        |
| 11 -                      | 33.624        | 47.222                   | 25.040        | 1:45.886            | 82.72        | 2.896  | 15:06:13.939        |

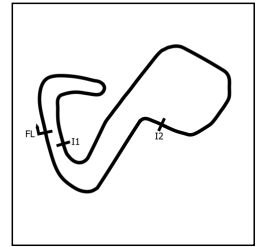
| P15 771 C                 |               | Nick PROUDLOCK           |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.241 |               | BEST LAP TIME : 1:44.489 |               | DIFFERENCE : 0.248  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.123                   | 25.154        | 1:56.255            | 75.35        | 11.766 | 14:48:33.181        |
| 2 -                       | 33.034        | <b>46.578</b>            | 25.163        | 1:44.775 (2)        | 83.60        | 0.286  | 14:50:17.956        |
| 3 -                       | <b>32.693</b> | 47.516                   | 25.248        | 1:45.457            | 83.06        | 0.968  | 14:52:03.413        |
| 4 -                       | 32.937        | 47.046                   | 25.117        | 1:45.100 (3)        | 83.34        | 0.611  | 14:53:48.513        |
| <b>5 -</b>                | 32.737        | 46.782                   | <b>24.970</b> | <b>1:44.489 (1)</b> | <b>83.83</b> |        | <b>14:55:33.002</b> |
| 6 -                       | 32.995        | 46.762                   | 25.973        | 1:45.730            | 82.85        | 1.241  | 14:57:18.732        |
| 7 -                       | 33.031        | 47.801                   | 26.301        | 1:47.133            | 81.76        | 2.644  | 14:59:05.865        |
| 8 -                       | 33.374        | 47.937                   | 25.899        | 1:47.210            | 81.70        | 2.721  | 15:00:53.075        |
| 9 -                       | 33.503        | 48.913                   | 26.135        | 1:48.551            | 80.69        | 4.062  | 15:02:41.626        |
| 10 -                      | 33.078        | 47.372                   | 25.445        | 1:45.895            | 82.72        | 1.406  | 15:04:27.521        |
| 11 -                      | 33.456        | 48.639                   | 25.497        | 1:47.592            | 81.41        | 3.103  | 15:06:15.113        |

| P16 191 B                 |               | Harry HARDY              |               | Ford Puma           |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.108 |               | BEST LAP TIME : 1:43.552 |               | DIFFERENCE : 0.444  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.968                   | 26.617        | 2:07.139            | 68.89        | 23.587 | 14:48:44.065        |
| 2 -                       | 33.867        | 49.457                   | 25.380        | 1:48.704            | 80.58        | 5.152  | 14:50:32.769        |
| 3 -                       | 32.810        | 48.072                   | 24.865        | 1:45.747            | 82.83        | 2.195  | 14:52:18.516        |
| 4 -                       | 32.397        | 47.408                   | <b>24.785</b> | 1:44.590            | 83.75        | 1.038  | 14:54:03.106        |
| <b>5 -</b>                | <b>32.294</b> | 46.041                   | 25.217        | <b>1:43.552 (1)</b> | <b>84.59</b> |        | <b>14:55:46.658</b> |
| 6 -                       | 33.124        | 46.292                   | 24.858        | 1:44.274 (3)        | 84.00        | 0.722  | 14:57:30.932        |
| 7 -                       | 32.513        | <b>46.029</b>            | 25.401        | 1:43.943 (2)        | 84.27        | 0.391  | 14:59:14.875        |
| 8 -                       | 33.439        | 46.541                   | 25.247        | 1:45.227            | 83.24        | 1.675  | 15:01:00.102        |
| 9 -                       | 33.292        | 46.840                   | 24.796        | 1:44.928            | 83.48        | 1.376  | 15:02:45.030        |
| 10 -                      | 32.628        | 46.401                   | 25.988        | 1:45.017            | 83.41        | 1.465  | 15:04:30.047        |
| 11 -                      | 33.053        | 46.985                   | 25.439        | 1:45.477            | 83.04        | 1.925  | 15:06:15.524        |



# Modified Ford Series

## RACE 13 - 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 52 A                  |               | Ralph HIGSON             |               | Ford Focus MK1      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.854 |               | BEST LAP TIME : 1:45.294 |               | DIFFERENCE : 0.440  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.638                   | 25.517        | 1:57.746            | 74.39        | 12.452 | 14:48:34.672        |
| 2 -                       | <b>33.256</b> | 47.373                   | 24.665        | <b>1:45.294 (1)</b> | <b>83.19</b> |        | <b>14:50:19.966</b> |
| 3 -                       | 33.758        | 47.624                   | 24.741        | 1:46.123 (3)        | 82.54        | 0.829  | 14:52:06.089        |
| 4 -                       | 34.244        | 47.392                   | 25.157        | 1:46.793            | 82.02        | 1.499  | 14:53:52.882        |
| 5 -                       | 34.459        | 47.872                   | 25.248        | 1:47.579            | 81.42        | 2.285  | 14:55:40.461        |
| 6 -                       | 34.196        | 47.618                   | 24.680        | 1:46.494            | 82.25        | 1.200  | 14:57:26.955        |
| 7 -                       | 34.367        | 47.607                   | 24.703        | 1:46.677            | 82.11        | 1.383  | 14:59:13.632        |
| 8 -                       | 33.799        | <b>46.944</b>            | <b>24.654</b> | 1:45.397 (2)        | 83.11        | 0.103  | 15:00:59.029        |
| 9 -                       | 35.799        | 49.063                   | 25.513        | 1:50.375            | 79.36        | 5.081  | 15:02:49.404        |
| 10 -                      | 34.939        | 47.881                   | 25.212        | 1:48.032            | 81.08        | 2.738  | 15:04:37.436        |
| 11 -                      | 34.135        | 47.684                   | 25.221        | 1:47.040            | 81.83        | 1.746  | 15:06:24.476        |

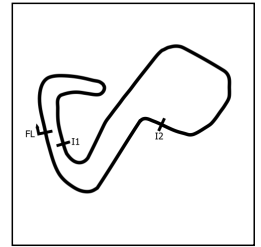
| P18 612 B+                |               | Cliff PELLIN             |               | Ford Fiesta MK8     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.562 |               | BEST LAP TIME : 1:45.983 |               | DIFFERENCE : 0.421  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.565                   | 26.495        | 1:58.131            | 74.15        | 12.148 | 14:48:35.057        |
| 2 -                       | 33.939        | 49.837                   | 27.136        | 1:50.912            | 78.98        | 4.929  | 14:50:25.969        |
| 3 -                       | 33.488        | 47.459                   | 25.266        | 1:46.213 (3)        | 82.47        | 0.230  | 14:52:12.182        |
| 4 -                       | 33.157        | 48.026                   | 25.653        | 1:46.836            | 81.99        | 0.853  | 14:53:59.018        |
| 5 -                       | 33.680        | 48.260                   | 25.433        | 1:47.373            | 81.58        | 1.390  | 14:55:46.391        |
| 6 -                       | 33.351        | <b>47.353</b>            | 25.491        | 1:46.195 (2)        | 82.48        | 0.212  | 14:57:32.586        |
| 7 -                       | <b>33.041</b> | 48.205                   | 25.229        | 1:46.475            | 82.27        | 0.492  | 14:59:19.061        |
| 8 -                       | 33.362        | 47.453                   | <b>25.168</b> | <b>1:45.983 (1)</b> | <b>82.65</b> |        | <b>15:01:05.044</b> |
| 9 -                       | 33.439        | 47.793                   | 25.440        | 1:46.672            | 82.11        | 0.689  | 15:02:51.716        |
| 10 -                      | 33.497        | 47.699                   | 26.252        | 1:47.448            | 81.52        | 1.465  | 15:04:39.164        |
| 11 -                      | 33.447        | 47.517                   | 25.961        | 1:46.925            | 81.92        | 0.942  | 15:06:26.089        |

| P19 125 B+                |               | Dan COWAN                |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.367 |               | BEST LAP TIME : 1:47.758 |               | DIFFERENCE : 0.391  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.885                   | 26.228        | 2:04.233            | 70.51        | 16.475 | 14:48:41.159        |
| 2 -                       | 35.217        | 49.588                   | 26.991        | 1:51.796            | 78.35        | 4.038  | 14:50:32.955        |
| 3 -                       | 35.233        | 49.193                   | 25.738        | 1:50.164            | 79.51        | 2.406  | 14:52:23.119        |
| 4 -                       | 34.689        | 48.956                   | 26.023        | 1:49.668            | 79.87        | 1.910  | 14:54:12.787        |
| 5 -                       | 34.221        | 48.966                   | 25.562        | 1:48.749 (2)        | 80.55        | 0.991  | 14:56:01.536        |
| 6 -                       | 34.023        | 48.878                   | 26.487        | 1:49.388            | 80.08        | 1.630  | 14:57:50.924        |
| 7 -                       | 34.281        | 48.903                   | 26.504        | 1:49.688            | 79.86        | 1.930  | 14:59:40.612        |
| 8 -                       | 34.102        | <b>48.331</b>            | <b>25.325</b> | <b>1:47.758 (1)</b> | <b>81.29</b> |        | <b>15:01:28.370</b> |
| 9 -                       | 33.929        | 48.930                   | 26.400        | 1:49.259 (3)        | 80.17        | 1.501  | 15:03:17.629        |
| 10 -                      | <b>33.711</b> | 50.293                   | 26.127        | 1:50.131            | 79.54        | 2.373  | 15:05:07.760        |

| P20 14 A                  |               | Malcolm WISE             |               | Ford Sapphire Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.775 |               | BEST LAP TIME : 1:47.361 |               | DIFFERENCE : 0.586     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 51.670                   | 25.875        | 2:01.698               | 71.98        | 14.337 | 14:48:38.624        |
| 2 -                       | 34.416        | 50.926                   | 26.496        | 1:51.838               | 78.32        | 4.477  | 14:50:30.462        |
| 3 -                       | 33.832        | 51.148                   | 25.790        | 1:50.770               | 79.08        | 3.409  | 14:52:21.232        |
| 4 -                       | 33.531        | <b>48.395</b>            | 25.435        | <b>1:47.361 (1)</b>    | <b>81.59</b> |        | <b>14:54:08.593</b> |
| 5 -                       | 33.161        | 51.629                   | <b>25.396</b> | 1:50.186               | 79.50        | 2.825  | 14:55:58.779        |
| 6 -                       | 34.825        | 50.618                   | 26.363        | 1:51.806               | 78.34        | 4.445  | 14:57:50.585        |
| 7 -                       | 33.955        | 49.270                   | 26.347        | 1:49.572 (3)           | 79.94        | 2.211  | 14:59:40.157        |
| 8 -                       | 33.808        | 50.580                   | 25.805        | 1:50.193               | 79.49        | 2.832  | 15:01:30.350        |
| 9 -                       | <b>32.984</b> | 49.955                   | 25.471        | 1:48.410 (2)           | 80.80        | 1.049  | 15:03:18.760        |
| 10 -                      | 33.372        | 50.180                   | 26.148        | 1:49.700               | 79.85        | 2.339  | 15:05:08.460        |

# Modified Ford Series

## RACE 13 - 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 12 B+                 |               | Tim SANDHU               |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.640 |               | BEST LAP TIME : 1:48.760 |               | DIFFERENCE : 0.120  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.745                   | 26.393        | 2:00.285            | 72.82        | 11.525 | 14:48:37.211        |
| 2 -                       | 34.136        | 48.873                   | 26.108        | 1:49.117 (2)        | 80.27        | 0.357  | 14:50:26.328        |
| 3 -                       | <b>33.950</b> | <b>48.796</b>            | 26.014        | <b>1:48.760 (1)</b> | <b>80.54</b> |        | <b>14:52:15.088</b> |
| 4 -                       | 34.316        | 51.276                   | 26.399        | 1:51.991            | 78.21        | 3.231  | 14:54:07.079        |
| 5 -                       | 34.721        | 49.958                   | 26.179        | 1:50.858            | 79.01        | 2.098  | 14:55:57.937        |
| 6 -                       | 34.177        | 49.175                   | <b>25.894</b> | 1:49.246 (3)        | 80.18        | 0.486  | 14:57:47.183        |
| 7 -                       | 35.057        | 48.919                   | 26.308        | 1:50.284            | 79.42        | 1.524  | 14:59:37.467        |
| 8 -                       | 34.980        | 49.066                   | 26.355        | 1:50.401            | 79.34        | 1.641  | 15:01:27.868        |
| 9 -                       | 34.228        | 48.844                   | 26.267        | 1:49.339            | 80.11        | 0.579  | 15:03:17.207        |
| 10 -                      | 34.736        | 50.540                   | 26.944        | 1:52.220            | 78.05        | 3.460  | 15:05:09.427        |

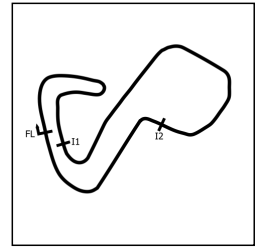
| P22 40 B                  |               | Steve CRIPPS             |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.434 |               | BEST LAP TIME : 1:48.731 |               | DIFFERENCE : 0.297  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.387                   | 26.512        | 2:03.677            | 70.82        | 14.946 | 14:48:40.603        |
| 2 -                       | 35.392        | 49.161                   | 26.238        | 1:50.791            | 79.06        | 2.060  | 14:50:31.394        |
| 3 -                       | 34.651        | 49.694                   | 26.340        | 1:50.685            | 79.14        | 1.954  | 14:52:22.079        |
| 4 -                       | 34.203        | 49.165                   | 26.088        | 1:49.456 (2)        | 80.03        | 0.725  | 14:54:11.535        |
| 5 -                       | 34.503        | <b>48.730</b>            | 26.385        | 1:49.618 (3)        | 79.91        | 0.887  | 14:56:01.153        |
| 6 -                       | 34.794        | 49.164                   | 25.992        | 1:49.950            | 79.67        | 1.219  | 14:57:51.103        |
| 7 -                       | 34.948        | 49.480                   | <b>25.909</b> | 1:50.337            | 79.39        | 1.606  | 14:59:41.440        |
| 8 -                       | 34.301        | 49.075                   | 26.325        | 1:49.701            | 79.85        | 0.970  | 15:01:31.141        |
| 9 -                       | <b>33.795</b> | 48.949                   | 25.987        | <b>1:48.731 (1)</b> | <b>80.56</b> |        | <b>15:03:19.872</b> |
| 10 -                      | 33.856        | 49.245                   | 26.744        | 1:49.845            | 79.74        | 1.114  | 15:05:09.717        |

| P23 96 B+                 |               | Nigel CRAIG              |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.781 |               | BEST LAP TIME : 1:49.330 |               | DIFFERENCE : 0.549  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.955                   | 27.309        | 2:09.619            | 67.58        | 20.289 | 14:48:46.545        |
| 2 -                       | 35.681        | 51.438                   | 26.013        | 1:53.132            | 77.43        | 3.802  | 14:50:39.677        |
| 3 -                       | 33.957        | 49.278                   | 26.148        | 1:49.383 (3)        | 80.08        | 0.053  | 14:52:29.060        |
| 4 -                       | 34.431        | 49.763                   | 25.880        | 1:50.074            | 79.58        | 0.744  | 14:54:19.134        |
| 5 -                       | 35.370        | 50.266                   | 26.117        | 1:51.753            | 78.38        | 2.423  | 14:56:10.887        |
| 6 -                       | <b>33.914</b> | 49.730                   | 25.711        | 1:49.355 (2)        | 80.10        | 0.025  | 14:58:00.242        |
| 7 -                       | 34.256        | 50.183                   | 25.913        | 1:50.352            | 79.38        | 1.022  | 14:59:50.594        |
| 8 -                       | 34.591        | 51.145                   | 25.935        | 1:51.671            | 78.44        | 2.341  | 15:01:42.265        |
| 9 -                       | 34.463        | <b>49.245</b>            | <b>25.622</b> | <b>1:49.330 (1)</b> | <b>80.12</b> |        | <b>15:03:31.595</b> |
| 10 -                      | 33.966        | 51.616                   | 26.581        | 1:52.163            | 78.09        | 2.833  | 15:05:23.758        |

| P24 36 B                  |               | Gary JOHNSON             |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.004 |               | BEST LAP TIME : 1:49.756 |               | DIFFERENCE : 0.752  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.448                   | 26.775        | 2:06.963            | 68.99        | 17.207 | 14:48:43.889        |
| 2 -                       | 34.872        | 49.887                   | 26.093        | 1:50.852            | 79.02        | 1.096  | 14:50:34.741        |
| 3 -                       | 34.802        | 51.972                   | 26.366        | 1:53.140            | 77.42        | 3.384  | 14:52:27.881        |
| 4 -                       | 34.532        | 50.281                   | 26.269        | 1:51.082            | 78.85        | 1.326  | 14:54:18.963        |
| 5 -                       | 34.988        | 50.435                   | 26.722        | 1:52.145            | 78.11        | 2.389  | 14:56:11.108        |
| 6 -                       | 34.668        | 49.660                   | 25.929        | 1:50.257 (2)        | 79.44        | 0.501  | 14:58:01.365        |
| 7 -                       | 34.477        | 49.605                   | 26.223        | 1:50.305 (3)        | 79.41        | 0.549  | 14:59:51.670        |
| 8 -                       | 34.183        | 50.806                   | 26.120        | 1:51.109            | 78.84        | 1.353  | 15:01:42.779        |
| 9 -                       | 34.658        | <b>49.319</b>            | <b>25.779</b> | <b>1:49.756 (1)</b> | <b>79.81</b> |        | <b>15:03:32.535</b> |
| 10 -                      | <b>33.906</b> | 51.126                   | 27.052        | 1:52.084            | 78.15        | 2.328  | 15:05:24.619        |

# Modified Ford Series

## RACE 13 - 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                       |               | 124 C                    |               | Alex BOAM           |              | Ford Fiesta 2006 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------------|---------------------|
| IDEAL LAP TIME : 1:49.189 |               | BEST LAP TIME : 1:49.711 |               | DIFFERENCE : 0.522  |              |                  |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF             | TIME OF DAY         |
| 1 -                       |               | 51.798                   | 26.577        | 2:03.489            | 70.93        | 13.778           | 14:48:40.415        |
| 2 -                       | 35.198        | 50.077                   | 26.887        | 1:52.162            | 78.09        | 2.451            | 14:50:32.577        |
| 3 -                       | 35.906        | 52.557                   | 26.612        | 1:55.075            | 76.12        | 5.364            | 14:52:27.652        |
| 4 -                       | 35.307        | 51.001                   | 26.332        | 1:52.640            | 77.76        | 2.929            | 14:54:20.292        |
| 5 -                       | 34.834        | 50.184                   | 26.204        | 1:51.222            | 78.75        | 1.511            | 14:56:11.514        |
| 6 -                       | 35.626        | 49.422                   | <b>25.963</b> | 1:51.011 (3)        | 78.90        | 1.300            | 14:58:02.525        |
| 7 -                       | <b>33.883</b> | 49.411                   | 26.417        | <b>1:49.711 (1)</b> | <b>79.84</b> |                  | <b>14:59:52.236</b> |
| 8 -                       | 34.025        | 50.948                   | 26.295        | 1:51.268            | 78.72        | 1.557            | 15:01:43.504        |
| 9 -                       | 34.475        | <b>49.343</b>            | 26.332        | 1:50.150 (2)        | 79.52        | 0.439            | 15:03:33.654        |
| 10 -                      | 33.907        | 50.796                   | 27.379        | 1:52.082            | 78.15        | 2.371            | 15:05:25.736        |

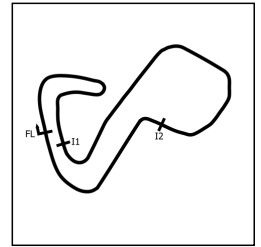
| P26                       |               | 7 B                      |               | Jodie SLOSS         |              | Ford Fiesta ST150 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:49.065 |               | BEST LAP TIME : 1:49.423 |               | DIFFERENCE : 0.358  |              |                   |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF              | TIME OF DAY         |
| 1 -                       |               | 51.770                   | 26.982        | 2:04.637            | 70.28        | 15.214            | 14:48:41.563        |
| 2 -                       | 36.409        | 50.965                   | 27.734        | 1:55.108            | 76.10        | 5.685             | 14:50:36.671        |
| 3 -                       | 34.677        | 50.436                   | 27.682        | 1:52.795            | 77.66        | 3.372             | 14:52:29.466        |
| 4 -                       | 34.826        | 50.490                   | 26.811        | 1:52.127            | 78.12        | 2.704             | 14:54:21.593        |
| 5 -                       | 34.432        | 49.857                   | 26.562        | 1:50.851 (3)        | 79.02        | 1.428             | 14:56:12.444        |
| 6 -                       | 34.935        | 49.559                   | 26.404        | 1:50.898            | 78.99        | 1.475             | 14:58:03.342        |
| 7 -                       | <b>33.872</b> | 49.411                   | <b>26.140</b> | <b>1:49.423 (1)</b> | <b>80.05</b> |                   | <b>14:59:52.765</b> |
| 8 -                       | 34.195        | 50.465                   | 26.561        | 1:51.221            | 78.76        | 1.798             | 15:01:43.986        |
| 9 -                       | 34.720        | <b>49.053</b>            | 26.472        | 1:50.245 (2)        | 79.45        | 0.822             | 15:03:34.231        |
| 10 -                      | 34.005        | 50.490                   | 27.657        | 1:52.152            | 78.10        | 2.729             | 15:05:26.383        |

| P27                       |               | 170 B                    |               | Robert LEWIS        |              | Ford Focus ST170 |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------------|---------------------|
| IDEAL LAP TIME : 1:49.538 |               | BEST LAP TIME : 1:49.805 |               | DIFFERENCE : 0.267  |              |                  |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF             | TIME OF DAY         |
| 1 -                       |               | 54.385                   | 27.289        | 2:08.357            | 68.24        | 18.552           | 14:48:45.283        |
| 2 -                       | 35.770        | 51.393                   | 27.021        | 1:54.184            | 76.71        | 4.379            | 14:50:39.467        |
| 3 -                       | 35.114        | 50.735                   | 27.008        | 1:52.857            | 77.61        | 3.052            | 14:52:32.324        |
| 4 -                       | 34.881        | 51.344                   | 26.666        | 1:52.891            | 77.59        | 3.086            | 14:54:25.215        |
| 5 -                       | 34.767        | 49.468                   | 26.391        | 1:50.626 (3)        | 79.18        | 0.821            | 14:56:15.841        |
| 6 -                       | 34.551        | 49.847                   | 26.619        | 1:51.017            | 78.90        | 1.212            | 14:58:06.858        |
| 7 -                       | 34.800        | 50.269                   | 27.216        | 1:52.285            | 78.01        | 2.480            | 14:59:59.143        |
| 8 -                       | 35.058        | 50.374                   | <b>26.309</b> | 1:51.741            | 78.39        | 1.936            | 15:01:50.884        |
| 9 -                       | <b>34.378</b> | 49.586                   | 26.630        | 1:50.594 (2)        | 79.20        | 0.789            | 15:03:41.478        |
| 10 -                      | 34.420        | <b>48.851</b>            | 26.534        | <b>1:49.805 (1)</b> | <b>79.77</b> |                  | <b>15:05:31.283</b> |

| P28                       |               | 75 C                     |               | Gary LITTLEWOOD     |              | Ford Fiesta SE |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------------|---------------------|
| IDEAL LAP TIME : 1:50.333 |               | BEST LAP TIME : 1:51.305 |               | DIFFERENCE : 0.972  |              |                |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF           | TIME OF DAY         |
| 1 -                       |               | 52.766                   | 27.568        | 2:09.260            | 67.76        | 17.955         | 14:48:46.186        |
| 2 -                       | 35.733        | 51.055                   | 26.841        | 1:53.629            | 77.09        | 2.324          | 14:50:39.815        |
| 3 -                       | 35.165        | 51.155                   | 26.463        | 1:52.783            | 77.66        | 1.478          | 14:52:32.598        |
| 4 -                       | 34.695        | 50.433                   | 26.177        | <b>1:51.305 (1)</b> | <b>78.70</b> |                | <b>14:54:23.903</b> |
| 5 -                       | 34.883        | 50.193                   | 26.279        | 1:51.355 (2)        | 78.66        | 0.050          | 14:56:15.258        |
| 6 -                       | 34.714        | <b>49.927</b>            | 26.742        | 1:51.383 (3)        | 78.64        | 0.078          | 14:58:06.641        |
| 7 -                       | 34.581        | 50.599                   | 27.074        | 1:52.254            | 78.03        | 0.949          | 14:59:58.895        |
| 8 -                       | 35.522        | 51.357                   | 26.212        | 1:53.091            | 77.45        | 1.786          | 15:01:51.986        |
| 9 -                       | 35.165        | 50.276                   | <b>26.128</b> | 1:51.569            | 78.51        | 0.264          | 15:03:43.555        |
| 10 -                      | <b>34.278</b> | 50.838                   | 26.856        | 1:51.972            | 78.23        | 0.667          | 15:05:35.527        |

