



VINTAGE SPORTS CAR CLUB

EGERTON CUP



Oulton Park Gold Cup
Oulton Park International
26th / 27th July 2025



Timing & Results Provided by Timing Solutions Ltd

www.tsl-timing.com



OultonPark

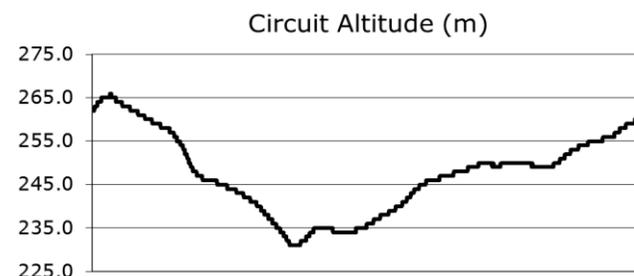
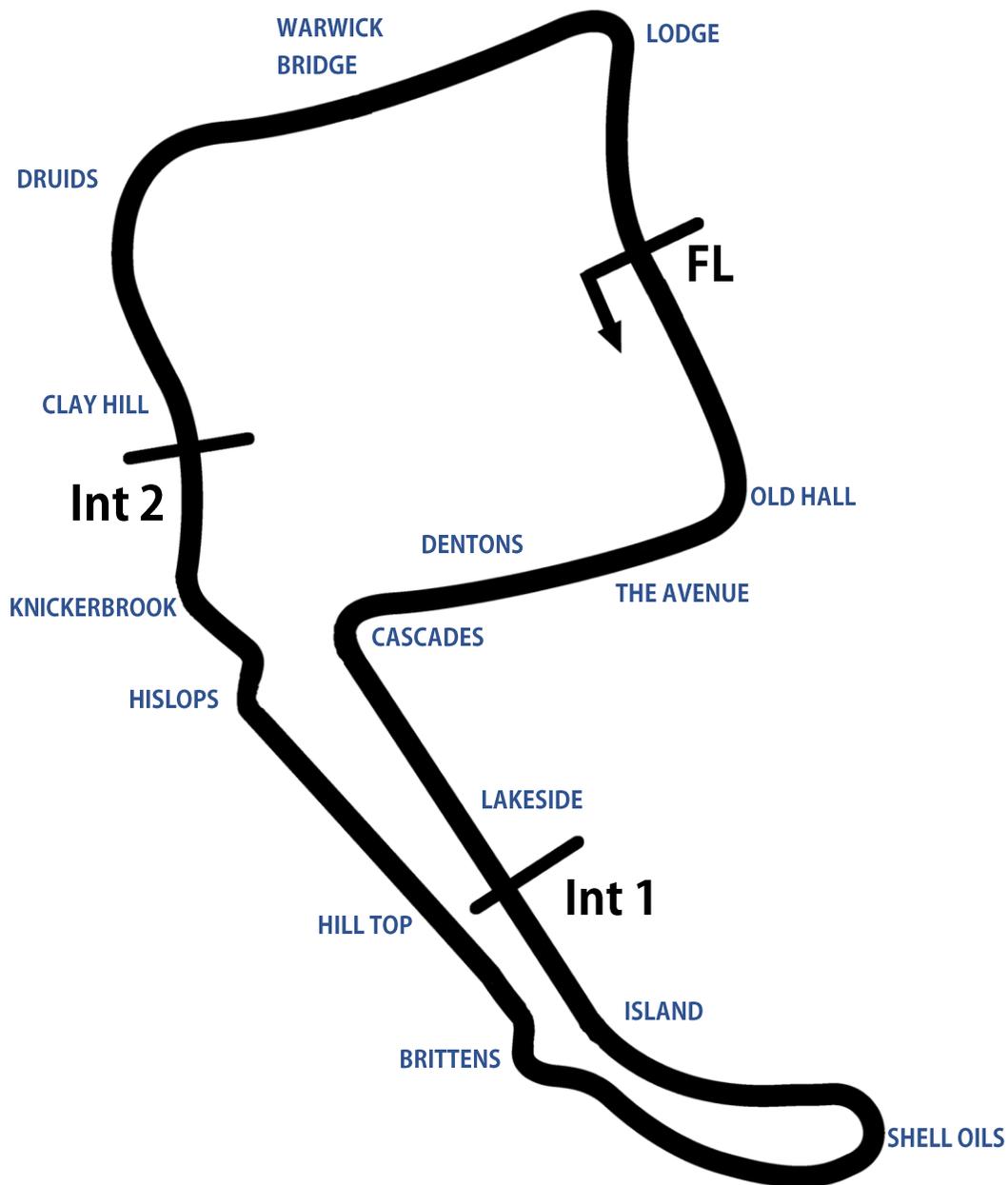
Oulton Park International Circuit

Little Budworth, Tarporley, Cheshire, UK



SPORTS TIMING

TIMING SOLUTIONS LTD



| | | | |
|----------------------|------------------------------------|------------|-----------|
| Length | 2.6920 miles 4.332 km 4332.4m | | |
| FL | | 53.17997 N | 2.61294 W |
| Int 1 | 1163m | 53.17248 N | 2.61631 W |
| Int 2 | 3066m | 53.17830 N | 2.62040 W |
| Pit Entry | 4314m | 53.18011 N | 2.61306 W |
| Pit Exit | 180m after FL | 53.17836 N | 2.61232 W |
| Pit Entry - Pit Exit | 199m, 14.3s @ 50kph, 11.9s @ 60kph | | |

Results & Live Timing available at – www.tsl-timing.com

Updated - 24/01/2024 11:05

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - CLASSIFICATION

| POS | NO | NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|------|-------------------------|--------------------------|----------|----|------|----------|--------|-------|
| 1 | 59 | Robert BEEBEE | Frazer Nash TT REP | 2:16.710 | 4 | 6 | | | 70.88 |
| 2 | 1* | Christopher MANN | Alfa Romeo 8C MONZA | 2:17.683 | 6 | 8 | 0.973 | 0.973 | 70.38 |
| 3 | 7 | Rufus FLANN | Frazer SUPER SPORTS | 2:19.144 | 8 | 9 | 2.434 | 1.461 | 69.64 |
| 4 | 32 | Alexander HEWITSON | Riley 12/4 SPECIAL | 2:19.350 | 6 | 8 | 2.640 | 0.206 | 69.54 |
| 5 | 35 | Duncan WOOD | Morgan SUPER AERO | 2:22.589 | 8 | 9 | 5.879 | 3.239 | 67.96 |
| 6 | 3 | Jo BLAKENEY-EDWARDS | Frazer Nash SUPER SPORTS | 2:23.517 | 4 | 8 | 6.807 | 0.928 | 67.52 |
| 7 | 8 | Rebecca SMITH | Morris MORD | 2:24.354 | 7 | 8 | 7.644 | 0.837 | 67.13 |
| 8 | 14 | Max SOWERBY | Talbot Lago T150C | 2:25.445 | 7 | 8 | 8.735 | 1.091 | 66.63 |
| 9 | 112* | Angus FROST | GN PARKER | 2:26.702 | 3 | 5 | 9.992 | 1.257 | 66.06 |
| 10 | 76 | William IRVING | Alvis Special | 2:27.536 | 5 | 8 | 10.826 | 0.834 | 65.68 |
| 11 | 129 | Richard ILIFFE | Riley TT SPRITE REPLICA | 2:28.473 | 6 | 8 | 11.763 | 0.937 | 65.27 |
| 12 | 6 | Chris CHILCOTT | Frazer Nash FAST TOURER | 2:29.109 | 4 | 6 | 12.399 | 0.636 | 64.99 |
| 13 | 15 | Mike PAINTER | MG KAYNE | 2:29.800 | 7 | 8 | 13.090 | 0.691 | 64.69 |
| 14 | 4 | Jack BOND | Morgan SUPER AERO | 2:32.466 | 4 | 8 | 15.756 | 2.666 | 63.56 |
| 15 | 11* | Matthew MOORE | Frazer Nash SUPER SPORTS | 2:35.462 | 5 | 6 | 18.752 | 2.996 | 62.33 |
| 16 | 20 | Edward BRADLEY | Aston Martin ULSTER | 2:35.657 | 7 | 8 | 18.947 | 0.195 | 62.26 |
| 17 | 5 | Hamish CAMERON-EVELEIGH | Morgan Super Special | 2:36.419 | 2 | 4 | 19.709 | 0.762 | 61.95 |
| 18 | 19 | Richard Michael WRIGHT | Delahaye 135 | 2:38.318 | 7 | 8 | 21.608 | 1.899 | 61.21 |
| 19 | 17 | Christian LE GOUSSE | Riley 12/4 SPECIAL | 2:38.461 | 3 | 8 | 21.751 | 0.143 | 61.15 |
| 20 | 18 | Christian PEDERSEN | Riley 12/4 SPECIAL | 2:39.337 | 8 | 8 | 22.627 | 0.876 | 60.82 |
| 21 | 29 | William WAY | Frazer Nash TT REP | 2:39.688 | 6 | 7 | 22.978 | 0.351 | 60.68 |
| 22 | 12 | David SAXL | Riley TT SPRITE | 2:46.189 | 2 | 7 | 29.479 | 6.501 | 58.31 |
| 23 | 10 | Hamish MCNINCH | MG PA 2STR | 3:27.737 | 2 | 6 | 1:11.027 | 41.548 | 46.65 |
| 24 | 9 | Sian SLATER | Riley IMP | 3:28.152 | 6 | 6 | 1:11.442 | 0.415 | 46.55 |
| 25 | 21 | Simon BLAKENEY-EDWARDS | Frazer Nash SUPER SPORTS | | | 3 | | | |

*Car 112 requires a working transponder - NCR Ch.12 App.6 Art.2.2 refers.
No. 1, 11 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Cloudy / Dry

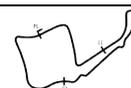
These results are provisional until the conclusion of any judicial and technical matters.

Date: 26/07/2025 Start: 16:35 Finish: 16:55

Oulton Park International: 2.6920 miles

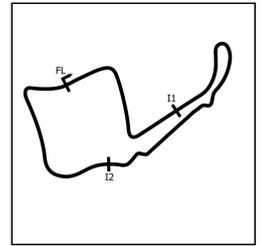
Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - SECTOR ANALYSIS



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

| P1 59 | | Robert BEEBEE | | | | | Frazer Nash TT REP | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:16.176 | | BEST LAP TIME : 2:16.710 | | | DIFFERENCE : 0.534 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 79.4 | 1:13.348 | 72.0 | 40.281 | 81.1 | | | 16:38:03.901 |
| 2 - | 34.364 | 89.9 | 1:06.317 | 76.9 | 38.050 | 86.1 | 2:18.731 (3) | 69.85 | 2.021 16:40:22.632 |
| 3 - | 33.755 | 90.5 | 1:08.143 | 72.4 | 39.944 | 83.8 | 2:21.842 | 68.32 | 5.132 16:42:44.474 |
| 4 - | 34.030 | 91.5 | 1:05.256 | 79.2 | 37.424 | 86.0 | 2:16.710 (1) | 70.88 | 16:45:01.184 |
| 5 - | 33.500 | 91.8 | 1:05.635 | 77.7 | 38.076 | 85.9 | 2:17.211 (2) | 70.63 | 0.501 16:47:18.395 |
| 6 - | 33.496 | 85.5 | 1:07.766 | 76.6 | IN PIT | | 2:26.000 P | 66.37 | 9.290 16:49:44.395 |

| P2 1 | | Christopher MANN | | | | | Alfa Romeo 8C MONZA | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:16.634 | | BEST LAP TIME : 2:17.683 | | | DIFFERENCE : 1.049 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 67.2 | 1:19.684 | 66.1 | 41.869 | 79.3 | | | 16:39:12.640 |
| 2 - | 34.908 | 92.8 | 1:08.220 | 73.8 | 39.263 | 82.5 | 2:22.391 | 68.06 | 4.708 16:41:35.031 |
| 3 - | 34.584 | 93.0 | 1:10.409 | 81.2 | 40.382 | 84.6 | 2:25.375 | 66.66 | 7.692 16:44:00.406 |
| 4 - | 34.939 | 93.7 | 1:10.578 | 80.0 | 38.215 | 88.4 | 2:23.732 | 67.42 | 6.049 16:46:24.138 |
| 5 - | 34.855 | 91.9 | 1:07.081 | 79.2 | 37.809 | 86.7 | 2:19.745 D | 69.34 | 2.062 16:48:43.883 |
| 6 - | 34.253 | 94.2 | 1:05.983 | 83.4 | 37.447 | 85.7 | 2:17.683 (1) | 70.38 | 16:51:01.566 |
| 7 - | 33.709 | 93.4 | 1:08.679 | 80.4 | 37.698 | 86.1 | 2:20.086 (3) | 69.18 | 2.403 16:53:21.652 |
| 8 - | 33.204 | 92.8 | 1:06.482 | 82.9 | 38.272 | 90.6 | 2:17.958 (2) | 70.24 | 0.275 16:55:39.610 |

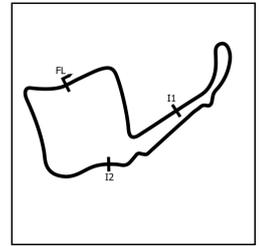
| P3 7 | | Rufus FLANN | | | | | Frazer SUPER SPORTS | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:19.083 | | BEST LAP TIME : 2:19.144 | | | DIFFERENCE : 0.061 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 70.6 | 1:15.977 | 72.9 | 40.819 | 79.9 | | | 16:38:20.556 |
| 2 - | 35.866 | 83.8 | 1:10.117 | 73.3 | 40.198 | 81.6 | 2:26.181 | 66.29 | 7.037 16:40:46.737 |
| 3 - | 34.759 | 85.7 | 1:10.879 | 70.7 | 45.136 | 81.8 | 2:30.774 | 64.27 | 11.630 16:43:17.511 |
| 4 - | 35.204 | 85.3 | 1:08.456 | 74.2 | 39.407 | 83.0 | 2:23.067 | 67.73 | 3.923 16:45:40.578 |
| 5 - | 34.599 | 88.0 | 1:07.563 | 75.2 | 38.653 | 83.9 | 2:20.815 (3) | 68.82 | 1.671 16:48:01.393 |
| 6 - | 34.109 | 88.8 | 1:07.318 | 76.6 | 43.937 | 81.1 | 2:25.364 | 66.66 | 6.220 16:50:26.757 |
| 7 - | 34.344 | 89.5 | 1:07.271 | 76.8 | 39.195 | 84.0 | 2:20.810 (2) | 68.82 | 1.666 16:52:47.567 |
| 8 - | 34.149 | 89.2 | 1:06.502 | 77.4 | 38.493 | 85.2 | 2:19.144 (1) | 69.64 | 16:55:06.711 |
| 9 - | 34.088 | 89.7 | 1:07.041 | 77.4 | 41.633 | 82.5 | 2:22.762 | 67.88 | 3.618 16:57:29.473 |

| P4 32 | | Alexander HEWITSON | | | | | Riley 12/4 SPECIAL | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:19.350 | | BEST LAP TIME : 2:19.350 | | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 81.8 | 1:16.019 | 68.6 | 41.621 | 81.2 | | | 16:39:13.133 |
| 2 - | 34.962 | 89.5 | 1:09.426 | 74.2 | 39.673 | 82.2 | 2:24.061 | 67.27 | 4.711 16:41:37.194 |
| 3 - | 34.893 | 87.1 | 1:09.008 | 76.6 | 40.028 | 84.8 | 2:23.929 | 67.33 | 4.579 16:44:01.123 |
| 4 - | 34.852 | 91.3 | 1:10.544 | 76.0 | 38.618 | 84.6 | 2:24.014 | 67.29 | 4.664 16:46:25.137 |
| 5 - | 35.615 | 87.8 | 1:08.129 | 76.3 | 38.546 | 83.6 | 2:22.290 (3) | 68.10 | 2.940 16:48:47.427 |
| 6 - | 34.467 | 88.6 | 1:06.847 | 76.6 | 38.036 | 82.5 | 2:19.350 (1) | 69.54 | 16:51:06.777 |
| 7 - | 34.478 | 89.0 | 1:07.526 | 75.9 | 38.463 | 80.4 | 2:20.467 (2) | 68.99 | 1.117 16:53:27.244 |
| 8 - | 39.751 | 75.6 | 1:17.116 | 66.6 | IN PIT | | 2:49.203 P | 57.27 | 29.853 16:56:16.447 |

| P5 35 | | Duncan WOOD | | | | | Morgan SUPER AERO | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:22.165 | | BEST LAP TIME : 2:22.589 | | | DIFFERENCE : 0.424 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 80.9 | 1:14.577 | 73.9 | 40.080 | 82.8 | | | 16:38:05.937 |
| 2 - | 35.772 | 87.6 | 1:10.160 | 73.5 | 39.547 | 83.3 | 2:25.479 | 66.61 | 2.890 16:40:31.416 |
| 3 - | 35.396 | 87.4 | 1:09.783 | 75.2 | 39.600 | 83.4 | 2:24.779 | 66.93 | 2.190 16:42:56.195 |
| 4 - | 35.630 | 87.3 | 1:09.206 | 75.6 | 39.093 | 84.0 | 2:23.929 | 67.33 | 1.340 16:45:20.124 |
| 5 - | 35.243 | 87.3 | 1:08.983 | 75.7 | 39.261 | 83.7 | 2:23.487 (3) | 67.54 | 0.898 16:47:43.611 |
| 6 - | 35.197 | 88.7 | 1:08.475 | 70.7 | 39.435 | 84.0 | 2:23.107 (2) | 67.72 | 0.518 16:50:06.718 |
| 7 - | 34.861 | 87.7 | 1:09.756 | 75.8 | 39.096 | 83.7 | 2:23.713 | 67.43 | 1.124 16:52:30.431 |
| 8 - | 35.285 | 88.0 | 1:08.391 | 75.9 | 38.913 | 84.3 | 2:22.589 (1) | 67.96 | 16:54:53.020 |
| 9 - | 35.874 | 85.7 | 1:10.891 | 74.8 | 42.585 | 78.2 | 2:29.350 | 64.88 | 6.761 16:57:22.370 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - SECTOR ANALYSIS



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

| P6 | | 3 | | Jo BLAKENEY-EDWARDS | | | Frazer Nash SUPER SPORTS | | | |
|---------------------------|---------------|--------------------------|-----------------|---------------------|--------------------|-------------|--------------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:23.517 | | BEST LAP TIME : 2:23.517 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 77.4 | 1:14.857 | 74.3 | 40.845 | 83.4 | | | 16:38:32.234 | |
| 2 - | 36.148 | 73.9 | 1:13.217 | 74.2 | 40.114 | 85.4 | 2:29.479 | 64.83 | 5.962 | 16:41:01.713 |
| 3 - | 35.522 | 89.0 | 1:10.167 | 73.7 | 40.086 | 85.4 | 2:25.775 | 66.48 | 2.258 | 16:43:27.488 |
| 4 - | 34.980 | 92.3 | 1:09.417 | 73.9 | 39.120 | 84.8 | 2:23.517 (1) | 67.52 | | 16:45:51.005 |
| 5 - | 35.274 | 89.1 | 1:09.574 | 76.9 | 40.147 | 86.3 | 2:24.995 (2) | 66.83 | 1.478 | 16:48:16.000 |
| 6 - | 35.191 | 88.4 | 1:10.124 | 74.3 | 39.866 | 84.6 | 2:25.181 (3) | 66.75 | 1.664 | 16:50:41.181 |
| 7 - | 36.902 | 86.2 | 1:10.979 | 73.5 | 39.574 | 85.8 | 2:27.455 | 65.72 | 3.938 | 16:53:08.636 |
| 8 - | 35.235 | 89.9 | 1:10.561 | 73.9 | 39.423 | 86.9 | 2:25.219 | 66.73 | 1.702 | 16:55:33.855 |

| P7 | | 8 | | Rebecca SMITH | | | Morris MORD | | | |
|---------------------------|---------------|--------------------------|-----------------|---------------|--------------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:23.473 | | BEST LAP TIME : 2:24.354 | | | DIFFERENCE : 0.881 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 58.2 | 1:22.826 | 65.2 | 44.167 | 80.1 | | | | 16:38:41.525 |
| 2 - | 37.341 | 69.2 | 1:17.530 | 68.8 | 45.403 | 80.2 | 2:40.274 | 60.46 | 15.920 | 16:41:21.799 |
| 3 - | 36.978 | 84.2 | 1:10.903 | 74.2 | 41.257 | 80.0 | 2:29.138 (3) | 64.98 | 4.784 | 16:43:50.937 |
| 4 - | 36.804 | 82.9 | 1:15.195 | 72.3 | 40.686 | 80.0 | 2:32.685 | 63.47 | 8.331 | 16:46:23.622 |
| 5 - | 37.412 | 82.9 | 1:14.287 | 71.9 | 40.642 | 81.3 | 2:32.341 | 63.61 | 7.987 | 16:48:55.963 |
| 6 - | 35.450 | 85.7 | 1:09.190 | 73.5 | 39.732 | 81.7 | 2:24.372 (2) | 67.12 | 0.018 | 16:51:20.335 |
| 7 - | 34.551 | 87.1 | 1:09.910 | 74.1 | 39.893 | 81.6 | 2:24.354 (1) | 67.13 | | 16:53:44.689 |
| 8 - | 41.824 | 56.0 | 1:13.778 | 72.7 | 41.179 | 79.7 | 2:36.781 | 61.81 | 12.427 | 16:56:21.470 |