# Modified Ford Series

## RACE 13 - 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 134 B                 |               | Jason STONE              |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.087 |               | BEST LAP TIME : 1:50.450 |               | DIFFERENCE : 0.363  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.905                   | 28.274        | 2:09.748            | 67.51        | 19.298 | 14:48:46.674        |
| 2 -                       | 36.087        | 51.793                   | 26.822        | 1:54.702            | 76.37        | 4.252  | 14:50:41.376        |
| 3 -                       | 34.805        | 50.441                   | 26.533        | 1:51.779 (3)        | 78.36        | 1.329  | 14:52:33.155        |
| 4 -                       | 34.939        | 51.322                   | 26.187        | 1:52.448            | 77.90        | 1.998  | 14:54:25.603        |
| 5 -                       | 34.944        | 50.038                   | <b>26.164</b> | 1:51.146 (2)        | 78.81        | 0.696  | 14:56:16.749        |
| 6 -                       | <b>34.242</b> | <b>49.681</b>            | 26.527        | <b>1:50.450 (1)</b> | <b>79.31</b> |        | <b>14:58:07.199</b> |
| 7 -                       | 35.015        | 50.739                   | 26.702        | 1:52.456            | 77.89        | 2.006  | 14:59:59.655        |
| 8 -                       | 35.283        | 51.251                   | 26.192        | 1:52.726            | 77.70        | 2.276  | 15:01:52.381        |
| 9 -                       | 35.624        | 50.607                   | 26.212        | 1:52.443            | 77.90        | 1.993  | 15:03:44.824        |
| 10 -                      | 35.404        | 51.434                   | 27.225        | 1:54.063            | 76.79        | 3.613  | 15:05:38.887        |

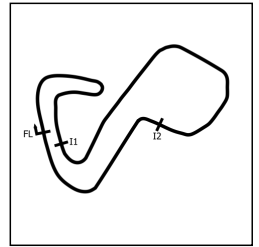
| P30 94 B                  |               | Mac MCCARTHY             |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.748 |               | BEST LAP TIME : 1:50.748 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.536                   | 28.172        | 2:12.925            | 65.90        | 22.177 | 14:48:49.851        |
| 2 -                       | 35.656        | 51.460                   | 27.706        | 1:54.822            | 76.29        | 4.074  | 14:50:44.673        |
| 3 -                       | 35.311        | 50.936                   | 26.912        | 1:53.159            | 77.41        | 2.411  | 14:52:37.832        |
| 4 -                       | 35.071        | 50.209                   | 26.799        | 1:52.079 (2)        | 78.15        | 1.331  | 14:54:29.911        |
| 5 -                       | 35.308        | 50.197                   | 26.642        | 1:52.147 (3)        | 78.11        | 1.399  | 14:56:22.058        |
| 6 -                       | <b>34.542</b> | <b>49.865</b>            | <b>26.341</b> | <b>1:50.748 (1)</b> | <b>79.09</b> |        | <b>14:58:12.806</b> |
| 7 -                       | 36.086        | 51.829                   | 26.535        | 1:54.450            | 76.53        | 3.702  | 15:00:07.256        |
| 8 -                       | 35.973        | 52.674                   | 27.313        | 1:55.960            | 75.54        | 5.212  | 15:02:03.216        |
| 9 -                       | 35.356        | 50.401                   | 26.627        | 1:52.384            | 77.94        | 1.636  | 15:03:55.600        |
| 10 -                      | 35.653        | 50.904                   | 27.509        | 1:54.066            | 76.79        | 3.318  | 15:05:49.666        |

| P31 49 SA                 |               | Piers WARWICK            |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.673 |               | BEST LAP TIME : 1:51.673 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 53.529                   | 27.123        | 2:11.254            | 66.73        | 19.581 | 14:48:48.180        |
| 2 -                       | 35.759        | 51.496                   | 26.917        | 1:54.172            | 76.72        | 2.499  | 14:50:42.352        |
| 3 -                       | 35.262        | 50.604                   | 26.741        | 1:52.607 (2)        | 77.79        | 0.934  | 14:52:34.959        |
| 4 -                       | 35.572        | 50.783                   | 26.479        | 1:52.834            | 77.63        | 1.161  | 14:54:27.793        |
| 5 -                       | 35.130        | 50.734                   | 26.857        | 1:52.721 (3)        | 77.71        | 1.048  | 14:56:20.514        |
| 6 -                       | <b>34.893</b> | <b>50.400</b>            | <b>26.380</b> | <b>1:51.673 (1)</b> | <b>78.44</b> |        | <b>14:58:12.187</b> |
| 7 -                       | 35.271        | 52.731                   | 26.595        | 1:54.597            | 76.44        | 2.924  | 15:00:06.784        |
| 8 -                       | 36.248        | 54.311                   | 27.531        | 1:58.090            | 74.17        | 6.417  | 15:02:04.874        |
| 9 -                       | 35.916        | 50.931                   | 27.015        | 1:53.862            | 76.93        | 2.189  | 15:03:58.736        |
| 10 -                      | 35.648        | 51.105                   | 28.278        | 1:55.031            | 76.15        | 3.358  | 15:05:53.767        |

| P32 13 C                  |               | Dave BARRETT             |               | Ford Fiesta MK4     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.318 |               | BEST LAP TIME : 1:53.318 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 53.268                   | 27.324        | 2:14.714            | 65.02        | 21.396 | 14:48:51.640        |
| 2 -                       | 36.515        | 54.416                   | 27.085        | 1:58.016            | 74.22        | 4.698  | 14:50:49.656        |
| 3 -                       | 36.230        | 53.004                   | 27.276        | 1:56.510            | 75.18        | 3.192  | 14:52:46.166        |
| 4 -                       | <b>35.428</b> | <b>51.315</b>            | <b>26.575</b> | <b>1:53.318 (1)</b> | <b>77.30</b> |        | <b>14:54:39.484</b> |
| 5 -                       | 35.712        | 52.450                   | 26.906        | 1:55.068 (3)        | 76.12        | 1.750  | 14:56:34.552        |
| 6 -                       | 36.809        | 52.939                   | 27.039        | 1:56.787            | 75.00        | 3.469  | 14:58:31.339        |
| 7 -                       | 36.463        | 52.495                   | 27.103        | 1:56.061            | 75.47        | 2.743  | 15:00:27.400        |
| 8 -                       | 35.931        | 52.514                   | 26.931        | 1:55.376            | 75.92        | 2.058  | 15:02:22.776        |
| 9 -                       | 36.521        | 52.486                   | 27.052        | 1:56.059            | 75.47        | 2.741  | 15:04:18.835        |
| 10 -                      | 35.445        | 51.374                   | 27.649        | 1:54.468 (2)        | 76.52        | 1.150  | 15:06:13.303        |

# Modified Ford Series

## RACE 13 - 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>P33 97 B</b>           |               | <b>Andy STENNING</b>     |               | <b>Ford Fiesta ST150</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.457 |               | BEST LAP TIME : 1:54.755 |               | DIFFERENCE : 1.298       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 53.563                   | 27.468        | 2:14.521                 | 65.11        | 19.766 | 14:48:51.447        |
| 2 -                       | 36.675        | 54.801                   | 27.672        | 1:59.148                 | 73.52        | 4.393  | 14:50:50.595        |
| 3 -                       | 35.416        | 53.480                   | 27.172        | 1:56.068                 | 75.47        | 1.313  | 14:52:46.663        |
| 4 -                       | 36.234        | 52.119                   | 28.087        | 1:56.440                 | 75.23        | 1.685  | 14:54:43.103        |
| 5 -                       | 35.734        | 52.296                   | 27.491        | 1:55.521                 | 75.82        | 0.766  | 14:56:38.624        |
| 6 -                       | 36.259        | 52.204                   | 27.150        | 1:55.613                 | 75.76        | 0.858  | 14:58:34.237        |
| 7 -                       | 35.599        | 52.202                   | 27.036        | 1:54.837 (2)             | 76.28        | 0.082  | 15:00:29.074        |
| 8 -                       | 35.280        | 52.546                   | <b>26.929</b> | <b>1:54.755 (1)</b>      | <b>76.33</b> |        | <b>15:02:23.829</b> |
| 9 -                       | 36.412        | 52.269                   | 27.508        | 1:56.189                 | 75.39        | 1.434  | 15:04:20.018        |
| 10 -                      | <b>35.115</b> | <b>51.413</b>            | 28.408        | 1:54.936 (3)             | 76.21        | 0.181  | 15:06:14.954        |

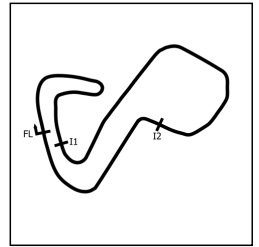
| <b>P34 295 B</b>          |               | <b>Mike GREENFIELD</b>   |               | <b>Ford Fiests ST150</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.738 |               | BEST LAP TIME : 1:54.689 |               | DIFFERENCE : 0.951       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 54.026                   | 28.049        | 2:13.480                 | 65.62        | 18.791 | 14:48:50.406        |
| 2 -                       | 36.579        | 53.258                   | 27.757        | 1:57.594                 | 74.49        | 2.905  | 14:50:48.000        |
| 3 -                       | 35.624        | 52.568                   | 28.146        | 1:56.338                 | 75.29        | 1.649  | 14:52:44.338        |
| 4 -                       | 35.675        | 51.930                   | 27.251        | 1:54.856 (2)             | 76.26        | 0.167  | 14:54:39.194        |
| 5 -                       | 36.096        | 53.027                   | 27.253        | 1:56.376                 | 75.27        | 1.687  | 14:56:35.570        |
| 6 -                       | 36.698        | 52.608                   | 27.419        | 1:56.725                 | 75.04        | 2.036  | 14:58:32.295        |
| 7 -                       | 37.209        | 51.938                   | 27.139        | 1:56.286                 | 75.33        | 1.597  | 15:00:28.581        |
| 8 -                       | 36.352        | 52.821                   | <b>26.955</b> | 1:56.128 (3)             | 75.43        | 1.439  | 15:02:24.709        |
| 9 -                       | 36.255        | 51.755                   | 28.324        | 1:56.334                 | 75.29        | 1.645  | 15:04:21.043        |
| 10 -                      | <b>35.456</b> | <b>51.327</b>            | 27.906        | <b>1:54.689 (1)</b>      | <b>76.37</b> |        | <b>15:06:15.732</b> |

| <b>P35 48 B</b>           |               | <b>Paul SOLBE</b>        |               | <b>Ford Focus MK1</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|-----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.228 |               | BEST LAP TIME : 1:54.622 |               | DIFFERENCE : 0.394    |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 53.710                   | 27.793        | 2:14.228              | 65.26        | 19.606 | 14:48:51.154        |
| 2 -                       | 36.302        | 54.424                   | <b>27.577</b> | 1:58.303              | 74.04        | 3.681  | 14:50:49.457        |
| 3 -                       | 35.919        | 52.990                   | 27.595        | 1:56.504              | 75.18        | 1.882  | 14:52:45.961        |
| 4 -                       | 36.157        | 52.669                   | 27.828        | 1:56.654              | 75.09        | 2.032  | 14:54:42.615        |
| 5 -                       | 35.786        | 51.885                   | 28.512        | 1:56.183 (3)          | 75.39        | 1.561  | 14:56:38.798        |
| 6 -                       | 36.842        | 55.596                   | 28.588        | 2:01.026              | 72.37        | 6.404  | 14:58:39.824        |
| 7 -                       | 35.390        | <b>51.582</b>            | 27.650        | <b>1:54.622 (1)</b>   | <b>76.42</b> |        | <b>15:00:34.446</b> |
| 8 -                       | 36.459        | 52.473                   | 27.726        | 1:56.658              | 75.08        | 2.036  | 15:02:31.104        |
| 9 -                       | <b>35.069</b> | 51.846                   | 28.505        | 1:55.420 (2)          | 75.89        | 0.798  | 15:04:26.524        |
| 10 -                      | 36.105        | 52.173                   | 28.265        | 1:56.543              | 75.16        | 1.921  | 15:06:23.067        |

| <b>P36 63 SA</b>          |          | <b>Lloyd JAMIESON</b>    |               | <b>Ford Escort Maxi Cosworth</b> |              |        |                     |
|---------------------------|----------|--------------------------|---------------|----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.201 |          | BEST LAP TIME : 1:40.562 |               | DIFFERENCE : 0.361               |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3      | LAP TIME                         | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          | 53.671                   | 25.924        | 2:09.440                         | 67.67        | 28.878 | 14:48:46.366        |
| 2 -                       | 34.698   | 48.718                   | 24.657        | 1:48.073                         | 81.05        | 7.511  | 14:50:34.439        |
| 3 -                       | 33.603   | 48.178                   | 24.839        | 1:46.620                         | 82.15        | 6.058  | 14:52:21.059        |
| 4 -                       | 32.097   | 46.538                   | 24.696        | 1:43.331                         | 84.77        | 2.769  | 14:54:04.390        |
| 5 -                       | 32.939   | 45.538                   | <b>23.543</b> | 1:42.020                         | 85.86        | 1.458  | 14:55:46.410        |
| 6 -                       | 31.581   | <b>45.227</b>            | 23.754        | <b>1:40.562 (1)</b>              | <b>87.10</b> |        | <b>14:57:26.972</b> |
| 7 -                       | 31.864   | 45.636                   | 23.976        | 1:41.476                         | 86.32        | 0.914  | 14:59:08.448        |
| 8 -                       | 31.695   | 45.884                   | 23.874        | 1:41.453 (3)                     | 86.34        | 0.891  | 15:00:49.901        |
| 9 -                       | 31.864   | 45.313                   | 23.599        | 1:40.776 (2)                     | 86.92        | 0.214  | 15:02:30.677        |

# Modified Ford Series

## RACE 13 - SECTOR ANALYSIS



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

| P37 441 A                 |               | Mike WATSON              |               | Ford Sierra Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.439 |               | BEST LAP TIME : 1:51.578 |               | DIFFERENCE : 1.139   |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 51.709                   | <b>25.622</b> | 2:04.784             | 70.19        | 13.206 | 14:48:41.710        |
| 2 -                       | 35.301        | <b>49.924</b>            | 26.353        | <b>1:51.578 (1)</b>  | <b>78.50</b> |        | <b>14:50:33.288</b> |
| 3 -                       | 35.901        | 51.457                   | 26.046        | 1:53.404             | 77.24        | 1.826  | 14:52:26.692        |
| 4 -                       | <b>34.893</b> | 50.287                   | 26.565        | 1:51.745 (2)         | 78.39        | 0.167  | 14:54:18.437        |
| 5 -                       | 35.337        | 50.282                   | 26.401        | 1:52.020 (3)         | 78.19        | 0.442  | 14:56:10.457        |
| 6 -                       | 36.807        | 52.029                   | 27.531        | 1:56.367             | 75.27        | 4.789  | 14:58:06.824        |

| P38 33 B+                 |               | Paul NEVILL              |               | Ford Escort MK2     |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:43.264 |               | BEST LAP TIME : 1:43.264 |               | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 52.167                   | IN PIT        | 4:50.363 P          | 30.16        | 3:07.099 | 14:51:27.289        |
| 2 -                       | OUTLAP        | 47.131                   | 24.708        | 1:50.181            | 79.50        | 6.917    | 14:53:17.470        |
| 3 -                       | 34.069        | 46.937                   | 24.867        | 1:45.873 (2)        | 82.73        | 2.609    | 14:55:03.343        |
| 4 -                       | <b>33.083</b> | <b>45.933</b>            | <b>24.248</b> | <b>1:43.264 (1)</b> | <b>84.82</b> |          | <b>14:56:46.607</b> |

| P39 77 A                  |               | James ALLEN              |               | Ford Focus RS 2wd   |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.069 |               | BEST LAP TIME : 1:37.069 |               | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 44.571                   | 23.225        | 1:43.788 (3)        | 84.40        | 6.719 | 14:48:20.714        |
| 2 -                       | 31.888        | 43.901                   | 23.223        | 1:39.012 (2)        | 88.47        | 1.943 | 14:49:59.726        |
| 3 -                       | <b>30.712</b> | <b>43.370</b>            | <b>22.987</b> | <b>1:37.069 (1)</b> | <b>90.24</b> |       | <b>14:51:36.795</b> |

| P40 23 A                  |          | Craig RAINER             |               | Ford Escort MK2     |              |       |                     |
|---------------------------|----------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:39.438 |          | BEST LAP TIME : 1:39.956 |               | DIFFERENCE : 0.518  |              |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |          | 46.874                   | 23.399        | 1:48.258 (3)        | 80.91        | 8.302 | 14:48:25.184        |
| 2 -                       | 31.310   | 45.703                   | 23.295        | 1:40.308 (2)        | 87.32        | 0.352 | 14:50:05.492        |
| 3 -                       | 31.792   | <b>44.966</b>            | <b>23.198</b> | <b>1:39.956 (1)</b> | <b>87.63</b> |       | <b>14:51:45.448</b> |

| P41 444 B                 |          | Oliver BULLION           |               | Ford Fiesta ST150   |              |      |                     |
|---------------------------|----------|--------------------------|---------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 1:50.136 |          | BEST LAP TIME : 2:00.657 |               | DIFFERENCE : 10.521 |              |      |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                       |          | 50.978                   | <b>25.887</b> | <b>2:00.657 (1)</b> | <b>72.60</b> |      | <b>14:48:37.583</b> |