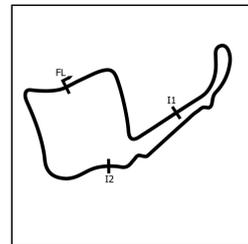
| P8 | | 14 | | Max SOWERBY | | | Talbot Lago T150C | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:25.211 | | BEST LAP TIME : 2:25.445 | | | DIFFERENCE : 0.234 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 66.8 | 1:20.381 | 68.2 | 42.970 | 77.4 | | | | 16:38:26.426 |
| 2 - | 36.525 | 84.6 | 1:12.635 | 70.6 | 41.099 | 78.7 | 2:30.259 | 64.49 | 4.814 | 16:40:56.685 |
| 3 - | 36.134 | 85.0 | 1:11.228 | 71.6 | 41.224 | 78.3 | 2:28.586 | 65.22 | 3.141 | 16:43:25.271 |
| 4 - | 35.624 | 84.2 | 1:10.950 | 67.5 | 41.432 | 79.5 | 2:28.006 | 65.47 | 2.561 | 16:45:53.277 |
| 5 - | 36.081 | 84.5 | 1:10.730 | 72.0 | 40.843 | 79.3 | 2:27.654 (3) | 65.63 | 2.209 | 16:48:20.931 |
| 6 - | 35.575 | 85.5 | 1:10.274 | 73.0 | 39.786 | 79.7 | 2:25.635 (2) | 66.54 | 0.190 | 16:50:46.566 |
| 7 - | 35.410 | 86.0 | 1:10.015 | 72.7 | 40.020 | 80.4 | 2:25.445 (1) | 66.63 | | 16:53:12.011 |
| 8 - | 35.527 | 87.8 | 1:11.593 | 73.1 | 40.626 | 79.8 | 2:27.746 | 65.59 | 2.301 | 16:55:39.757 |

| P9 | | 112 | | Angus FROST | | | GN PARKER | | | |
|------------------|----------|--------------------------|--|-------------|---------------|----------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 2:26.702 | | | DIFFERENCE : | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | | | | | 16:38:38.120 |
| 2 - | | | | | | | 2:32.104 (3) | 63.71 | 5.402 | 16:41:10.224 |
| 3 - | | | | | | | 2:26.702 (1) | 66.06 | | 16:43:36.926 |
| 4 - | | | | | | | 2:28.728 (2) | 65.16 | 2.026 | 16:46:05.654 |
| 5 - | | | | | <i>IN PIT</i> | | 2:39.380 P | 60.80 | 12.678 | 16:48:45.034 |

| P10 | | 76 | | William IRVING | | | Alvis Special | | | |
|---------------------------|---------------|--------------------------|-----------------|----------------|--------------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:26.614 | | BEST LAP TIME : 2:27.536 | | | DIFFERENCE : 0.922 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 64.4 | 1:31.807 | 68.3 | 42.862 | 86.4 | | | | 16:39:31.257 |
| 2 - | 36.961 | 95.4 | 1:13.487 | 78.7 | 41.062 | 87.2 | 2:31.510 | 63.96 | 3.974 | 16:42:02.767 |
| 3 - | 36.975 | 92.8 | 1:10.469 | 80.4 | 41.232 | 89.1 | 2:28.676 | 65.18 | 1.140 | 16:44:31.443 |
| 4 - | 36.772 | 76.9 | 1:13.094 | 80.3 | 41.761 | 90.0 | 2:31.627 | 63.91 | 4.091 | 16:47:03.070 |
| 5 - | 36.837 | 92.3 | 1:09.405 | 80.7 | 41.294 | 89.2 | 2:27.536 (1) | 65.68 | | 16:49:30.606 |
| 6 - | 37.258 | 88.5 | 1:13.684 | 75.2 | 42.024 | 88.0 | 2:32.966 | 63.35 | 5.430 | 16:52:03.572 |
| 7 - | 36.373 | 89.7 | 1:10.847 | 75.2 | 40.836 | 87.9 | 2:28.056 (2) | 65.45 | 0.520 | 16:54:31.628 |
| 8 - | 36.602 | 92.5 | 1:10.314 | 76.3 | 41.266 | 88.1 | 2:28.182 (3) | 65.40 | 0.646 | 16:56:59.810 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - SECTOR ANALYSIS



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

| P11 129 | | Richard ILIFFE | | | Riley TT SPRITE REPLICA | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|-------------------------|-------------|--|
| IDEAL LAP TIME : 2:27.354 | | BEST LAP TIME : 2:28.473 | | | DIFFERENCE : 1.119 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 68.6 | 1:16.684 | 75.0 | 41.147 | 82.5 | |
| 2 - | 36.930 | 88.0 | 1:11.386 | 75.3 | 40.735 | 82.2 | 2:29.051 65.02 0.578 16:41:28.544 |
| 3 - | 37.448 | 85.9 | 1:13.251 | 75.2 | 41.603 | 83.4 | 2:32.302 63.63 3.829 16:44:00.846 |
| 4 - | 35.933 | 90.1 | 1:14.477 | 74.3 | 40.607 | 82.8 | 2:31.017 64.17 2.544 16:46:31.863 |
| 5 - | 36.172 | 87.4 | 1:11.397 | 72.0 | 41.176 | 82.9 | 2:28.745 (3) 65.15 0.272 16:49:00.608 |
| 6 - | 36.455 | 87.7 | 1:10.947 | 74.1 | 41.071 | 81.7 | 2:28.473 (1) 65.27 16:51:29.081 |
| 7 - | 35.878 | 86.5 | 1:11.594 | 73.2 | 42.643 | 82.0 | 2:30.115 64.55 1.642 16:53:59.196 |
| 8 - | 35.800 | 88.5 | 1:11.772 | 74.3 | 41.098 | 81.9 | 2:28.670 (2) 65.18 0.197 16:56:27.866 |

| P12 6 | | Chris CHILCOTT | | | Frazer Nash FAST TOURER | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|-------------------------|-------------|--|
| IDEAL LAP TIME : 2:28.595 | | BEST LAP TIME : 2:29.109 | | | DIFFERENCE : 0.514 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 80.6 | 1:13.885 | 69.9 | 41.736 | 78.0 | |
| 2 - | 35.718 | 83.7 | 1:12.048 | 68.4 | 41.496 | 77.4 | 2:29.262 (2) 64.92 0.153 16:38:13.446 |
| 3 - | 36.509 | 83.6 | 1:12.730 | 69.7 | 46.691 | 77.6 | 2:35.930 (3) 62.15 6.821 16:40:42.708 |
| 4 - | 36.204 | 84.5 | 1:11.554 | 70.3 | 41.351 | 75.3 | 2:29.109 (1) 64.99 16:43:18.638 |
| 5 - | 36.034 | 84.5 | 1:11.526 | 70.5 | IN PIT | | 2:37.566 P 61.50 8.457 16:45:47.747 |
| 6 - | OUTLAP | 81.2 | 1:12.289 | 70.1 | 41.530 | 75.0 | 2:37.566 P 61.50 8.457 16:48:25.313 |
| | | | | | | | 8:11.271 19.72 5:42.162 16:56:36.584 |

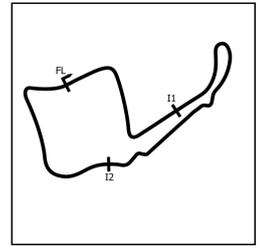
| P13 15 | | Mike PAINTER | | | MG KAYNE | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 2:28.992 | | BEST LAP TIME : 2:29.800 | | | DIFFERENCE : 0.808 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 73.5 | 1:18.817 | 67.8 | 43.259 | 78.5 | |
| 2 - | 36.805 | 73.5 | 1:14.656 | 69.2 | 42.228 | 75.6 | 2:33.689 63.05 3.889 16:39:14.494 |
| 3 - | 37.106 | 72.4 | 1:13.000 | 70.4 | 42.316 | 77.5 | 2:32.422 (2) 63.58 2.622 16:41:48.183 |
| 4 - | 37.508 | 78.2 | 1:12.854 | 70.4 | 43.103 | 77.2 | 2:32.422 (2) 63.58 2.622 16:44:20.605 |
| 5 - | 36.871 | 79.3 | 1:11.882 | 71.4 | 43.792 | 70.1 | 2:33.465 (3) 63.14 3.665 16:46:54.070 |
| 6 - | 39.313 | 80.7 | 1:15.272 | 68.5 | 44.287 | 78.9 | 2:32.545 (3) 63.53 2.745 16:49:26.615 |
| 7 - | 35.722 | 83.5 | 1:12.639 | 70.0 | 41.439 | 78.6 | 2:38.872 61.00 9.072 16:52:05.487 |
| 8 - | 35.671 | 79.6 | 1:16.650 | 67.9 | 41.711 | 78.6 | 2:29.800 (1) 64.69 16:54:35.287 |
| | | | | | | | 2:34.032 62.91 4.232 16:57:09.319 |

| P14 4 | | Jack BOND | | | Morgan SUPER AERO | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 2:30.933 | | BEST LAP TIME : 2:32.466 | | | DIFFERENCE : 1.533 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 78.7 | 1:17.728 | 69.9 | 42.560 | 77.0 | |
| 2 - | 38.155 | 80.5 | 1:13.614 | 67.6 | 42.714 | 80.4 | 2:34.483 62.73 2.017 16:41:38.352 |
| 3 - | 37.804 | 83.3 | 1:11.715 | 73.8 | 44.167 | 80.6 | 2:33.686 63.05 1.220 16:44:12.038 |
| 4 - | 37.000 | 83.6 | 1:12.525 | 72.4 | 42.941 | 79.7 | 2:32.466 (1) 63.56 16:46:44.504 |
| 5 - | 37.424 | 82.5 | 1:14.651 | 71.1 | 48.600 | 66.9 | 2:40.675 60.31 8.209 16:49:25.179 |
| 6 - | 38.477 | 83.2 | 1:12.774 | 72.0 | 43.300 | 79.5 | 2:34.551 62.70 2.085 16:51:59.730 |
| 7 - | 37.648 | 81.6 | 1:13.230 | 70.5 | 42.357 | 81.4 | 2:33.235 (2) 63.24 0.769 16:54:32.965 |
| 8 - | 36.861 | 84.4 | 1:13.837 | 72.0 | 42.726 | 74.9 | 2:33.424 (3) 63.16 0.958 16:57:06.389 |

| P15 11 | | Matthew MOORE | | | Frazer Nash SUPER SPORTS | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------------|-------------|--|
| IDEAL LAP TIME : 2:31.777 | | BEST LAP TIME : 2:35.462 | | | DIFFERENCE : 3.685 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 70.4 | 1:20.014 | 63.3 | 43.643 | 73.0 | |
| 2 - | 37.418 | 80.4 | 1:16.388 | 61.7 | 42.287 | 75.4 | 2:36.093 (2) 62.08 0.631 16:39:17.400 |
| 3 - | 37.287 | 81.8 | 1:12.669 | 69.5 | 42.592 | 74.8 | 2:32.548 D 63.52 16:41:53.493 |
| 4 - | 37.078 | 82.2 | 1:15.183 | 67.3 | 44.320 | 76.5 | 2:36.581 (3) 61.89 1.119 16:44:26.041 |
| 5 - | 38.675 | 81.9 | 1:14.757 | 66.3 | 42.030 | 76.8 | 2:35.462 (1) 62.33 16:47:02.622 |
| 6 - | 40.678 | 74.8 | 1:15.186 | 68.5 | IN PIT | | 2:46.343 P 58.26 10.881 16:49:38.084 |
| | | | | | | | 2:46.343 P 58.26 10.881 16:52:24.427 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - SECTOR ANALYSIS



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

| P16 20 | | Edward BRADLEY | | | | | Aston Martin ULSTER | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:35.657 | | BEST LAP TIME : 2:35.657 | | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 67.9 | 1:23.407 | 64.1 | 44.806 | 71.5 | | | 16:38:30.827 | |
| 2 - | 39.690 | 76.5 | 1:18.123 | 62.6 | 45.103 | 73.1 | 2:42.916 | 59.48 | 7.259 | 16:41:13.743 |
| 3 - | 39.065 | 77.8 | 1:15.424 | 66.3 | 43.927 | 70.6 | 2:38.416 (3) | 61.17 | 2.759 | 16:43:52.159 |
| 4 - | 38.670 | 78.2 | 1:15.889 | 66.8 | 43.986 | 71.8 | 2:38.545 | 61.12 | 2.888 | 16:46:30.704 |
| 5 - | 38.503 | 79.9 | 1:15.725 | 66.7 | 44.901 | 71.6 | 2:39.129 | 60.90 | 3.472 | 16:49:09.833 |
| 6 - | 39.258 | 77.3 | 1:15.247 | 66.5 | 43.996 | 73.3 | 2:38.501 | 61.14 | 2.844 | 16:51:48.334 |
| 7 - | 38.350 | 76.9 | 1:14.160 | 66.1 | 43.147 | 74.8 | 2:35.657 (1) | 62.26 | | 16:54:23.991 |
| 8 - | 38.435 | 77.0 | 1:15.674 | 65.6 | 43.658 | 76.6 | 2:37.767 (2) | 61.42 | 2.110 | 16:57:01.758 |

| P17 5 | | Hamish CAMERON-EVELEIGH | | | | | Morgan Super Special | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:35.135 | | BEST LAP TIME : 2:36.419 | | | | | DIFFERENCE : 1.284 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 71.3 | 1:22.821 | 71.3 | 43.440 | 80.5 | | | | 16:39:13.525 |
| 2 - | 37.421 | 80.4 | 1:16.276 | 73.1 | 42.722 | 77.3 | 2:36.419 (1) | 61.95 | | 16:41:49.944 |
| 3 - | 38.657 | 84.3 | 1:16.651 | 69.3 | 41.438 | 84.0 | 2:36.746 (2) | 61.82 | 0.327 | 16:44:26.690 |
| 4 - | 40.623 | 64.6 | 1:24.740 | 62.8 | IN PIT | | 3:02.086 P | 53.22 | 25.667 | 16:47:28.776 |

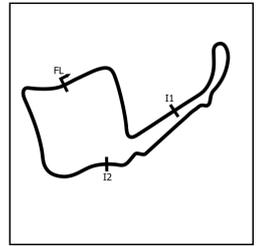
| P18 19 | | Richard Michael WRIGHT | | | | | Delahaye 135 | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:37.007 | | BEST LAP TIME : 2:38.318 | | | | | DIFFERENCE : 1.311 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 70.7 | 1:21.074 | 65.5 | 45.609 | 74.9 | | | | 16:38:47.028 |
| 2 - | 38.923 | 76.4 | 1:16.708 | 67.7 | 44.258 | 72.8 | 2:39.889 | 60.61 | 1.571 | 16:41:26.917 |
| 3 - | 39.552 | 76.3 | 1:20.464 | 65.9 | 43.643 | 75.1 | 2:43.659 | 59.21 | 5.341 | 16:44:10.576 |
| 4 - | 39.881 | 77.5 | 1:15.587 | 68.1 | 44.326 | 73.1 | 2:39.794 | 60.64 | 1.476 | 16:46:50.370 |
| 5 - | 38.920 | 78.3 | 1:15.659 | 67.9 | 44.173 | 74.9 | 2:38.752 (3) | 61.04 | 0.434 | 16:49:29.122 |
| 6 - | 38.829 | 74.9 | 1:17.556 | 68.3 | 43.872 | 73.9 | 2:40.257 | 60.47 | 1.939 | 16:52:09.379 |
| 7 - | 40.140 | 79.0 | 1:15.219 | 68.1 | 42.959 | 70.7 | 2:38.318 (1) | 61.21 | | 16:54:47.697 |
| 8 - | 39.200 | 72.8 | 1:15.625 | 61.0 | 43.739 | 75.7 | 2:38.564 (2) | 61.11 | 0.246 | 16:57:26.261 |

| P19 17 | | Christian LE GOUSSE | | | | | Riley 12/4 SPECIAL | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:37.569 | | BEST LAP TIME : 2:38.461 | | | | | DIFFERENCE : 0.892 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 65.1 | 1:23.431 | 60.5 | 44.873 | 73.3 | | | | 16:38:39.542 |
| 2 - | 38.939 | 70.9 | 1:17.828 | 66.3 | 44.075 | 73.1 | 2:40.842 | 60.25 | 2.381 | 16:41:20.384 |
| 3 - | 38.627 | 74.9 | 1:16.188 | 64.7 | 43.646 | 71.9 | 2:38.461 (1) | 61.15 | | 16:43:58.845 |
| 4 - | 39.729 | 78.9 | 1:16.823 | 65.5 | 43.707 | 72.3 | 2:40.259 (3) | 60.47 | 1.798 | 16:46:39.104 |
| 5 - | 38.259 | 77.1 | 1:17.319 | 63.7 | 49.656 | 65.4 | 2:45.234 | 58.65 | 6.773 | 16:49:24.338 |
| 6 - | 39.727 | 75.3 | 1:16.487 | 65.0 | 46.455 | 73.9 | 2:42.669 | 59.57 | 4.208 | 16:52:07.007 |
| 7 - | 43.048 | 72.7 | 1:16.821 | 66.2 | 44.175 | 74.5 | 2:44.044 | 59.07 | 5.583 | 16:54:51.051 |
| 8 - | 38.256 | 76.0 | 1:15.667 | 66.4 | 46.274 | 73.4 | 2:40.197 (2) | 60.49 | 1.736 | 16:57:31.248 |

| P20 18 | | Christian PEDERSEN | | | | | Riley 12/4 SPECIAL | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:37.059 | | BEST LAP TIME : 2:39.337 | | | | | DIFFERENCE : 2.278 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 65.3 | 1:22.244 | 63.8 | 45.425 | 77.9 | | | | 16:38:43.507 |
| 2 - | 38.893 | 78.6 | 1:16.064 | 71.5 | 45.076 | 74.5 | 2:40.033 (2) | 60.55 | 0.696 | 16:41:23.540 |
| 3 - | 40.297 | 82.3 | 1:14.320 | 68.4 | 46.022 | 79.5 | 2:40.639 | 60.32 | 1.302 | 16:44:04.179 |
| 4 - | 39.109 | 80.8 | 1:16.241 | 64.1 | 46.345 | 78.6 | 2:41.695 | 59.93 | 2.358 | 16:46:45.874 |
| 5 - | 38.493 | 81.2 | 1:15.798 | 68.1 | 45.828 | 65.6 | 2:40.119 (3) | 60.52 | 0.782 | 16:49:25.993 |
| 6 - | 40.484 | 72.4 | 1:17.421 | 69.2 | 44.302 | 76.0 | 2:42.207 | 59.74 | 2.870 | 16:52:08.200 |
| 7 - | 42.256 | 74.4 | 1:15.296 | 68.1 | 44.256 | 76.0 | 2:41.808 | 59.89 | 2.471 | 16:54:50.008 |
| 8 - | 38.483 | 74.8 | 1:15.518 | 69.1 | 45.336 | 69.3 | 2:39.337 (1) | 60.82 | | 16:57:29.345 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - SECTOR ANALYSIS



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

| P21 29 | | William WAY | | | | | Frazer Nash TT REP | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:39.688 | | BEST LAP TIME : 2:39.688 | | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 64.5 | 1:31.704 | 59.1 | 50.049 | 67.1 | | | 16:39:20.833 | |
| 2 - | 42.542 | 75.0 | 1:21.311 | 66.1 | 45.061 | 73.6 | 2:48.914 | 57.37 | 9.226 | 16:42:09.747 |
| 3 - | 40.755 | 76.1 | 1:18.579 | 66.5 | 45.403 | 73.2 | 2:44.737 | 58.82 | 5.049 | 16:44:54.484 |
| 4 - | 40.117 | 77.3 | 1:17.282 | 65.9 | 44.221 | 74.8 | 2:41.620 (3) | 59.96 | 1.932 | 16:47:36.104 |
| 5 - | 39.028 | 78.8 | 1:21.524 | 65.1 | 50.247 | 73.0 | 2:50.799 | 56.74 | 11.111 | 16:50:26.903 |
| 6 - | 39.010 | 78.5 | 1:17.068 | 66.8 | 43.610 | 74.8 | 2:39.688 (1) | 60.68 | | 16:53:06.591 |
| 7 - | 39.606 | 79.7 | 1:18.345 | 67.0 | 43.667 | 73.8 | 2:41.618 (2) | 59.96 | 1.930 | 16:55:48.209 |

| P22 12 | | David SAXL | | | | | Riley TT SPRITE | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:44.608 | | BEST LAP TIME : 2:46.189 | | | | | DIFFERENCE : 1.581 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 60.6 | 1:24.106 | 61.1 | 48.000 | 66.3 | | | | 16:38:36.686 |
| 2 - | 41.346 | 74.2 | 1:17.564 | 61.1 | 47.279 | 68.5 | 2:46.189 (1) | 58.31 | | 16:41:22.875 |
| 3 - | 41.082 | 73.8 | 1:22.851 | 60.8 | 48.148 | 68.6 | 2:52.081 (3) | 56.31 | 5.892 | 16:44:14.956 |
| 4 - | 40.629 | 72.8 | 1:19.696 | 60.2 | 46.415 | 66.7 | 2:46.740 (2) | 58.12 | 0.551 | 16:47:01.696 |
| 5 - | 46.800 | 70.3 | 1:22.289 | 59.0 | 47.807 | 61.7 | 2:56.896 | 54.78 | 10.707 | 16:49:58.592 |
| 6 - | 41.956 | 72.3 | 1:21.652 | 58.0 | 48.614 | 67.9 | 2:52.222 | 56.27 | 6.033 | 16:52:50.814 |
| 7 - | 42.083 | 69.6 | 1:22.726 | 56.9 | 49.992 | 66.7 | 2:54.801 | 55.44 | 8.612 | 16:55:45.615 |

| P23 10 | | Hamish MCNINCH | | | | | MG PA 2STR | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 3:22.811 | | BEST LAP TIME : 3:27.737 | | | | | DIFFERENCE : 4.926 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 49.4 | 1:43.578 | 49.2 | 58.681 | 56.4 | | | | 16:39:59.576 |
| 2 - | 50.216 | 63.4 | 1:39.017 | 51.4 | 58.504 | 60.1 | 3:27.737 (1) | 46.65 | | 16:43:27.313 |
| 3 - | 51.913 | 51.2 | 1:42.415 | 47.6 | 58.640 | 62.0 | 3:32.968 | 45.50 | 5.231 | 16:47:00.281 |
| 4 - | 51.205 | 58.2 | 1:36.141 | 40.8 | 1:04.425 | 53.9 | 3:31.771 | 45.76 | 4.034 | 16:50:32.052 |
| 5 - | 51.096 | 55.4 | 1:38.922 | 42.9 | 1:01.391 | 58.2 | 3:31.409 (3) | 45.84 | 3.672 | 16:54:03.461 |
| 6 - | 48.166 | 61.2 | 1:39.789 | 45.7 | 1:02.311 | 53.6 | 3:30.266 (2) | 46.09 | 2.529 | 16:57:33.727 |

| P24 9 | | Sian SLATER | | | | | Riley IMP | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 3:27.990 | | BEST LAP TIME : 3:28.152 | | | | | DIFFERENCE : 0.162 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 48.5 | 1:47.716 | 42.9 | 1:00.120 | 53.4 | | | | 16:39:52.165 |
| 2 - | 52.761 | 55.1 | 1:41.940 | 45.0 | 58.780 | 55.2 | 3:33.481 | 45.39 | 5.329 | 16:43:25.646 |
| 3 - | 51.760 | 55.3 | 1:39.956 | 43.2 | 59.331 | 56.4 | 3:31.047 (3) | 45.92 | 2.895 | 16:46:56.693 |
| 4 - | 53.173 | 55.0 | 1:39.309 | 44.4 | 1:01.206 | 54.6 | 3:33.688 | 45.35 | 5.536 | 16:50:30.381 |
| 5 - | 50.996 | 56.8 | 1:39.878 | 43.6 | 58.200 | 55.3 | 3:29.074 (2) | 46.35 | 0.922 | 16:53:59.455 |
| 6 - | 50.816 | 58.3 | 1:39.471 | 43.2 | 57.865 | 55.8 | 3:28.152 (1) | 46.55 | | 16:57:27.607 |

| P25 21 | | Simon BLAKENEY-EDWARDS | | | | | Frazer Nash SUPER SPORTS | | | |
|---------------------------|---------------|------------------------|-----------------|-------------|---------------|-------------|--------------------------|-------|-------------|---------------------|
| IDEAL LAP TIME : 2:40.012 | | BEST LAP TIME : | | | | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 78.8 | 1:14.389 | 74.3 | 41.093 | 81.0 | | | | 16:38:57.038 |
| 2 - | 44.530 | 54.4 | 1:45.838 | 38.0 | IN PIT | | 3:44.133 P | 43.23 | | 16:42:41.171 |
| 3 - | OUTLAP | 53.9 | 1:43.646 | 42.0 | IN PIT | | 6:48.449 P | 23.72 | | 16:49:29.620 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | SECTOR 3 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------|----------|----------|----------|--------|-------------------------|-----|------------------|--------------------|-----------------|-------|--|
| POS | NO | TIME | NO | TIME | NO | TIME | POS | NO | NAME | IDEAL | BEST | DIFF | |
| | | | | | | | | | | PERFECT LAP | 2:15.884 | | |
| 1 | 1 | 33.204 | 59 | 1:05.256 | 59 | 37.424 | 1 | 59 | BEEBEE | 2:16.176 | 2:16.710 | 0.534 | |
| 2 | 59 | 33.496 | 1 | 1:05.983 | 1 | 37.447 | 2 | 1 | MANN | 2:16.634 | 2:17.683 | 1.049 | |
| 3 | 7 | 34.088 | 7 | 1:06.502 | 32 | 38.036 | 3 | 7 | FLANN | 2:19.083 | 2:19.144 | 0.061 | |
| 4 | 32 | 34.467 | 32 | 1:06.847 | 7 | 38.493 | 4 | 32 | HEWITSON | 2:19.350 | 2:19.350 | 0.000 | |
| 5 | 8 | 34.551 | 35 | 1:08.391 | 35 | 38.913 | 5 | 35 | WOOD | 2:22.165 | 2:22.589 | 0.424 | |
| 6 | 35 | 34.861 | 8 | 1:09.190 | 3 | 39.120 | 6 | 8 | SMITH | 2:23.473 | 2:24.354 | 0.881 | |
| 7 | 3 | 34.980 | 76 | 1:09.405 | 8 | 39.732 | 7 | 3 | BLAKENEY-EDWARDS | 2:23.517 | 2:23.517 | 0.000 | |
| 8 | 14 | 35.410 | 3 | 1:09.417 | 14 | 39.786 | 8 | 14 | SOWERBY | 2:25.211 | 2:25.445 | 0.234 | |
| 9 | 15 | 35.671 | 14 | 1:10.015 | 129 | 40.607 | 9 | 76 | IRVING | 2:26.614 | 2:27.536 | 0.922 | |
| 10 | 6 | 35.718 | 129 | 1:10.947 | 76 | 40.836 | 10 | 129 | ILIFFE | 2:27.354 | 2:28.473 | 1.119 | |
| 11 | 129 | 35.800 | 6 | 1:11.526 | 21 | 41.093 | 11 | 6 | CHILCOTT | 2:28.595 | 2:29.109 | 0.514 | |
| 12 | 76 | 36.373 | 4 | 1:11.715 | 6 | 41.351 | 12 | 15 | PAINTER | 2:28.992 | 2:29.800 | 0.808 | |
| 13 | 4 | 36.861 | 15 | 1:11.882 | 5 | 41.438 | 13 | 4 | BOND | 2:30.933 | 2:32.466 | 1.533 | |
| 14 | 11 | 37.078 | 11 | 1:12.669 | 15 | 41.439 | 14 | 11 | MOORE | 2:31.777 | 2:35.462 | 3.685 | |
| 15 | 5 | 37.421 | 20 | 1:14.160 | 11 | 42.030 | 15 | 5 | CAMERON-EVELEIGH | 2:35.135 | 2:36.419 | 1.284 | |
| 16 | 17 | 38.256 | 18 | 1:14.320 | 4 | 42.357 | 16 | 20 | BRADLEY | 2:35.657 | 2:35.657 | 0.000 | |
| 17 | 20 | 38.350 | 21 | 1:14.389 | 19 | 42.959 | 17 | 19 | WRIGHT | 2:37.007 | 2:38.318 | 1.311 | |
| 18 | 18 | 38.483 | 19 | 1:15.219 | 20 | 43.147 | 18 | 18 | PEDERSEN | 2:37.059 | 2:39.337 | 2.278 | |
| 19 | 19 | 38.829 | 17 | 1:15.667 | 29 | 43.610 | 19 | 17 | LE GOUSSE | 2:37.569 | 2:38.461 | 0.892 | |
| 20 | 29 | 39.010 | 5 | 1:16.276 | 17 | 43.646 | 20 | 29 | WAY | 2:39.688 | 2:39.688 | 0.000 | |
| 21 | 12 | 40.629 | 29 | 1:17.068 | 18 | 44.256 | 21 | 21 | BLAKENEY-EDWARDS | | | | |
| 22 | 21 | 44.530 | 12 | 1:17.564 | 12 | 46.415 | 22 | 12 | SAXL | 2:44.608 | 2:46.189 | 1.581 | |
| 23 | 10 | 48.166 | 10 | 1:36.141 | 9 | 57.865 | 23 | 10 | MCNINCH | 3:22.811 | 3:27.737 | 4.926 | |
| 24 | 9 | 50.816 | 9 | 1:39.309 | 10 | 58.504 | 24 | 9 | SLATER | 3:27.990 | 3:28.152 | 0.162 | |
| 25 | | | | | | | 25 | 112 | FROST | | 2:26.702 | | |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - BEST SPEEDS

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | FINISH LINE | | |
|-----|----------------|------------------|------|----------------|------------------|------|-------------|------------------|------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 76 | IRVING | 95.4 | 1 | MANN | 83.4 | 1 | MANN | 90.6 |
| 2 | 1 | MANN | 94.2 | 76 | IRVING | 80.7 | 76 | IRVING | 90.0 |
| 3 | 3 | BLAKENEY-EDWARDS | 92.3 | 59 | BEEBEE | 79.2 | 3 | BLAKENEY-EDWARDS | 86.9 |
| 4 | 59 | BEEBEE | 91.8 | 7 | FLANN | 77.4 | 59 | BEEBEE | 86.1 |
| 5 | 32 | HEWITSON | 91.3 | 3 | BLAKENEY-EDWARDS | 76.9 | 7 | FLANN | 85.2 |
| 6 | 129 | ILIFFE | 90.1 | 32 | HEWITSON | 76.6 | 32 | HEWITSON | 84.8 |
| 7 | 7 | FLANN | 89.7 | 35 | WOOD | 75.9 | 35 | WOOD | 84.3 |
| 8 | 35 | WOOD | 88.7 | 129 | ILIFFE | 75.3 | 5 | CAMERON-EVELEIGH | 84.0 |
| 9 | 14 | SOWERBY | 87.8 | 21 | BLAKENEY-EDWARDS | 74.3 | 129 | ILIFFE | 83.4 |
| 10 | 8 | SMITH | 87.1 | 8 | SMITH | 74.2 | 8 | SMITH | 81.7 |
| 11 | 6 | CHILCOTT | 84.5 | 4 | BOND | 73.8 | 4 | BOND | 81.4 |
| 12 | 4 | BOND | 84.4 | 14 | SOWERBY | 73.1 | 21 | BLAKENEY-EDWARDS | 81.0 |
| 13 | 5 | CAMERON-EVELEIGH | 84.3 | 5 | CAMERON-EVELEIGH | 73.1 | 14 | SOWERBY | 80.4 |
| 14 | 15 | PAINTER | 83.5 | 18 | PEDERSEN | 71.5 | 18 | PEDERSEN | 79.5 |
| 15 | 18 | PEDERSEN | 82.3 | 15 | PAINTER | 71.4 | 15 | PAINTER | 78.9 |
| 16 | 11 | MOORE | 82.2 | 6 | CHILCOTT | 70.5 | 6 | CHILCOTT | 78.0 |
| 17 | 20 | BRADLEY | 79.9 | 11 | MOORE | 69.5 | 11 | MOORE | 76.8 |
| 18 | 29 | WAY | 79.7 | 19 | WRIGHT | 68.3 | 20 | BRADLEY | 76.6 |
| 19 | 19 | WRIGHT | 79.0 | 29 | WAY | 67.0 | 19 | WRIGHT | 75.7 |
| 20 | 17 | LE GOUSSE | 78.9 | 20 | BRADLEY | 66.8 | 29 | WAY | 74.8 |
| 21 | 21 | BLAKENEY-EDWARDS | 78.8 | 17 | LE GOUSSE | 66.4 | 17 | LE GOUSSE | 74.5 |
| 22 | 12 | SAXL | 74.2 | 12 | SAXL | 61.1 | 12 | SAXL | 68.6 |
| 23 | 10 | MCNINCH | 63.4 | 10 | MCNINCH | 51.4 | 10 | MCNINCH | 62.0 |
| 24 | 9 | SLATER | 58.3 | 9 | SLATER | 45.0 | 9 | SLATER | 56.4 |
| 25 | | | | | | | | | |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 11 - STATISTICS

Competitors Started 25
Planned Start 2025-07-26 @ 16:30:00.000
Actual Start 2025-07-26 @ 16:35:32.291
Finish Time 2025-07-26 @ 16:55:33.470
Track Length 2.6920mi.
Total Laps 178
Total Distance Covered 479.1810mi.

Session Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|-----------------|--------------|-----|--------------------|
| 59 | Robert BEEBEE | 2:18.731 | 16:40:22.630 | 2 | Frazer Nash TT REP |
| 59 | Robert BEEBEE | 2:16.710 | 16:45:01.182 | 4 | Frazer Nash TT REP |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 16:35:32.291 |
| FINISH | 16:55:33.470 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 9 | 22:18.866 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - GRID (15 minutes)

| | | | |
|-------------|----|----------------------------------|-------------------------------------|
| ROW 13 | 25 | 21 Simon BLAKENEY-EDWARDS | |
| ROW 12 | | 3:27.737 | 3:28.152 |
| ROW 12 | 23 | 10 Hamish MCNINCH | 24 9 Sian SLATER |
| ROW 11 | | 2:39.688 | 2:46.189 |
| ROW 11 | 21 | 29 William WAY | 22 12 David SAXL |
| ROW 10 | | 2:38.461 | 2:39.337 |
| ROW 10 | 19 | 17 Christian LE GOUSSE | 20 18 Christian PEDERSEN |
| ROW 9 | | 2:36.419 | 2:38.318 |
| ROW 9 | 17 | 5 Hamish CAMERON-EVELEIGH | 18 19 Richard Michael WRIGHT |
| ROW 8 | | 2:35.462 | 2:35.657 |
| ROW 8 | 15 | 11 Matthew MOORE | 16 20 Edward BRADLEY |
| ROW 7 | | 2:29.800 | 2:32.466 |
| ROW 7 | 13 | 15 Mike PAINTER | 14 4 Jack BOND |
| ROW 6 | | 2:28.473 | 2:29.109 |
| ROW 6 | 11 | 129 Richard ILIFFE | 12 6 Chris CHILCOTT |
| ROW 5 | | 2:26.702 | 2:27.536 |
| ROW 5 | 9 | 112 Angus FROST | 10 76 William IRVING |
| ROW 4 | | 2:24.354 | 2:25.445 |
| ROW 4 | 7 | 8 Rebecca SMITH | 8 14 Max SOWERBY |
| ROW 3 | | 2:22.589 | 2:23.517 |
| ROW 3 | 5 | 35 Duncan WOOD | 6 3 Jo BLAKENEY-EDWARDS |
| ROW 2 | | 2:19.144 | 2:19.350 |
| ROW 2 | 3 | 7 Rufus FLANN | 4 32 Alexander HEWITSON |
| ROW 1 | | 2:16.710 | 2:17.683 |
| ROW 1 | 1 | 59 Robert BEEBEE | 2 1 Christopher MANN |
| Pole | | | |

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

Oulton Park International: 2.6920 miles

Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - CLASSIFICATION

| POS | NO | NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|------|------------------------|--------------------------|----------|----|------|----------|--------|-------|
| 1 | 59 | Joshua BEEBEE | Frazer Nash TT REP | 2:13.872 | 3 | 6 | | | 72.39 |
| 2 | 3 | Archie WATERFIELD | Frazer Nash SUPER SPORTS | 2:15.088 | 3 | 9 | 1.216 | 1.216 | 71.74 |
| 3 | 112 | Ben MAEERS | GN PARKER | 2:16.486 | 4 | 6 | 2.614 | 1.398 | 71.00 |
| 4 | 5 | Finley HOPE-CAMERON | Morgan Super Special | 2:19.045 | 5 | 7 | 5.173 | 2.559 | 69.69 |
| 5 | 35 | Sue DARBYSHIRE | Morgan SUPER AERO | 2:19.459 | 3 | 8 | 5.587 | 0.414 | 69.49 |
| 6 | 32 | David PRYKE | Riley 12/4 SPECIAL | 2:20.612 | 8 | 8 | 6.740 | 1.153 | 68.92 |
| 7 | 7 | Jeremy FLANN | Frazer SUPER SPORTS | 2:22.212 | 8 | 8 | 8.340 | 1.600 | 68.14 |
| 8 | 76 | Harry IRVING | Alvis Special | 2:25.211 | 2 | 4 | 11.339 | 2.999 | 66.73 |
| 9 | 15 | James PAINTER | MG KAYNE | 2:26.177 | 3 | 5 | 12.305 | 0.966 | 66.29 |
| 10 | 14 | Marcus BLACK | Talbot Lago T150C | 2:27.758 | 7 | 7 | 13.886 | 1.581 | 65.58 |
| 11 | 129* | Richard ILIFFE | Riley TT SPRITE REPLICA | 2:28.882 | 6 | 8 | 15.010 | 1.124 | 65.09 |
| 12 | 19 | Richard Michael WRIGHT | Delahaye 135 | 2:30.488 | 6 | 8 | 16.616 | 1.606 | 64.39 |
| 13 | 18 | Christian PEDERSEN | Riley 12/4 SPECIAL | 2:31.161 | 8 | 8 | 17.289 | 0.673 | 64.11 |
| 14 | 20 | Edward BRADLEY | Aston Martin ULSTER | 2:31.713 | 3 | 8 | 17.841 | 0.552 | 63.87 |
| 15 | 8 | Louis PARKIN | Morris MORD | 2:33.167 | 7 | 7 | 19.295 | 1.454 | 63.27 |
| 16 | 29 | iain ROCHE | Frazer Nash TT REP | 2:36.617 | 7 | 7 | 22.745 | 3.450 | 61.87 |
| 17 | 11 | Mark DANIELL | Frazer Nash SUPER SPORTS | 2:40.032 | 3 | 4 | 26.160 | 3.415 | 60.55 |
| 18 | 4 | Ewan CAMERON | Morgan SUPER AERO | 2:44.308 | 2 | 5 | 30.436 | 4.276 | 58.98 |
| 19 | 12 | David SAXL | Riley TT SPRITE | 2:46.169 | 3 | 5 | 32.297 | 1.861 | 58.32 |
| 20 | 10 | Hamish MCNINCH | MG PA 2STR | 3:11.308 | 5 | 5 | 57.436 | 25.139 | 50.65 |
| 21 | 9 | Stuart SARGEANT | Riley IMP | 3:20.002 | 6 | 6 | 1:06.130 | 8.694 | 48.45 |