# Modified Ford Series

## RACE 13 - BEST SECTORS

| SECTOR 1 |     |            | SECTOR 2 |     |            | SECTOR 3 |     |            | IDEAL / BEST COMPARISON |     |     |            |                    |                 |        |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|--------|
| POS      | NO  | NAME       | TIME     | NO  | NAME       | TIME     | NO  | NAME       | TIME                    | POS | NO  | NAME       | IDEAL              | BEST            | DIFF   |
|          |     |            |          |     |            |          |     |            |                         |     |     |            | <b>PERFECT LAP</b> | <b>1:37.015</b> |        |
| 1        | 77  | ALLEN      | 30.712   | 77  | ALLEN      | 43.370   | 111 | LIGHT      | 22.933                  | 1   | 77  | ALLEN      | 1:37.069           | 1:37.069        | 0.000  |
| 2        | 101 | HARDING    | 30.914   | 111 | LIGHT      | 43.436   | 77  | ALLEN      | 22.987                  | 2   | 111 | LIGHT      | 1:37.859           | 1:37.979        | 0.120  |
| 3        | 56  | GRANGE     | 30.982   | 44  | BIRLEY     | 43.539   | 23  | RAINER     | 23.198                  | 3   | 44  | BIRLEY     | 1:38.209           | 1:38.209        | 0.000  |
| 4        | 23  | RAINER     | 31.274   | 56  | GRANGE     | 44.037   | 56  | GRANGE     | 23.206                  | 4   | 56  | GRANGE     | 1:38.225           | 1:38.841        | 0.616  |
| 5        | 53  | ARGRAVE    | 31.305   | 101 | HARDING    | 44.043   | 44  | BIRLEY     | 23.267                  | 5   | 101 | HARDING    | 1:38.233           | 1:38.561        | 0.328  |
| 6        | 83  | JESSOP     | 31.341   | 93  | COOK       | 44.631   | 101 | HARDING    | 23.276                  | 6   | 23  | RAINER     | 1:39.438           | 1:39.956        | 0.518  |
| 7        | 44  | BIRLEY     | 31.403   | 39  | PAYTON     | 44.954   | 39  | PAYTON     | 23.504                  | 7   | 53  | ARGRAVE    | 1:39.912           | 1:40.528        | 0.616  |
| 8        | 63  | JAMIESON   | 31.431   | 23  | RAINER     | 44.966   | 73  | DAY        | 23.537                  | 8   | 93  | COOK       | 1:40.068           | 1:40.474        | 0.406  |
| 9        | 111 | LIGHT      | 31.490   | 53  | ARGRAVE    | 45.025   | 63  | JAMIESON   | 23.543                  | 9   | 39  | PAYTON     | 1:40.182           | 1:40.212        | 0.030  |
| 10       | 39  | PAYTON     | 31.724   | 63  | JAMIESON   | 45.227   | 93  | COOK       | 23.574                  | 10  | 63  | JAMIESON   | 1:40.201           | 1:40.562        | 0.361  |
| 11       | 93  | COOK       | 31.863   | 83  | JESSOP     | 45.600   | 53  | ARGRAVE    | 23.582                  | 11  | 83  | JESSOP     | 1:40.924           | 1:41.176        | 0.252  |
| 12       | 29  | THURLEY    | 31.865   | 73  | DAY        | 45.816   | 61  | GUTHRIE    | 23.975                  | 12  | 73  | DAY        | 1:42.265           | 1:42.739        | 0.474  |
| 13       | 27  | REYNOLDS   | 32.186   | 61  | GUTHRIE    | 45.823   | 83  | JESSOP     | 23.983                  | 13  | 61  | GUTHRIE    | 1:42.325           | 1:42.808        | 0.483  |
| 14       | 191 | HARDY      | 32.294   | 5   | CRABTREE   | 45.893   | 33  | NEVILL     | 24.248                  | 14  | 5   | CRABTREE   | 1:42.748           | 1:42.990        | 0.242  |
| 15       | 5   | CRABTREE   | 32.391   | 33  | NEVILL     | 45.933   | 27  | REYNOLDS   | 24.329                  | 15  | 29  | THURLEY    | 1:42.835           | 1:43.028        | 0.193  |
| 16       | 61  | GUTHRIE    | 32.527   | 191 | HARDY      | 46.029   | 29  | THURLEY    | 24.459                  | 16  | 27  | REYNOLDS   | 1:42.944           | 1:43.373        | 0.429  |
| 17       | 16  | BAKER      | 32.529   | 16  | BAKER      | 46.138   | 5   | CRABTREE   | 24.464                  | 17  | 191 | HARDY      | 1:43.108           | 1:43.552        | 0.444  |
| 18       | 771 | PROUDLOCK  | 32.693   | 27  | REYNOLDS   | 46.429   | 16  | BAKER      | 24.572                  | 18  | 16  | BAKER      | 1:43.239           | 1:43.660        | 0.421  |
| 19       | 73  | DAY        | 32.912   | 29  | THURLEY    | 46.511   | 52  | HIGSON     | 24.654                  | 19  | 33  | NEVILL     | 1:43.264           | 1:43.264        | 0.000  |
| 20       | 14  | WISE       | 32.984   | 771 | PROUDLOCK  | 46.578   | 191 | HARDY      | 24.785                  | 20  | 771 | PROUDLOCK  | 1:44.241           | 1:44.489        | 0.248  |
| 21       | 612 | PELLIN     | 33.041   | 52  | HIGSON     | 46.944   | 771 | PROUDLOCK  | 24.970                  | 21  | 52  | HIGSON     | 1:44.854           | 1:45.294        | 0.440  |
| 22       | 33  | NEVILL     | 33.083   | 612 | PELLIN     | 47.353   | 612 | PELLIN     | 25.168                  | 22  | 612 | PELLIN     | 1:45.562           | 1:45.983        | 0.421  |
| 23       | 52  | HIGSON     | 33.256   | 125 | COWAN      | 48.331   | 125 | COWAN      | 25.325                  | 23  | 14  | WISE       | 1:46.775           | 1:47.361        | 0.586  |
| 24       | 125 | COWAN      | 33.711   | 14  | WISE       | 48.395   | 14  | WISE       | 25.396                  | 24  | 125 | COWAN      | 1:47.367           | 1:47.758        | 0.391  |
| 25       | 40  | CRIPPS     | 33.795   | 40  | CRIPPS     | 48.730   | 96  | CRAIG      | 25.622                  | 25  | 40  | CRIPPS     | 1:48.434           | 1:48.731        | 0.297  |
| 26       | 7   | SLOSS      | 33.872   | 12  | SANDHU     | 48.796   | 441 | WATSON     | 25.622                  | 26  | 12  | SANDHU     | 1:48.640           | 1:48.760        | 0.120  |
| 27       | 124 | BOAM       | 33.883   | 170 | LEWIS      | 48.851   | 36  | JOHNSON    | 25.779                  | 27  | 96  | CRAIG      | 1:48.781           | 1:49.330        | 0.549  |
| 28       | 36  | JOHNSON    | 33.906   | 7   | SLOSS      | 49.053   | 444 | BULLION    | 25.887                  | 28  | 36  | JOHNSON    | 1:49.004           | 1:49.756        | 0.752  |
| 29       | 96  | CRAIG      | 33.914   | 96  | CRAIG      | 49.245   | 12  | SANDHU     | 25.894                  | 29  | 7   | SLOSS      | 1:49.065           | 1:49.423        | 0.358  |
| 30       | 12  | SANDHU     | 33.950   | 36  | JOHNSON    | 49.319   | 40  | CRIPPS     | 25.909                  | 30  | 124 | BOAM       | 1:49.189           | 1:49.711        | 0.522  |
| 31       | 134 | STONE      | 34.242   | 124 | BOAM       | 49.343   | 124 | BOAM       | 25.963                  | 31  | 170 | LEWIS      | 1:49.538           | 1:49.805        | 0.267  |
| 32       | 75  | LITTLEWOOD | 34.278   | 134 | STONE      | 49.681   | 75  | LITTLEWOOD | 26.128                  | 32  | 134 | STONE      | 1:50.087           | 1:50.450        | 0.363  |
| 33       | 170 | LEWIS      | 34.378   | 444 | BULLION    | 49.715   | 7   | SLOSS      | 26.140                  | 33  | 444 | BULLION    | 1:50.136           | 2:00.657        | 10.521 |
| 34       | 444 | BULLION    | 34.534   | 94  | MCCARTHY   | 49.865   | 134 | STONE      | 26.164                  | 34  | 75  | LITTLEWOOD | 1:50.333           | 1:51.305        | 0.972  |
| 35       | 94  | MCCARTHY   | 34.542   | 441 | WATSON     | 49.924   | 170 | LEWIS      | 26.309                  | 35  | 441 | WATSON     | 1:50.439           | 1:51.578        | 1.139  |
| 36       | 49  | WARWICK    | 34.893   | 75  | LITTLEWOOD | 49.927   | 94  | MCCARTHY   | 26.341                  | 36  | 94  | MCCARTHY   | 1:50.748           | 1:50.748        | 0.000  |
| 37       | 441 | WATSON     | 34.893   | 49  | WARWICK    | 50.400   | 49  | WARWICK    | 26.380                  | 37  | 49  | WARWICK    | 1:51.673           | 1:51.673        | 0.000  |
| 38       | 48  | SOLBE      | 35.069   | 13  | BARRETT    | 51.315   | 13  | BARRETT    | 26.575                  | 38  | 13  | BARRETT    | 1:53.318           | 1:53.318        | 0.000  |
| 39       | 97  | STENNING   | 35.115   | 295 | GREENFIELD | 51.327   | 97  | STENNING   | 26.929                  | 39  | 97  | STENNING   | 1:53.457           | 1:54.755        | 1.298  |
| 40       | 13  | BARRETT    | 35.428   | 97  | STENNING   | 51.413   | 295 | GREENFIELD | 26.955                  | 40  | 295 | GREENFIELD | 1:53.738           | 1:54.689        | 0.951  |
| 41       | 295 | GREENFIELD | 35.456   | 48  | SOLBE      | 51.582   | 48  | SOLBE      | 27.577                  | 41  | 48  | SOLBE      | 1:54.228           | 1:54.622        | 0.394  |
| 42       |     |            |          |     |            |          |     |            |                         |     |     |            |                    |                 |        |
| 43       |     |            |          |     |            |          |     |            |                         |     |     |            |                    |                 |        |

## Modified Ford Series

### RACE 13 - STATISTICS

**Competitors Started** 42  
**Planned Start** 2023-04-30 @ 14:50:00.000  
**Actual Start** 2023-04-30 @ 14:46:36.925  
**Finish Time** 2023-04-30 @ 15:04:55.655  
**Track Length** 2.4332mi.  
**Total Laps** 394  
**Total Distance Covered** 958.7160mi.

#### Session Fastest Lap History

| NO  | CL | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|-----|----|-----------------|-----------------|--------------|-----|--------------------------|
| 111 | SA | Simon LIGHT     | <b>1:43.106</b> | 14:48:20.033 | 1   | Ford Capri               |
| 77  | A  | James ALLEN     | <b>1:39.012</b> | 14:49:59.748 | 2   | Ford Focus RS 2wd        |
| 101 | B+ | Malcolm HARDING | <b>1:38.924</b> | 14:50:02.689 | 2   | Ford Escort MK2 Zakspeed |
| 77  | A  | James ALLEN     | <b>1:37.069</b> | 14:51:36.816 | 3   | Ford Focus RS 2wd        |

#### Session Leader History

| NO  | CL | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|-----|----|-------------|----------|----------|-------------|-------------------|
| 111 | SA | Simon LIGHT | 1        | 1        | 2.43 miles  | Ford Capri        |
| 77  | A  | James ALLEN | 2        | 2        | 4.86 miles  | Ford Focus RS 2wd |
| 111 | SA | Simon LIGHT | 4        | 8        | 19.46 miles | Ford Capri        |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:46:36.925 |
| FINISH | 15:04:55.655 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 11         | 23:38.657  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# Modified Ford Series

## RACE 13 - STATISTICS

CLASS : A

5 Starters

### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE           |
|----|-------------|-----------------|--------------|-----|-------------------|
| 77 | James ALLEN | <b>1:43.788</b> | 14:48:20.736 | 1   | Ford Focus RS 2wd |
| 77 | James ALLEN | <b>1:39.012</b> | 14:49:59.748 | 2   | Ford Focus RS 2wd |
| 77 | James ALLEN | <b>1:37.069</b> | 14:51:36.816 | 3   | Ford Focus RS 2wd |

### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------|----------|----------|-------------|-------------------|
| 77 | James ALLEN  | 1        | 3        | 7.29 miles  | Ford Focus RS 2wd |
| 52 | Ralph HIGSON | 4        | 8        | 19.46 miles | Ford Focus MK1    |

# Modified Ford Series

## RACE 13 - STATISTICS

CLASS : B

15 Starters

### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|----|-------------|-----------------|--------------|-----|--------------------------|
| 83 | Neil JESSOP | <b>1:52.451</b> | 14:48:29.390 | 1   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:42.661</b> | 14:50:12.047 | 2   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:41.376</b> | 14:51:53.424 | 3   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:41.202</b> | 14:55:16.864 | 5   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:41.176</b> | 14:58:39.660 | 7   | Ford Escort MK2 Zakspeed |

### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE                  |
|----|-------------|----------|----------|-------------|--------------------------|
| 83 | Neil JESSOP | 1        | 11       | 26.76 miles | Ford Escort MK2 Zakspeed |

# Modified Ford Series

## RACE 13 - STATISTICS

CLASS : B+

13 Starters

### Fastest Lap History

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE                  |
|-----|-----------------|----------|--------------|-----|--------------------------|
| 56  | Piers GRANGE    | 1:46.382 | 14:48:23.314 | 1   | Ford Escort MK2          |
| 101 | Malcolm HARDING | 1:38.924 | 14:50:02.689 | 2   | Ford Escort MK2 Zakspeed |
| 101 | Malcolm HARDING | 1:38.823 | 14:51:41.511 | 3   | Ford Escort MK2 Zakspeed |
| 101 | Malcolm HARDING | 1:38.561 | 14:56:41.322 | 6   | Ford Escort MK2 Zakspeed |

### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE                  |
|-----|-----------------|----------|----------|-------------|--------------------------|
| 56  | Piers GRANGE    | 1        | 1        | 2.43 miles  | Ford Escort MK2          |
| 101 | Malcolm HARDING | 2        | 10       | 24.33 miles | Ford Escort MK2 Zakspeed |

# Modified Ford Series

## RACE 13 - STATISTICS

CLASS : C

4 Starters

### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|----------------|----------|--------------|-----|-----------------|
| 771 | Nick PROUDLOCK | 1:56.255 | 14:48:33.188 | 1   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | 1:44.775 | 14:50:17.963 | 2   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | 1:44.489 | 14:55:33.009 | 5   | Ford Escort MK1 |

### Leader History

| NO  | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|-----|----------------|----------|----------|-------------|-----------------|
| 771 | Nick PROUDLOCK | 1        | 11       | 26.76 miles | Ford Escort MK1 |

# Modified Ford Series

## RACE 13 - STATISTICS

CLASS : SA

5 Starters

### Fastest Lap History


| NO  | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|-----|-------------|-----------------|--------------|-----|--------------------------|
| 111 | Simon LIGHT | <b>1:43.106</b> | 14:48:20.033 | 1   | Ford Capri               |
| 111 | Simon LIGHT | <b>1:40.055</b> | 14:50:00.087 | 2   | Ford Capri               |
| 44  | Rod BIRLEY  | <b>1:39.265</b> | 14:50:01.759 | 2   | Ford Escort Cosworth WRC |
| 111 | Simon LIGHT | <b>1:37.979</b> | 14:51:38.066 | 3   | Ford Capri               |

### Leader History

| NO  | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|-----|-------------|----------|----------|-------------|------------|
| 111 | Simon LIGHT | 1        | 11       | 26.76 miles | Ford Capri |

## Modified Ford Series

### RACE 17 - GRID (20 minutes)

|  |    |                          |    |                            |
|--|----|--------------------------|----|----------------------------|
| ROW 20   | 39 | <b>7</b> Wil ARIF        | 40 | <b>464</b> Gareth KNOPP    |
| ROW 19   | 37 | <b>231</b> Jeremy SUTTON | 38 | <b>128</b> Chris SMITH     |
| ROW 18   | 35 | <b>33</b> Paul NEVILL    | 36 | <b>77</b> James ALLEN      |
| ROW 17   | 33 | <b>48</b> Paul SOLBE     | 34 | <b>441</b> Mike WATSON     |
| ROW 16   | 31 | <b>97</b> Andy STENNING  | 32 | <b>295</b> Mike GREENFIELD |
| ROW 15   | 29 | <b>49</b> Piers WARWICK  | 30 | <b>13</b> Dave BARRETT     |
| ROW 14   | 27 | <b>134</b> Jason STONE   | 28 | <b>94</b> Mac MCCARTHY     |
| ROW 13   | 25 | <b>170</b> Robert LEWIS  | 26 | <b>75</b> Gary LITTLEWOOD  |
| ROW 12   | 23 | <b>36</b> Gary JOHNSON   | 24 | <b>124</b> Alex BOAM       |
| ROW 11   | 21 | <b>40</b> Steve CRIPPS   | 22 | <b>96</b> Nigel CRAIG      |
| ROW 10   | 19 | <b>14</b> Malcolm WISE   | 20 | <b>12</b> Tim SANDHU       |
| ROW 9  | 17 | <b>612</b> Cliff PELLIN  | 18 | <b>125</b> Dan COWAN       |
| ROW 8  | 15 | <b>191</b> Harry HARDY   | 16 | <b>52</b> Ralph HIGSON     |
| ROW 7  | 13 | <b>5</b> Wayne CRABTREE  | 14 | <b>771</b> Nick PROUDLOCK  |
| ROW 6  | 11 | <b>29</b> Mike THURLEY   | 12 | <b>16</b> Chris BAKER      |
| ROW 5  | 9  | <b>61</b> David GUTHRIE  | 10 | <b>27</b> Martin REYNOLDS  |
| ROW 4  | 7  | <b>83</b> Neil JESSOP    | 8  | <b>73</b> Stuart DAY       |
| ROW 3  | 5  | <b>44</b> Rod BIRLEY     | 6  | <b>53</b> Neil ARGRAVE     |
| ROW 2  | 3  | <b>56</b> Piers GRANGE   | 4  | <b>93</b> Kester COOK      |
| ROW 1  | 1  | <b>111</b> Simon LIGHT   | 2  | <b>101</b> Malcolm HARDING |
| <b>Pole</b>  |    |                          |    |                            |
|  |    |                          |    |                            |

Cars 23, 39, 63 & 444 - Withdrawn.

Brands Hatch GP: 2.4332 miles

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

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|

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

Printed - 16:59 Sunday, 30 April 2023

## Modified Ford Series

### RACE 17 - CLASSIFICATION

| POS | NO  | CL | PIC | NAME            | ENTRY                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|----|-----|-----------------|--------------------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 56  | B+ | 1   | Piers GRANGE    | Ford Escort MK2          | 13   | 21:40.530 |          |        | 87.56 | 1:37.698 | 4  |
| 2   | 111 | SA | 1   | Simon LIGHT     | Ford Capri               | 13   | 21:40.677 | 0.147    | 0.147  | 87.55 | 1:38.050 | 6  |
| 3   | 93  | B+ | 2   | Kester COOK     | Ford Fiesta ST150        | 13   | 22:03.962 | 23.432   | 23.285 | 86.01 | 1:40.427 | 3  |
| 4   | 83  | B  | 1   | Neil JESSOP     | Ford Escort MK2 Zakspeed | 13   | 22:28.216 | 47.686   | 24.254 | 84.46 | 1:40.624 | 4  |
| 5   | 61  | B+ | 3   | David GUTHRIE   | Ford Fiesta              | 13   | 22:28.694 | 48.164   | 0.478  | 84.43 | 1:41.811 | 3  |
| 6   | 27  | B+ | 4   | Martin REYNOLDS | Ford Escort MK2          | 13   | 22:33.558 | 53.028   | 4.864  | 84.13 | 1:42.655 | 7  |
| 7   | 29  | B  | 2   | Mike THURLEY    | Ford Escort MK1 Zakspeed | 13   | 22:44.263 | 1:03.733 | 10.705 | 83.47 | 1:42.865 | 2  |
| 8   | 5   | B+ | 5   | Wayne CRABTREE  | Ford Escort MK1          | 13   | 22:44.648 | 1:04.118 | 0.385  | 83.44 | 1:43.528 | 11 |
| 9   | 16  | B  | 3   | Chris BAKER     | Ford Escort MK3 RS1600i  | 13   | 22:53.132 | 1:12.602 | 8.484  | 82.93 | 1:43.649 | 10 |
| 10  | 33  | B+ | 6   | Paul NEVILL     | Ford Escort MK2          | 13   | 23:01.685 | 1:21.155 | 8.553  | 82.41 | 1:42.507 | 8  |
| 11  | 771 | C  | 1   | Nick PROUDLOCK  | Ford Escort MK1          | 13   | 23:06.721 | 1:26.191 | 5.036  | 82.12 | 1:44.135 | 5  |
| 12  | 52  | A  | 1   | Ralph HIGSON    | Ford Focus MK1           | 13   | 23:16.152 | 1:35.622 | 9.431  | 81.56 | 1:45.166 | 9  |
| 13  | 612 | B+ | 7   | Cliff PELLIN    | Ford Fiesta MK8          | 13   | 23:26.691 | 1:46.161 | 10.539 | 80.95 | 1:46.040 | 9  |
| 14  | 14  | A  | 2   | Malcolm WISE    | Ford Sapphire Cosworth   | 12   | 22:07.278 | 1 Lap    | 1 Lap  | 79.19 | 1:47.668 | 5  |
| 15  | 125 | B+ | 8   | Dan COWAN       | Ford Fiesta ST150        | 12   | 22:10.014 | 1 Lap    | 2.736  | 79.03 | 1:48.125 | 11 |
| 16  | 96  | B+ | 9   | Nigel CRAIG     | Ford Escort MK2          | 12   | 22:10.428 | 1 Lap    | 0.414  | 79.01 | 1:48.405 | 7  |
| 17  | 40  | B  | 4   | Steve CRIPPS    | Ford Escort MK2          | 12   | 22:10.849 | 1 Lap    | 0.421  | 78.98 | 1:48.509 | 6  |
| 18  | 124 | C  | 2   | Alex BOAM       | Ford Fiesta 2006         | 12   | 22:10.887 | 1 Lap    | 0.038  | 78.98 | 1:47.282 | 7  |
| 19  | 231 | A  | 3   | Jeremy SUTTON   | Ford Sierra Cosworth     | 12   | 22:11.662 | 1 Lap    | 0.775  | 78.93 | 1:46.296 | 7  |
| 20  | 36  | B  | 5   | Gary JOHNSON    | Ford Escort MK1          | 12   | 22:11.677 | 1 Lap    | 0.015  | 78.93 | 1:48.794 | 10 |
| 21  | 75  | C  | 3   | Gary LITTLEWOOD | Ford Fiesta SE           | 12   | 22:30.733 | 1 Lap    | 19.056 | 77.82 | 1:50.102 | 7  |
| 22  | 134 | B  | 6   | Jason STONE     | Ford Fiesta ST150        | 12   | 22:36.672 | 1 Lap    | 5.939  | 77.48 | 1:49.856 | 7  |
| 23  | 13  | C  | 4   | Dave BARRETT    | Ford Fiesta MK4          | 12   | 22:44.070 | 1 Lap    | 7.398  | 77.06 | 1:51.046 | 6  |
| 24  | 7   | B  | 7   | Wil ARIF        | Ford Fiesta ST150        | 12   | 22:45.756 | 1 Lap    | 1.686  | 76.96 | 1:51.137 | 6  |
| 25  | 128 | B  | 8   | Chris SMITH     | Ford Escort MK1          | 12   | 23:00.073 | 1 Lap    | 14.317 | 76.16 | 1:51.763 | 10 |
| 26  | 49  | SA | 2   | Piers WARWICK   | Ford Escort MK1          | 12   | 23:00.868 | 1 Lap    | 0.795  | 76.12 | 1:51.761 | 10 |
| 27  | 97  | B  | 9   | Andy STENNING   | Ford Fiesta ST150        | 12   | 23:04.737 | 1 Lap    | 3.869  | 75.91 | 1:52.042 | 11 |
| 28  | 94  | B  | 10  | Mac MCCARTHY    | Ford Fiesta ST150        | 12   | 23:13.554 | 1 Lap    | 8.817  | 75.43 | 1:53.484 | 10 |
| 29  | 48  | B  | 11  | Paul SOLBE      | Ford Focus MK1           | 12   | 23:34.497 | 1 Lap    | 20.943 | 74.31 | 1:53.741 | 10 |

#### NOT CLASSIFIED

|     |     |    |  |                 |                          |    |           |         |          |       |          |    |
|-----|-----|----|--|-----------------|--------------------------|----|-----------|---------|----------|-------|----------|----|
| DNF | 101 | B+ |  | Malcolm HARDING | Ford Escort MK2 Zakspeed | 12 | 20:06.280 | 1 Lap   |          | 87.14 | 1:37.959 | 5  |
| DNF | 191 | B  |  | Harry HARDY     | Ford Puma                | 12 | 21:03.480 | 1 Lap   | 57.200   | 83.19 | 1:43.285 | 6  |
| DNF | 44  | SA |  | Rod BIRLEY      | Ford Escort Cosworth WRC | 11 | 18:33.457 | 2 Laps  | 1 Lap    | 86.53 | 1:39.943 | 11 |
| DNF | 77  | A  |  | James ALLEN     | Ford Focus RS 2wd        | 8  | 13:54.993 | 5 Laps  | 3 Laps   | 83.92 | 1:37.178 | 6  |
| DNF | 170 | B  |  | Robert LEWIS    | Ford Focus ST170         | 8  | 15:03.971 | 5 Laps  | 1:08.978 | 77.52 | 1:50.109 | 7  |
| DNF | 295 | B  |  | Mike GREENFIELD | Ford Fiests ST150        | 6  | 12:04.242 | 7 Laps  | 2 Laps   | 72.57 | 1:56.559 | 4  |
| DNF | 73  | SA |  | Stuart DAY      | Ford Escort Cosworth     | 4  | 7:09.043  | 9 Laps  | 2 Laps   | 81.66 | 1:43.882 | 4  |
| DNF | 12  | B+ |  | Tim SANDHU      | Ford Fiesta ST150        | 3  | 5:39.929  | 10 Laps | 1 Lap    | 77.30 | 1:49.453 | 2  |
| DNF | 53  | B+ |  | Neil ARGRAVE    | Ford Escort MK2          | 0  |           |         |          |       |          |    |

#### NOT STARTED

|    |     |   |  |              |                      |  |  |  |  |  |  |  |
|----|-----|---|--|--------------|----------------------|--|--|--|--|--|--|--|
| NS | 441 | A |  | Mike WATSON  | Ford Sierra Cosworth |  |  |  |  |  |  |  |
| NS | 464 | B |  | Gareth KNOPP | Ford Fiesta ST150    |  |  |  |  |  |  |  |

#### FASTEST LAP

|     |    |  |  |                |                          |   |          |  |           |            |
|-----|----|--|--|----------------|--------------------------|---|----------|--|-----------|------------|
| 77  | A  |  |  | James ALLEN    | Ford Focus RS 2wd        | 6 | 1:37.178 |  | 90.14 mph | 145.06 kph |
| 56  | B+ |  |  | Piers GRANGE   | Ford Escort MK2          | 4 | 1:37.698 |  | 89.66 mph | 144.29 kph |
| 111 | SA |  |  | Simon LIGHT    | Ford Capri               | 6 | 1:38.050 |  | 89.34 mph | 143.77 kph |
| 83  | B  |  |  | Neil JESSOP    | Ford Escort MK2 Zakspeed | 4 | 1:40.624 |  | 87.05 mph | 140.10 kph |
| 771 | C  |  |  | Nick PROUDLOCK | Ford Escort MK1          | 5 | 1:44.135 |  | 84.12 mph | 135.37 kph |