No. 129 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Bright / Dry

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

Date: 26/07/2025 Start: 18:07 Finish: 18:26

Oulton Park International: 2.6920 miles

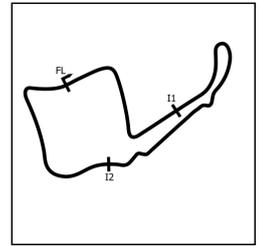
Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - 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 59 | | Joshua BEEBEE | | | | | Frazer Nash TT REP | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:12.452 | | BEST LAP TIME : 2:13.872 | | | DIFFERENCE : 1.420 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 86.3 | 1:12.068 | 76.1 | 38.615 | 83.8 | | | 18:10:29.074 | |
| 2 - | 32.815 | 92.1 | 1:05.444 | 78.8 | 37.506 | 86.3 | 2:15.765 (3) | 71.38 | 1.893 | 18:12:44.839 |
| 3 - | 32.184 | 93.4 | 1:04.378 | 79.5 | 37.310 | 87.3 | 2:13.872 (1) | 72.39 | | 18:14:58.711 |
| 4 - | 32.302 | 92.9 | 1:05.114 | 81.1 | 37.362 | 88.1 | 2:14.778 (2) | 71.90 | 0.906 | 18:17:13.489 |
| 5 - | 31.923 | 93.7 | 1:07.093 | 78.9 | 38.967 | 86.3 | 2:17.983 | 70.23 | 4.111 | 18:19:31.472 |
| 6 - | 31.978 | 93.7 | 1:03.219 | 79.8 | IN PIT | | 2:24.252 P | 67.18 | 10.380 | 18:21:55.724 |

| P2 3 | | Archie WATERFIELD | | | | | Frazer Nash SUPER SPORTS | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--------------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:14.602 | | BEST LAP TIME : 2:15.088 | | | DIFFERENCE : 0.486 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 90.0 | 1:09.095 | 76.7 | 38.917 | 83.8 | | | 18:10:36.757 | |
| 2 - | 34.091 | 95.7 | 1:06.234 | 80.6 | 38.078 | 83.7 | 2:18.403 | 70.02 | 3.315 | 18:12:55.160 |
| 3 - | 33.038 | 92.9 | 1:04.796 | 78.2 | 37.254 | 86.3 | 2:15.088 (1) | 71.74 | | 18:15:10.248 |
| 4 - | 32.747 | 89.9 | 1:06.072 | 80.4 | 38.022 | 85.1 | 2:16.841 | 70.82 | 1.753 | 18:17:27.089 |
| 5 - | 33.104 | 94.5 | 1:06.070 | 77.2 | 37.311 | 88.7 | 2:16.485 | 71.00 | 1.397 | 18:19:43.574 |
| 6 - | 32.866 | 93.9 | 1:05.412 | 80.3 | 37.239 | 86.7 | 2:15.517 (2) | 71.51 | 0.429 | 18:21:59.091 |
| 7 - | 33.828 | 92.5 | 1:04.845 | 81.4 | 37.330 | 87.8 | 2:16.003 (3) | 71.25 | 0.915 | 18:24:15.094 |
| 8 - | 33.547 | 92.5 | 1:05.683 | 73.6 | 38.394 | 83.9 | 2:17.624 | 70.41 | 2.536 | 18:26:32.718 |
| 9 - | 32.567 | 95.1 | 1:06.377 | 79.5 | 37.298 | 88.7 | 2:16.242 | 71.13 | 1.154 | 18:28:48.960 |

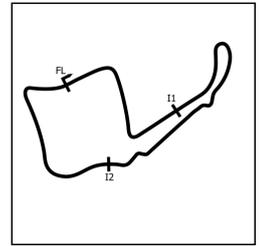
| P3 112 | | Ben MAEERS | | | | | GN PARKER | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:15.941 | | BEST LAP TIME : 2:16.486 | | | DIFFERENCE : 0.545 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 89.8 | 1:08.808 | 80.0 | 39.184 | 87.7 | | | 18:10:34.593 | |
| 2 - | 34.904 | 92.9 | 1:08.635 | 78.1 | 37.754 | 88.3 | 2:21.293 | 68.59 | 4.807 | 18:12:55.886 |
| 3 - | 33.543 | 93.4 | 1:05.622 | 79.4 | 37.810 | 85.9 | 2:16.975 (3) | 70.75 | 0.489 | 18:15:12.861 |
| 4 - | 33.615 | 91.9 | 1:05.525 | 78.7 | 37.346 | 86.8 | 2:16.486 (1) | 71.00 | | 18:17:29.347 |
| 5 - | 33.070 | 93.3 | 1:05.702 | 76.1 | 38.190 | 85.0 | 2:16.962 (2) | 70.75 | 0.476 | 18:19:46.309 |
| 6 - | 33.737 | 90.3 | 1:13.276 | 62.6 | IN PIT | | 2:39.809 P | 60.64 | 23.323 | 18:22:26.118 |

| P4 5 | | Finley HOPE-CAMERON | | | | | Morgan Super Special | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|----------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:17.993 | | BEST LAP TIME : 2:19.045 | | | DIFFERENCE : 1.052 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 80.5 | 1:09.839 | 73.9 | 38.801 | 85.1 | | | 18:10:14.386 | |
| 2 - | 34.310 | 89.1 | 1:07.067 | 77.1 | 38.332 | 84.6 | 2:19.709 (2) | 69.36 | 0.664 | 18:12:34.095 |
| 3 - | 33.867 | 90.1 | 1:06.666 | 76.9 | 39.277 | 84.7 | 2:19.810 (3) | 69.31 | 0.765 | 18:14:53.905 |
| 4 - | 34.550 | 83.7 | 1:07.565 | 76.6 | 38.865 | 84.7 | 2:20.980 | 68.74 | 1.935 | 18:17:14.885 |
| 5 - | 33.214 | 91.6 | 1:06.447 | 77.1 | 39.384 | 83.6 | 2:19.045 (1) | 69.69 | | 18:19:33.930 |
| 6 - | 33.961 | 90.1 | 1:06.876 | 78.3 | IN PIT | | 2:26.708 P | 66.05 | 7.663 | 18:22:00.638 |
| 7 - | OUTLAP | 88.3 | 1:07.880 | 78.2 | IN PIT | | 3:00.484 P | 53.69 | 41.439 | 18:25:01.122 |

| P5 35 | | Sue DARBYSHIRE | | | | | Morgan SUPER AERO | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:18.788 | | BEST LAP TIME : 2:19.459 | | | DIFFERENCE : 0.671 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 80.9 | 1:11.141 | 74.6 | 38.353 | 86.4 | | | 18:10:14.742 | |
| 2 - | 34.243 | 90.0 | 1:07.587 | 77.1 | 37.792 | 86.1 | 2:19.622 (2) | 69.41 | 0.163 | 18:12:34.364 |
| 3 - | 34.545 | 89.5 | 1:06.753 | 77.5 | 38.161 | 83.5 | 2:19.459 (1) | 69.49 | | 18:14:53.823 |
| 4 - | 34.297 | 88.6 | 1:07.147 | 76.7 | 38.308 | 83.5 | 2:19.752 (3) | 69.34 | 0.293 | 18:17:13.575 |
| 5 - | 34.562 | 88.3 | 1:07.518 | 77.3 | 38.637 | 83.5 | 2:20.717 | 68.87 | 1.258 | 18:19:34.292 |
| 6 - | 34.273 | 89.3 | 1:06.906 | 78.4 | 38.635 | 83.5 | 2:19.814 | 69.31 | 0.355 | 18:21:54.106 |
| 7 - | 34.473 | 89.8 | 1:07.306 | 77.9 | 38.657 | 83.3 | 2:20.436 | 69.00 | 0.977 | 18:24:14.542 |
| 8 - | 35.212 | 89.5 | 1:07.669 | 74.8 | IN PIT | | 2:29.884 P | 64.65 | 10.425 | 18:26:44.426 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

| P6 32 | | David PRYKE | | | | | Riley 12/4 SPECIAL | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:20.121 | | BEST LAP TIME : 2:20.612 | | | | | DIFFERENCE : 0.491 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 83.6 | 1:14.551 | 72.7 | 42.019 | 81.4 | | | 18:10:34.141 | |
| 2 - | 36.939 | 87.2 | 1:10.871 | 76.6 | 38.955 | 82.2 | 2:26.765 | 66.03 | 6.153 | 18:13:00.906 |
| 3 - | 35.717 | 90.6 | 1:08.934 | 76.0 | 39.667 | 81.7 | 2:24.318 | 67.15 | 3.706 | 18:15:25.224 |
| 4 - | 35.198 | 89.7 | 1:08.411 | 77.4 | 38.710 | 84.8 | 2:22.319 | 68.09 | 1.707 | 18:17:47.543 |
| 5 - | 34.450 | 89.9 | 1:07.503 | 75.0 | 40.287 | 82.9 | 2:22.240 | 68.13 | 1.628 | 18:20:09.783 |
| 6 - | 34.825 | 89.1 | 1:07.273 | 75.9 | 39.716 | 80.4 | 2:21.814 (2) | 68.33 | 1.202 | 18:22:31.597 |
| 7 - | 35.242 | 90.1 | 1:07.657 | 76.1 | 39.124 | 81.7 | 2:22.023 (3) | 68.23 | 1.411 | 18:24:53.620 |
| 8 - | 34.847 | 89.0 | 1:07.367 | 75.1 | 38.398 | 82.9 | 2:20.612 (1) | 68.92 | | 18:27:14.232 |

| P7 7 | | Jeremy FLANN | | | | | Frazer SUPER SPORTS | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:22.191 | | BEST LAP TIME : 2:22.212 | | | | | DIFFERENCE : 0.021 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 82.5 | 1:12.991 | 74.9 | 39.797 | 80.5 | | | 18:10:31.221 | |
| 2 - | 36.861 | 86.7 | 1:11.539 | 76.1 | 39.207 | 82.5 | 2:27.607 | 65.65 | 5.395 | 18:12:58.828 |
| 3 - | 35.855 | 85.8 | 1:08.698 | 75.7 | 40.317 | 81.1 | 2:24.870 | 66.89 | 2.658 | 18:15:23.698 |
| 4 - | 35.269 | 86.5 | 1:08.993 | 73.9 | 39.426 | 81.9 | 2:23.688 (3) | 67.44 | 1.476 | 18:17:47.386 |
| 5 - | 35.808 | 86.5 | 1:10.083 | 72.3 | 40.021 | 81.7 | 2:25.912 | 66.41 | 3.700 | 18:20:13.298 |
| 6 - | 34.948 | 87.1 | 1:08.498 | 74.3 | 39.396 | 82.4 | 2:22.842 (2) | 67.84 | 0.630 | 18:22:36.140 |
| 7 - | 35.134 | 86.7 | 1:08.800 | 66.1 | 39.757 | 81.6 | 2:23.691 | 67.44 | 1.479 | 18:24:59.831 |
| 8 - | 34.969 | 86.9 | 1:08.119 | 74.8 | 39.124 | 80.3 | 2:22.212 (1) | 68.14 | | 18:27:22.043 |

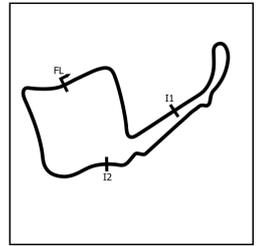
| P8 76 | | Harry IRVING | | | | | Alvis Special | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:23.682 | | BEST LAP TIME : 2:25.211 | | | | | DIFFERENCE : 1.529 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 93.2 | 1:15.249 | 80.3 | 42.369 | 91.5 | | | 18:10:50.683 | |
| 2 - | 35.093 | 95.4 | 1:09.287 | 85.8 | 40.831 | 88.7 | 2:25.211 (1) | 66.73 | | 18:13:15.894 |
| 3 - | 35.265 | 97.5 | 1:08.575 | 84.5 | 41.980 | 85.9 | 2:25.820 (2) | 66.46 | 0.609 | 18:15:41.714 |
| 4 - | 35.056 | 92.0 | 1:11.389 | 82.0 | 40.051 | 89.8 | 2:26.496 (3) | 66.15 | 1.285 | 18:18:08.210 |

| P9 15 | | James PAINTER | | | | | MG KAYNE | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:24.263 | | BEST LAP TIME : 2:26.177 | | | | | DIFFERENCE : 1.914 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 80.7 | 1:17.871 | 68.6 | 45.528 | 77.6 | | | 18:11:12.037 | |
| 2 - | 38.258 | 85.3 | 1:10.988 | 69.6 | 42.055 | 78.8 | 2:31.301 (3) | 64.05 | 5.124 | 18:13:43.338 |
| 3 - | 37.005 | 85.9 | 1:08.984 | 73.4 | 40.188 | 81.1 | 2:26.177 (1) | 66.29 | | 18:16:09.515 |
| 4 - | 35.593 | 86.7 | 1:10.148 | 73.4 | 41.605 | 78.4 | 2:27.346 (2) | 65.77 | 1.169 | 18:18:36.861 |
| 5 - | 35.091 | 83.7 | 1:09.466 | 72.0 | IN PIT | | 2:34.940 P | 62.54 | 8.763 | 18:21:11.801 |

| P10 14 | | Marcus BLACK | | | | | Talbot Lago T150C | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:27.758 | | BEST LAP TIME : 2:27.758 | | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 73.5 | 1:19.478 | 66.7 | 44.999 | 75.9 | | | 18:11:23.970 | |
| 2 - | 37.943 | 81.8 | 1:13.434 | 69.6 | 42.031 | 76.9 | 2:33.408 | 63.17 | 5.650 | 18:13:57.378 |
| 3 - | 36.994 | 84.0 | 1:11.979 | 70.6 | 41.656 | 80.0 | 2:30.629 (3) | 64.33 | 2.871 | 18:16:28.007 |
| 4 - | 37.026 | 83.3 | 1:44.533 | 56.7 | 45.066 | 77.2 | 3:06.625 | 51.92 | 38.867 | 18:19:34.632 |
| 5 - | 37.394 | 84.5 | 1:12.350 | 70.2 | 41.190 | 77.0 | 2:30.934 | 64.20 | 3.176 | 18:22:05.566 |
| 6 - | 35.886 | 87.0 | 1:11.279 | 72.1 | 42.051 | 78.1 | 2:29.216 (2) | 64.94 | 1.458 | 18:24:34.782 |
| 7 - | 35.695 | 86.8 | 1:10.980 | 71.0 | 41.083 | 76.9 | 2:27.758 (1) | 65.58 | | 18:27:02.540 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

| P11 129 | | Richard ILIFFE | | | | Riley TT SPRITE REPLICA | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|-------------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:26.522 | | BEST LAP TIME : 2:28.882 | | | | DIFFERENCE : 2.360 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 79.1 | 1:12.716 | 74.0 | 40.827 | 83.4 | | | 18:11:16.650 |
| 2 - | 36.616 | 88.3 | 1:10.568 | 73.7 | 40.211 | 83.0 | 2:27.395 D | 65.75 | 18:13:44.045 |
| 3 - | 36.545 | 88.1 | 1:11.104 | 75.4 | 42.250 | 80.9 | 2:29.899 (3) | 64.65 | 1.017 18:16:13.944 |
| 4 - | 35.743 | 89.2 | 1:13.130 | 73.9 | 41.494 | 79.6 | 2:30.367 | 64.45 | 1.485 18:18:44.311 |
| 5 - | 37.067 | 85.4 | 1:13.614 | 72.7 | 41.144 | 81.8 | 2:31.825 | 63.83 | 2.943 18:21:16.136 |
| 6 - | 36.004 | 88.1 | 1:11.272 | 73.4 | 41.606 | 81.0 | 2:28.882 (1) | 65.09 | 18:23:45.018 |
| 7 - | 36.537 | 87.6 | 1:11.595 | 73.8 | 41.682 | 80.5 | 2:29.814 (2) | 64.68 | 0.932 18:26:14.832 |
| 8 - | 36.557 | 88.3 | 1:12.912 | 72.8 | 42.127 | 80.8 | 2:31.596 | 63.92 | 2.714 18:28:46.428 |

| P12 19 | | Richard Michael WRIGHT | | | | Delahaye 135 | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:30.429 | | BEST LAP TIME : 2:30.488 | | | | DIFFERENCE : 0.059 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 71.0 | 1:17.179 | 68.2 | 45.616 | 79.7 | | | 18:11:12.656 |
| 2 - | 38.566 | 80.8 | 1:14.592 | 67.1 | 43.059 | 81.5 | 2:36.217 | 62.03 | 5.729 18:13:48.873 |
| 3 - | 37.537 | 83.3 | 1:13.092 | 75.3 | 42.196 | 76.2 | 2:32.825 | 63.41 | 2.337 18:16:21.698 |
| 4 - | 37.258 | 84.6 | 1:12.416 | 74.5 | 42.776 | 77.9 | 2:32.450 | 63.57 | 1.962 18:18:54.148 |
| 5 - | 36.952 | 82.8 | 1:13.075 | 74.2 | 42.012 | 81.8 | 2:32.039 | 63.74 | 1.551 18:21:26.187 |
| 6 - | 37.011 | 82.5 | 1:12.180 | 75.0 | 41.297 | 76.6 | 2:30.488 (1) | 64.39 | 18:23:56.675 |
| 7 - | 37.317 | 81.2 | 1:12.446 | 75.4 | 41.390 | 76.7 | 2:31.153 (2) | 64.11 | 0.665 18:26:27.828 |
| 8 - | 37.029 | 83.0 | 1:12.776 | 67.8 | 41.931 | 82.1 | 2:31.736 (3) | 63.86 | 1.248 18:28:59.564 |

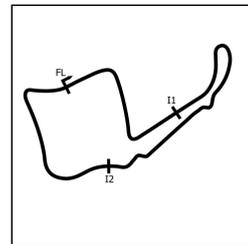
| P13 18 | | Christian PEDERSEN | | | | Riley 12/4 SPECIAL | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:30.743 | | BEST LAP TIME : 2:31.161 | | | | DIFFERENCE : 0.418 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 69.9 | 1:18.046 | 69.1 | 47.177 | 71.0 | | | 18:11:15.975 |
| 2 - | 39.481 | 82.0 | 1:15.173 | 69.0 | 42.178 | 78.8 | 2:36.832 | 61.79 | 5.671 18:13:52.807 |
| 3 - | 37.320 | 82.8 | 1:12.746 | 71.0 | 42.447 | 79.2 | 2:32.513 | 63.54 | 1.352 18:16:25.320 |
| 4 - | 38.579 | 84.7 | 1:18.636 | 65.1 | 47.265 | 75.6 | 2:44.480 | 58.92 | 13.319 18:19:09.800 |
| 5 - | 38.857 | 72.0 | 1:14.228 | 68.4 | 42.776 | 80.2 | 2:35.861 | 62.17 | 4.700 18:21:45.661 |
| 6 - | 37.596 | 81.8 | 1:12.073 | 70.4 | 42.759 | 77.4 | 2:32.428 (3) | 63.57 | 1.267 18:24:18.089 |
| 7 - | 37.202 | 84.0 | 1:12.061 | 70.8 | 41.947 | 78.1 | 2:31.210 (2) | 64.09 | 0.049 18:26:49.299 |
| 8 - | 37.344 | 82.4 | 1:11.594 | 70.4 | 42.223 | 78.3 | 2:31.161 (1) | 64.11 | 18:29:20.460 |

| P14 20 | | Edward BRADLEY | | | | Aston Martin ULSTER | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|---------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:30.828 | | BEST LAP TIME : 2:31.713 | | | | DIFFERENCE : 0.885 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 74.2 | 1:17.179 | 65.5 | 43.412 | 76.2 | | | 18:11:18.823 |
| 2 - | 37.167 | 82.6 | 1:14.048 | 66.4 | 42.168 | 76.3 | 2:33.383 | 63.18 | 1.670 18:13:52.206 |
| 3 - | 36.659 | 80.9 | 1:12.548 | 68.7 | 42.506 | 76.9 | 2:31.713 (1) | 63.87 | 18:16:23.919 |
| 4 - | 36.951 | 80.4 | 1:12.869 | 66.4 | 43.522 | 75.6 | 2:33.342 | 63.20 | 1.629 18:18:57.261 |
| 5 - | 37.169 | 79.3 | 1:13.737 | 67.2 | 42.015 | 75.9 | 2:32.921 | 63.37 | 1.208 18:21:30.182 |
| 6 - | 37.069 | 79.0 | 1:13.103 | 67.5 | 41.694 | 74.8 | 2:31.866 (2) | 63.81 | 0.153 18:24:02.048 |
| 7 - | 36.586 | 78.1 | 1:14.070 | 65.4 | 43.169 | 74.3 | 2:33.825 | 63.00 | 2.112 18:26:35.873 |
| 8 - | 37.716 | 78.6 | 1:13.247 | 65.8 | 41.867 | 74.4 | 2:32.830 (3) | 63.41 | 1.117 18:29:08.703 |

| P15 8 | | Louis PARKIN | | | | Morris MORD | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:33.167 | | BEST LAP TIME : 2:33.167 | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 67.6 | 1:21.920 | 67.3 | 47.572 | 79.0 | | | 18:10:59.153 |
| 2 - | 40.009 | 80.9 | 1:17.478 | 66.0 | 45.163 | 80.1 | 2:42.650 | 59.58 | 9.483 18:13:41.803 |
| 3 - | 40.500 | 81.5 | 1:16.098 | 68.6 | 46.096 | 81.6 | 2:42.694 | 59.56 | 9.527 18:16:24.497 |
| 4 - | 38.602 | 84.3 | 1:17.326 | 66.7 | 44.809 | 80.6 | 2:40.737 | 60.29 | 7.570 18:19:05.234 |
| 5 - | 38.270 | 75.6 | 1:16.853 | 71.3 | 44.772 | 80.5 | 2:39.895 (3) | 60.61 | 6.728 18:21:45.129 |
| 6 - | 40.227 | 78.7 | 1:16.536 | 73.7 | 42.644 | 80.5 | 2:39.407 (2) | 60.79 | 6.240 18:24:24.536 |
| 7 - | 37.583 | 86.2 | 1:13.223 | 73.3 | 42.361 | 81.4 | 2:33.167 (1) | 63.27 | 18:26:57.703 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - 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 29 | | iain ROCHE | | | Frazer Nash TT REP | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 2:36.542 | | BEST LAP TIME : 2:36.617 | | | DIFFERENCE : 0.075 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 65.7 | 1:22.138 | 61.1 | 48.990 | 72.2 | 18:11:14.733 |
| 2 - | 41.200 | 70.1 | 1:17.070 | 67.1 | 43.129 | 74.5 | 2:41.399 60.04 4.782 18:13:56.132 |
| 3 - | 39.723 | 79.8 | 1:15.877 | 66.3 | 43.725 | 73.3 | 2:39.325 (3) 60.82 2.708 18:16:35.457 |
| 4 - | 38.802 | 79.2 | 1:16.127 | 64.4 | 43.570 | 74.8 | 2:38.499 (2) 61.14 1.882 18:19:13.956 |
| 5 - | 39.954 | 73.5 | 1:16.750 | 67.1 | 44.283 | 71.2 | 2:40.987 60.19 4.370 18:21:54.943 |
| 6 - | 39.806 | 77.9 | 1:16.516 | 65.7 | 43.586 | 71.3 | 2:39.908 60.60 3.291 18:24:34.851 |
| 7 - | 38.817 | 79.8 | 1:14.611 | 65.4 | 43.189 | 74.3 | 2:36.617 (1) 61.87 18:27:11.468 |

| P17 11 | | Mark DANIELL | | | Frazer Nash SUPER SPORTS | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------------|-------------|--|
| IDEAL LAP TIME : 2:39.420 | | BEST LAP TIME : 2:40.032 | | | DIFFERENCE : 0.612 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 73.5 | 1:23.101 | 60.1 | 46.435 | 72.0 | 18:11:32.939 |
| 2 - | 39.328 | 80.8 | 1:18.624 | 64.4 | 44.429 | 71.3 | 2:42.381 (2) 59.68 2.349 18:14:15.320 |
| 3 - | 39.940 | 79.2 | 1:16.369 | 66.2 | 43.723 | 74.3 | 2:40.032 (1) 60.55 18:16:55.352 |
| 4 - | 40.023 | 79.6 | 1:20.098 | 35.9 | IN PIT | | 3:37.418 P 44.57 57.386 18:20:32.770 |

| P18 4 | | Ewan CAMERON | | | Morgan SUPER AERO | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 2:41.110 | | BEST LAP TIME : 2:44.308 | | | DIFFERENCE : 3.198 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 75.4 | 1:17.070 | 67.3 | 43.985 | 73.3 | 18:10:35.048 |
| 2 - | 40.055 | 79.0 | 1:19.093 | 63.7 | 45.160 | 71.6 | 2:44.308 (1) 58.98 18:13:19.356 |
| 3 - | 40.155 | 74.4 | 1:19.441 | 64.5 | 45.237 | 72.3 | 2:44.833 (2) 58.79 0.525 18:16:04.189 |
| 4 - | 41.083 | 71.0 | 1:24.766 | 62.0 | 47.589 | 70.5 | 2:53.438 (3) 55.87 9.130 18:18:57.627 |
| 5 - | 41.594 | 69.2 | 1:23.504 | 62.0 | IN PIT | | 3:01.311 P 53.45 17.003 18:21:58.938 |

| P19 12 | | David SAXL | | | Riley TT SPRITE | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 2:44.605 | | BEST LAP TIME : 2:46.169 | | | DIFFERENCE : 1.564 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 65.6 | 1:23.532 | 61.6 | 45.896 | 67.5 | 18:11:24.497 |
| 2 - | 40.474 | 74.6 | 1:19.019 | 61.9 | 47.391 | 65.0 | 2:46.884 (2) 58.07 0.715 18:14:11.381 |
| 3 - | 40.406 | 74.4 | 1:18.708 | 60.4 | 47.055 | 69.8 | 2:46.169 (1) 58.32 18:16:57.550 |
| 4 - | 41.524 | 73.5 | 1:22.105 | 60.5 | 46.169 | 71.9 | 2:49.798 (3) 57.07 3.629 18:19:47.348 |
| 5 - | 40.001 | 69.9 | 1:20.791 | 59.5 | IN PIT | | 3:02.209 P 53.18 16.040 18:22:49.557 |

| P20 10 | | Hamish MCNINCH | | | MG PA 2STR | | |
|---------------------------|---------------|--------------------------|----------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 3:08.369 | | BEST LAP TIME : 3:11.308 | | | DIFFERENCE : 2.939 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 54.7 | 1:36.204 | 49.1 | 55.773 | 59.6 | 18:12:14.734 |
| 2 - | 46.716 | 62.9 | 1:31.773 | 53.0 | 54.241 | 61.0 | 3:12.730 (3) 50.28 1.422 18:15:27.464 |
| 3 - | 45.868 | 63.3 | 1:32.092 | 56.9 | 53.599 | 60.3 | 3:11.559 (2) 50.59 0.251 18:18:39.023 |
| 4 - | 46.331 | 60.4 | 1:31.799 | 53.6 | 56.875 | 50.8 | 3:15.005 49.69 3.697 18:21:54.028 |
| 5 - | 48.488 | 59.9 | 1:30.073 | 54.7 | 52.747 | 61.4 | 3:11.308 (1) 50.65 18:25:05.336 |

| P21 9 | | Stuart SARGEANT | | | Riley IMP | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|--|
| IDEAL LAP TIME : 3:19.440 | | BEST LAP TIME : 3:20.002 | | | DIFFERENCE : 0.562 | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 58.5 | 1:37.742 | 46.5 | 56.982 | 57.7 | 18:12:19.001 |
| 2 - | 49.069 | 61.1 | 1:37.682 | 48.2 | 57.475 | 56.9 | 3:24.226 47.45 4.224 18:15:43.227 |
| 3 - | 49.172 | 60.4 | 1:36.937 | 47.3 | 56.904 | 58.5 | 3:23.013 (2) 47.73 3.011 18:19:06.240 |
| 4 - | 50.956 | 58.1 | 1:36.492 | 48.0 | 57.022 | 57.8 | 3:24.470 47.39 4.468 18:22:30.710 |
| 5 - | 51.199 | 56.7 | 1:35.113 | 47.8 | 56.993 | 57.6 | 3:23.305 (3) 47.66 3.303 18:25:54.015 |
| 6 - | 49.631 | 61.5 | 1:34.491 | 47.8 | 55.880 | 58.7 | 3:20.002 (1) 48.45 18:29:14.017 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | SECTOR 3 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------|----------|----------|----------|--------|-------------------------|-----|--------------|--------------------|-----------------|-------|--|
| POS | NO | TIME | NO | TIME | NO | TIME | POS | NO | NAME | IDEAL | BEST | DIFF | |
| | | | | | | | | | | PERFECT LAP | 2:12.381 | | |
| 1 | 59 | 31.923 | 59 | 1:03.219 | 3 | 37.239 | 1 | 59 | BEEBEE | 2:12.452 | 2:13.872 | 1.420 | |
| 2 | 3 | 32.567 | 3 | 1:04.796 | 59 | 37.310 | 2 | 3 | WATERFIELD | 2:14.602 | 2:15.088 | 0.486 | |
| 3 | 112 | 33.070 | 112 | 1:05.525 | 112 | 37.346 | 3 | 112 | MAEERS | 2:15.941 | 2:16.486 | 0.545 | |
| 4 | 5 | 33.214 | 5 | 1:06.447 | 35 | 37.792 | 4 | 5 | HOPE-CAMERON | 2:17.993 | 2:19.045 | 1.052 | |
| 5 | 35 | 34.243 | 35 | 1:06.753 | 5 | 38.332 | 5 | 35 | DARBYSHIRE | 2:18.788 | 2:19.459 | 0.671 | |
| 6 | 32 | 34.450 | 32 | 1:07.273 | 32 | 38.398 | 6 | 32 | PRYKE | 2:20.121 | 2:20.612 | 0.491 | |
| 7 | 7 | 34.948 | 7 | 1:08.119 | 7 | 39.124 | 7 | 7 | FLANN | 2:22.191 | 2:22.212 | 0.021 | |
| 8 | 76 | 35.056 | 76 | 1:08.575 | 76 | 40.051 | 8 | 76 | IRVING | 2:23.682 | 2:25.211 | 1.529 | |
| 9 | 15 | 35.091 | 15 | 1:08.984 | 15 | 40.188 | 9 | 15 | PAINTER | 2:24.263 | 2:26.177 | 1.914 | |
| 10 | 14 | 35.695 | 129 | 1:10.568 | 129 | 40.211 | 10 | 129 | ILIFFE | 2:26.522 | 2:28.882 | 2.360 | |
| 11 | 129 | 35.743 | 14 | 1:10.980 | 14 | 41.083 | 11 | 14 | BLACK | 2:27.758 | 2:27.758 | 0.000 | |
| 12 | 20 | 36.586 | 18 | 1:11.594 | 19 | 41.297 | 12 | 19 | WRIGHT | 2:30.429 | 2:30.488 | 0.059 | |
| 13 | 19 | 36.952 | 19 | 1:12.180 | 20 | 41.694 | 13 | 18 | PEDERSEN | 2:30.743 | 2:31.161 | 0.418 | |
| 14 | 18 | 37.202 | 20 | 1:12.548 | 18 | 41.947 | 14 | 20 | BRADLEY | 2:30.828 | 2:31.713 | 0.885 | |
| 15 | 8 | 37.583 | 8 | 1:13.223 | 8 | 42.361 | 15 | 8 | PARKIN | 2:33.167 | 2:33.167 | 0.000 | |
| 16 | 29 | 38.802 | 29 | 1:14.611 | 29 | 43.129 | 16 | 29 | ROCHE | 2:36.542 | 2:36.617 | 0.075 | |
| 17 | 11 | 39.328 | 11 | 1:16.369 | 11 | 43.723 | 17 | 11 | DANIELL | 2:39.420 | 2:40.032 | 0.612 | |
| 18 | 12 | 40.001 | 4 | 1:17.070 | 4 | 43.985 | 18 | 4 | CAMERON | 2:41.110 | 2:44.308 | 3.198 | |
| 19 | 4 | 40.055 | 12 | 1:18.708 | 12 | 45.896 | 19 | 12 | SAXL | 2:44.605 | 2:46.169 | 1.564 | |
| 20 | 10 | 45.868 | 10 | 1:29.754 | 10 | 52.747 | 20 | 10 | MCNINCH | 3:08.369 | 3:11.308 | 2.939 | |
| 21 | 9 | 49.069 | 9 | 1:34.491 | 9 | 55.880 | 21 | 9 | SARGEANT | 3:19.440 | 3:20.002 | 0.562 | |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - BEST SPEEDS

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | FINISH LINE | | |
|-----|----------------|--------------|------|----------------|--------------|------|-------------|--------------|------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 76 | IRVING | 97.5 | 76 | IRVING | 85.8 | 76 | IRVING | 91.5 |
| 2 | 3 | WATERFIELD | 95.7 | 3 | WATERFIELD | 81.4 | 3 | WATERFIELD | 88.7 |
| 3 | 59 | BEEBEE | 93.7 | 59 | BEEBEE | 81.1 | 112 | MAEERS | 88.3 |
| 4 | 112 | MAEERS | 93.4 | 112 | MAEERS | 80.0 | 59 | BEEBEE | 88.1 |
| 5 | 5 | HOPE-CAMERON | 91.6 | 35 | DARBYSHIRE | 78.4 | 35 | DARBYSHIRE | 86.4 |
| 6 | 32 | PRYKE | 90.6 | 5 | HOPE-CAMERON | 78.3 | 5 | HOPE-CAMERON | 85.1 |
| 7 | 35 | DARBYSHIRE | 90.0 | 32 | PRYKE | 77.4 | 32 | PRYKE | 84.8 |
| 8 | 129 | ILIFFE | 89.2 | 7 | FLANN | 76.1 | 129 | ILIFFE | 83.4 |
| 9 | 7 | FLANN | 87.1 | 129 | ILIFFE | 75.4 | 7 | FLANN | 82.5 |
| 10 | 14 | BLACK | 87.0 | 19 | WRIGHT | 75.4 | 19 | WRIGHT | 82.1 |
| 11 | 15 | PAINTER | 86.7 | 8 | PARKIN | 73.7 | 8 | PARKIN | 81.6 |
| 12 | 8 | PARKIN | 86.2 | 15 | PAINTER | 73.4 | 15 | PAINTER | 81.1 |
| 13 | 18 | PEDERSEN | 84.7 | 14 | BLACK | 72.1 | 18 | PEDERSEN | 80.2 |
| 14 | 19 | WRIGHT | 84.6 | 18 | PEDERSEN | 71.0 | 14 | BLACK | 80.0 |
| 15 | 20 | BRADLEY | 82.6 | 20 | BRADLEY | 68.7 | 20 | BRADLEY | 76.9 |
| 16 | 11 | DANIELL | 80.8 | 4 | CAMERON | 67.3 | 29 | ROCHE | 74.8 |
| 17 | 29 | ROCHE | 79.8 | 29 | ROCHE | 67.1 | 11 | DANIELL | 74.3 |
| 18 | 4 | CAMERON | 79.0 | 11 | DANIELL | 66.2 | 4 | CAMERON | 73.3 |
| 19 | 12 | SAXL | 74.6 | 12 | SAXL | 61.9 | 12 | SAXL | 71.9 |
| 20 | 10 | MCNINCH | 64.0 | 10 | MCNINCH | 56.9 | 10 | MCNINCH | 61.4 |
| 21 | 9 | SARGEANT | 61.5 | 9 | SARGEANT | 48.2 | 9 | SARGEANT | 58.7 |

Vintage Sports Car Club 'Egerton Cup'

QUALIFYING - RACE 20 - STATISTICS

Competitors Started 21
Planned Start 2025-07-26 @ 18:05:00.000
Actual Start 2025-07-26 @ 18:07:48.927
Finish Time 2025-07-26 @ 18:26:56.200
Track Length 2.6920mi.
Total Laps 139
Total Distance Covered 374.1919mi.

Session Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------------|-----------------|--------------|-----|----------------------|
| 5 | Finley HOPE-CAMERON | 2:19.709 | 18:12:34.089 | 2 | Morgan Super Special |
| 35 | Sue DARBYSHIRE | 2:19.622 | 18:12:34.355 | 2 | Morgan SUPER AERO |
| 59 | Joshua BEEBEE | 2:15.765 | 18:12:44.836 | 2 | Frazer Nash TT REP |
| 59 | Joshua BEEBEE | 2:13.872 | 18:14:58.708 | 3 | Frazer Nash TT REP |

Flag History

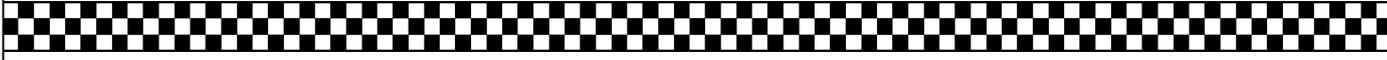
| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 18:07:48.927 |
| FINISH | 18:26:56.200 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 9 | 22:28.412 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - GRID (15 minutes) - AMENDED

| | | | |
|--|----|----------------------------------|---------------------------------|
| ROW 11 | 21 | 6 Ollie LESTON | |
| ROW 10 | | 3:11.308 | 3:20.002 |
| ROW 10 | 19 | 10 Hamish MCNINCH | 20 9 Stuart SARGEANT |
| ROW 9 | | 2:44.308 | 2:46.169 |
| ROW 9 | 17 | 4 Ewan CAMERON | 18 12 David SAXL |
| ROW 8 | | 2:36.617 | 2:40.032 |
| ROW 8 | 15 | 29 iain ROCHE | 16 11 Mark DANIELL |
| ROW 7 | | 2:31.713 | 2:33.167 |
| ROW 7 | 13 | 20 Edward BRADLEY | 14 8 Louis PARKIN |
| ROW 6 | | 2:30.488 | 2:31.161 |
| ROW 6 | 11 | 19 Richard Michael WRIGHT | 12 18 Christian PEDERSEN |
| ROW 5 | | 2:26.177 | 2:27.758 |
| ROW 5 | 9 | 15 James PAINTER | 10 14 Marcus BLACK |
| ROW 4 | | 2:22.212 | 2:25.211 |
| ROW 4 | 7 | 7 Jeremy FLANN | 8 76 Harry IRVING |
| ROW 3 | | 2:19.459 | 2:20.612 |
| ROW 3 | 5 | 35 Sue DARBYSHIRE | 6 32 David PRYKE |
| ROW 2 | | 2:16.486 | 2:19.045 |
| ROW 2 | 3 | 112 Ben MAEERS | 4 5 Finley HOPE-CAMERON |
| ROW 1 | | 2:13.872 | 2:15.088 |
| ROW 1 | 1 | 59 Joshua BEEBEE | 2 3 Archie WATERFIELD |
| Pole | | | |
|  | | | |

Car 129 - withdrawn.

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

Oulton Park International: 2.6920 miles

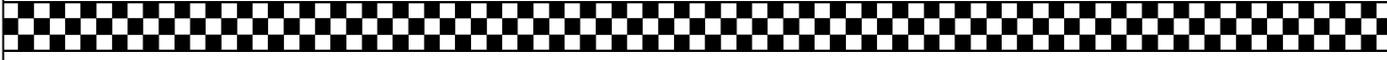
Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

RACE 20 - GRID (15 minutes)

| | | | | |
|--|----|--|----|--|
| ROW 11 | 21 | 3:20.002 9 Stuart SARGEANT | 22 | 6 Ollie LESTON |
| ROW 10 | 19 | 2:46.169 12 David SAXL | 20 | 3:11.308 10 Hamish MCNINCH |
| ROW 9 | 17 | 2:40.032 11 Mark DANIELL | 18 | 2:44.308 4 Ewan CAMERON |
| ROW 8 | 15 | 2:33.167 8 Louis PARKIN | 16 | 2:36.617 29 iain ROCHE |
| ROW 7 | 13 | 2:31.161 18 Christian PEDERSEN | 14 | 2:31.713 20 Edward BRADLEY |
| ROW 6 | 11 | 2:28.882 129 Richard ILIFFE | 12 | 2:30.488 19 Richard Michael WRIGHT |
| ROW 5 | 9 | 2:26.177 15 James PAINTER | 10 | 2:27.758 14 Marcus BLACK |
| ROW 4 | 7 | 2:22.212 7 Jeremy FLANN | 8 | 2:25.211 76 Harry IRVING |
| ROW 3 | 5 | 2:19.459 35 Sue DARBYSHIRE | 6 | 2:20.612 32 David PRYKE |
| ROW 2 | 3 | 2:16.486 112 Ben MAEERS | 4 | 2:19.045 5 Finley HOPE-CAMERON |
| ROW 1 | 1 | 2:13.872 59 Joshua BEEBEE | 2 | 2:15.088 3 Archie WATERFIELD |
| Pole | | | | |
|  | | | | |

Car 6 allowed to start from the back of the grid.