Race Distance: 13 Laps / 31.63 miles

Brands Hatch GP: 2.4332 miles

Date: 30/04/2023 Start: 18:01 Finish: 18:23

Weather / Track : Cloudy / Dry

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

|                                |            |                          |
|--------------------------------|------------|--------------------------|
| Clerk Of Course : Andy Stevens | Stewards : | Timekeeper : Nick Palmer |
|--------------------------------|------------|--------------------------|

# Modified Ford Series

## RACE 17 - LAP CHART

| LAP 1 @ 18:03:32.512 |        |          | LAP 2 @ 18:05:11.196 |        |          | LAP 3 @ 18:06:49.635 |          |          | LAP 4 @ 18:08:28.017 |          |          | LAP 5 @ 18:10:06.314 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 111                  |        | 1:44.358 | 111                  |        | 1:38.684 | 111                  |          | 1:38.439 | 111                  |          | 1:38.382 | 111                  |          | 1:38.297 |
| 101                  | 0.716  | 1:45.074 | 101                  | 0.745  | 1:38.713 | 101                  | 0.997    | 1:38.691 | 101                  | 1.350    | 1:38.735 | 101                  | 1.012    | 1:37.959 |
| 93                   | 1.710  | 1:46.068 | 56                   | 3.550  | 1:40.387 | 56                   | 3.470    | 1:38.359 | 56                   | 2.786    | 1:37.698 | 56                   | 3.025    | 1:38.536 |
| 56                   | 1.847  | 1:46.205 | 93                   | 5.359  | 1:42.333 | 93                   | 7.347    | 1:40.427 | 93                   | 9.549    | 1:40.584 | 93                   | 12.296   | 1:41.044 |
| 44                   | 3.698  | 1:48.056 | 44                   | 5.968  | 1:40.954 | 44                   | 8.186    | 1:40.657 | 44                   | 10.119   | 1:40.315 | 44                   | 12.721   | 1:40.899 |
| 83                   | 4.661  | 1:49.019 | 83                   | 7.826  | 1:41.849 | 83                   | 10.495   | 1:41.108 | 83                   | 12.737   | 1:40.624 | 83                   | 15.974   | 1:41.534 |
| 61                   | 6.648  | 1:51.006 | 61                   | 9.906  | 1:41.942 | 61                   | 13.278   | 1:41.811 | 61                   | 17.448   | 1:42.552 | 77                   | 21.093   | 1:37.656 |
| 29                   | 7.854  | 1:52.212 | 29                   | 12.035 | 1:42.865 | 29                   | 17.223   | 1:43.627 | 77                   | 21.734   | 1:39.256 | 61                   | 22.099   | 1:42.948 |
| 27                   | 8.216  | 1:52.574 | 27                   | 13.261 | 1:43.729 | 27                   | 17.874   | 1:43.052 | 29                   | 21.921   | 1:43.080 | 27                   | 27.293   | 1:42.935 |
| 5                    | 9.823  | 1:54.181 | 5                    | 14.967 | 1:43.828 | 77                   | 20.860   | 1:40.273 | 27                   | 22.655   | 1:43.163 | 29                   | 29.358   | 1:45.734 |
| 73                   | 10.183 | 1:54.541 | 73                   | 16.785 | 1:45.286 | 5                    | 20.990   | 1:44.462 | 5                    | 27.288   | 1:44.680 | 5                    | 32.682   | 1:43.691 |
| 771                  | 11.856 | 1:56.214 | 191                  | 18.682 | 1:45.042 | 73                   | 23.680   | 1:45.334 | 73                   | 29.180   | 1:43.882 | 191                  | 35.948   | 1:43.892 |
| 191                  | 12.324 | 1:56.682 | 771                  | 18.831 | 1:45.659 | 191                  | 24.660   | 1:44.417 | 191                  | 30.353   | 1:44.075 | 771                  | 37.780   | 1:44.135 |
| 16                   | 13.223 | 1:57.581 | 77                   | 19.026 | 1:41.040 | 771                  | 25.540   | 1:45.148 | 16                   | 31.768   | 1:44.334 | 16                   | 38.253   | 1:44.782 |
| 52                   | 13.842 | 1:58.200 | 16                   | 19.488 | 1:44.949 | 16                   | 25.816   | 1:44.767 | 771                  | 31.942   | 1:44.784 | 52                   | 43.985   | 1:46.708 |
| 612                  | 13.901 | 1:58.259 | 52                   | 20.762 | 1:45.604 | 52                   | 27.900   | 1:45.577 | 52                   | 35.574   | 1:46.056 | 612                  | 50.319   | 1:48.504 |
| 125                  | 15.037 | 1:59.395 | 612                  | 22.481 | 1:47.264 | 612                  | 30.971   | 1:46.929 | 612                  | 40.112   | 1:47.523 | 33                   | 54.148   | 1:43.687 |
| 12                   | 16.136 | 2:00.494 | 125                  | 26.025 | 1:49.672 | 125                  | 37.679   | 1:50.093 | 33                   | 48.758   | 1:46.308 | 14                   | 1:00.209 | 1:47.668 |
| 77                   | 16.670 | 2:01.028 | 12                   | 26.905 | 1:49.453 | 12                   | 38.448   | 1:49.982 | 125                  | 49.305   | 1:50.008 | 125                  | 1:01.315 | 1:50.307 |
| 14                   | 16.828 | 2:01.186 | 14                   | 27.094 | 1:48.950 | 14                   | 38.715   | 1:50.060 | 14                   | 50.838   | 1:50.505 | 96                   | 1:02.762 | 1:48.412 |
| 40                   | 17.794 | 2:02.152 | 40                   | 28.164 | 1:49.054 | 40                   | 40.348   | 1:50.623 | 40                   | 52.454   | 1:50.488 | 40                   | 1:03.796 | 1:49.639 |
| 96                   | 18.226 | 2:02.584 | 96                   | 29.022 | 1:49.480 | 96                   | 40.799   | 1:50.216 | 96                   | 52.647   | 1:50.230 | 36                   | 1:06.999 | 1:49.655 |
| 36                   | 19.649 | 2:04.007 | 36                   | 31.076 | 1:50.111 | 33                   | 40.832   | 1:45.755 | 36                   | 55.641   | 1:50.174 | 124                  | 1:07.434 | 1:49.412 |
| 124                  | 20.342 | 2:04.700 | 124                  | 31.642 | 1:49.984 | 36                   | 43.849   | 1:51.212 | 124                  | 56.319   | 1:50.359 | 75                   | 1:14.189 | 1:51.466 |
| 170                  | 21.127 | 2:05.485 | 33                   | 33.516 | 1:48.340 | 124                  | 44.342   | 1:51.139 | 75                   | 1:01.020 | 1:51.538 | 170                  | 1:14.408 | 1:51.421 |
| 75                   | 21.646 | 2:06.004 | 75                   | 34.881 | 1:51.919 | 75                   | 47.864   | 1:51.422 | 170                  | 1:01.284 | 1:50.902 | 231                  | 1:14.580 | 1:49.013 |
| 134                  | 21.914 | 2:06.272 | 170                  | 36.400 | 1:53.957 | 170                  | 48.764   | 1:50.803 | 134                  | 1:02.172 | 1:50.813 | 134                  | 1:16.300 | 1:52.425 |
| 94                   | 23.324 | 2:07.682 | 134                  | 36.680 | 1:53.450 | 134                  | 49.741   | 1:51.500 | 231                  | 1:03.864 | 1:47.967 | 13                   | 1:21.299 | 1:51.666 |
| 33                   | 23.860 | 2:08.218 | 13                   | 39.640 | 1:53.467 | 13                   | 53.571   | 1:52.370 | 13                   | 1:07.930 | 1:52.741 | 7                    | 1:21.732 | 1:51.602 |
| 13                   | 24.857 | 2:09.215 | 7                    | 40.013 | 1:53.186 | 231                  | 54.279   | 1:50.880 | 7                    | 1:08.427 | 1:52.367 | 128                  | 1:30.188 | 1:53.511 |
| 7                    | 25.511 | 2:09.869 | 94                   | 41.792 | 1:57.152 | 7                    | 54.442   | 1:52.868 | 128                  | 1:14.974 | 1:53.990 | 49                   | 1:30.614 | 1:52.874 |
| 97                   | 26.503 | 2:10.861 | 231                  | 41.838 | 1:52.463 | 94                   | 58.389   | 1:55.036 | 94                   | 1:15.755 | 1:55.748 | 94                   | 1:31.260 | 1:53.802 |
| 128                  | 27.159 | 2:11.517 | 97                   | 42.913 | 1:55.094 | 128                  | 59.366   | 1:54.056 | 49                   | 1:16.037 | 1:54.195 | 97                   | 1:33.214 | 1:54.780 |
| 231                  | 28.059 | 2:12.417 | 128                  | 43.749 | 1:55.274 | 97                   | 1:00.070 | 1:55.596 | 97                   | 1:16.731 | 1:55.043 |                      |          |          |
| 295                  | 29.306 | 2:13.664 | 49                   | 44.908 | 1:53.864 | 49                   | 1:00.224 | 1:53.755 | 48                   | 1:27.740 | 1:57.052 |                      |          |          |
| 49                   | 29.728 | 2:14.086 | 48                   | 49.724 | 1:57.542 | 48                   | 1:09.070 | 1:57.785 | 295                  | 1:28.304 | 1:56.559 |                      |          |          |
| 48                   | 30.866 | 2:15.224 | 295                  | 50.677 | 2:00.055 | 295                  | 1:10.127 | 1:57.889 |                      |          |          |                      |          |          |



# Modified Ford Series

## RACE 17 - LAP CHART

| LAP 6 @ 18:11:44.364 |          |          | LAP 7 @ 18:13:23.088 |          |          | LAP 8 @ 18:15:02.481 |          |          | LAP 9 @ 18:16:42.033 |          |          | LAP 10 @ 18:18:22.563 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|-----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 111                  |          | 1:38.050 | 111                  |          | 1:38.724 | 111                  |          | 1:39.393 | 111                  |          | 1:39.552 | 111                   |          | 1:40.530 |
| 101                  | 1.821    | 1:38.859 | 101                  | 4.520    | 1:41.423 | 134                  | 1 Lap    | 1:49.856 | 231                  | 1 Lap    | 1:48.470 | 14                    | 1 Lap    | 1:51.192 |
| 56                   | 4.960    | 1:39.985 | 56                   | 6.884    | 1:40.648 | 101                  | 4.286    | 1:39.159 | 101                  | 3.659    | 1:38.925 | 96                    | 1 Lap    | 1:51.426 |
| 48                   | 1 Lap    | 1:56.656 | 128                  | 1 Lap    | 1:54.420 | 56                   | 7.374    | 1:39.883 | 56                   | 8.077    | 1:40.255 | 101                   | 4.796    | 1:41.667 |
| 295                  | 1 Lap    | 1:57.403 | 49                   | 1 Lap    | 1:54.658 | 13                   | 1 Lap    | 1:52.621 | 75                   | 1 Lap    | 1:50.522 | 125                   | 1 Lap    | 1:51.546 |
| 93                   | 14.772   | 1:40.526 | 94                   | 1 Lap    | 1:54.625 | 7                    | 1 Lap    | 1:52.662 | 170                  | 1 Lap    | 1:50.611 | 40                    | 1 Lap    | 1:51.737 |
| 44                   | 15.619   | 1:40.948 | 97                   | 1 Lap    | 1:53.926 | 44                   | 18.439   | 1:40.745 | 134                  | 1 Lap    | 1:51.402 | 124                   | 1 Lap    | 1:51.533 |
| 83                   | 20.184   | 1:42.260 | 93                   | 16.627   | 1:40.579 | 93                   | 19.328   | 1:42.094 | 44                   | 18.912   | 1:40.025 | 56                    | 7.268    | 1:39.721 |
| 77                   | 20.221   | 1:37.178 | 44                   | 17.087   | 1:40.192 | 128                  | 1 Lap    | 1:52.335 | 93                   | 20.453   | 1:40.677 | 36                    | 1 Lap    | 1:50.691 |
| 61                   | 26.690   | 1:42.641 | 77                   | 19.425   | 1:37.928 | 49                   | 1 Lap    | 1:52.506 | 13                   | 1 Lap    | 1:51.379 | 231                   | 1 Lap    | 1:49.155 |
| 27                   | 31.967   | 1:42.724 | 83                   | 26.561   | 1:45.101 | 94                   | 1 Lap    | 1:54.016 | 7                    | 1 Lap    | 1:51.212 | 44                    | 19.105   | 1:40.723 |
| 29                   | 35.899   | 1:44.591 | 48                   | 1 Lap    | 1:58.954 | 97                   | 1 Lap    | 1:53.544 | 128                  | 1 Lap    | 1:52.591 | 75                    | 1 Lap    | 1:50.662 |
| 5                    | 38.330   | 1:43.698 | 295                  | 1 Lap    | 1:58.672 | 83                   | 31.266   | 1:44.098 | 49                   | 1 Lap    | 1:52.308 | 93                    | 21.163   | 1:41.240 |
| 191                  | 41.183   | 1:43.285 | 61                   | 29.882   | 1:41.916 | 61                   | 34.629   | 1:44.140 | 83                   | 35.668   | 1:43.954 | 134                   | 1 Lap    | 1:51.388 |
| 16                   | 44.191   | 1:43.988 | 27                   | 35.898   | 1:42.655 | 27                   | 40.223   | 1:43.718 | 97                   | 1 Lap    | 1:52.925 | 13                    | 1 Lap    | 1:51.938 |
| 771                  | 44.755   | 1:45.025 | 29                   | 41.094   | 1:43.919 | 77                   | 40.666   | 2:00.634 | 61                   | 38.485   | 1:43.408 | 7                     | 1 Lap    | 1:51.954 |
| 52                   | 52.488   | 1:46.553 | 5                    | 43.626   | 1:44.020 | 48                   | 1 Lap    | 1:56.941 | 94                   | 1 Lap    | 1:55.977 | 83                    | 39.663   | 1:44.525 |
| 612                  | 58.521   | 1:46.252 | 191                  | 46.121   | 1:43.662 | 29                   | 46.808   | 1:45.107 | 27                   | 43.515   | 1:42.844 | 61                    | 40.653   | 1:42.698 |
| 33                   | 59.245   | 1:43.147 | 16                   | 49.378   | 1:43.911 | 5                    | 47.947   | 1:43.714 | 29                   | 50.882   | 1:43.626 | 128                   | 1 Lap    | 1:53.205 |
| 14                   | 1:10.786 | 1:48.627 | 771                  | 52.304   | 1:46.273 | 191                  | 50.159   | 1:43.431 | 5                    | 52.647   | 1:44.252 | 27                    | 46.630   | 1:43.645 |
| 125                  | 1:12.430 | 1:49.165 | 52                   | 1:00.296 | 1:46.532 | 16                   | 54.440   | 1:44.455 | 191                  | 54.519   | 1:43.912 | 49                    | 1 Lap    | 1:53.208 |
| 96                   | 1:13.374 | 1:48.662 | 33                   | 1:04.052 | 1:43.531 | 771                  | 59.161   | 1:46.250 | 16                   | 59.672   | 1:44.784 | 97                    | 1 Lap    | 1:53.135 |
| 40                   | 1:14.255 | 1:48.509 | 612                  | 1:05.978 | 1:46.181 | 52                   | 1:06.396 | 1:45.493 | 48                   | 1 Lap    | 1:55.853 | 94                    | 1 Lap    | 1:53.941 |
| 36                   | 1:17.862 | 1:48.913 | 14                   | 1:21.580 | 1:49.518 | 33                   | 1:07.166 | 1:42.507 | 771                  | 1:05.812 | 1:46.203 | 29                    | 54.963   | 1:44.611 |
| 124                  | 1:18.017 | 1:48.633 | 96                   | 1:23.055 | 1:48.405 | 612                  | 1:12.645 | 1:46.060 | 52                   | 1:12.010 | 1:45.166 | 5                     | 56.154   | 1:44.037 |
| 231                  | 1:24.951 | 1:48.421 | 125                  | 1:23.727 | 1:50.021 | 14                   | 1:32.155 | 1:49.968 | 33                   | 1:12.161 | 1:44.547 | 191                   | 57.399   | 1:43.410 |
| 75                   | 1:26.732 | 1:50.593 | 40                   | 1:24.540 | 1:49.009 | 96                   | 1:32.515 | 1:48.853 | 612                  | 1:19.133 | 1:46.040 | 16                    | 1:02.791 | 1:43.649 |
| 170                  | 1:27.041 | 1:50.683 | 124                  | 1:26.575 | 1:47.282 | 125                  | 1:33.392 | 1:49.058 |                      |          |          | 771                   | 1:11.551 | 1:46.269 |
| 134                  | 1:28.797 | 1:50.547 | 36                   | 1:28.560 | 1:49.422 | 40                   | 1:34.295 | 1:49.148 |                      |          |          | 33                    | 1:15.925 | 1:44.294 |
| 13                   | 1:34.295 | 1:51.046 | 231                  | 1:32.523 | 1:46.296 | 124                  | 1:34.942 | 1:47.760 |                      |          |          | 48                    | 1 Lap    | 1:54.952 |
| 7                    | 1:34.819 | 1:51.137 | 75                   | 1:38.110 | 1:50.102 | 36                   | 1:38.435 | 1:49.268 |                      |          |          | 52                    | 1:17.927 | 1:46.447 |
|                      |          |          | 170                  | 1:38.426 | 1:50.109 |                      |          |          |                      |          |          | 612                   | 1:25.190 | 1:46.587 |

# Modified Ford Series

## RACE 17 - LAP CHART

| LAP 11 @ 18:20:03.662 |          |          | LAP 12 @ 18:21:44.800 |          |          | LAP 13 @ 18:23:28.684 |          |          |
|-----------------------|----------|----------|-----------------------|----------|----------|-----------------------|----------|----------|
| NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 111                   |          | 1:41.099 | 111                   |          | 1:41.138 | 56                    |          | 1:41.363 |
| 101                   | 5.326    | 1:41.629 | 56                    | 2.521    | 1:38.081 | 111                   | 0.147    | 1:44.031 |
| 56                    | 5.578    | 1:39.409 | 101                   | 9.634    | 1:45.446 | 93                    | 23.432   | 1:44.432 |
| 14                    | 1 Lap    | 1:48.885 | 14                    | 1 Lap    | 1:48.666 | 14                    | 1 Lap    | 1:52.053 |
| 96                    | 1 Lap    | 1:49.258 | 125                   | 1 Lap    | 1:48.125 | 125                   | 1 Lap    | 1:54.103 |
| 125                   | 1 Lap    | 1:48.520 | 96                    | 1 Lap    | 1:50.104 | 96                    | 1 Lap    | 1:52.798 |
| 40                    | 1 Lap    | 1:50.366 | 124                   | 1 Lap    | 1:47.815 | 40                    | 1 Lap    | 1:49.683 |
| 124                   | 1 Lap    | 1:50.074 | 93                    | 22.884   | 1:42.975 | 124                   | 1 Lap    | 1:52.196 |
| 36                    | 1 Lap    | 1:48.794 | 40                    | 1 Lap    | 1:50.441 | 231                   | 1 Lap    | 1:47.981 |
| 231                   | 1 Lap    | 1:47.664 | 36                    | 1 Lap    | 1:49.868 | 36                    | 1 Lap    | 1:49.562 |
| 44                    | 17.949   | 1:39.943 | 231                   | 1 Lap    | 1:50.935 | 83                    | 47.686   | 1:46.828 |
| 93                    | 21.047   | 1:40.983 | 75                    | 1 Lap    | 1:51.757 | 61                    | 48.164   | 1:46.442 |
| 75                    | 1 Lap    | 1:50.949 | 83                    | 44.742   | 1:44.039 | 75                    | 1 Lap    | 1:53.799 |
| 134                   | 1 Lap    | 1:52.345 | 61                    | 45.606   | 1:43.801 | 27                    | 53.028   | 1:45.291 |
| 83                    | 41.841   | 1:43.277 | 134                   | 1 Lap    | 1:52.748 | 134                   | 1 Lap    | 1:53.926 |
| 13                    | 1 Lap    | 1:51.577 | 27                    | 51.621   | 1:43.996 | 13                    | 1 Lap    | 1:54.047 |
| 61                    | 42.943   | 1:43.389 | 13                    | 1 Lap    | 1:52.003 | 29                    | 1:03.733 | 1:45.410 |
| 7                     | 1 Lap    | 1:51.939 | 7                     | 1 Lap    | 1:52.794 | 5                     | 1:04.118 | 1:45.325 |
| 27                    | 48.763   | 1:43.232 | 29                    | 1:02.207 | 1:45.112 | 7                     | 1 Lap    | 1:54.166 |
| 128                   | 1 Lap    | 1:51.763 | 5                     | 1:02.677 | 1:45.232 | 16                    | 1:12.602 | 1:47.352 |
| 49                    | 1 Lap    | 1:51.761 | 191                   | 1:06.834 | 1:47.388 | 128                   | 1 Lap    | 1:54.065 |
| 29                    | 58.233   | 1:44.369 | 16                    | 1:09.134 | 1:44.850 | 49                    | 1 Lap    | 1:52.694 |
| 5                     | 58.583   | 1:43.528 | 128                   | 1 Lap    | 1:53.346 | 33                    | 1:21.155 | 1:45.210 |
| 191                   | 1:00.584 | 1:44.284 | 49                    | 1 Lap    | 1:54.959 | 97                    | 1 Lap    | 1:54.476 |
| 97                    | 1 Lap    | 1:53.315 | 97                    | 1 Lap    | 1:52.042 | 771                   | 1:26.191 | 1:50.079 |
| 16                    | 1:05.422 | 1:43.730 | 33                    | 1:19.829 | 1:43.098 | 94                    | 1 Lap    | 1:56.888 |
| 94                    | 1 Lap    | 1:53.484 | 771                   | 1:19.996 | 1:45.371 | 52                    | 1:35.622 | 1:48.968 |
| 771                   | 1:15.763 | 1:45.311 | 94                    | 1 Lap    | 1:55.203 | 612                   | 1:46.161 | 1:51.832 |
| 33                    | 1:17.869 | 1:43.043 | 52                    | 1:30.538 | 1:48.543 | 48                    | 1 Lap    | 1:55.016 |
| 52                    | 1:23.133 | 1:46.305 | 612                   | 1:38.213 | 1:48.804 |                       |          |          |
| 48                    | 1 Lap    | 1:53.741 | 48                    | 1 Lap    | 1:54.781 |                       |          |          |
| 612                   | 1:30.547 | 1:46.456 |                       |          |          |                       |          |          |