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

Oulton Park International: 2.6920 miles

Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

RACE 11 - CLASSIFICATION

Race Distance: 7 Laps / 18.84 miles

| POS | NO | NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|----------------|---------------|-------------------------|--------------------------|------|-----------|-----------------|----------|-----------|-----------------|----|------------|----|
| 1 | 59 | Robert BEEBEE | Frazer Nash TT REP | 7 | 16:00.833 | | | 70.60 | 2:14.635 | 6 | 1 | 0 |
| 2 | 1 | Christopher MANN | Alfa Romeo 8C MONZA | 7 | 16:33.586 | 32.753 | 32.753 | 68.27 | 2:19.541 | 3 | 2 | 0 |
| 3 | 7 | Rufus FLANN | Frazer SUPER SPORTS | 7 | 16:34.117 | 33.284 | 0.531 | 68.24 | 2:17.852 | 7 | 3 | 0 |
| 4 | 3 | Jo BLAKENEY-EDWARDS | Frazer Nash SUPER SPORTS | 7 | 16:46.961 | 46.128 | 12.844 | 67.37 | 2:20.641 | 2 | 6 | 2 |
| 5 | 35 | Duncan WOOD | Morgan SUPER AERO | 7 | 16:47.545 | 46.712 | 0.584 | 67.33 | 2:18.981 | 6 | 5 | 0 |
| 6 | 112 | Angus FROST | GN PARKER | 7 | 16:57.617 | 56.784 | 10.072 | 66.66 | 2:20.711 | 4 | 9 | 3 |
| 7 | 14 | Max SOWERBY | Talbot Lago T150C | 7 | 17:06.570 | 1:05.737 | 8.953 | 66.08 | 2:23.457 | 7 | 8 | 1 |
| 8 | 5 | Hamish CAMERON-EVELEIGH | Morgan Super Special | 7 | 17:16.154 | 1:15.321 | 9.584 | 65.47 | 2:22.277 | 7 | 17 | 9 |
| 9 | 15 | Mike PAINTER | MG KAYNE | 7 | 17:18.686 | 1:17.853 | 2.532 | 65.31 | 2:23.819 | 6 | 13 | 4 |
| 10 | 8 | Rebecca SMITH | Morris MORD | 7 | 17:27.786 | 1:26.953 | 9.100 | 64.74 | 2:26.142 | 6 | 7 | -3 |
| 11 | 129 | Richard ILIFFE | Riley TT SPRITE REPLICA | 7 | 17:29.288 | 1:28.455 | 1.502 | 64.65 | 2:27.298 | 7 | 11 | 0 |
| 12 | 19 | Richard Michael WRIGHT | Delahaye 135 | 7 | 17:31.081 | 1:30.248 | 1.793 | 64.54 | 2:27.458 | 6 | 18 | 6 |
| 13 | 4 | Jack BOND | Morgan SUPER AERO | 7 | 17:42.341 | 1:41.508 | 11.260 | 63.85 | 2:27.094 | 7 | 14 | 1 |
| 14 | 18 | Christian PEDERSEN | Riley 12/4 SPECIAL | 7 | 17:46.734 | 1:45.901 | 4.393 | 63.59 | 2:29.044 | 7 | 20 | 6 |
| 15 | 20 | Edward BRADLEY | Aston Martin ULSTER | 7 | 17:46.741 | 1:45.908 | 0.007 | 63.59 | 2:28.999 | 6 | 16 | 1 |
| 16 | 17 | Christian LE GOUSSE | Riley 12/4 SPECIAL | 7 | 18:09.867 | 2:09.034 | 23.126 | 62.24 | 2:31.462 | 6 | 19 | 3 |
| 17 | 29 | William WAY | Frazer Nash TT REP | 7 | 18:16.489 | 2:15.656 | 6.622 | 61.86 | 2:32.387 | 6 | 21 | 4 |
| 18 | 12 | David SAXL | Riley TT SPRITE | 6 | 16:47.043 | 1 Lap | 1 Lap | 57.74 | 2:43.184 | 6 | 22 | 4 |
| 19 | 10 | Hamish MCNINCH | MG PA 2STR | 6 | 18:47.735 | 1 Lap | 2:00.692 | 51.56 | 3:04.578 | 5 | 23 | 4 |
| 20 | 9 | Sian SLATER | Riley IMP | 5 | 16:31.677 | 2 Laps | 1 Lap | 48.86 | 3:11.999 | 5 | 24 | 4 |
| 21 | 11 | Matthew MOORE | Frazer Nash SUPER SPORTS | 5 | 17:42.799 | 2 Laps | 1:11.122 | 45.59 | 2:42.030 | 3 | 15 | -6 |
| NOT CLASSIFIED | | | | | | | | | | | | |
| DNF | 76 | William IRVING | Alvis Special | 5 | 12:33.495 | 2 Laps | | 64.30 | 2:22.361 | 3 | 10 | |
| DNF | 32 | Alexander HEWITSON | Riley 12/4 SPECIAL | 3 | 7:06.803 | 4 Laps | 2 Laps | 68.12 | 2:19.866 | 2 | 4 | |
| DNF | 6 | Chris CHILCOTT | Frazer Nash FAST TOURER | 1 | 2:38.117 | 6 Laps | 2 Laps | 61.29 | 2:38.117 | 1 | 12 | |
| FASTEST LAP | | | | | | | | | | | | |
| 59 | Robert BEEBEE | Frazer Nash TT REP | | 6 | 2:14.635 | | | 71.98 mph | | | 115.84 kph | |

Weather / Track : Cloudy / Dry

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

Date: 27/07/2025 Start: 12:09 Finish: 12:25

Oulton Park International: 2.6920 miles

Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

RACE 11 - LAP CHART

| LAP 1 @ 12:11:44.720 | | | LAP 2 @ 12:14:02.751 | | | LAP 3 @ 12:16:18.335 | | | LAP 4 @ 12:18:33.939 | | | LAP 5 @ 12:20:49.252 | | |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|------------|
| NO | BEHIND | LAP TIME |
| 59 | | 2:25.054 | 59 | | 2:18.031 | 59 | | 2:15.584 | 59 | | 2:15.604 | 59 | | 2:15.313 |
| 1 | 0.163 | 2:25.217 | 1 | 2.952 | 2:20.820 | 1 | 6.909 | 2:19.541 | 11 | 2 Laps | 2:44.212 | 1 | 20.747 | 2:23.000 |
| 32 | 1.626 | 2:26.680 | 32 | 3.461 | 2:19.866 | 32 | 8.134 | 2:20.257 | 1 | 13.060 | 2:21.755 | 7 | 27.931 | 2:19.544 |
| 3 | 5.231 | 2:30.285 | 3 | 7.841 | 2:20.641 | 3 | 13.608 | 2:21.351 | 10 | 1 Lap | 3:08.065 | 3 | 31.972 | 2:24.018 |
| 7 | 5.933 | 2:30.987 | 7 | 8.941 | 2:21.039 | 7 | 14.298 | 2:20.941 | 3 | 23.267 | 2:25.263 | 35 | 36.976 | 2:24.149 |
| 76 | 7.812 | 2:32.866 | 76 | 13.680 | 2:23.899 | 76 | 20.457 | 2:22.361 | 7 | 23.700 | 2:25.006 | 11 | 2 Laps | 2:42.030 |
| 35 | 8.300 | 2:33.354 | 35 | 14.827 | 2:24.558 | 35 | 20.882 | 2:21.639 | 76 | 27.829 | 2:22.976 | 112 | 42.606 | 2:21.168 |
| 8 | 11.568 | 2:36.622 | 14 | 20.244 | 2:26.247 | 14 | 29.243 | 2:24.583 | 35 | 28.140 | 2:22.862 | 14 | 47.978 | 2:25.512 |
| 14 | 12.028 | 2:37.082 | 8 | 22.624 | 2:29.087 | 112 | 31.644 | 2:23.773 | 112 | 36.751 | 2:20.711 | 5 | 57.286 | 2:26.088 |
| 6 | 13.063 | 2:38.117 | 5 | 22.895 | 2:25.996 | 5 | 33.366 | 2:26.055 | 14 | 37.779 | 2:24.140 | 8 | 1:00.674 | 2:27.106 |
| 129 | 14.538 | 2:39.592 | 112 | 23.455 | 2:24.159 | 8 | 36.598 | 2:29.558 | 5 | 46.511 | 2:28.749 | 15 | 1:01.072 | 2:26.810 |
| 5 | 14.930 | 2:39.984 | 129 | 25.154 | 2:28.647 | 15 | 37.513 | 2:27.387 | 8 | 48.881 | 2:27.887 | 76 | 1:03.909 | 2:51.393 P |
| 15 | 15.667 | 2:40.721 | 15 | 25.710 | 2:28.074 | 129 | 39.472 | 2:29.902 | 15 | 49.575 | 2:27.666 | 129 | 1:04.679 | 2:28.196 |
| 19 | 16.812 | 2:41.866 | 19 | 27.690 | 2:28.909 | 19 | 40.437 | 2:28.331 | 9 | 1 Lap | 3:16.600 | 19 | 1:06.003 | 2:28.363 |
| 112 | 17.327 | 2:42.381 | 4 | 30.264 | 2:29.720 | 4 | 44.692 | 2:30.012 | 129 | 51.796 | 2:27.928 | 10 | 1 Lap | 3:05.767 |
| 4 | 18.575 | 2:43.629 | 20 | 32.832 | 2:30.626 | 20 | 47.513 | 2:30.265 | 19 | 52.953 | 2:28.120 | 4 | 1:15.221 | 2:29.109 |
| 20 | 20.237 | 2:45.291 | 18 | 33.360 | 2:30.502 | 18 | 48.461 | 2:30.685 | 4 | 1:01.425 | 2:32.337 | 20 | 1:16.646 | 2:29.767 |
| 18 | 20.889 | 2:45.943 | 17 | 38.511 | 2:33.598 | 17 | 57.820 | 2:34.893 | 20 | 1:02.192 | 2:30.283 | 18 | 1:17.076 | 2:29.466 |
| 17 | 22.944 | 2:47.998 | 29 | 39.322 | 2:33.151 | 29 | 59.313 | 2:35.575 | 18 | 1:02.923 | 2:30.066 | 17 | 1:36.282 | 2:35.316 |
| 29 | 24.202 | 2:49.256 | 12 | 1:00.906 | 2:47.132 | 12 | 1:30.279 | 2:44.957 | 17 | 1:16.279 | 2:34.063 | 29 | 1:37.297 | 2:35.789 |
| 12 | 31.805 | 2:56.859 | 10 | 1:40.358 | 3:05.517 | | | | 29 | 1:16.821 | 2:33.112 | 9 | 1 Lap | 3:13.810 |
| 10 | 52.872 | 3:17.926 | 11 | 1 Lap | 6:42.290 | | | | 12 | 2:01.649 | 2:46.974 | | | |
| 9 | 1:04.221 | 3:29.275 | 9 | 2:06.183 | 3:19.993 | | | | | | | | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - LAP CHART

| LAP 6 @ 12:23:03.887 | | | LAP 7 @ 12:25:20.499 | | |
|----------------------|----------|----------|----------------------|----------|----------|
| NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME |
| 59 | | 2:14.635 | 59 | | 2:16.612 |
| 12 | 1 Lap | 2:47.937 | 9 | 2 Laps | 3:11.999 |
| 1 | 27.282 | 2:21.170 | 1 | 32.753 | 2:22.083 |
| 7 | 32.044 | 2:18.748 | 7 | 33.284 | 2:17.852 |
| 3 | 41.068 | 2:23.731 | 3 | 46.128 | 2:21.672 |
| 35 | 41.322 | 2:18.981 | 12 | 1 Lap | 2:43.184 |
| 112 | 50.809 | 2:22.838 | 35 | 46.712 | 2:22.002 |
| 14 | 58.892 | 2:25.549 | 112 | 56.784 | 2:22.587 |
| 5 | 1:09.656 | 2:27.005 | 14 | 1:05.737 | 2:23.457 |
| 15 | 1:10.256 | 2:23.819 | 5 | 1:15.321 | 2:22.277 |
| 11 | 2 Laps | 2:46.320 | 15 | 1:17.853 | 2:24.209 |
| 8 | 1:12.181 | 2:26.142 | 8 | 1:26.953 | 2:31.384 |
| 129 | 1:17.769 | 2:27.725 | 129 | 1:28.455 | 2:27.298 |
| 19 | 1:18.826 | 2:27.458 | 19 | 1:30.248 | 2:28.034 |
| 20 | 1:31.010 | 2:28.999 | 4 | 1:41.508 | 2:27.094 |
| 4 | 1:31.026 | 2:30.440 | 11 | 2 Laps | 2:47.947 |
| 18 | 1:33.469 | 2:31.028 | 18 | 1:45.901 | 2:29.044 |
| 17 | 1:53.109 | 2:31.462 | 20 | 1:45.908 | 2:31.510 |
| 29 | 1:55.049 | 2:32.387 | 17 | 2:09.034 | 2:32.537 |
| 10 | 1 Lap | 3:04.578 | 29 | 2:15.656 | 2:37.219 |
| | | | 10 | 1 Lap | 3:05.882 |

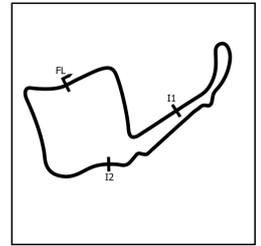
Vintage Sports Car Club 'Egerton Cup'

RACE 11 - POSITION CHART

| No | Name | Lap | | | | | | | |
|-----|------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Pos | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 59 | BEEBEE | 1 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| 1 | MANN | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7 | FLANN | 3 | 32 | 32 | 32 | 3 | 7 | 7 | 7 |
| 32 | HEWITSON | 4 | 3 | 3 | 3 | 7 | 3 | 3 | 3 |
| 35 | WOOD | 5 | 7 | 7 | 7 | 76 | 35 | 35 | 35 |
| 3 | BLAKENEY-EDWARDS | 6 | 76 | 76 | 76 | 35 | 112 | 112 | 112 |
| 8 | SMITH | 7 | 35 | 35 | 35 | 112 | 14 | 14 | 14 |
| 14 | SOWERBY | 8 | 8 | 14 | 14 | 14 | 5 | 5 | 5 |
| 112 | FROST | 9 | 14 | 8 | 112 | 5 | 8 | 15 | 15 |
| 76 | IRVING | 10 | 6 | 5 | 5 | 8 | 15 | 8 | 8 |
| 129 | ILIFFE | 11 | 129 | 112 | 8 | 15 | 76 | 129 | 129 |
| 6 | CHILCOTT | 12 | 5 | 129 | 15 | 129 | 129 | 19 | 19 |
| 15 | PAINTER | 13 | 15 | 15 | 129 | 19 | 19 | 20 | 4 |
| 4 | BOND | 14 | 19 | 19 | 19 | 4 | 4 | 4 | 18 |
| 11 | MOORE | 15 | 112 | 4 | 4 | 20 | 20 | 18 | 20 |
| 20 | BRADLEY | 16 | 4 | 20 | 20 | 18 | 18 | 17 | 17 |
| 5 | CAMERON-EVELEIGH | 17 | 20 | 18 | 18 | 17 | 17 | 29 | 29 |
| 19 | WRIGHT | 18 | 18 | 17 | 17 | 29 | 29 | 12 | |
| 17 | LE GOUSSE | 19 | 17 | 29 | 29 | 12 | 12 | 10 | |
| 18 | PEDERSEN | 20 | 29 | 12 | 12 | 10 | 10 | | |
| 29 | WAY | 21 | 12 | 10 | 10 | 9 | 9 | | |
| 12 | SAXL | 22 | 10 | 9 | 9 | 11 | 11 | | |
| 10 | MCNINCH | 23 | 9 | 11 | 11 | | | | |
| 9 | SLATER | 24 | 11 | | | | | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - SECTOR ANALYSIS



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

| P1 59 | | Robert BEEBEE | | | Frazer Nash TT REP | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.688 | | BEST LAP TIME : 2:14.635 | | | DIFFERENCE : 1.947 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 91.1 | 1:06.774 | 78.0 | 37.677 | 87.1 | 2:25.054 | 66.81 | 10.419 | 12:11:44.720 |
| 2 - | 32.804 | 92.8 | 1:03.507 | 80.1 | 41.720 | 71.6 | 2:18.031 | 70.21 | 3.396 | 12:14:02.751 |
| 3 - | 33.776 | 92.0 | 1:04.231 | 80.6 | 37.577 | 86.0 | 2:15.584 (3) | 71.47 | 0.949 | 12:16:18.335 |
| 4 - | 35.163 | 89.7 | 1:03.372 | 80.3 | 37.069 | 85.5 | 2:15.604 | 71.46 | 0.969 | 12:18:33.939 |
| 5 - | 32.506 | 93.2 | 1:04.508 | 78.8 | 38.299 | 86.9 | 2:15.313 (2) | 71.62 | 0.678 | 12:20:49.252 |
| 6 - | 32.779 | 93.3 | 1:04.798 | 79.2 | 37.058 | 86.4 | 2:14.635 (1) | 71.98 | | 12:23:03.887 |
| 7 - | 32.258 | 93.2 | 1:06.778 | 80.1 | 37.576 | 83.7 | 2:16.612 | 70.94 | 1.977 | 12:25:20.499 |

| P2 1 | | Christopher MANN | | | Alfa Romeo 8C MONZA | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.938 | | BEST LAP TIME : 2:19.541 | | | DIFFERENCE : 0.603 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 91.8 | 1:06.890 | 81.5 | 38.204 | 82.3 | 2:25.217 | 66.73 | 5.676 | 12:11:44.883 |
| 2 - | 34.938 | 91.1 | 1:06.763 | 78.7 | 39.119 | 85.5 | 2:20.820 (2) | 68.82 | 1.279 | 12:14:05.703 |
| 3 - | 34.489 | 91.9 | 1:07.322 | 78.4 | 37.730 | 86.5 | 2:19.541 (1) | 69.45 | | 12:16:25.244 |
| 4 - | 34.445 | 89.2 | 1:08.384 | 77.9 | 38.926 | 83.8 | 2:21.755 | 68.36 | 2.214 | 12:18:46.999 |
| 5 - | 35.029 | 90.1 | 1:09.159 | 74.2 | 38.812 | 84.3 | 2:23.000 | 67.77 | 3.459 | 12:21:09.999 |
| 6 - | 34.799 | 90.4 | 1:07.783 | 77.7 | 38.588 | 82.4 | 2:21.170 (3) | 68.64 | 1.629 | 12:23:31.169 |
| 7 - | 35.193 | 90.0 | 1:08.761 | 78.4 | 38.129 | 83.6 | 2:22.083 | 68.20 | 2.542 | 12:25:53.252 |

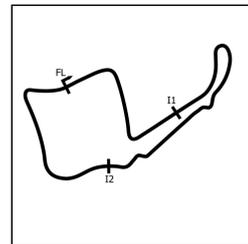
| P3 7 | | Rufus FLANN | | | Frazer SUPER SPORTS | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.307 | | BEST LAP TIME : 2:17.852 | | | DIFFERENCE : 0.545 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 86.8 | 1:09.497 | 74.8 | 38.884 | 83.6 | 2:30.987 | 64.18 | 13.135 | 12:11:50.653 |
| 2 - | 34.294 | 88.7 | 1:08.150 | 76.5 | 38.595 | 82.9 | 2:21.039 | 68.71 | 3.187 | 12:14:11.692 |
| 3 - | 33.725 | 89.8 | 1:08.240 | 74.4 | 38.976 | 84.7 | 2:20.941 | 68.76 | 3.089 | 12:16:32.633 |
| 4 - | 34.309 | 87.8 | 1:10.975 | 74.7 | 39.722 | 84.5 | 2:25.006 | 66.83 | 7.154 | 12:18:57.639 |
| 5 - | 35.266 | 89.5 | 1:05.848 | 76.1 | 38.430 | 83.8 | 2:19.544 (3) | 69.44 | 1.692 | 12:21:17.183 |
| 6 - | 33.656 | 89.4 | 1:06.596 | 75.8 | 38.496 | 83.2 | 2:18.748 (2) | 69.84 | 0.896 | 12:23:35.931 |
| 7 - | 33.887 | 89.4 | 1:06.162 | 78.0 | 37.803 | 84.9 | 2:17.852 (1) | 70.30 | | 12:25:53.783 |

| P4 3 | | Jo BLAKENEY-EDWARDS | | | Frazer Nash SUPER SPORTS | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.481 | | BEST LAP TIME : 2:20.641 | | | DIFFERENCE : 0.160 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 87.2 | 1:09.316 | 77.4 | 38.720 | 86.8 | 2:30.285 | 64.48 | 9.644 | 12:11:49.951 |
| 2 - | 34.433 | 94.1 | 1:07.637 | 80.5 | 38.571 | 86.5 | 2:20.641 (1) | 68.90 | | 12:14:10.592 |
| 3 - | 34.273 | 92.6 | 1:08.411 | 76.6 | 38.667 | 85.1 | 2:21.351 (2) | 68.56 | 0.710 | 12:16:31.943 |
| 4 - | 34.486 | 91.8 | 1:11.165 | 76.8 | 39.612 | 87.0 | 2:25.263 | 66.71 | 4.622 | 12:18:57.206 |
| 5 - | 35.190 | 90.3 | 1:09.751 | 76.6 | 39.077 | 85.5 | 2:24.018 | 67.29 | 3.377 | 12:21:21.224 |
| 6 - | 34.441 | 92.6 | 1:08.235 | 78.6 | 41.055 | 81.7 | 2:23.731 | 67.42 | 3.090 | 12:23:44.955 |
| 7 - | 34.409 | 92.1 | 1:08.622 | 78.7 | 38.641 | 84.3 | 2:21.672 (3) | 68.40 | 1.031 | 12:26:06.627 |

| P5 35 | | Duncan WOOD | | | Morgan SUPER AERO | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.981 | | BEST LAP TIME : 2:18.981 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.0 | 1:09.161 | 77.7 | 39.800 | 86.9 | 2:33.354 | 63.19 | 14.373 | 12:11:53.020 |
| 2 - | 35.283 | 90.0 | 1:09.143 | 77.4 | 40.132 | 85.8 | 2:24.558 | 67.04 | 5.577 | 12:14:17.578 |
| 3 - | 34.455 | 90.9 | 1:08.294 | 79.3 | 38.890 | 85.9 | 2:21.639 (2) | 68.42 | 2.658 | 12:16:39.217 |
| 4 - | 35.183 | 87.8 | 1:09.197 | 79.0 | 38.482 | 85.2 | 2:22.862 | 67.83 | 3.881 | 12:19:02.079 |
| 5 - | 36.673 | 86.8 | 1:09.090 | 77.6 | 38.386 | 84.9 | 2:24.149 | 67.23 | 5.168 | 12:21:26.228 |
| 6 - | 34.394 | 89.9 | 1:06.819 | 78.0 | 37.768 | 84.9 | 2:18.981 (1) | 69.73 | | 12:23:45.209 |
| 7 - | 34.787 | 90.9 | 1:08.262 | 76.9 | 38.953 | 77.2 | 2:22.002 (3) | 68.24 | 3.021 | 12:26:07.211 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - SECTOR ANALYSIS



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

| P6 112 | | Angus FROST | | | GN PARKER | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.243 | | BEST LAP TIME : 2:20.711 | | | DIFFERENCE : 0.468 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 83.4 | 1:14.754 | 72.5 | 40.284 | 84.7 | 2:42.381 | 59.68 | 21.670 | 12:12:02.047 |
| 2 - | 35.468 | 89.0 | 1:08.887 | 74.3 | 39.804 | 84.5 | 2:24.159 | 67.22 | 3.448 | 12:14:26.206 |
| 3 - | 36.918 | 87.1 | 1:08.183 | 77.3 | 38.672 | 85.5 | 2:23.773 | 67.40 | 3.062 | 12:16:49.979 |
| 4 - | 34.193 | 91.1 | 1:07.574 | 75.6 | 38.944 | 84.4 | 2:20.711 (1) | 68.87 | | 12:19:10.690 |
| 5 - | 34.866 | 90.0 | 1:07.826 | 77.9 | 38.476 | 84.6 | 2:21.168 (2) | 68.65 | 0.457 | 12:21:31.858 |
| 6 - | 35.014 | 89.5 | 1:08.151 | 76.9 | 39.673 | 83.0 | 2:22.838 | 67.84 | 2.127 | 12:23:54.696 |
| 7 - | 35.082 | 87.8 | 1:08.384 | 75.7 | 39.121 | 84.3 | 2:22.587 (3) | 67.96 | 1.876 | 12:26:17.283 |

| P7 14 | | Max SOWERBY | | | Talbot Lago T150C | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.321 | | BEST LAP TIME : 2:23.457 | | | DIFFERENCE : 0.136 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 87.0 | 1:12.329 | 73.2 | 40.594 | 79.9 | 2:37.082 | 61.69 | 13.625 | 12:11:56.748 |
| 2 - | 36.358 | 85.7 | 1:09.829 | 73.2 | 40.060 | 79.7 | 2:26.247 | 66.26 | 2.790 | 12:14:22.995 |
| 3 - | 35.471 | 85.0 | 1:09.560 | 73.1 | 39.552 | 80.8 | 2:24.583 (3) | 67.02 | 1.126 | 12:16:47.578 |
| 4 - | 34.919 | 86.5 | 1:09.229 | 70.1 | 39.992 | 81.9 | 2:24.140 (2) | 67.23 | 0.683 | 12:19:11.718 |
| 5 - | 35.244 | 86.2 | 1:10.165 | 72.9 | 40.103 | 80.6 | 2:25.512 | 66.60 | 2.055 | 12:21:37.230 |
| 6 - | 35.123 | 86.5 | 1:10.627 | 73.4 | 39.799 | 79.7 | 2:25.549 | 66.58 | 2.092 | 12:24:02.779 |
| 7 - | 34.780 | 86.0 | 1:08.989 | 71.6 | 39.688 | 79.7 | 2:23.457 (1) | 67.55 | | 12:26:26.236 |

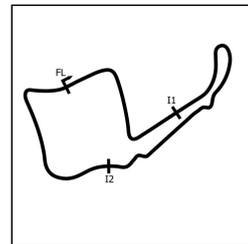
| P8 5 | | Hamish CAMERON-EVELEIGH | | | Morgan Super Special | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|----------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.277 | | BEST LAP TIME : 2:22.277 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 87.6 | 1:11.793 | 78.5 | 41.012 | 83.2 | 2:39.984 | 60.57 | 17.707 | 12:11:59.650 |
| 2 - | 36.984 | 89.3 | 1:09.341 | 75.0 | 39.671 | 83.1 | 2:25.996 (2) | 66.38 | 3.719 | 12:14:25.646 |
| 3 - | 36.285 | 84.2 | 1:10.690 | 75.8 | 39.080 | 83.1 | 2:26.055 (3) | 66.35 | 3.778 | 12:16:51.701 |
| 4 - | 36.785 | 85.3 | 1:12.649 | 74.0 | 39.315 | 82.4 | 2:28.749 | 65.15 | 6.472 | 12:19:20.450 |
| 5 - | 37.215 | 84.5 | 1:09.438 | 73.2 | 39.435 | 80.5 | 2:26.088 | 66.33 | 3.811 | 12:21:46.538 |
| 6 - | 35.920 | 81.9 | 1:10.458 | 71.4 | 40.627 | 82.7 | 2:27.005 | 65.92 | 4.728 | 12:24:13.543 |
| 7 - | 35.549 | 86.5 | 1:08.482 | 77.1 | 38.246 | 81.9 | 2:22.277 (1) | 68.11 | | 12:26:35.820 |

| P9 15 | | Mike PAINTER | | | MG KAYNE | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.248 | | BEST LAP TIME : 2:23.819 | | | DIFFERENCE : 0.571 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 85.4 | 1:13.005 | 74.7 | 41.816 | 82.0 | 2:40.721 | 60.29 | 16.902 | 12:12:00.387 |
| 2 - | 36.724 | 84.8 | 1:10.877 | 75.4 | 40.473 | 83.0 | 2:28.074 | 65.44 | 4.255 | 12:14:28.461 |
| 3 - | 35.759 | 86.1 | 1:11.762 | 74.2 | 39.866 | 81.5 | 2:27.387 | 65.75 | 3.568 | 12:16:55.848 |
| 4 - | 35.993 | 85.7 | 1:11.232 | 73.8 | 40.441 | 81.2 | 2:27.666 | 65.62 | 3.847 | 12:19:23.514 |
| 5 - | 35.803 | 87.3 | 1:10.862 | 75.2 | 40.145 | 82.9 | 2:26.810 (3) | 66.01 | 2.991 | 12:21:50.324 |
| 6 - | 35.399 | 87.8 | 1:08.621 | 74.9 | 39.799 | 82.0 | 2:23.819 (1) | 67.38 | | 12:24:14.143 |
| 7 - | 35.481 | 86.4 | 1:09.500 | 74.2 | 39.228 | 81.2 | 2:24.209 (2) | 67.20 | 0.390 | 12:26:38.352 |

| P10 8 | | Rebecca SMITH | | | Morris MORD | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.142 | | BEST LAP TIME : 2:26.142 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 82.8 | 1:12.188 | 73.2 | 40.702 | 82.0 | 2:36.622 | 61.87 | 10.480 | 12:11:56.288 |
| 2 - | 36.773 | 85.2 | 1:11.557 | 73.7 | 40.757 | 81.8 | 2:29.087 | 65.00 | 2.945 | 12:14:25.375 |
| 3 - | 37.691 | 81.2 | 1:11.431 | 74.9 | 40.436 | 81.6 | 2:29.558 | 64.79 | 3.416 | 12:16:54.933 |
| 4 - | 36.553 | 84.8 | 1:11.127 | 74.3 | 40.207 | 82.1 | 2:27.887 (3) | 65.53 | 1.745 | 12:19:22.820 |
| 5 - | 36.257 | 85.5 | 1:10.788 | 74.3 | 40.061 | 82.5 | 2:27.106 (2) | 65.87 | 0.964 | 12:21:49.926 |
| 6 - | 35.667 | 86.8 | 1:10.451 | 74.3 | 40.024 | 83.5 | 2:26.142 (1) | 66.31 | | 12:24:16.068 |
| 7 - | 37.387 | 86.2 | 1:11.921 | 71.6 | 42.076 | 81.0 | 2:31.384 | 64.01 | 5.242 | 12:26:47.452 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - SECTOR ANALYSIS



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

| P11 129 | | Richard IJFFE | | | Riley TT SPRITE REPLICA | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|-------------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.730 | | BEST LAP TIME : 2:27.298 | | | DIFFERENCE : 0.568 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 84.2 | 1:13.145 | 74.3 | 41.101 | 83.0 | 2:39.592 | 60.72 | 12.294 | 12:11:59.258 |
| 2 - | 36.467 | 87.8 | 1:11.776 | 76.0 | 40.404 | 83.6 | 2:28.647 | 65.19 | 1.349 | 12:14:27.905 |
| 3 - | 35.914 | 89.0 | 1:13.261 | 76.0 | 40.727 | 83.8 | 2:29.902 | 64.65 | 2.604 | 12:16:57.807 |
| 4 - | 36.209 | 89.2 | 1:10.858 | 75.9 | 40.861 | 83.8 | 2:27.928 (3) | 65.51 | 0.630 | 12:19:25.735 |
| 5 - | 36.603 | 88.0 | 1:11.018 | 76.2 | 40.575 | 83.3 | 2:28.196 | 65.39 | 0.898 | 12:21:53.931 |
| 6 - | 36.500 | 89.2 | 1:10.785 | 76.2 | 40.440 | 83.4 | 2:27.725 (2) | 65.60 | 0.427 | 12:24:21.656 |
| 7 - | 36.077 | 89.9 | 1:10.412 | 76.4 | 40.809 | 83.7 | 2:27.298 (1) | 65.79 | | 12:26:48.954 |

| P12 19 | | Richard Michael WRIGHT | | | Delahaye 135 | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.414 | | BEST LAP TIME : 2:27.458 | | | DIFFERENCE : 1.044 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 84.3 | 1:14.393 | 72.3 | 40.545 | 82.7 | 2:41.866 | 59.87 | 14.408 | 12:12:01.532 |
| 2 - | 36.066 | 82.4 | 1:12.628 | 75.2 | 40.215 | 83.5 | 2:28.909 | 65.08 | 1.451 | 12:14:30.441 |
| 3 - | 35.800 | 86.4 | 1:11.668 | 77.0 | 40.863 | 80.8 | 2:28.331 | 65.33 | 0.873 | 12:16:58.772 |
| 4 - | 36.420 | 85.8 | 1:10.880 | 74.3 | 40.820 | 84.3 | 2:28.120 (3) | 65.42 | 0.662 | 12:19:26.892 |
| 5 - | 36.727 | 87.1 | 1:11.018 | 76.7 | 40.618 | 83.5 | 2:28.363 | 65.32 | 0.905 | 12:21:55.255 |
| 6 - | 36.507 | 81.2 | 1:10.731 | 77.4 | 40.220 | 80.9 | 2:27.458 (1) | 65.72 | | 12:24:22.713 |
| 7 - | 36.237 | 88.4 | 1:11.914 | 75.3 | 39.883 | 84.0 | 2:28.034 (2) | 65.46 | 0.576 | 12:26:50.747 |

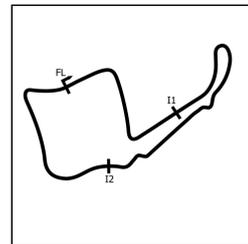
| P13 4 | | Jack BOND | | | Morgan SUPER AERO | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.284 | | BEST LAP TIME : 2:27.094 | | | DIFFERENCE : 0.810 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 80.8 | 1:13.522 | 72.4 | 41.812 | 81.1 | 2:43.629 | 59.22 | 16.535 | 12:12:03.295 |
| 2 - | 37.514 | 82.7 | 1:11.086 | 72.3 | 41.120 | 80.2 | 2:29.720 (3) | 64.72 | 2.626 | 12:14:33.015 |
| 3 - | 37.079 | 82.8 | 1:11.370 | 73.0 | 41.563 | 79.6 | 2:30.012 | 64.60 | 2.918 | 12:17:03.027 |
| 4 - | 36.907 | 81.4 | 1:13.496 | 71.6 | 41.934 | 81.1 | 2:32.337 | 63.61 | 5.243 | 12:19:35.364 |
| 5 - | 36.696 | 85.1 | 1:11.258 | 72.7 | 41.155 | 80.8 | 2:29.109 (2) | 64.99 | 2.015 | 12:22:04.473 |
| 6 - | 37.661 | 76.4 | 1:11.790 | 70.8 | 40.989 | 81.4 | 2:30.440 | 64.41 | 3.346 | 12:24:34.913 |
| 7 - | 37.506 | 83.1 | 1:08.977 | 74.4 | 40.611 | 80.0 | 2:27.094 (1) | 65.88 | | 12:27:02.007 |

| P14 18 | | Christian PEDERSEN | | | Riley 12/4 SPECIAL | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.811 | | BEST LAP TIME : 2:29.044 | | | DIFFERENCE : 0.233 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 81.3 | 1:14.379 | 69.6 | 42.380 | 80.6 | 2:45.943 | 58.40 | 16.899 | 12:12:05.609 |
| 2 - | 36.999 | 78.3 | 1:12.106 | 71.4 | 41.397 | 82.1 | 2:30.502 | 64.39 | 1.458 | 12:14:36.111 |
| 3 - | 37.338 | 75.4 | 1:12.177 | 73.1 | 41.170 | 82.3 | 2:30.685 | 64.31 | 1.641 | 12:17:06.796 |
| 4 - | 36.205 | 82.4 | 1:12.215 | 72.1 | 41.646 | 81.2 | 2:30.066 (3) | 64.58 | 1.022 | 12:19:36.862 |
| 5 - | 36.650 | 82.5 | 1:12.165 | 72.7 | 40.651 | 80.2 | 2:29.466 (2) | 64.83 | 0.422 | 12:22:06.328 |
| 6 - | 36.938 | 78.5 | 1:12.989 | 70.5 | 41.101 | 78.1 | 2:31.028 | 64.16 | 1.984 | 12:24:37.356 |
| 7 - | 36.068 | 79.7 | 1:12.092 | 67.1 | 40.884 | 89.7 | 2:29.044 (1) | 65.02 | | 12:27:06.400 |

| P15 20 | | Edward BRADLEY | | | Aston Martin ULSTER | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.564 | | BEST LAP TIME : 2:28.999 | | | DIFFERENCE : 0.435 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 80.6 | 1:14.653 | 68.1 | 42.041 | 77.1 | 2:45.291 | 58.63 | 16.292 | 12:12:04.957 |
| 2 - | 36.814 | 81.6 | 1:12.376 | 68.4 | 41.436 | 76.4 | 2:30.626 | 64.34 | 1.627 | 12:14:35.583 |
| 3 - | 37.210 | 82.9 | 1:11.416 | 69.3 | 41.639 | 76.1 | 2:30.265 (3) | 64.49 | 1.266 | 12:17:05.848 |
| 4 - | 35.870 | 80.6 | 1:12.367 | 70.1 | 42.046 | 78.3 | 2:30.283 | 64.48 | 1.284 | 12:19:36.131 |
| 5 - | 36.462 | 80.4 | 1:11.812 | 70.2 | 41.493 | 76.5 | 2:29.767 (2) | 64.70 | 0.768 | 12:22:05.898 |
| 6 - | 36.014 | 84.5 | 1:11.703 | 68.8 | 41.282 | 76.3 | 2:28.999 (1) | 65.04 | | 12:24:34.897 |
| 7 - | 38.128 | 81.9 | 1:12.104 | 68.6 | 41.278 | 76.5 | 2:31.510 | 63.96 | 2.511 | 12:27:06.407 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - SECTOR ANALYSIS



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

| P16 17 | | Christian LE GOUSSE | | | Riley 12/4 SPECIAL | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:31.159 | | BEST LAP TIME : 2:31.462 | | | DIFFERENCE : 0.303 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 78.3 | 1:15.107 | 67.9 | 42.782 | 74.4 | 2:47.998 | 57.68 | 16.536 | 12:12:07.664 |
| 2 - | 37.478 | 79.5 | 1:13.644 | 68.7 | 42.476 | 74.4 | 2:33.598 (3) | 63.09 | 2.136 | 12:14:41.262 |
| 3 - | 37.441 | 80.1 | 1:15.118 | 66.8 | 42.334 | 74.0 | 2:34.893 | 62.56 | 3.431 | 12:17:16.155 |
| 4 - | 37.868 | 79.2 | 1:13.842 | 68.8 | 42.353 | 74.3 | 2:34.063 | 62.90 | 2.601 | 12:19:50.218 |
| 5 - | 36.991 | 80.9 | 1:15.990 | 65.5 | 42.335 | 75.0 | 2:35.316 | 62.39 | 3.854 | 12:22:25.534 |
| 6 - | 37.294 | 78.3 | 1:12.441 | 69.2 | 41.727 | 76.0 | 2:31.462 (1) | 63.98 | | 12:24:56.996 |
| 7 - | 37.042 | 81.1 | 1:13.249 | 66.7 | 42.246 | 76.1 | 2:32.537 (2) | 63.53 | 1.075 | 12:27:29.533 |

| P17 29 | | William WAY | | | Frazer Nash TT REP | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:31.515 | | BEST LAP TIME : 2:32.387 | | | DIFFERENCE : 0.872 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 83.3 | 1:16.622 | 68.2 | 42.080 | 75.5 | 2:49.256 | 57.25 | 16.869 | 12:12:08.922 |
| 2 - | 37.411 | 81.3 | 1:13.688 | 68.8 | 42.052 | 76.5 | 2:33.151 (3) | 63.27 | 0.764 | 12:14:42.073 |
| 3 - | 38.113 | 80.7 | 1:14.518 | 68.1 | 42.944 | 75.1 | 2:35.575 | 62.29 | 3.188 | 12:17:17.648 |
| 4 - | 37.741 | 80.2 | 1:12.856 | 71.1 | 42.515 | 76.6 | 2:33.112 (2) | 63.29 | 0.725 | 12:19:50.760 |
| 5 - | 37.409 | 80.9 | 1:15.125 | 67.2 | 43.255 | 76.1 | 2:35.789 | 62.20 | 3.402 | 12:22:26.549 |
| 6 - | 37.498 | 80.4 | 1:12.054 | 68.2 | 42.835 | 74.6 | 2:32.387 (1) | 63.59 | | 12:24:58.936 |
| 7 - | 38.142 | 75.0 | 1:14.430 | 64.7 | 44.647 | 70.0 | 2:37.219 | 61.64 | 4.832 | 12:27:36.155 |

| P18 12 | | David SAXL | | | Riley TT SPRITE | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:42.240 | | BEST LAP TIME : 2:43.184 | | | DIFFERENCE : 0.944 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 76.0 | 1:17.936 | 62.2 | 45.886 | 68.9 | 2:56.859 | 54.79 | 13.675 | 12:12:16.525 |
| 2 - | 41.031 | 75.7 | 1:20.082 | 61.8 | 46.019 | 69.4 | 2:47.132 | 57.98 | 3.948 | 12:15:03.657 |
| 3 - | 39.122 | 74.8 | 1:19.111 | 62.4 | 46.724 | 70.4 | 2:44.957 (2) | 58.75 | 1.773 | 12:17:48.614 |
| 4 - | 40.051 | 76.0 | 1:19.977 | 58.8 | 46.946 | 69.1 | 2:46.974 (3) | 58.04 | 3.790 | 12:20:35.588 |
| 5 - | 40.977 | 72.7 | 1:20.600 | 62.4 | 46.360 | 69.6 | 2:47.937 | 57.70 | 4.753 | 12:23:23.525 |
| 6 - | 39.977 | 73.4 | 1:18.025 | 63.7 | 45.182 | 70.9 | 2:43.184 (1) | 59.38 | | 12:26:06.709 |