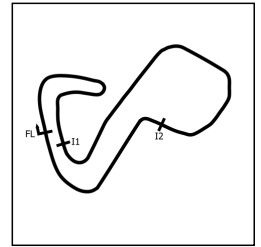
# Modified Ford Series

## RACE 17 - POSITION CHART

| No  | Name       | Lap<br>Pos | Lap |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|     |            |            | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  |     |
| 111 | LIGHT      | 1          | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 56  |
| 101 | HARDING    | 2          | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 56  | 111 |
| 56  | GRANGE     | 3          | 93  | 56  | 56  | 56  | 56  | 56  | 56  | 56  | 56  | 56  | 56  | 56  | 101 | 93  |
| 93  | COOK       | 4          | 56  | 93  | 93  | 93  | 93  | 93  | 93  | 44  | 44  | 44  | 44  | 93  | 83  | 83  |
| 44  | BIRLEY     | 5          | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 93  | 93  | 93  | 93  | 83  | 61  | 61  |
| 53  | ARGRAVE    | 6          | 83  | 83  | 83  | 83  | 83  | 83  | 77  | 83  | 83  | 83  | 83  | 61  | 27  | 27  |
| 83  | JESSOP     | 7          | 61  | 61  | 61  | 61  | 77  | 77  | 83  | 61  | 61  | 61  | 61  | 27  | 29  | 29  |
| 73  | DAY        | 8          | 29  | 29  | 29  | 77  | 61  | 61  | 61  | 27  | 27  | 27  | 27  | 29  | 5   | 5   |
| 61  | GUTHRIE    | 9          | 27  | 27  | 27  | 29  | 27  | 27  | 27  | 77  | 29  | 29  | 29  | 5   | 16  | 16  |
| 27  | REYNOLDS   | 10         | 5   | 5   | 77  | 27  | 29  | 29  | 29  | 29  | 5   | 5   | 5   | 191 | 33  | 33  |
| 29  | THURLEY    | 11         | 73  | 73  | 5   | 5   | 5   | 5   | 5   | 5   | 191 | 191 | 191 | 16  | 771 | 771 |
| 16  | BAKER      | 12         | 771 | 191 | 73  | 73  | 191 | 191 | 191 | 191 | 16  | 16  | 16  | 16  | 33  | 52  |
| 5   | CRABTREE   | 13         | 191 | 771 | 191 | 191 | 771 | 16  | 16  | 16  | 771 | 771 | 771 | 771 | 612 | 612 |
| 771 | PROUDLOCK  | 14         | 16  | 77  | 771 | 16  | 16  | 771 | 771 | 771 | 52  | 33  | 33  | 52  | 52  | 52  |
| 191 | HARDY      | 15         | 52  | 16  | 16  | 771 | 52  | 52  | 52  | 52  | 33  | 52  | 52  | 612 | 612 | 612 |
| 52  | HIGSON     | 16         | 612 | 52  | 52  | 52  | 612 | 612 | 33  | 33  | 612 | 612 | 612 | 14  | 14  | 14  |
| 612 | PELLIN     | 17         | 125 | 612 | 612 | 612 | 33  | 33  | 612 | 612 | 14  | 14  | 14  | 125 | 125 | 125 |
| 125 | COWAN      | 18         | 12  | 125 | 125 | 33  | 14  | 14  | 14  | 14  | 96  | 96  | 125 | 96  | 96  | 96  |
| 14  | WISE       | 19         | 77  | 12  | 12  | 125 | 125 | 125 | 96  | 96  | 125 | 125 | 96  | 40  | 40  | 40  |
| 12  | SANDHU     | 20         | 14  | 14  | 14  | 14  | 96  | 96  | 125 | 125 | 40  | 40  | 124 | 124 | 124 | 124 |
| 40  | CRIPPS     | 21         | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 124 | 124 | 40  | 231 | 231 | 231 |
| 96  | CRAIG      | 22         | 96  | 96  | 96  | 96  | 36  | 36  | 124 | 124 | 36  | 36  | 36  | 36  | 36  | 36  |
| 36  | JOHNSON    | 23         | 36  | 36  | 33  | 36  | 124 | 124 | 36  | 36  | 231 | 231 | 231 | 75  | 75  | 75  |
| 124 | BOAM       | 24         | 124 | 124 | 36  | 124 | 75  | 231 | 231 | 231 | 75  | 75  | 75  | 134 | 134 | 134 |
| 170 | LEWIS      | 25         | 170 | 33  | 124 | 75  | 170 | 75  | 75  | 75  | 134 | 134 | 134 | 13  | 13  | 13  |
| 75  | LITTLEWOOD | 26         | 75  | 75  | 75  | 170 | 231 | 170 | 170 | 170 | 13  | 13  | 13  | 7   | 7   | 7   |
| 134 | STONE      | 27         | 134 | 170 | 170 | 134 | 134 | 134 | 134 | 134 | 7   | 7   | 7   | 128 | 128 | 128 |
| 94  | MCCARTHY   | 28         | 94  | 134 | 134 | 231 | 13  | 13  | 13  | 13  | 128 | 128 | 128 | 49  | 49  | 49  |
| 49  | WARWICK    | 29         | 33  | 13  | 13  | 13  | 7   | 7   | 7   | 7   | 49  | 49  | 49  | 97  | 97  | 97  |
| 13  | BARRETT    | 30         | 13  | 7   | 231 | 7   | 128 | 128 | 128 | 128 | 97  | 97  | 97  | 94  | 94  | 94  |
| 97  | STENNING   | 31         | 7   | 94  | 7   | 128 | 49  | 49  | 49  | 49  | 94  | 94  | 94  | 48  | 48  | 48  |
| 295 | GREENFIELD | 32         | 97  | 231 | 94  | 94  | 94  | 94  | 94  | 97  | 48  | 48  | 48  | 48  | 48  | 48  |
| 48  | SOLBE      | 33         | 128 | 97  | 128 | 49  | 97  | 97  | 97  | 94  | 94  | 94  | 94  | 94  | 94  | 94  |
| 441 | WATSON     | 34         | 231 | 128 | 97  | 97  | 48  | 48  | 48  | 48  | 48  | 48  | 48  | 48  | 48  | 48  |
| 33  | NEVILL     | 35         | 295 | 49  | 49  | 48  | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 |
| 77  | ALLEN      | 36         | 49  | 48  | 48  | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 |
| 231 | SUTTON     | 37         | 48  | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 |
| 128 | SMITH      | 38         | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 |
| 7   | ARIF       | 39         | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| 464 | KNOPP      | 40         | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 | 464 |

# Modified Ford Series

## RACE 17 - 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

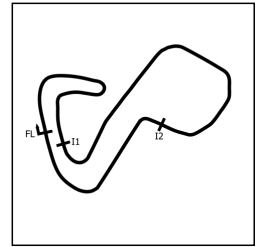
| P1 56 B+ Piers GRANGE     |               | Ford Escort MK2          |               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.263 |               | BEST LAP TIME : 1:37.698 |               | DIFFERENCE : 0.435  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 44.624                   | 23.506        | 1:46.205            | 82.48        | 8.507 | 18:03:34.359        |
| 2 -                       | 32.410        | 44.852                   | 23.125        | 1:40.387            | 87.26        | 2.689 | 18:05:14.746        |
| 3 -                       | 31.140        | 44.273                   | <b>22.946</b> | 1:38.359 (3)        | 89.05        | 0.661 | 18:06:53.105        |
| 4 -                       | <b>30.689</b> | 43.681                   | 23.328        | <b>1:37.698 (1)</b> | <b>89.66</b> |       | <b>18:08:30.803</b> |
| 5 -                       | 31.023        | 44.255                   | 23.258        | 1:38.536            | 88.89        | 0.838 | 18:10:09.339        |
| 6 -                       | 30.844        | 45.180                   | 23.961        | 1:39.985            | 87.61        | 2.287 | 18:11:49.324        |
| 7 -                       | 31.360        | 44.870                   | 24.418        | 1:40.648            | 87.03        | 2.950 | 18:13:29.972        |
| 8 -                       | 31.156        | 44.733                   | 23.994        | 1:39.883            | 87.70        | 2.185 | 18:15:09.855        |
| 9 -                       | 31.593        | 44.857                   | 23.805        | 1:40.255            | 87.37        | 2.557 | 18:16:50.110        |
| 10 -                      | 31.106        | 45.046                   | 23.569        | 1:39.721            | 87.84        | 2.023 | 18:18:29.831        |
| 11 -                      | 31.384        | 44.865                   | 23.160        | 1:39.409            | 88.11        | 1.711 | 18:20:09.240        |
| 12 -                      | 31.277        | <b>43.628</b>            | 23.176        | 1:38.081 (2)        | 89.31        | 0.383 | 18:21:47.321        |
| 13 -                      | 31.631        | 46.192                   | 23.540        | 1:41.363            | 86.42        | 3.665 | 18:23:28.684        |

| P2 111 SA Simon LIGHT     |               | Ford Capri               |               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.711 |               | BEST LAP TIME : 1:38.050 |               | DIFFERENCE : 0.339  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 44.175                   | 23.258        | 1:44.358            | 83.94        | 6.308 | 18:03:32.512        |
| 2 -                       | 32.010        | 43.655                   | <b>23.019</b> | 1:38.684            | 88.76        | 0.634 | 18:05:11.196        |
| 3 -                       | 31.559        | 43.740                   | 23.140        | 1:38.439            | 88.98        | 0.389 | 18:06:49.635        |
| 4 -                       | 31.914        | <b>43.431</b>            | 23.037        | 1:38.382 (3)        | 89.03        | 0.332 | 18:08:28.017        |
| 5 -                       | 31.538        | 43.440                   | 23.319        | 1:38.297 (2)        | 89.11        | 0.247 | 18:10:06.314        |
| 6 -                       | <b>31.261</b> | 43.553                   | 23.236        | <b>1:38.050 (1)</b> | <b>89.34</b> |       | <b>18:11:44.364</b> |
| 7 -                       | 31.494        | 43.921                   | 23.309        | 1:38.724            | 88.73        | 0.674 | 18:13:23.088        |
| 8 -                       | 32.138        | 44.021                   | 23.234        | 1:39.393            | 88.13        | 1.343 | 18:15:02.481        |
| 9 -                       | 31.906        | 43.942                   | 23.704        | 1:39.552            | 87.99        | 1.502 | 18:16:42.033        |
| 10 -                      | 31.430        | 45.337                   | 23.763        | 1:40.530            | 87.13        | 2.480 | 18:18:22.563        |
| 11 -                      | 32.657        | 44.100                   | 24.342        | 1:41.099            | 86.64        | 3.049 | 18:20:03.662        |
| 12 -                      | 32.328        | 44.240                   | 24.570        | 1:41.138            | 86.61        | 3.088 | 18:21:44.800        |
| 13 -                      | 32.792        | 46.604                   | 24.635        | 1:44.031            | 84.20        | 5.981 | 18:23:28.831        |

| P3 93 B+ Kester COOK      |               | Ford Fiesta ST150        |               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.036 |               | BEST LAP TIME : 1:40.427 |               | DIFFERENCE : 0.391  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 44.628                   | <b>23.679</b> | 1:46.068            | 82.58        | 5.641 | 18:03:34.222        |
| 2 -                       | 32.377        | 46.190                   | 23.766        | 1:42.333            | 85.60        | 1.906 | 18:05:16.555        |
| 3 -                       | 32.186        | <b>44.479</b>            | 23.762        | <b>1:40.427 (1)</b> | <b>87.22</b> |       | <b>18:06:56.982</b> |
| 4 -                       | <b>31.878</b> | 44.966                   | 23.740        | 1:40.584            | 87.08        | 0.157 | 18:08:37.566        |
| 5 -                       | 32.232        | 44.979                   | 23.833        | 1:41.044            | 86.69        | 0.617 | 18:10:18.610        |
| 6 -                       | 32.046        | 44.694                   | 23.786        | 1:40.526 (2)        | 87.14        | 0.099 | 18:11:59.136        |
| 7 -                       | 31.916        | 44.883                   | 23.780        | 1:40.579 (3)        | 87.09        | 0.152 | 18:13:39.715        |
| 8 -                       | 32.183        | 45.856                   | 24.055        | 1:42.094            | 85.80        | 1.667 | 18:15:21.809        |
| 9 -                       | 32.211        | 44.569                   | 23.897        | 1:40.677            | 87.00        | 0.250 | 18:17:02.486        |
| 10 -                      | 32.061        | 45.170                   | 24.009        | 1:41.240            | 86.52        | 0.813 | 18:18:43.726        |
| 11 -                      | 31.963        | 45.073                   | 23.947        | 1:40.983            | 86.74        | 0.556 | 18:20:24.709        |
| 12 -                      | 32.243        | 46.555                   | 24.177        | 1:42.975            | 85.06        | 2.548 | 18:22:07.684        |
| 13 -                      | 32.963        | 47.623                   | 23.846        | 1:44.432            | 83.88        | 4.005 | 18:23:52.116        |

# Modified Ford Series

## RACE 17 - 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

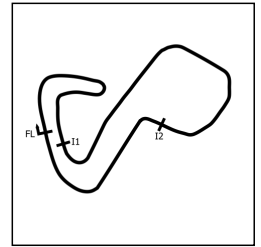
| P4 83 B                   |               | Neil JESSOP              |               | Ford Escort MK2 Zakspeed |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.624 |               | BEST LAP TIME : 1:40.624 |               | DIFFERENCE : 0.000       |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 45.938                   | 24.320        | 1:49.019                 | 80.35        | 8.395 | 18:03:37.173        |
| 2 -                       | 32.183        | 45.465                   | 24.201        | 1:41.849                 | 86.00        | 1.225 | 18:05:19.022        |
| 3 -                       | 31.637        | 45.574                   | 23.897        | 1:41.108 (2)             | 86.63        | 0.484 | 18:07:00.130        |
| 4 -                       | <b>31.473</b> | <b>45.276</b>            | <b>23.875</b> | <b>1:40.624 (1)</b>      | <b>87.05</b> |       | <b>18:08:40.754</b> |
| 5 -                       | 31.692        | 45.585                   | 24.257        | 1:41.534 (3)             | 86.27        | 0.910 | 18:10:22.288        |
| 6 -                       | 31.655        | 45.916                   | 24.689        | 1:42.260                 | 85.66        | 1.636 | 18:12:04.548        |
| 7 -                       | 32.780        | 46.975                   | 25.346        | 1:45.101                 | 83.34        | 4.477 | 18:13:49.649        |
| 8 -                       | 31.986        | 47.244                   | 24.868        | 1:44.098                 | 84.14        | 3.474 | 18:15:33.747        |
| 9 -                       | 31.980        | 47.069                   | 24.905        | 1:43.954                 | 84.26        | 3.330 | 18:17:17.701        |
| 10 -                      | 32.683        | 47.019                   | 24.823        | 1:44.525                 | 83.80        | 3.901 | 18:19:02.226        |
| 11 -                      | 31.973        | 46.235                   | 25.069        | 1:43.277                 | 84.81        | 2.653 | 18:20:45.503        |
| 12 -                      | 32.141        | 47.078                   | 24.820        | 1:44.039                 | 84.19        | 3.415 | 18:22:29.542        |
| 13 -                      | 32.140        | 49.842                   | 24.846        | 1:46.828                 | 81.99        | 6.204 | 18:24:16.370        |

| P5 61 B+                  |               | David GUTHRIE            |               | Ford Fiesta         |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.409 |               | BEST LAP TIME : 1:41.811 |               | DIFFERENCE : 0.402  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 46.464                   | 24.171        | 1:51.006            | 78.91        | 9.195 | 18:03:39.160        |
| 2 -                       | 32.706        | <b>45.496</b>            | <b>23.740</b> | 1:41.942 (3)        | 85.92        | 0.131 | 18:05:21.102        |
| 3 -                       | 32.452        | 45.520                   | 23.839        | <b>1:41.811 (1)</b> | <b>86.04</b> |       | <b>18:07:02.913</b> |
| 4 -                       | 32.421        | 46.365                   | 23.766        | 1:42.552            | 85.41        | 0.741 | 18:08:45.465        |
| 5 -                       | 32.543        | 46.066                   | 24.339        | 1:42.948            | 85.08        | 1.137 | 18:10:28.413        |
| 6 -                       | 32.244        | 46.187                   | 24.210        | 1:42.641            | 85.34        | 0.830 | 18:12:11.054        |
| 7 -                       | <b>32.173</b> | 45.784                   | 23.959        | 1:41.916 (2)        | 85.95        | 0.105 | 18:13:52.970        |
| 8 -                       | 33.175        | 45.915                   | 25.050        | 1:44.140            | 84.11        | 2.329 | 18:15:37.110        |
| 9 -                       | 32.650        | 46.272                   | 24.486        | 1:43.408            | 84.71        | 1.597 | 18:17:20.518        |
| 10 -                      | 32.467        | 46.125                   | 24.106        | 1:42.698            | 85.29        | 0.887 | 18:19:03.216        |
| 11 -                      | 32.757        | 46.149                   | 24.483        | 1:43.389            | 84.72        | 1.578 | 18:20:46.605        |
| 12 -                      | 32.910        | 46.686                   | 24.205        | 1:43.801            | 84.39        | 1.990 | 18:22:30.406        |
| 13 -                      | 33.000        | 49.100                   | 24.342        | 1:46.442            | 82.29        | 4.631 | 18:24:16.848        |

| P6 27 B+                  |               | Martin REYNOLDS          |               | Ford Escort MK2     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.193 |               | BEST LAP TIME : 1:42.655 |               | DIFFERENCE : 0.462  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 47.652                   | 24.321        | 1:52.574            | 77.81        | 9.919 | 18:03:40.728        |
| 2 -                       | 32.390        | 46.922                   | 24.417        | 1:43.729            | 84.44        | 1.074 | 18:05:24.457        |
| 3 -                       | 32.451        | 46.455                   | <b>24.146</b> | 1:43.052            | 85.00        | 0.397 | 18:07:07.509        |
| 4 -                       | 31.819        | 46.331                   | 25.013        | 1:43.163            | 84.91        | 0.508 | 18:08:50.672        |
| 5 -                       | 31.941        | 46.789                   | 24.205        | 1:42.935            | 85.10        | 0.280 | 18:10:33.607        |
| 6 -                       | 32.114        | 46.356                   | 24.254        | 1:42.724 (2)        | 85.27        | 0.069 | 18:12:16.331        |
| 7 -                       | 31.866        | 46.501                   | 24.288        | <b>1:42.655 (1)</b> | <b>85.33</b> |       | <b>18:13:58.986</b> |
| 8 -                       | 31.977        | 47.370                   | 24.371        | 1:43.718            | 84.45        | 1.063 | 18:15:42.704        |
| 9 -                       | 32.182        | <b>46.283</b>            | 24.379        | 1:42.844 (3)        | 85.17        | 0.189 | 18:17:25.548        |
| 10 -                      | 32.062        | 47.318                   | 24.265        | 1:43.645            | 84.51        | 0.990 | 18:19:09.193        |
| 11 -                      | 32.346        | 46.562                   | 24.324        | 1:43.232            | 84.85        | 0.577 | 18:20:52.425        |
| 12 -                      | 32.067        | 47.549                   | 24.380        | 1:43.996            | 84.23        | 1.341 | 18:22:36.421        |
| 13 -                      | <b>31.764</b> | 48.972                   | 24.555        | 1:45.291            | 83.19        | 2.636 | 18:24:21.712        |

# Modified Ford Series

## RACE 17 - 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

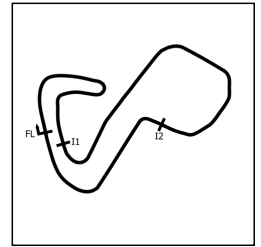
| <b>P7 29 B</b>            |               | <b>Mike THURLEY</b>      |               | <b>Ford Escort MK1 Zakspeed</b> |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.626 |               | BEST LAP TIME : 1:42.865 |               | DIFFERENCE : 0.239              |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 46.962                   | <b>24.522</b> | 1:52.212                        | 78.06        | 9.347 | 18:03:40.366        |
| 2 -                       | <b>31.676</b> | 46.647                   | 24.542        | <b>1:42.865 (1)</b>             | <b>85.15</b> |       | <b>18:05:23.231</b> |
| 3 -                       | 32.276        | 46.625                   | 24.726        | 1:43.627                        | 84.53        | 0.762 | 18:07:06.858        |
| 4 -                       | 31.891        | <b>46.428</b>            | 24.761        | 1:43.080 (2)                    | 84.98        | 0.215 | 18:08:49.938        |
| 5 -                       | 32.060        | 48.456                   | 25.218        | 1:45.734                        | 82.84        | 2.869 | 18:10:35.672        |
| 6 -                       | 31.999        | 47.244                   | 25.348        | 1:44.591                        | 83.75        | 1.726 | 18:12:20.263        |
| 7 -                       | 32.053        | 46.747                   | 25.119        | 1:43.919                        | 84.29        | 1.054 | 18:14:04.182        |
| 8 -                       | 32.548        | 47.958                   | 24.601        | 1:45.107                        | 83.34        | 2.242 | 18:15:49.289        |
| 9 -                       | 32.304        | 46.461                   | 24.861        | 1:43.626 (3)                    | 84.53        | 0.761 | 18:17:32.915        |
| 10 -                      | 32.606        | 47.171                   | 24.834        | 1:44.611                        | 83.73        | 1.746 | 18:19:17.526        |
| 11 -                      | 32.236        | 47.463                   | 24.670        | 1:44.369                        | 83.93        | 1.504 | 18:21:01.895        |
| 12 -                      | 32.372        | 48.171                   | 24.569        | 1:45.112                        | 83.33        | 2.247 | 18:22:47.007        |
| 13 -                      | 32.282        | 48.006                   | 25.122        | 1:45.410                        | 83.10        | 2.545 | 18:24:32.417        |

| <b>P8 5 B+</b>            |               | <b>Wayne CRABTREE</b>    |               | <b>Ford Escort MK1</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.065 |               | BEST LAP TIME : 1:43.528 |               | DIFFERENCE : 0.463     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 47.999                   | 25.165        | 1:54.181               | 76.71        | 10.653 | 18:03:42.335        |
| 2 -                       | <b>32.404</b> | 46.504                   | 24.920        | 1:43.828               | 84.36        | 0.300  | 18:05:26.163        |
| 3 -                       | 32.671        | 46.509                   | 25.282        | 1:44.462               | 83.85        | 0.934  | 18:07:10.625        |
| 4 -                       | 33.324        | 46.535                   | 24.821        | 1:44.680               | 83.68        | 1.152  | 18:08:55.305        |
| 5 -                       | 32.581        | 46.122                   | 24.988        | 1:43.691 (2)           | 84.48        | 0.163  | 18:10:38.996        |
| 6 -                       | 32.676        | 46.238                   | 24.784        | 1:43.698 (3)           | 84.47        | 0.170  | 18:12:22.694        |
| 7 -                       | 32.995        | 46.310                   | 24.715        | 1:44.020               | 84.21        | 0.492  | 18:14:06.714        |
| 8 -                       | 32.625        | 46.310                   | 24.779        | 1:43.714               | 84.46        | 0.186  | 18:15:50.428        |
| 9 -                       | 33.141        | 46.257                   | 24.854        | 1:44.252               | 84.02        | 0.724  | 18:17:34.680        |
| 10 -                      | 32.895        | 46.500                   | <b>24.642</b> | 1:44.037               | 84.19        | 0.509  | 18:19:18.717        |
| 11 -                      | 32.787        | <b>46.019</b>            | 24.722        | <b>1:43.528 (1)</b>    | <b>84.61</b> |        | <b>18:21:02.245</b> |
| 12 -                      | 33.226        | 47.350                   | 24.656        | 1:45.232               | 83.24        | 1.704  | 18:22:47.477        |
| 13 -                      | 32.852        | 47.319                   | 25.154        | 1:45.325               | 83.16        | 1.797  | 18:24:32.802        |

| <b>P9 16 B</b>            |               | <b>Chris BAKER</b>       |               | <b>Ford Escort MK3 RS1600i</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.852 |               | BEST LAP TIME : 1:43.649 |               | DIFFERENCE : 0.797             |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.122                   | 25.599        | 1:57.581                       | 74.50        | 13.932 | 18:03:45.735        |
| 2 -                       | 33.152        | 46.700                   | 25.097        | 1:44.949                       | 83.46        | 1.300  | 18:05:30.684        |
| 3 -                       | 33.876        | 46.425                   | <b>24.466</b> | 1:44.767                       | 83.61        | 1.118  | 18:07:15.451        |
| 4 -                       | 33.126        | 46.244                   | 24.964        | 1:44.334                       | 83.95        | 0.685  | 18:08:59.785        |
| 5 -                       | 33.348        | 46.743                   | 24.691        | 1:44.782                       | 83.60        | 1.133  | 18:10:44.567        |
| 6 -                       | <b>32.594</b> | 46.023                   | 25.371        | 1:43.988                       | 84.23        | 0.339  | 18:12:28.555        |
| 7 -                       | 33.305        | 46.128                   | 24.478        | 1:43.911 (3)                   | 84.30        | 0.262  | 18:14:12.466        |
| 8 -                       | 32.822        | 46.070                   | 25.563        | 1:44.455                       | 83.86        | 0.806  | 18:15:56.921        |
| 9 -                       | 32.811        | 46.507                   | 25.466        | 1:44.784                       | 83.59        | 1.135  | 18:17:41.705        |
| 10 -                      | 32.920        | 46.228                   | 24.501        | <b>1:43.649 (1)</b>            | <b>84.51</b> |        | <b>18:19:25.354</b> |
| 11 -                      | 32.922        | <b>45.792</b>            | 25.016        | 1:43.730 (2)                   | 84.44        | 0.081  | 18:21:09.084        |
| 12 -                      | 33.187        | 46.663                   | 25.000        | 1:44.850                       | 83.54        | 1.201  | 18:22:53.934        |
| 13 -                      | 33.509        | 48.895                   | 24.948        | 1:47.352                       | 81.59        | 3.703  | 18:24:41.286        |

# Modified Ford Series

## RACE 17 - 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

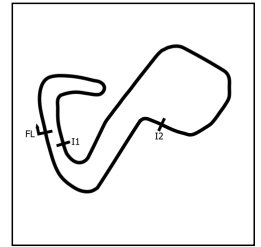
| P10 33 B+                 |               | Paul NEVILL              |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.480 |               | BEST LAP TIME : 1:42.507 |               | DIFFERENCE : 0.027  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 55.839                   | 25.511        | 2:08.218            | 68.31        | 25.711 | 18:03:56.372        |
| 2 -                       | 34.312        | 49.361                   | 24.667        | 1:48.340            | 80.85        | 5.833  | 18:05:44.712        |
| 3 -                       | 33.659        | 47.380                   | 24.716        | 1:45.755            | 82.83        | 3.248  | 18:07:30.467        |
| 4 -                       | 33.933        | 47.700                   | 24.675        | 1:46.308            | 82.40        | 3.801  | 18:09:16.775        |
| 5 -                       | 33.021        | 46.436                   | 24.230        | 1:43.687            | 84.48        | 1.180  | 18:11:00.462        |
| 6 -                       | 32.877        | 45.949                   | 24.321        | 1:43.147            | 84.92        | 0.640  | 18:12:43.609        |
| 7 -                       | 32.903        | 46.233                   | 24.395        | 1:43.531            | 84.61        | 1.024  | 18:14:27.140        |
| 8 -                       | 32.769        | <b>45.582</b>            | <b>24.156</b> | <b>1:42.507 (1)</b> | <b>85.45</b> |        | <b>18:16:09.647</b> |
| 9 -                       | 33.285        | 46.827                   | 24.435        | 1:44.547            | 83.78        | 2.040  | 18:17:54.194        |
| 10 -                      | 33.282        | 46.093                   | 24.919        | 1:44.294            | 83.99        | 1.787  | 18:19:38.488        |
| 11 -                      | <b>32.742</b> | 46.017                   | 24.284        | 1:43.043 (2)        | 85.01        | 0.536  | 18:21:21.531        |
| 12 -                      | 32.803        | 45.788                   | 24.507        | 1:43.098 (3)        | 84.96        | 0.591  | 18:23:04.629        |
| 13 -                      | 33.280        | 47.460                   | 24.470        | 1:45.210            | 83.26        | 2.703  | 18:24:49.839        |

| P11 771 C                 |               | Nick PROUDLOCK           |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.693 |               | BEST LAP TIME : 1:44.135 |               | DIFFERENCE : 0.442  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 48.203                   | 25.744        | 1:56.214            | 75.37        | 12.079 | 18:03:44.368        |
| 2 -                       | 32.910        | 46.575                   | 26.174        | 1:45.659            | 82.90        | 1.524  | 18:05:30.027        |
| 3 -                       | 33.304        | 46.756                   | 25.088        | 1:45.148            | 83.30        | 1.013  | 18:07:15.175        |
| 4 -                       | <b>32.391</b> | 46.866                   | 25.527        | 1:44.784 (2)        | 83.59        | 0.649  | 18:08:59.959        |
| 5 -                       | 32.656        | 46.599                   | <b>24.880</b> | <b>1:44.135 (1)</b> | <b>84.12</b> |        | <b>18:10:44.094</b> |
| 6 -                       | 32.417        | <b>46.422</b>            | 26.186        | 1:45.025 (3)        | 83.40        | 0.890  | 18:12:29.119        |
| 7 -                       | 33.539        | 47.048                   | 25.686        | 1:46.273            | 82.42        | 2.138  | 18:14:15.392        |
| 8 -                       | 32.972        | 47.321                   | 25.957        | 1:46.250            | 82.44        | 2.115  | 18:16:01.642        |
| 9 -                       | 33.049        | 47.440                   | 25.714        | 1:46.203            | 82.48        | 2.068  | 18:17:47.845        |
| 10 -                      | 32.762        | 47.988                   | 25.519        | 1:46.269            | 82.43        | 2.134  | 18:19:34.114        |
| 11 -                      | 33.105        | 46.864                   | 25.342        | 1:45.311            | 83.18        | 1.176  | 18:21:19.425        |
| 12 -                      | 32.591        | 47.467                   | 25.313        | 1:45.371            | 83.13        | 1.236  | 18:23:04.796        |
| 13 -                      | 35.980        | 48.325                   | 25.774        | 1:50.079            | 79.57        | 5.944  | 18:24:54.875        |

| P12 52 A                  |               | Ralph HIGSON             |               | Ford Focus MK1      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.828 |               | BEST LAP TIME : 1:45.166 |               | DIFFERENCE : 0.338  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.226                   | 25.167        | 1:58.200            | 74.11        | 13.034 | 18:03:46.354        |
| 2 -                       | 33.996        | 47.297                   | <b>24.311</b> | 1:45.604            | 82.94        | 0.438  | 18:05:31.958        |
| 3 -                       | 33.634        | 47.334                   | 24.609        | 1:45.577 (3)        | 82.97        | 0.411  | 18:07:17.535        |
| 4 -                       | 33.685        | 47.629                   | 24.742        | 1:46.056            | 82.59        | 0.890  | 18:09:03.591        |
| 5 -                       | 34.113        | 48.077                   | 24.518        | 1:46.708            | 82.09        | 1.542  | 18:10:50.299        |
| 6 -                       | 33.965        | 47.891                   | 24.697        | 1:46.553            | 82.21        | 1.387  | 18:12:36.852        |
| 7 -                       | 33.666        | 47.780                   | 25.086        | 1:46.532            | 82.22        | 1.366  | 18:14:23.384        |
| 8 -                       | 33.990        | <b>46.973</b>            | 24.530        | 1:45.493 (2)        | 83.03        | 0.327  | 18:16:08.877        |
| 9 -                       | <b>33.544</b> | 47.052                   | 24.570        | <b>1:45.166 (1)</b> | <b>83.29</b> |        | <b>18:17:54.043</b> |
| 10 -                      | 34.207        | 47.495                   | 24.745        | 1:46.447            | 82.29        | 1.281  | 18:19:40.490        |
| 11 -                      | 33.891        | 47.486                   | 24.928        | 1:46.305            | 82.40        | 1.139  | 18:21:26.795        |
| 12 -                      | 33.781        | 49.912                   | 24.850        | 1:48.543            | 80.70        | 3.377  | 18:23:15.338        |
| 13 -                      | 34.442        | 49.656                   | 24.870        | 1:48.968            | 80.38        | 3.802  | 18:25:04.306        |

## Modified Ford Series

### RACE 17 - 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 612 B+                |               | Cliff PELLIN             |               | Ford Fiesta MK8     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.556 |               | BEST LAP TIME : 1:46.040 |               | DIFFERENCE : 0.484  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 49.290                   | 25.962        | 1:58.259            | 74.07        | 12.219 | 18:03:46.413        |
| 2 -                       | 33.498        | 48.110                   | 25.656        | 1:47.264            | 81.66        | 1.224  | 18:05:33.677        |
| 3 -                       | 33.530        | 47.991                   | 25.408        | 1:46.929            | 81.92        | 0.889  | 18:07:20.606        |
| 4 -                       | 33.831        | 48.145                   | 25.547        | 1:47.523            | 81.46        | 1.483  | 18:09:08.129        |
| 5 -                       | 33.421        | 49.555                   | 25.528        | 1:48.504            | 80.73        | 2.464  | 18:10:56.633        |
| 6 -                       | <b>33.076</b> | 47.852                   | 25.324        | 1:46.252            | 82.44        | 0.212  | 18:12:42.885        |
| 7 -                       | 33.279        | 47.661                   | 25.241        | 1:46.181 (3)        | 82.49        | 0.141  | 18:14:29.066        |
| 8 -                       | 33.144        | 47.534                   | 25.382        | 1:46.060 (2)        | 82.59        | 0.020  | 18:16:15.126        |
| 9 -                       | 33.306        | 47.507                   | <b>25.227</b> | <b>1:46.040 (1)</b> | <b>82.60</b> |        | <b>18:18:01.166</b> |
| 10 -                      | 33.433        | 47.838                   | 25.316        | 1:46.587            | 82.18        | 0.547  | 18:19:47.753        |
| 11 -                      | 33.409        | <b>47.253</b>            | 25.794        | 1:46.456            | 82.28        | 0.416  | 18:21:34.209        |
| 12 -                      | 33.470        | 49.802                   | 25.532        | 1:48.804            | 80.51        | 2.764  | 18:23:23.013        |
| 13 -                      | 33.957        | 51.385                   | 26.490        | 1:51.832            | 78.33        | 5.792  | 18:25:14.845        |

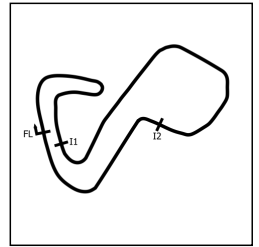
| P14 14 A                  |               | Malcolm WISE             |               | Ford Sapphire Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.786 |               | BEST LAP TIME : 1:47.668 |               | DIFFERENCE : 0.882     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.784                   | 26.192        | 2:01.186               | 72.28        | 13.518 | 18:03:49.340        |
| 2 -                       | <b>33.571</b> | 49.727                   | 25.652        | 1:48.950               | 80.40        | 1.282  | 18:05:38.290        |
| 3 -                       | 34.761        | 50.541                   | <b>24.758</b> | 1:50.060               | 79.59        | 2.392  | 18:07:28.350        |
| 4 -                       | 35.334        | 50.014                   | 25.157        | 1:50.505               | 79.27        | 2.837  | 18:09:18.855        |
| 5 -                       | 33.609        | <b>48.457</b>            | 25.602        | <b>1:47.668 (1)</b>    | <b>81.35</b> |        | <b>18:11:06.523</b> |
| 6 -                       | 33.922        | 49.102                   | 25.603        | 1:48.627 (2)           | 80.64        | 0.959  | 18:12:55.150        |
| 7 -                       | 33.946        | 49.835                   | 25.737        | 1:49.518               | 79.98        | 1.850  | 18:14:44.668        |
| 8 -                       | 34.238        | 49.707                   | 26.023        | 1:49.968               | 79.65        | 2.300  | 18:16:34.636        |
| 9 -                       | 34.213        | 51.202                   | 25.777        | 1:51.192               | 78.78        | 3.524  | 18:18:25.828        |
| 10 -                      | 34.158        | 49.158                   | 25.569        | 1:48.885               | 80.45        | 1.217  | 18:20:14.713        |
| 11 -                      | 33.846        | 49.348                   | 25.472        | 1:48.666 (3)           | 80.61        | 0.998  | 18:22:03.379        |
| 12 -                      | 34.616        | 51.637                   | 25.800        | 1:52.053               | 78.17        | 4.385  | 18:23:55.432        |

| P15 125 B+                |               | Dan COWAN                |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.960 |               | BEST LAP TIME : 1:48.125 |               | DIFFERENCE : 0.165  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.363                   | 25.791        | 1:59.395            | 73.36        | 11.270 | 18:03:47.549        |
| 2 -                       | 34.104        | 49.273                   | 26.295        | 1:49.672            | 79.87        | 1.547  | 18:05:37.221        |
| 3 -                       | 34.599        | 49.262                   | 26.232        | 1:50.093            | 79.56        | 1.968  | 18:07:27.314        |
| 4 -                       | 34.164        | 49.713                   | 26.131        | 1:50.008            | 79.62        | 1.883  | 18:09:17.322        |
| 5 -                       | 33.890        | 50.282                   | 26.135        | 1:50.307            | 79.41        | 2.182  | 18:11:07.629        |
| 6 -                       | <b>33.570</b> | 49.664                   | 25.931        | 1:49.165            | 80.24        | 1.040  | 18:12:56.794        |
| 7 -                       | 33.965        | 50.285                   | 25.771        | 1:50.021            | 79.61        | 1.896  | 18:14:46.815        |
| 8 -                       | 34.134        | 48.842                   | 26.082        | 1:49.058 (3)        | 80.32        | 0.933  | 18:16:35.873        |
| 9 -                       | 34.461        | 50.377                   | 26.708        | 1:51.546            | 78.53        | 3.421  | 18:18:27.419        |
| 10 -                      | 33.910        | 48.894                   | <b>25.716</b> | 1:48.520 (2)        | 80.72        | 0.395  | 18:20:15.940        |
| 11 -                      | 33.723        | <b>48.674</b>            | <b>25.728</b> | <b>1:48.125 (1)</b> | <b>81.01</b> |        | <b>18:22:04.065</b> |
| 12 -                      | 34.387        | 53.817                   | 25.899        | 1:54.103            | 76.77        | 5.978  | 18:23:58.168        |



# Modified Ford Series

## RACE 17 - 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

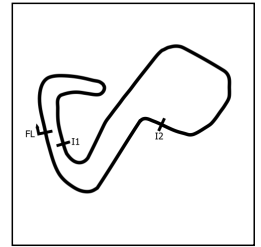
| P16 96 B+                 |               | Nigel CRAIG              |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.879 |               | BEST LAP TIME : 1:48.405 |               | DIFFERENCE : 0.526  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 51.257                   | 26.042        | 2:02.584            | 71.45        | 14.179 | 18:03:50.738        |
| 2 -                       | 34.443        | 49.173                   | 25.864        | 1:49.480            | 80.01        | 1.075  | 18:05:40.218        |
| 3 -                       | 34.288        | 50.147                   | 25.781        | 1:50.216            | 79.47        | 1.811  | 18:07:30.434        |
| 4 -                       | 34.803        | 49.836                   | <b>25.591</b> | 1:50.230            | 79.46        | 1.825  | 18:09:20.664        |
| 5 -                       | <b>33.629</b> | <b>48.659</b>            | 26.124        | 1:48.412 (2)        | 80.80        | 0.007  | 18:11:09.076        |
| 6 -                       | 33.932        | 49.047                   | 25.683        | 1:48.662 (3)        | 80.61        | 0.257  | 18:12:57.738        |
| 7 -                       | 33.670        | 49.078                   | 25.657        | <b>1:48.405 (1)</b> | <b>80.80</b> |        | <b>18:14:46.143</b> |
| 8 -                       | 33.650        | 49.121                   | 26.082        | 1:48.853            | 80.47        | 0.448  | 18:16:34.996        |
| 9 -                       | 34.392        | 50.977                   | 26.057        | 1:51.426            | 78.61        | 3.021  | 18:18:26.422        |
| 10 -                      | 34.144        | 49.204                   | 25.910        | 1:49.258            | 80.17        | 0.853  | 18:20:15.680        |
| 11 -                      | 34.343        | 49.504                   | 26.257        | 1:50.104            | 79.55        | 1.699  | 18:22:05.784        |
| 12 -                      | 35.424        | 50.654                   | 26.720        | 1:52.798            | 77.65        | 4.393  | 18:23:58.582        |

| P17 40 B                  |               | Steve CRIPPS             |               | Ford Escort MK2     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.373 |               | BEST LAP TIME : 1:48.509 |               | DIFFERENCE : 0.136  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.223                   | 26.780        | 2:02.152            | 71.71        | 13.643 | 18:03:50.306        |
| 2 -                       | 34.206        | 48.750                   | 26.098        | 1:49.054 (3)        | 80.32        | 0.545  | 18:05:39.360        |
| 3 -                       | 34.247        | 50.397                   | 25.979        | 1:50.623            | 79.18        | 2.114  | 18:07:29.983        |
| 4 -                       | 34.573        | 49.616                   | 26.299        | 1:50.488            | 79.28        | 1.979  | 18:09:20.471        |
| 5 -                       | <b>34.119</b> | 48.843                   | 26.677        | 1:49.639            | 79.89        | 1.130  | 18:11:10.110        |
| 6 -                       | 34.255        | <b>48.431</b>            | <b>25.823</b> | <b>1:48.509 (1)</b> | <b>80.72</b> |        | <b>18:12:58.619</b> |
| 7 -                       | 34.201        | 48.680                   | 26.128        | 1:49.009 (2)        | 80.35        | 0.500  | 18:14:47.628        |
| 8 -                       | 34.533        | 48.750                   | 25.865        | 1:49.148            | 80.25        | 0.639  | 18:16:36.776        |
| 9 -                       | 34.138        | 50.072                   | 27.527        | 1:51.737            | 78.39        | 3.228  | 18:18:28.513        |
| 10 -                      | 34.793        | 49.253                   | 26.320        | 1:50.366            | 79.37        | 1.857  | 18:20:18.879        |
| 11 -                      | 34.521        | 49.723                   | 26.197        | 1:50.441            | 79.31        | 1.932  | 18:22:09.320        |
| 12 -                      | 34.147        | 49.582                   | 25.954        | 1:49.683            | 79.86        | 1.174  | 18:23:59.003        |

| P18 124 C                 |               | Alex BOAM                |               | Ford Fiesta 2006    |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.882 |               | BEST LAP TIME : 1:47.282 |               | DIFFERENCE : 0.400  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.864                   | 26.966        | 2:04.700            | 70.24        | 17.418 | 18:03:52.854        |
| 2 -                       | 34.386        | 49.463                   | 26.135        | 1:49.984            | 79.64        | 2.702  | 18:05:42.838        |
| 3 -                       | 34.117        | 49.985                   | 27.037        | 1:51.139            | 78.81        | 3.857  | 18:07:33.977        |
| 4 -                       | 33.995        | 50.445                   | 25.919        | 1:50.359            | 79.37        | 3.077  | 18:09:24.336        |
| 5 -                       | 33.696        | 49.256                   | 26.460        | 1:49.412            | 80.06        | 2.130  | 18:11:13.748        |
| 6 -                       | 33.869        | 48.847                   | 25.917        | 1:48.633            | 80.63        | 1.351  | 18:13:02.381        |
| 7 -                       | 33.690        | <b>47.915</b>            | 25.677        | <b>1:47.282 (1)</b> | <b>81.65</b> |        | <b>18:14:49.663</b> |
| 8 -                       | 33.397        | 48.756                   | <b>25.607</b> | 1:47.760 (2)        | 81.29        | 0.478  | 18:16:37.423        |
| 9 -                       | 34.005        | 49.909                   | 27.619        | 1:51.533            | 78.54        | 4.251  | 18:18:28.956        |
| 10 -                      | 35.711        | 48.373                   | 25.990        | 1:50.074            | 79.58        | 2.792  | 18:20:19.030        |
| 11 -                      | <b>33.360</b> | 48.434                   | 26.021        | 1:47.815 (3)        | 81.24        | 0.533  | 18:22:06.845        |
| 12 -                      | 34.507        | 51.418                   | 26.271        | 1:52.196            | 78.07        | 4.914  | 18:23:59.041        |

# Modified Ford Series

## RACE 17 - 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 231 A                 |               | Jeremy SUTTON            |               | Ford Sierra Cosworth |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.148 |               | BEST LAP TIME : 1:46.296 |               | DIFFERENCE : 0.148   |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 54.391                   | 26.830        | 2:12.417             | 66.15        | 26.121 | 18:04:00.571        |
| 2 -                       | 35.132        | 51.107                   | 26.224        | 1:52.463             | 77.89        | 6.167  | 18:05:53.034        |
| 3 -                       | 35.742        | 48.653                   | 26.485        | 1:50.880             | 79.00        | 4.584  | 18:07:43.914        |
| 4 -                       | 34.390        | 48.212                   | 25.365        | 1:47.967 (3)         | 81.13        | 1.671  | 18:09:31.881        |
| 5 -                       | 34.186        | 48.939                   | 25.888        | 1:49.013             | 80.35        | 2.717  | 18:11:20.894        |
| 6 -                       | 34.806        | 48.443                   | 25.172        | 1:48.421             | 80.79        | 2.125  | 18:13:09.315        |
| 7 -                       | 33.995        | 47.577                   | <b>24.724</b> | <b>1:46.296 (1)</b>  | <b>82.40</b> |        | <b>18:14:55.611</b> |
| 8 -                       | <b>33.954</b> | <b>47.470</b>            | 27.046        | 1:48.470             | 80.75        | 2.174  | 18:16:44.081        |
| 9 -                       | 34.810        | 49.277                   | 25.068        | 1:49.155             | 80.25        | 2.859  | 18:18:33.236        |
| 10 -                      | 34.643        | 48.094                   | 24.927        | 1:47.664 (2)         | 81.36        | 1.368  | 18:20:20.900        |
| 11 -                      | 35.040        | 50.738                   | 25.157        | 1:50.935             | 78.96        | 4.639  | 18:22:11.835        |
| 12 -                      | 34.480        | 48.762                   | 24.739        | 1:47.981             | 81.12        | 1.685  | 18:23:59.816        |

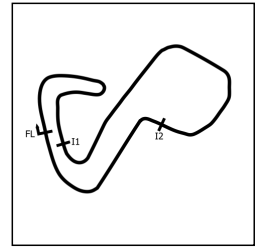
| P20 36 B                  |               | Gary JOHNSON             |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.295 |               | BEST LAP TIME : 1:48.794 |               | DIFFERENCE : 0.499  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 51.716                   | 26.475        | 2:04.007            | 70.63        | 15.213 | 18:03:52.161        |
| 2 -                       | 34.490        | 49.308                   | 26.313        | 1:50.111            | 79.55        | 1.317  | 18:05:42.272        |
| 3 -                       | 34.263        | 50.165                   | 26.784        | 1:51.212            | 78.76        | 2.418  | 18:07:33.484        |
| 4 -                       | 34.183        | 50.273                   | 25.718        | 1:50.174            | 79.50        | 1.380  | 18:09:23.658        |
| 5 -                       | 33.930        | 49.194                   | 26.531        | 1:49.655            | 79.88        | 0.861  | 18:11:13.313        |
| 6 -                       | 33.938        | <b>48.805</b>            | 26.170        | 1:48.913 (2)        | 80.42        | 0.119  | 18:13:02.226        |
| 7 -                       | 34.639        | 48.941                   | 25.842        | 1:49.422            | 80.05        | 0.628  | 18:14:51.648        |
| 8 -                       | 33.929        | 49.006                   | 26.333        | 1:49.268 (3)        | 80.16        | 0.474  | 18:16:40.916        |
| 9 -                       | 34.299        | 49.349                   | 27.043        | 1:50.691            | 79.13        | 1.897  | 18:18:31.607        |
| 10 -                      | 33.891        | 49.246                   | <b>25.657</b> | <b>1:48.794 (1)</b> | <b>80.51</b> |        | <b>18:20:20.401</b> |
| 11 -                      | 34.576        | 49.253                   | 26.039        | 1:49.868            | 79.73        | 1.074  | 18:22:10.269        |
| 12 -                      | <b>33.833</b> | 49.901                   | 25.828        | 1:49.562            | 79.95        | 0.768  | 18:23:59.831        |

| P21 75 C                  |               | Gary LITTLEWOOD          |               | Ford Fiesta SE      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.349 |               | BEST LAP TIME : 1:50.102 |               | DIFFERENCE : 0.753  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.600                   | 27.029        | 2:06.004            | 69.52        | 15.902 | 18:03:54.158        |
| 2 -                       | 34.751        | 50.845                   | 26.323        | 1:51.919            | 78.26        | 1.817  | 18:05:46.077        |
| 3 -                       | 34.533        | 50.320                   | 26.569        | 1:51.422            | 78.61        | 1.320  | 18:07:37.499        |
| 4 -                       | 34.916        | 50.269                   | 26.353        | 1:51.538            | 78.53        | 1.436  | 18:09:29.037        |
| 5 -                       | 34.510        | 50.468                   | 26.488        | 1:51.466            | 78.58        | 1.364  | 18:11:20.503        |
| 6 -                       | 34.703        | 49.845                   | <b>26.045</b> | 1:50.593 (3)        | 79.20        | 0.491  | 18:13:11.096        |
| 7 -                       | 34.370        | 49.571                   | 26.161        | <b>1:50.102 (1)</b> | <b>79.56</b> |        | <b>18:15:01.198</b> |
| 8 -                       | 34.748        | <b>49.354</b>            | 26.420        | 1:50.522 (2)        | 79.25        | 0.420  | 18:16:51.720        |
| 9 -                       | <b>33.950</b> | 50.250                   | 26.462        | 1:50.662            | 79.15        | 0.560  | 18:18:42.382        |
| 10 -                      | 34.536        | 49.846                   | 26.567        | 1:50.949            | 78.95        | 0.847  | 18:20:33.331        |
| 11 -                      | 34.524        | 50.599                   | 26.634        | 1:51.757            | 78.38        | 1.655  | 18:22:25.088        |
| 12 -                      | 34.869        | 52.243                   | 26.687        | 1:53.799            | 76.97        | 3.697  | 18:24:18.887        |

# Modified Ford Series

## RACE 17 - 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 134 B                 |               | Jason STONE              |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.856 |               | BEST LAP TIME : 1:49.856 |               | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.510                   | 26.863        | 2:06.272            | 69.37        | 16.416 | 18:03:54.426        |
| 2 -                       | 35.223        | 51.237                   | 26.990        | 1:53.450            | 77.21        | 3.594  | 18:05:47.876        |
| 3 -                       | 34.899        | 50.296                   | 26.305        | 1:51.500            | 78.56        | 1.644  | 18:07:39.376        |
| 4 -                       | 34.393        | 50.010                   | 26.410        | 1:50.813 (3)        | 79.05        | 0.957  | 18:09:30.189        |
| 5 -                       | 34.439        | 51.391                   | 26.595        | 1:52.425            | 77.91        | 2.569  | 18:11:22.614        |
| 6 -                       | 34.320        | 49.985                   | 26.242        | 1:50.547 (2)        | 79.24        | 0.691  | 18:13:13.161        |
| 7 -                       | <b>34.265</b> | <b>49.432</b>            | <b>26.159</b> | <b>1:49.856 (1)</b> | <b>79.73</b> |        | <b>18:15:03.017</b> |
| 8 -                       | 34.448        | 50.501                   | 26.453        | 1:51.402            | 78.63        | 1.546  | 18:16:54.419        |
| 9 -                       | 34.594        | 50.324                   | 26.470        | 1:51.388            | 78.64        | 1.532  | 18:18:45.807        |
| 10 -                      | 34.591        | 51.095                   | 26.659        | 1:52.345            | 77.97        | 2.489  | 18:20:38.152        |
| 11 -                      | 35.157        | 50.792                   | 26.799        | 1:52.748            | 77.69        | 2.892  | 18:22:30.900        |
| 12 -                      | 34.478        | 52.493                   | 26.955        | 1:53.926            | 76.89        | 4.070  | 18:24:24.826        |

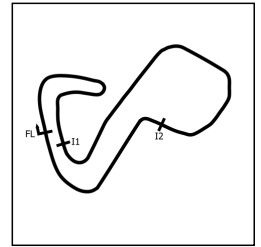
| P23 13 C                  |               | Dave BARRETT             |               | Ford Fiesta MK4     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.445 |               | BEST LAP TIME : 1:51.046 |               | DIFFERENCE : 0.601  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 53.837                   | 27.117        | 2:09.215            | 67.79        | 18.169 | 18:03:57.369        |
| 2 -                       | 35.751        | 51.122                   | 26.594        | 1:53.467            | 77.20        | 2.421  | 18:05:50.836        |
| 3 -                       | 35.190        | 50.499                   | 26.681        | 1:52.370            | 77.95        | 1.324  | 18:07:43.206        |
| 4 -                       | 35.210        | 50.757                   | 26.774        | 1:52.741            | 77.69        | 1.695  | 18:09:35.947        |
| 5 -                       | 35.103        | 50.139                   | <b>26.424</b> | 1:51.666            | 78.44        | 0.620  | 18:11:27.613        |
| 6 -                       | 34.748        | <b>49.846</b>            | 26.452        | <b>1:51.046 (1)</b> | <b>78.88</b> |        | <b>18:13:18.659</b> |
| 7 -                       | 34.507        | 51.048                   | 27.066        | 1:52.621            | 77.78        | 1.575  | 18:15:11.280        |
| 8 -                       | 34.590        | 49.868                   | 26.921        | 1:51.379 (2)        | 78.64        | 0.333  | 18:17:02.659        |
| 9 -                       | <b>34.175</b> | 51.289                   | 26.474        | 1:51.938            | 78.25        | 0.892  | 18:18:54.597        |
| 10 -                      | 34.709        | 50.117                   | 26.751        | 1:51.577 (3)        | 78.50        | 0.531  | 18:20:46.174        |
| 11 -                      | 34.898        | 50.332                   | 26.773        | 1:52.003            | 78.21        | 0.957  | 18:22:38.177        |
| 12 -                      | 34.612        | 52.842                   | 26.593        | 1:54.047            | 76.80        | 3.001  | 18:24:32.224        |

| P24 7 B                   |               | Wil ARIF                 |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.391 |               | BEST LAP TIME : 1:51.137 |               | DIFFERENCE : 0.746  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 52.602                   | 27.503        | 2:09.869            | 67.45        | 18.732 | 18:03:58.023        |
| 2 -                       | 35.486        | 51.193                   | 26.507        | 1:53.186            | 77.39        | 2.049  | 18:05:51.209        |
| 3 -                       | 35.233        | 50.484                   | 27.151        | 1:52.868            | 77.61        | 1.731  | 18:07:44.077        |
| 4 -                       | 35.519        | 49.964                   | 26.884        | 1:52.367            | 77.95        | 1.230  | 18:09:36.444        |
| 5 -                       | 34.966        | 50.392                   | <b>26.244</b> | 1:51.602 (3)        | 78.49        | 0.465  | 18:11:28.046        |
| 6 -                       | 34.796        | 49.983                   | 26.358        | <b>1:51.137 (1)</b> | <b>78.82</b> |        | <b>18:13:19.183</b> |
| 7 -                       | 34.443        | 50.882                   | 27.337        | 1:52.662            | 77.75        | 1.525  | 18:15:11.845        |
| 8 -                       | 34.385        | <b>49.870</b>            | 26.957        | 1:51.212 (2)        | 78.76        | 0.075  | 18:17:03.057        |
| 9 -                       | <b>34.277</b> | 51.132                   | 26.545        | 1:51.954            | 78.24        | 0.817  | 18:18:55.011        |
| 10 -                      | 34.710        | 50.041                   | 27.188        | 1:51.939            | 78.25        | 0.802  | 18:20:46.950        |
| 11 -                      | 34.517        | 51.657                   | 26.620        | 1:52.794            | 77.66        | 1.657  | 18:22:39.744        |
| 12 -                      | 34.288        | 52.601                   | 27.277        | 1:54.166            | 76.72        | 3.029  | 18:24:33.910        |

# Modified Ford Series

## RACE 17 - 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

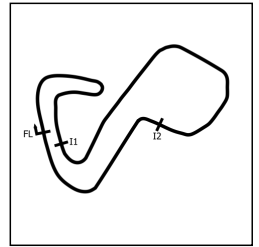
| P25 128 B                 |               | Chris SMITH              |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.435 |               | BEST LAP TIME : 1:51.763 |               | DIFFERENCE : 0.328  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 54.219                   | 26.922        | 2:11.517            | 66.60        | 19.754 | 18:03:59.671        |
| 2 -                       | 35.893        | 52.432                   | 26.949        | 1:55.274            | 75.99        | 3.511  | 18:05:54.945        |
| 3 -                       | 35.278        | 51.963                   | 26.815        | 1:54.056            | 76.80        | 2.293  | 18:07:49.001        |
| 4 -                       | 35.648        | 51.265                   | 27.077        | 1:53.990            | 76.84        | 2.227  | 18:09:42.991        |
| 5 -                       | 34.912        | 51.584                   | 27.015        | 1:53.511            | 77.17        | 1.748  | 18:11:36.502        |
| 6 -                       | <b>34.752</b> | 52.431                   | 27.237        | 1:54.420            | 76.55        | 2.657  | 18:13:30.922        |
| 7 -                       | 34.829        | 50.686                   | 26.820        | 1:52.335 (2)        | 77.97        | 0.572  | 18:15:23.257        |
| 8 -                       | 34.919        | 51.122                   | 26.550        | 1:52.591 (3)        | 77.80        | 0.828  | 18:17:15.848        |
| 9 -                       | 35.271        | 51.148                   | 26.786        | 1:53.205            | 77.38        | 1.442  | 18:19:09.053        |
| 10 -                      | 35.080        | <b>50.379</b>            | <b>26.304</b> | <b>1:51.763 (1)</b> | <b>78.37</b> |        | <b>18:21:00.816</b> |
| 11 -                      | 35.486        | 51.316                   | 26.544        | 1:53.346            | 77.28        | 1.583  | 18:22:54.162        |
| 12 -                      | 35.145        | 52.316                   | 26.604        | 1:54.065            | 76.79        | 2.302  | 18:24:48.227        |

| P26 49 SA                 |               | Piers WARWICK            |               | Ford Escort MK1     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.917 |               | BEST LAP TIME : 1:51.761 |               | DIFFERENCE : 0.844  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 56.514                   | 27.353        | 2:14.086            | 65.32        | 22.325 | 18:04:02.240        |
| 2 -                       | 36.437        | 50.902                   | 26.525        | 1:53.864            | 76.93        | 2.103  | 18:05:56.104        |
| 3 -                       | 35.145        | 52.076                   | 26.534        | 1:53.755            | 77.00        | 1.994  | 18:07:49.859        |
| 4 -                       | 35.869        | 51.439                   | 26.887        | 1:54.195            | 76.70        | 2.434  | 18:09:44.054        |
| 5 -                       | 35.560        | 50.392                   | 26.922        | 1:52.874            | 77.60        | 1.113  | 18:11:36.928        |
| 6 -                       | 35.051        | 52.472                   | 27.135        | 1:54.658            | 76.39        | 2.897  | 18:13:31.586        |
| 7 -                       | 34.672        | 50.661                   | 27.173        | 1:52.506 (3)        | 77.86        | 0.745  | 18:15:24.092        |
| 8 -                       | <b>34.508</b> | 51.095                   | 26.705        | 1:52.308 (2)        | 77.99        | 0.547  | 18:17:16.400        |
| 9 -                       | 35.356        | 51.109                   | 26.743        | 1:53.208            | 77.37        | 1.447  | 18:19:09.608        |
| 10 -                      | 35.352        | <b>50.078</b>            | <b>26.331</b> | <b>1:51.761 (1)</b> | <b>78.38</b> |        | <b>18:21:01.369</b> |
| 11 -                      | 37.123        | 50.542                   | 27.294        | 1:54.959            | 76.19        | 3.198  | 18:22:56.328        |
| 12 -                      | 35.084        | 51.265                   | 26.345        | 1:52.694            | 77.73        | 0.933  | 18:24:49.022        |

| P27 97 B                  |               | Andy STENNING            |               | Ford Fiesta ST150   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.983 |               | BEST LAP TIME : 1:52.042 |               | DIFFERENCE : 0.059  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 54.350                   | 27.636        | 2:10.861            | 66.93        | 18.819 | 18:03:59.015        |
| 2 -                       | 34.933        | 52.504                   | 27.657        | 1:55.094            | 76.11        | 3.052  | 18:05:54.109        |
| 3 -                       | 35.621        | 52.886                   | 27.089        | 1:55.596            | 75.77        | 3.554  | 18:07:49.705        |
| 4 -                       | 35.730        | 52.182                   | 27.131        | 1:55.043            | 76.14        | 3.001  | 18:09:44.748        |
| 5 -                       | 35.327        | 52.191                   | 27.262        | 1:54.780            | 76.31        | 2.738  | 18:11:39.528        |
| 6 -                       | 34.923        | 51.175                   | 27.828        | 1:53.926            | 76.89        | 1.884  | 18:13:33.454        |
| 7 -                       | 34.518        | 51.650                   | 27.376        | 1:53.544            | 77.14        | 1.502  | 18:15:26.998        |
| 8 -                       | 34.968        | 50.800                   | 27.157        | 1:52.925 (2)        | 77.57        | 0.883  | 18:17:19.923        |
| 9 -                       | 34.948        | 51.005                   | 27.182        | 1:53.135 (3)        | 77.42        | 1.093  | 18:19:13.058        |
| 10 -                      | 34.570        | 51.753                   | <b>26.992</b> | 1:53.315            | 77.30        | 1.273  | 18:21:06.373        |
| 11 -                      | <b>34.340</b> | <b>50.651</b>            | 27.051        | <b>1:52.042 (1)</b> | <b>78.18</b> |        | <b>18:22:58.415</b> |
| 12 -                      | 34.808        | 52.402                   | 27.266        | 1:54.476            | 76.52        | 2.434  | 18:24:52.891        |

# Modified Ford Series

## RACE 17 - 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

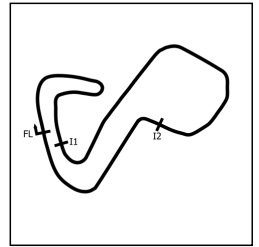
| <b>P28 94 B Mac MCCARTHY</b> |               | <b>Ford Fiesta ST150</b> |               |                     |              |        |                     |
|------------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.674    |               | BEST LAP TIME : 1:53.484 |               | DIFFERENCE : 0.810  |              |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                          |               | 52.816                   | 27.450        | 2:07.682            | 68.60        | 14.198 | 18:03:55.836        |
| 2 -                          | 36.512        | 53.369                   | 27.271        | 1:57.152            | 74.77        | 3.668  | 18:05:52.988        |
| 3 -                          | 35.936        | 51.744                   | 27.356        | 1:55.036            | 76.14        | 1.552  | 18:07:48.024        |
| 4 -                          | 36.043        | 52.564                   | 27.141        | 1:55.748            | 75.68        | 2.264  | 18:09:43.772        |
| 5 -                          | 35.664        | 51.367                   | <b>26.771</b> | 1:53.802 (2)        | 76.97        | 0.318  | 18:11:37.574        |
| 6 -                          | 35.694        | 51.830                   | 27.101        | 1:54.625            | 76.42        | 1.141  | 18:13:32.199        |
| 7 -                          | 35.417        | 51.648                   | 26.951        | 1:54.016            | 76.82        | 0.532  | 18:15:26.215        |
| 8 -                          | 36.036        | 52.238                   | 27.703        | 1:55.977            | 75.53        | 2.493  | 18:17:22.192        |
| 9 -                          | 35.322        | 51.763                   | 26.856        | 1:53.941 (3)        | 76.88        | 0.457  | 18:19:16.133        |
| <b>10 -</b>                  | <b>35.641</b> | <b>50.848</b>            | 26.995        | <b>1:53.484 (1)</b> | <b>77.19</b> |        | <b>18:21:09.617</b> |
| 11 -                         | <b>35.055</b> | 52.955                   | 27.193        | 1:55.203            | 76.03        | 1.719  | 18:23:04.820        |
| 12 -                         | 36.553        | 53.250                   | 27.085        | 1:56.888            | 74.94        | 3.404  | 18:25:01.708        |

| <b>P29 48 B Paul SOLBE</b> |               | <b>Ford Focus MK1</b>    |               |                     |              |        |                     |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.605  |               | BEST LAP TIME : 1:53.741 |               | DIFFERENCE : 0.136  |              |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                        |               | 56.438                   | 28.175        | 2:15.224            | 64.78        | 21.483 | 18:04:03.378        |
| 2 -                        | 36.089        | 53.681                   | 27.772        | 1:57.542            | 74.52        | 3.801  | 18:06:00.920        |
| 3 -                        | 36.126        | 53.270                   | 28.389        | 1:57.785            | 74.37        | 4.044  | 18:07:58.705        |
| 4 -                        | 36.303        | 52.880                   | 27.869        | 1:57.052            | 74.83        | 3.311  | 18:09:55.757        |
| 5 -                        | 36.633        | 52.430                   | 27.593        | 1:56.656            | 75.09        | 2.915  | 18:11:52.413        |
| 6 -                        | 36.054        | 54.899                   | 28.001        | 1:58.954            | 73.64        | 5.213  | 18:13:51.367        |
| 7 -                        | 36.358        | 52.590                   | 27.993        | 1:56.941            | 74.90        | 3.200  | 18:15:48.308        |
| 8 -                        | 35.864        | 51.486                   | 28.503        | 1:55.853            | 75.61        | 2.112  | 18:17:44.161        |
| 9 -                        | 35.964        | <b>51.319</b>            | 27.669        | 1:54.952 (3)        | 76.20        | 1.211  | 18:19:39.113        |
| <b>10 -</b>                | <b>35.231</b> | <b>51.319</b>            | <b>27.191</b> | <b>1:53.741 (1)</b> | <b>77.01</b> |        | <b>18:21:32.854</b> |
| 11 -                       | <b>35.095</b> | 52.143                   | 27.543        | 1:54.781 (2)        | 76.31        | 1.040  | 18:23:27.635        |
| 12 -                       | 35.408        | 51.917                   | 27.691        | 1:55.016            | 76.16        | 1.275  | 18:25:22.651        |

| <b>P30 101 B+ Malcolm HARDING</b> |               | <b>Ford Escort MK2 Zakspeed</b> |               |                     |              |       |                     |
|-----------------------------------|---------------|---------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.491         |               | BEST LAP TIME : 1:37.959        |               | DIFFERENCE : 0.468  |              |       |                     |
| LAP                               | SECTOR 1      | SECTOR 2                        | SECTOR 3      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                               |               | 44.017                          | 23.564        | 1:45.074            | 83.36        | 7.115 | 18:03:33.228        |
| 2 -                               | 31.792        | 43.786                          | <b>23.135</b> | 1:38.713 (3)        | 88.74        | 0.754 | 18:05:11.941        |
| 3 -                               | 31.444        | 43.925                          | 23.322        | 1:38.691 (2)        | 88.76        | 0.732 | 18:06:50.632        |
| 4 -                               | 31.371        | 43.884                          | 23.480        | 1:38.735            | 88.72        | 0.776 | 18:08:29.367        |
| <b>5 -</b>                        | 30.966        | <b>43.667</b>                   | 23.326        | <b>1:37.959 (1)</b> | <b>89.42</b> |       | <b>18:10:07.326</b> |
| 6 -                               | 30.892        | 44.737                          | 23.230        | 1:38.859            | 88.60        | 0.900 | 18:11:46.185        |
| 7 -                               | <b>30.689</b> | 46.797                          | 23.937        | 1:41.423            | 86.36        | 3.464 | 18:13:27.608        |
| 8 -                               | 31.013        | 44.664                          | 23.482        | 1:39.159            | 88.34        | 1.200 | 18:15:06.767        |
| 9 -                               | 30.862        | 44.307                          | 23.756        | 1:38.925            | 88.55        | 0.966 | 18:16:45.692        |
| 10 -                              | 31.269        | 44.689                          | 25.709        | 1:41.667            | 86.16        | 3.708 | 18:18:27.359        |
| 11 -                              | 31.993        | 45.227                          | 24.409        | 1:41.629            | 86.19        | 3.670 | 18:20:08.988        |
| 12 -                              | 31.938        | 47.697                          | 25.811        | 1:45.446            | 83.07        | 7.487 | 18:21:54.434        |

# Modified Ford Series

## RACE 17 - 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 191 B                 |               | Harry HARDY              |               | Ford Puma           |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.015 |               | BEST LAP TIME : 1:43.285 |               | DIFFERENCE : 0.270  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 48.890                   | 25.062        | 1:56.682            | 75.07        | 13.397 | 18:03:44.836        |
| 2 -                       | 32.866        | 46.366                   | 25.810        | 1:45.042            | 83.39        | 1.757  | 18:05:29.878        |
| 3 -                       | 33.154        | 46.158                   | 25.105        | 1:44.417            | 83.89        | 1.132  | 18:07:14.295        |
| 4 -                       | 33.102        | 45.988                   | 24.985        | 1:44.075            | 84.16        | 0.790  | 18:08:58.370        |
| 5 -                       | 32.840        | 46.180                   | 24.872        | 1:43.892            | 84.31        | 0.607  | 18:10:42.262        |
| 6 -                       | 32.706        | <b>45.940</b>            | <b>24.639</b> | <b>1:43.285 (1)</b> | <b>84.81</b> |        | <b>18:12:25.547</b> |
| 7 -                       | 32.791        | 46.028                   | 24.843        | 1:43.662            | 84.50        | 0.377  | 18:14:09.209        |
| 8 -                       | <b>32.436</b> | 46.050                   | 24.945        | 1:43.431 (3)        | 84.69        | 0.146  | 18:15:52.640        |
| 9 -                       | 33.107        | 45.976                   | 24.829        | 1:43.912            | 84.30        | 0.627  | 18:17:36.552        |
| 10 -                      | 32.668        | 46.021                   | 24.721        | 1:43.410 (2)        | 84.70        | 0.125  | 18:19:19.962        |
| 11 -                      | 32.733        | 46.630                   | 24.921        | 1:44.284            | 83.99        | 0.999  | 18:21:04.246        |
| 12 -                      | 33.641        | 48.566                   | 25.181        | 1:47.388            | 81.57        | 4.103  | 18:22:51.634        |

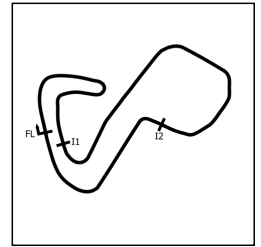
| P32 44 SA                 |               | Rod BIRLEY               |               | Ford Escort Cosworth WRC |              |       |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:39.307 |               | BEST LAP TIME : 1:39.943 |               | DIFFERENCE : 0.636       |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 45.895                   | 23.898        | 1:48.056                 | 81.06        | 8.113 | 18:03:36.210        |
| 2 -                       | 32.242        | 44.987                   | 23.725        | 1:40.954                 | 86.77        | 1.011 | 18:05:17.164        |
| 3 -                       | 32.002        | 45.220                   | 23.435        | 1:40.657                 | 87.02        | 0.714 | 18:06:57.821        |
| 4 -                       | 31.775        | 45.224                   | 23.316        | 1:40.315                 | 87.32        | 0.372 | 18:08:38.136        |
| 5 -                       | 32.401        | 45.036                   | 23.462        | 1:40.899                 | 86.81        | 0.956 | 18:10:19.035        |
| 6 -                       | 32.301        | 45.118                   | 23.529        | 1:40.948                 | 86.77        | 1.005 | 18:11:59.983        |
| 7 -                       | <b>31.538</b> | 45.352                   | 23.302        | 1:40.192 (3)             | 87.43        | 0.249 | 18:13:40.175        |
| 8 -                       | 31.764        | 45.265                   | 23.716        | 1:40.745                 | 86.95        | 0.802 | 18:15:20.920        |
| 9 -                       | 31.689        | <b>44.536</b>            | 23.800        | 1:40.025 (2)             | 87.57        | 0.082 | 18:17:00.945        |
| 10 -                      | 31.743        | 45.265                   | 23.715        | 1:40.723                 | 86.96        | 0.780 | 18:18:41.668        |
| 11 -                      | 31.799        | 44.911                   | <b>23.233</b> | <b>1:39.943 (1)</b>      | <b>87.64</b> |       | <b>18:20:21.611</b> |

| P33 77 A                  |               | James ALLEN              |               | Ford Focus RS 2wd   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:36.951 |               | BEST LAP TIME : 1:37.178 |               | DIFFERENCE : 0.227  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.294                   | 25.128        | 2:01.028            | 72.37        | 23.850 | 18:03:49.182        |
| 2 -                       | 32.071        | 45.475                   | 23.494        | 1:41.040            | 86.69        | 3.862  | 18:05:30.222        |
| 3 -                       | 31.778        | 45.015                   | 23.480        | 1:40.273            | 87.35        | 3.095  | 18:07:10.495        |
| 4 -                       | 31.470        | 43.871                   | 23.915        | 1:39.256            | 88.25        | 2.078  | 18:08:49.751        |
| 5 -                       | 31.319        | 43.326                   | <b>23.011</b> | 1:37.656 (2)        | 89.70        | 0.478  | 18:10:27.407        |
| 6 -                       | <b>30.934</b> | <b>43.006</b>            | 23.238        | <b>1:37.178 (1)</b> | <b>90.14</b> |        | <b>18:12:04.585</b> |
| 7 -                       | 31.401        | 43.496                   | 23.031        | 1:37.928 (3)        | 89.45        | 0.750  | 18:13:42.513        |
| 8 -                       | 31.981        | 56.775                   | 31.878        | 2:00.634            | 72.61        | 23.456 | 18:15:43.147        |

| P34 170 B                 |          | Robert LEWIS             |               | Ford Focus ST170    |              |        |                     |
|---------------------------|----------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.341 |          | BEST LAP TIME : 1:50.109 |               | DIFFERENCE : 0.768  |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          | 51.783                   | 27.309        | 2:05.485            | 69.80        | 15.376 | 18:03:53.639        |
| 2 -                       | 34.739   | 52.021                   | 27.197        | 1:53.957            | 76.86        | 3.848  | 18:05:47.596        |
| 3 -                       | 34.578   | 49.630                   | 26.595        | 1:50.803            | 79.05        | 0.694  | 18:07:38.399        |
| 4 -                       | 34.743   | 49.768                   | 26.391        | 1:50.902            | 78.98        | 0.793  | 18:09:29.301        |
| 5 -                       | 34.597   | 50.383                   | 26.441        | 1:51.421            | 78.61        | 1.312  | 18:11:20.722        |
| 6 -                       | 34.819   | 49.880                   | <b>25.984</b> | 1:50.683 (3)        | 79.14        | 0.574  | 18:13:11.405        |
| 7 -                       | 34.356   | 49.671                   | 26.082        | <b>1:50.109 (1)</b> | <b>79.55</b> |        | <b>18:15:01.514</b> |
| 8 -                       | 34.721   | <b>49.420</b>            | 26.470        | 1:50.611 (2)        | 79.19        | 0.502  | 18:16:52.125        |

# Modified Ford Series

## RACE 17 - 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>P35 295 B</b>          |               | <b>Mike GREENFIELD</b>   |               | <b>Ford Fiests ST150</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.480 |               | BEST LAP TIME : 1:56.559 |               | DIFFERENCE : 0.079       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 55.685                   | 28.236        | 2:13.664                 | 65.53        | 17.105 | 18:04:01.818        |
| 2 -                       | 36.495        | 55.514                   | 28.046        | 2:00.055                 | 72.96        | 3.496  | 18:06:01.873        |
| 3 -                       | 36.358        | 52.489                   | 29.042        | 1:57.889 (3)             | 74.30        | 1.330  | 18:07:59.762        |
| 4 -                       | <b>36.103</b> | <b>52.449</b>            | 28.007        | <b>1:56.559 (1)</b>      | <b>75.15</b> |        | <b>18:09:56.321</b> |
| 5 -                       | 36.502        | 52.775                   | 28.126        | 1:57.403 (2)             | 74.61        | 0.844  | 18:11:53.724        |
| 6 -                       | 36.950        | 53.794                   | <b>27.928</b> | 1:58.672                 | 73.81        | 2.113  | 18:13:52.396        |

| <b>P36 73 SA</b>          |          | <b>Stuart DAY</b>        |               | <b>Ford Escort Cosworth</b> |              |        |                     |
|---------------------------|----------|--------------------------|---------------|-----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:43.670 |          | BEST LAP TIME : 1:43.882 |               | DIFFERENCE : 0.212          |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3      | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          | 48.555                   | 24.513        | 1:54.541                    | 76.47        | 10.659 | 18:03:42.695        |
| 2 -                       | 33.679   | 47.248                   | 24.359        | 1:45.286 (2)                | 83.20        | 1.404  | 18:05:27.981        |
| 3 -                       | 33.580   | 47.344                   | 24.410        | 1:45.334 (3)                | 83.16        | 1.452  | 18:07:13.315        |
| 4 -                       | 33.409   | <b>46.305</b>            | <b>24.168</b> | <b>1:43.882 (1)</b>         | <b>84.32</b> |        | <b>18:08:57.197</b> |

| <b>P37 12 B+</b>          |               | <b>Tim SANDHU</b>        |               | <b>Ford Fiesta ST150</b> |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.092 |               | BEST LAP TIME : 1:49.453 |               | DIFFERENCE : 0.361       |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 50.570                   | 26.487        | 2:00.494 (3)             | 72.69        | 11.041 | 18:03:48.648        |
| 2 -                       | <b>33.891</b> | 49.173                   | <b>26.389</b> | <b>1:49.453 (1)</b>      | <b>80.03</b> |        | <b>18:05:38.101</b> |
| 3 -                       | 34.496        | <b>48.812</b>            | 26.674        | 1:49.982 (2)             | 79.64        | 0.529  | 18:07:28.083        |

# Modified Ford Series

## RACE 17 - BEST SECTORS

| SECTOR 1 |     |            | SECTOR 2 |     |            | SECTOR 3 |     |            | IDEAL / BEST COMPARISON |     |     |            |                    |                 |       |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|-------|
| POS      | NO  | NAME       | TIME     | NO  | NAME       | TIME     | NO  | NAME       | TIME                    | POS | NO  | NAME       | IDEAL              | BEST            | DIFF  |
|          |     |            |          |     |            |          |     |            |                         |     |     |            | <b>PERFECT LAP</b> | <b>1:36.641</b> |       |
| 1        | 56  | GRANGE     | 30.689   | 77  | ALLEN      | 43.006   | 56  | GRANGE     | 22.946                  | 1   | 77  | ALLEN      | 1:36.951           | 1:37.178        | 0.227 |
| 2        | 101 | HARDING    | 30.689   | 111 | LIGHT      | 43.431   | 77  | ALLEN      | 23.011                  | 2   | 56  | GRANGE     | 1:37.263           | 1:37.698        | 0.435 |
| 3        | 77  | ALLEN      | 30.934   | 56  | GRANGE     | 43.628   | 111 | LIGHT      | 23.019                  | 3   | 101 | HARDING    | 1:37.491           | 1:37.959        | 0.468 |
| 4        | 111 | LIGHT      | 31.261   | 101 | HARDING    | 43.667   | 101 | HARDING    | 23.135                  | 4   | 111 | LIGHT      | 1:37.711           | 1:38.050        | 0.339 |
| 5        | 83  | JESSOP     | 31.473   | 93  | COOK       | 44.479   | 44  | BIRLEY     | 23.233                  | 5   | 44  | BIRLEY     | 1:39.307           | 1:39.943        | 0.636 |
| 6        | 44  | BIRLEY     | 31.538   | 44  | BIRLEY     | 44.536   | 93  | COOK       | 23.679                  | 6   | 93  | COOK       | 1:40.036           | 1:40.427        | 0.391 |
| 7        | 29  | THURLEY    | 31.676   | 83  | JESSOP     | 45.276   | 61  | GUTHRIE    | 23.740                  | 7   | 83  | JESSOP     | 1:40.624           | 1:40.624        | 0.000 |
| 8        | 27  | REYNOLDS   | 31.764   | 61  | GUTHRIE    | 45.496   | 83  | JESSOP     | 23.875                  | 8   | 61  | GUTHRIE    | 1:41.409           | 1:41.811        | 0.402 |
| 9        | 93  | COOK       | 31.878   | 33  | NEVILL     | 45.582   | 27  | REYNOLDS   | 24.146                  | 9   | 27  | REYNOLDS   | 1:42.193           | 1:42.655        | 0.462 |
| 10       | 61  | GUTHRIE    | 32.173   | 16  | BAKER      | 45.792   | 33  | NEVILL     | 24.156                  | 10  | 33  | NEVILL     | 1:42.480           | 1:42.507        | 0.027 |
| 11       | 771 | PROUDLOCK  | 32.391   | 191 | HARDY      | 45.940   | 73  | DAY        | 24.168                  | 11  | 29  | THURLEY    | 1:42.626           | 1:42.865        | 0.239 |
| 12       | 5   | CRABTREE   | 32.404   | 5   | CRABTREE   | 46.019   | 52  | HIGSON     | 24.311                  | 12  | 16  | BAKER      | 1:42.852           | 1:43.649        | 0.797 |
| 13       | 191 | HARDY      | 32.436   | 27  | REYNOLDS   | 46.283   | 16  | BAKER      | 24.466                  | 13  | 191 | HARDY      | 1:43.015           | 1:43.285        | 0.270 |
| 14       | 16  | BAKER      | 32.594   | 73  | DAY        | 46.305   | 29  | THURLEY    | 24.522                  | 14  | 5   | CRABTREE   | 1:43.065           | 1:43.528        | 0.463 |
| 15       | 33  | NEVILL     | 32.742   | 771 | PROUDLOCK  | 46.422   | 191 | HARDY      | 24.639                  | 15  | 73  | DAY        | 1:43.670           | 1:43.882        | 0.212 |
| 16       | 612 | PELLIN     | 33.076   | 29  | THURLEY    | 46.428   | 5   | CRABTREE   | 24.642                  | 16  | 771 | PROUDLOCK  | 1:43.693           | 1:44.135        | 0.442 |
| 17       | 73  | DAY        | 33.197   | 52  | HIGSON     | 46.973   | 231 | SUTTON     | 24.724                  | 17  | 52  | HIGSON     | 1:44.828           | 1:45.166        | 0.338 |
| 18       | 124 | BOAM       | 33.360   | 612 | PELLIN     | 47.253   | 14  | WISE       | 24.758                  | 18  | 612 | PELLIN     | 1:45.556           | 1:46.040        | 0.484 |
| 19       | 52  | HIGSON     | 33.544   | 231 | SUTTON     | 47.470   | 771 | PROUDLOCK  | 24.880                  | 19  | 231 | SUTTON     | 1:46.148           | 1:46.296        | 0.148 |
| 20       | 125 | COWAN      | 33.570   | 124 | BOAM       | 47.915   | 612 | PELLIN     | 25.227                  | 20  | 14  | WISE       | 1:46.786           | 1:47.668        | 0.882 |
| 21       | 14  | WISE       | 33.571   | 40  | CRIPPS     | 48.431   | 96  | CRAIG      | 25.591                  | 21  | 124 | BOAM       | 1:46.882           | 1:47.282        | 0.400 |
| 22       | 96  | CRAIG      | 33.629   | 14  | WISE       | 48.457   | 124 | BOAM       | 25.607                  | 22  | 96  | CRAIG      | 1:47.879           | 1:48.405        | 0.526 |
| 23       | 36  | JOHNSON    | 33.833   | 96  | CRAIG      | 48.659   | 36  | JOHNSON    | 25.657                  | 23  | 125 | COWAN      | 1:47.960           | 1:48.125        | 0.165 |
| 24       | 12  | SANDHU     | 33.891   | 125 | COWAN      | 48.674   | 125 | COWAN      | 25.716                  | 24  | 36  | JOHNSON    | 1:48.295           | 1:48.794        | 0.499 |
| 25       | 170 | LEWIS      | 33.937   | 36  | JOHNSON    | 48.805   | 40  | CRIPPS     | 25.823                  | 25  | 40  | CRIPPS     | 1:48.373           | 1:48.509        | 0.136 |
| 26       | 75  | LITTLEWOOD | 33.950   | 12  | SANDHU     | 48.812   | 170 | LEWIS      | 25.984                  | 26  | 12  | SANDHU     | 1:49.092           | 1:49.453        | 0.361 |
| 27       | 231 | SUTTON     | 33.954   | 75  | LITTLEWOOD | 49.354   | 75  | LITTLEWOOD | 26.045                  | 27  | 170 | LEWIS      | 1:49.341           | 1:50.109        | 0.768 |
| 28       | 40  | CRIPPS     | 34.119   | 170 | LEWIS      | 49.420   | 134 | STONE      | 26.159                  | 28  | 75  | LITTLEWOOD | 1:49.349           | 1:50.102        | 0.753 |
| 29       | 13  | BARRETT    | 34.175   | 134 | STONE      | 49.432   | 7   | ARIF       | 26.244                  | 29  | 134 | STONE      | 1:49.856           | 1:49.856        | 0.000 |
| 30       | 134 | STONE      | 34.265   | 13  | BARRETT    | 49.846   | 128 | SMITH      | 26.304                  | 30  | 7   | ARIF       | 1:50.391           | 1:51.137        | 0.746 |
| 31       | 7   | ARIF       | 34.277   | 7   | ARIF       | 49.870   | 49  | WARWICK    | 26.331                  | 31  | 13  | BARRETT    | 1:50.445           | 1:51.046        | 0.601 |
| 32       | 97  | STENNING   | 34.340   | 49  | WARWICK    | 50.078   | 12  | SANDHU     | 26.389                  | 32  | 49  | WARWICK    | 1:50.917           | 1:51.761        | 0.844 |
| 33       | 49  | WARWICK    | 34.508   | 128 | SMITH      | 50.379   | 13  | BARRETT    | 26.424                  | 33  | 128 | SMITH      | 1:51.435           | 1:51.763        | 0.328 |
| 34       | 128 | SMITH      | 34.752   | 97  | STENNING   | 50.651   | 94  | MCCARTHY   | 26.771                  | 34  | 97  | STENNING   | 1:51.983           | 1:52.042        | 0.059 |
| 35       | 94  | MCCARTHY   | 35.055   | 94  | MCCARTHY   | 50.848   | 97  | STENNING   | 26.992                  | 35  | 94  | MCCARTHY   | 1:52.674           | 1:53.484        | 0.810 |
| 36       | 48  | SOLBE      | 35.095   | 48  | SOLBE      | 51.319   | 48  | SOLBE      | 27.191                  | 36  | 48  | SOLBE      | 1:53.605           | 1:53.741        | 0.136 |
| 37       | 295 | GREENFIELD | 36.103   | 295 | GREENFIELD | 52.449   | 295 | GREENFIELD | 27.928                  | 37  | 295 | GREENFIELD | 1:56.480           | 1:56.559        | 0.079 |

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# Modified Ford Series

## RACE 17 - STATISTICS

**Competitors Started** 38  
**Planned Start** 2023-04-30 @ 17:50:00.000  
**Actual Start** 2023-04-30 @ 18:01:48.153  
**Finish Time** 2023-04-30 @ 18:23:28.683  
**Track Length** 2.4332mi.  
**Total Laps** 425  
**Total Distance Covered** 1034.1480mi.

### Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME        | TIME OF DAY  | LAP | VEHICLE           |
|-----|----|--------------|-----------------|--------------|-----|-------------------|
| 111 | SA | Simon LIGHT  | <b>1:44.358</b> | 18:03:32.513 | 1   | Ford Capri        |
| 111 | SA | Simon LIGHT  | <b>1:38.684</b> | 18:05:11.196 | 2   | Ford Capri        |
| 111 | SA | Simon LIGHT  | <b>1:38.439</b> | 18:06:49.637 | 3   | Ford Capri        |
| 56  | B+ | Piers GRANGE | <b>1:38.359</b> | 18:06:53.111 | 3   | Ford Escort MK2   |
| 56  | B+ | Piers GRANGE | <b>1:37.698</b> | 18:08:30.809 | 4   | Ford Escort MK2   |
| 77  | A  | James ALLEN  | <b>1:37.656</b> | 18:10:27.428 | 5   | Ford Focus RS 2wd |
| 77  | A  | James ALLEN  | <b>1:37.178</b> | 18:12:04.585 | 6   | Ford Focus RS 2wd |

### Session Leader History

| NO  | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|-----|----|--------------|----------|----------|-------------|-----------------|
| 111 | SA | Simon LIGHT  | 1        | 12       | 29.19 miles | Ford Capri      |
| 56  | B+ | Piers GRANGE | 13       | 1        | 2.43 miles  | Ford Escort MK2 |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 18:01:48.153 |
| FINISH | 18:23:28.683 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 13         | 25:33.413  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**Modified Ford Series**  
**RACE 17 - STATISTICS**

**CLASS : A**

**4 Starters**

**Fastest Lap History**

| NO | NAME         | LAP TIME        | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|-----------------|--------------|-----|-------------------|
| 52 | Ralph HIGSON | <b>1:58.200</b> | 18:03:46.368 | 1   | Ford Focus MK1    |
| 77 | James ALLEN  | <b>1:41.040</b> | 18:05:30.173 | 2   | Ford Focus RS 2wd |
| 77 | James ALLEN  | <b>1:40.273</b> | 18:07:10.518 | 3   | Ford Focus RS 2wd |
| 77 | James ALLEN  | <b>1:39.256</b> | 18:08:49.773 | 4   | Ford Focus RS 2wd |
| 77 | James ALLEN  | <b>1:37.656</b> | 18:10:27.428 | 5   | Ford Focus RS 2wd |
| 77 | James ALLEN  | <b>1:37.178</b> | 18:12:04.585 | 6   | Ford Focus RS 2wd |

**Leader History**

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------|----------|----------|-------------|-------------------|
| 52 | Ralph HIGSON | 1        | 1        | 2.43 miles  | Ford Focus MK1    |
| 77 | James ALLEN  | 2        | 7        | 17.03 miles | Ford Focus RS 2wd |
| 52 | Ralph HIGSON | 9        | 5        | 12.16 miles | Ford Focus MK1    |

# Modified Ford Series

## RACE 17 - STATISTICS

CLASS : B

14 Starters

### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|----|-------------|-----------------|--------------|-----|--------------------------|
| 83 | Neil JESSOP | <b>1:49.019</b> | 18:03:37.186 | 1   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:41.849</b> | 18:05:19.030 | 2   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:41.108</b> | 18:07:00.139 | 3   | Ford Escort MK2 Zakspeed |
| 83 | Neil JESSOP | <b>1:40.624</b> | 18:08:40.763 | 4   | Ford Escort MK2 Zakspeed |

### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE                  |
|----|-------------|----------|----------|-------------|--------------------------|
| 83 | Neil JESSOP | 1        | 13       | 31.63 miles | Ford Escort MK2 Zakspeed |

# Modified Ford Series

## RACE 17 - STATISTICS

CLASS : B+

12 Starters

### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE                  |
|-----|-----------------|-----------------|--------------|-----|--------------------------|
| 101 | Malcolm HARDING | <b>1:45.074</b> | 18:03:33.235 | 1   | Ford Escort MK2 Zakspeed |
| 101 | Malcolm HARDING | <b>1:38.713</b> | 18:05:11.948 | 2   | Ford Escort MK2 Zakspeed |
| 101 | Malcolm HARDING | <b>1:38.691</b> | 18:06:50.639 | 3   | Ford Escort MK2 Zakspeed |
| 56  | Piers GRANGE    | <b>1:38.359</b> | 18:06:53.111 | 3   | Ford Escort MK2          |
| 56  | Piers GRANGE    | <b>1:37.698</b> | 18:08:30.809 | 4   | Ford Escort MK2          |

### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE                  |
|-----|-----------------|----------|----------|-------------|--------------------------|
| 101 | Malcolm HARDING | 1        | 11       | 26.76 miles | Ford Escort MK2 Zakspeed |
| 56  | Piers GRANGE    | 12       | 2        | 4.86 miles  | Ford Escort MK2          |

# Modified Ford Series

## RACE 17 - STATISTICS

CLASS : C

4 Starters

### Fastest Lap History

| NO  | NAME           | LAP TIME        | TIME OF DAY  | LAP | VEHICLE         |
|-----|----------------|-----------------|--------------|-----|-----------------|
| 771 | Nick PROUDLOCK | <b>1:56.214</b> | 18:03:44.374 | 1   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | <b>1:45.659</b> | 18:05:29.962 | 2   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | <b>1:45.148</b> | 18:07:15.181 | 3   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | <b>1:44.784</b> | 18:08:59.892 | 4   | Ford Escort MK1 |
| 771 | Nick PROUDLOCK | <b>1:44.135</b> | 18:10:44.100 | 5   | Ford Escort MK1 |

### Leader History

| NO  | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|-----|----------------|----------|----------|-------------|-----------------|
| 771 | Nick PROUDLOCK | 1        | 13       | 31.63 miles | Ford Escort MK1 |

# Modified Ford Series

## RACE 17 - STATISTICS

CLASS : SA

4 Starters

### Fastest Lap History

| NO  | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE    |
|-----|-------------|-----------------|--------------|-----|------------|
| 111 | Simon LIGHT | <b>1:44.358</b> | 18:03:32.513 | 1   | Ford Capri |
| 111 | Simon LIGHT | <b>1:38.684</b> | 18:05:11.196 | 2   | Ford Capri |
| 111 | Simon LIGHT | <b>1:38.439</b> | 18:06:49.637 | 3   | Ford Capri |
| 111 | Simon LIGHT | <b>1:38.382</b> | 18:08:28.019 | 4   | Ford Capri |
| 111 | Simon LIGHT | <b>1:38.297</b> | 18:10:06.315 | 5   | Ford Capri |
| 111 | Simon LIGHT | <b>1:38.050</b> | 18:11:44.365 | 6   | Ford Capri |

### Leader History

| NO  | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|-----|-------------|----------|----------|-------------|------------|
| 111 | Simon LIGHT | 1        | 13       | 31.63 miles | Ford Capri |