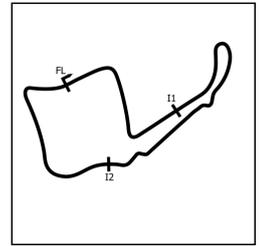
| P19 10 | | Hamish MCNINCH | | | MG PA 2STR | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 3:02.372 | | BEST LAP TIME : 3:04.578 | | | DIFFERENCE : 2.206 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 63.3 | 1:28.438 | 52.6 | 52.808 | 63.0 | 3:17.926 | 48.96 | 13.348 | 12:12:37.592 |
| 2 - | 46.909 | 63.2 | 1:27.158 | 56.7 | 51.450 | 63.9 | 3:05.517 (2) | 52.23 | 0.939 | 12:15:43.109 |
| 3 - | 45.609 | 63.9 | 1:28.952 | 51.2 | 53.504 | 63.5 | 3:08.065 | 51.53 | 3.487 | 12:18:51.174 |
| 4 - | 46.673 | 62.0 | 1:26.743 | 57.5 | 52.351 | 64.6 | 3:05.767 (3) | 52.16 | 1.189 | 12:21:56.941 |
| 5 - | 44.179 | 57.8 | 1:27.280 | 57.8 | 53.119 | 61.1 | 3:04.578 (1) | 52.50 | | 12:25:01.519 |
| 6 - | 45.404 | 64.7 | 1:28.585 | 55.9 | 51.893 | 62.2 | 3:05.882 | 52.13 | 1.304 | 12:28:07.401 |

| P20 9 | | Sian SLATER | | | Riley IMP | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 3:11.770 | | BEST LAP TIME : 3:11.999 | | | DIFFERENCE : 0.229 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 61.7 | 1:33.448 | 44.0 | 54.962 | 55.9 | 3:29.275 | 46.30 | 17.276 | 12:12:48.941 |
| 2 - | 50.173 | 59.8 | 1:34.289 | 44.2 | 55.531 | 57.4 | 3:19.993 | 48.45 | 7.994 | 12:16:08.934 |
| 3 - | 48.489 | 60.4 | 1:33.409 | 47.3 | 54.702 | 57.7 | 3:16.600 (3) | 49.29 | 4.601 | 12:19:25.534 |
| 4 - | 47.234 | 61.7 | 1:33.006 | 46.5 | 53.570 | 57.7 | 3:13.810 (2) | 50.00 | 1.811 | 12:22:39.344 |
| 5 - | 47.385 | 61.6 | 1:30.966 | 48.0 | 53.648 | 57.5 | 3:11.999 (1) | 50.47 | | 12:25:51.343 |

| P21 11 | | Matthew MOORE | | | Frazer Nash SUPER SPORTS | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:40.798 | | BEST LAP TIME : 2:42.030 | | | DIFFERENCE : 1.232 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | OUTLAP | 72.9 | 1:18.135 | 62.1 | 45.035 | 69.7 | 6:42.290 | 24.09 | 4:00.260 | 12:16:01.956 |
| 2 - | 40.860 | 73.1 | 1:18.562 | 62.5 | 44.790 | 70.1 | 2:44.212 (2) | 59.01 | 2.182 | 12:18:46.168 |
| 3 - | 38.847 | 75.7 | 1:17.161 | 64.2 | 46.022 | 72.5 | 2:42.030 (1) | 59.81 | | 12:21:28.198 |
| 4 - | 41.391 | 75.6 | 1:18.567 | 64.6 | 46.362 | 66.1 | 2:46.320 (3) | 58.26 | 4.290 | 12:24:14.518 |
| 5 - | 41.042 | 77.1 | 1:21.357 | 59.6 | 45.548 | 68.8 | 2:47.947 | 57.70 | 5.917 | 12:27:02.465 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - SECTOR ANALYSIS



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

| P22 76 | | William IRVING | | | | Alvis Special | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|----------------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:22.361 | | BEST LAP TIME : 2:22.361 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | 88.8 | 1:09.877 | 77.8 | 39.622 | 90.3 | 2:32.866 | 63.39 | 10.505 | 12:11:52.532 | |
| 2 - | 35.391 | 94.2 | 1:09.142 | 81.8 | 39.366 | 89.3 | 2:23.899 (3) | 67.34 | 1.538 | 12:14:16.431 |
| 3 - | 35.073 | 95.4 | 1:07.972 | 82.4 | 39.316 | 89.8 | 2:22.361 (1) | 68.07 | | 12:16:38.792 |
| 4 - | 35.255 | 93.2 | 1:08.405 | 82.3 | 39.316 | 84.7 | 2:22.976 (2) | 67.78 | 0.615 | 12:19:01.768 |
| 5 - | 36.541 | 87.4 | 1:17.703 | 64.8 | IN PIT | | 2:51.393 P | 56.54 | 29.032 | 12:21:53.161 |

| P23 32 | | Alexander HEWITSON | | | | Riley 12/4 SPECIAL | | | | |
|---------------------------|---------------|---------------------------|-------------|--------------------|---------------|---------------------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 2:19.225 | | BEST LAP TIME : 2:19.866 | | DIFFERENCE : 0.641 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | 87.4 | 1:07.259 | 75.9 | 38.184 | 82.0 | 2:26.680 (3) | 66.07 | 6.814 | 12:11:46.346 | |
| 2 - | 34.234 | 87.9 | 1:07.351 | 75.6 | 38.281 | 83.6 | 2:19.866 (1) | 69.28 | | 12:14:06.212 |
| 3 - | 34.817 | 88.3 | 1:07.708 | 75.4 | 37.732 | 82.9 | 2:20.257 (2) | 69.09 | 0.391 | 12:16:26.469 |

| P24 6 | | Chris CHILCOTT | | | | Frazer Nash FAST TOURER | | | | |
|------------------|-------------|--------------------------|-------------|---------------|-------------|--------------------------------|--------------|--|--|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 2:38.117 | | DIFFERENCE : | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | 86.0 | 1:12.594 | 72.0 | 40.497 | 70.8 | 2:38.117 (1) | 61.29 | | | 12:11:57.783 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | SECTOR 3 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------|----------|----------|----------|--------|-------------------------|-----|------------------|--------------------|-----------------|-------|--|
| POS | NO | TIME | NO | TIME | NO | TIME | POS | NO | NAME | IDEAL | BEST | DIFF | |
| | | | | | | | | | | PERFECT LAP | 2:12.688 | | |
| 1 | 59 | 32.258 | 59 | 1:03.372 | 59 | 37.058 | 1 | 59 | BEEBEE | 2:12.688 | 2:14.635 | 1.947 | |
| 2 | 7 | 33.656 | 7 | 1:05.848 | 1 | 37.730 | 2 | 7 | FLANN | 2:17.307 | 2:17.852 | 0.545 | |
| 3 | 112 | 34.193 | 1 | 1:06.763 | 32 | 37.732 | 3 | 1 | MANN | 2:18.938 | 2:19.541 | 0.603 | |
| 4 | 32 | 34.234 | 35 | 1:06.819 | 35 | 37.768 | 4 | 35 | WOOD | 2:18.981 | 2:18.981 | 0.000 | |
| 5 | 3 | 34.273 | 32 | 1:07.259 | 7 | 37.803 | 5 | 32 | HEWITSON | 2:19.225 | 2:19.866 | 0.641 | |
| 6 | 35 | 34.394 | 112 | 1:07.574 | 5 | 38.246 | 6 | 112 | FROST | 2:20.243 | 2:20.711 | 0.468 | |
| 7 | 1 | 34.445 | 3 | 1:07.637 | 112 | 38.476 | 7 | 3 | BLAKENEY-EDWARDS | 2:20.481 | 2:20.641 | 0.160 | |
| 8 | 14 | 34.780 | 76 | 1:07.972 | 3 | 38.571 | 8 | 5 | CAMERON-EVELEIGH | 2:22.277 | 2:22.277 | 0.000 | |
| 9 | 76 | 35.073 | 5 | 1:08.482 | 15 | 39.228 | 9 | 76 | IRVING | 2:22.361 | 2:22.361 | 0.000 | |
| 10 | 15 | 35.399 | 15 | 1:08.621 | 76 | 39.316 | 10 | 15 | PAINTER | 2:23.248 | 2:23.819 | 0.571 | |
| 11 | 5 | 35.549 | 4 | 1:08.977 | 14 | 39.552 | 11 | 14 | SOWERBY | 2:23.321 | 2:23.457 | 0.136 | |
| 12 | 8 | 35.667 | 14 | 1:08.989 | 19 | 39.883 | 12 | 8 | SMITH | 2:26.142 | 2:26.142 | 0.000 | |
| 13 | 19 | 35.800 | 129 | 1:10.412 | 8 | 40.024 | 13 | 4 | BOND | 2:26.284 | 2:27.094 | 0.810 | |
| 14 | 20 | 35.870 | 8 | 1:10.451 | 129 | 40.404 | 14 | 19 | WRIGHT | 2:26.414 | 2:27.458 | 1.044 | |
| 15 | 129 | 35.914 | 19 | 1:10.731 | 6 | 40.497 | 15 | 129 | ILIFFE | 2:26.730 | 2:27.298 | 0.568 | |
| 16 | 18 | 36.068 | 20 | 1:11.416 | 4 | 40.611 | 16 | 20 | BRADLEY | 2:28.564 | 2:28.999 | 0.435 | |
| 17 | 4 | 36.696 | 29 | 1:12.054 | 18 | 40.651 | 17 | 18 | PEDERSEN | 2:28.811 | 2:29.044 | 0.233 | |
| 18 | 17 | 36.991 | 18 | 1:12.092 | 20 | 41.278 | 18 | 17 | LE GOUSSE | 2:31.159 | 2:31.462 | 0.303 | |
| 19 | 29 | 37.409 | 17 | 1:12.441 | 17 | 41.727 | 19 | 29 | WAY | 2:31.515 | 2:32.387 | 0.872 | |
| 20 | 11 | 38.847 | 6 | 1:12.594 | 29 | 42.052 | 20 | 11 | MOORE | 2:40.798 | 2:42.030 | 1.232 | |
| 21 | 12 | 39.122 | 11 | 1:17.161 | 11 | 44.790 | 21 | 12 | SAXL | 2:42.240 | 2:43.184 | 0.944 | |
| 22 | 10 | 44.179 | 12 | 1:17.936 | 12 | 45.182 | 22 | 10 | MCNINCH | 3:02.372 | 3:04.578 | 2.206 | |
| 23 | 9 | 47.234 | 10 | 1:26.743 | 10 | 51.450 | 23 | 9 | SLATER | 3:11.770 | 3:11.999 | 0.229 | |
| 24 | | | 9 | 1:30.966 | 9 | 53.570 | 24 | 6 | CHILCOTT | | 2:38.117 | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - BEST SPEEDS

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | FINISH LINE | | |
|-----|----------------|------------------|------|----------------|------------------|------|-------------|------------------|------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 76 | IRVING | 95.4 | 76 | IRVING | 82.4 | 76 | IRVING | 90.3 |
| 2 | 3 | BLAKENEY-EDWARDS | 94.1 | 1 | MANN | 81.5 | 18 | PEDERSEN | 89.7 |
| 3 | 59 | BEEBEE | 93.3 | 59 | BEEBEE | 80.6 | 59 | BEEBEE | 87.1 |
| 4 | 1 | MANN | 91.9 | 3 | BLAKENEY-EDWARDS | 80.5 | 3 | BLAKENEY-EDWARDS | 87.0 |
| 5 | 112 | FROST | 91.1 | 35 | WOOD | 79.3 | 35 | WOOD | 86.9 |
| 6 | 35 | WOOD | 90.9 | 5 | CAMERON-EVELEIGH | 78.5 | 1 | MANN | 86.5 |
| 7 | 129 | ILIFFE | 89.9 | 7 | FLANN | 78.0 | 112 | FROST | 85.5 |
| 8 | 7 | FLANN | 89.8 | 112 | FROST | 77.9 | 7 | FLANN | 84.9 |
| 9 | 5 | CAMERON-EVELEIGH | 89.3 | 19 | WRIGHT | 77.4 | 19 | WRIGHT | 84.3 |
| 10 | 19 | WRIGHT | 88.4 | 129 | ILIFFE | 76.4 | 129 | ILIFFE | 83.8 |
| 11 | 32 | HEWITSON | 88.3 | 32 | HEWITSON | 75.9 | 32 | HEWITSON | 83.6 |
| 12 | 15 | PAINTER | 87.8 | 15 | PAINTER | 75.4 | 8 | SMITH | 83.5 |
| 13 | 14 | SOWERBY | 87.0 | 8 | SMITH | 74.9 | 5 | CAMERON-EVELEIGH | 83.2 |
| 14 | 8 | SMITH | 86.8 | 4 | BOND | 74.4 | 15 | PAINTER | 83.0 |
| 15 | 6 | CHILCOTT | 86.0 | 14 | SOWERBY | 73.4 | 14 | SOWERBY | 81.9 |
| 16 | 4 | BOND | 85.1 | 18 | PEDERSEN | 73.1 | 4 | BOND | 81.4 |
| 17 | 20 | BRADLEY | 84.5 | 6 | CHILCOTT | 72.0 | 20 | BRADLEY | 78.3 |
| 18 | 29 | WAY | 83.3 | 29 | WAY | 71.1 | 29 | WAY | 76.6 |
| 19 | 18 | PEDERSEN | 82.5 | 20 | BRADLEY | 70.2 | 17 | LE GOUSSE | 76.1 |
| 20 | 17 | LE GOUSSE | 81.1 | 17 | LE GOUSSE | 69.2 | 11 | MOORE | 72.5 |
| 21 | 11 | MOORE | 77.1 | 11 | MOORE | 64.6 | 12 | SAXL | 70.9 |
| 22 | 12 | SAXL | 76.0 | 12 | SAXL | 63.7 | 6 | CHILCOTT | 70.8 |
| 23 | 10 | MCNINCH | 64.7 | 10 | MCNINCH | 57.8 | 10 | MCNINCH | 64.6 |
| 24 | 9 | SLATER | 61.7 | 9 | SLATER | 48.0 | 9 | SLATER | 57.7 |

Vintage Sports Car Club 'Egerton Cup'

RACE 11 - STATISTICS

Competitors Started 24
Planned Start 2025-07-27 @ 12:05:00.000
Actual Start 2025-07-27 @ 12:09:19.665
Finish Time 2025-07-27 @ 12:25:20.248
Track Length 2.6920mi.
Total Laps 150
Total Distance Covered 403.8042mi.

Session Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|-----------------|--------------|-----|--------------------|
| 59 | Robert BEEBEE | 2:25.054 | 12:11:44.718 | 1 | Frazer Nash TT REP |
| 59 | Robert BEEBEE | 2:18.031 | 12:14:02.749 | 2 | Frazer Nash TT REP |
| 59 | Robert BEEBEE | 2:15.584 | 12:16:18.333 | 3 | Frazer Nash TT REP |
| 59 | Robert BEEBEE | 2:15.313 | 12:20:49.250 | 5 | Frazer Nash TT REP |
| 59 | Robert BEEBEE | 2:14.635 | 12:23:03.885 | 6 | Frazer Nash TT REP |

Session Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|---------------|----------|----------|-------------|--------------------|
| 59 | Robert BEEBEE | 1 | 7 | 18.84 miles | Frazer Nash TT REP |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 12:09:19.665 |
| FINISH | 12:25:20.248 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 7 | 18:58.846 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - CLASSIFICATION - AMENDED

Race Distance: 4 Laps / 10.76 miles

| POS | NO | NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|-----|-----|------------------------|--------------------------|------|-----------|-----------------|--------|-------|-----------------|----|-----|----|
| 1 | 59 | Joshua BEEBEE | Frazer Nash TT REP | 4 | 8:59.545 | | | 71.84 | 2:11.522 | 3 | 1 | 0 |
| 2 | 112 | Ben MAEERS | GN PARKER | 4 | 9:17.630 | 18.085 | 18.085 | 69.51 | 2:14.760 | 2 | 3 | 1 |
| 3 | 76 | Harry IRVING | Alvis Special | 4 | 9:44.149 | 44.604 | 26.519 | 66.36 | 2:22.025 | 4 | 8 | 5 |
| 4 | 4 | Ewan CAMERON | Morgan SUPER AERO | 4 | 9:53.649 | 54.104 | 9.500 | 65.29 | 2:24.698 | 2 | 17 | 13 |
| 5 | 14 | Marcus BLACK | Talbot Lago T150C | 4 | 10:01.721 | 1:02.176 | 8.072 | 64.42 | 2:27.334 | 4 | 10 | 5 |
| 6 | 7 | Jeremy FLANN | Frazer SUPER SPORTS | 4 | 10:05.836 | 1:06.291 | 4.115 | 63.98 | 2:27.643 | 3 | 7 | 1 |
| 7 | 19 | Richard Michael WRIGHT | Delahaye 135 | 4 | 10:22.074 | 1:22.529 | 16.238 | 62.31 | 2:32.625 | 3 | 11 | 4 |
| 8 | 20 | Edward BRADLEY | Aston Martin ULSTER | 4 | 10:28.573 | 1:29.028 | 6.499 | 61.67 | 2:33.171 | 3 | 13 | 5 |
| 9 | 8 | Louis PARKIN | Morris MORD | 4 | 10:29.099 | 1:29.554 | 0.526 | 61.62 | 2:33.755 | 3 | 14 | 5 |
| 10 | 18 | Christian PEDERSEN | Riley 12/4 SPECIAL | 4 | 10:30.610 | 1:31.065 | 1.511 | 61.47 | 2:34.190 | 4 | 12 | 2 |
| 11 | 29 | ian ROCHE | Frazer Nash TT REP | 4 | 10:45.769 | 1:46.224 | 15.159 | 60.02 | 2:37.935 | 2 | 15 | 4 |
| 12 | 11 | Mark DANIELL | Frazer Nash SUPER SPORTS | 4 | 11:19.782 | 2:20.237 | 34.013 | 57.02 | 2:42.597 | 4 | 16 | 4 |
| 13 | 12 | David SAXL | Riley TT SPRITE | 4 | 11:20.546 | 2:21.001 | 0.764 | 56.96 | 2:43.603 | 3 | 18 | 5 |
| 14 | 10 | Hamish MCNINCH | MG PA 2STR | 3 | 9:37.435 | 1 Lap | 1 Lap | 50.35 | 3:08.280 | 3 | 19 | 5 |
| 15 | 9 | Stuart SARGEANT | Riley IMP | 3 | 9:58.382 | 1 Lap | 20.947 | 48.58 | 3:16.422 | 3 | 20 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | | |
|-----|----|---------------------|--------------------------|---|----------|---------------|--------|-------|-----------------|---|---|----|
| DNF | 3 | Archie WATERFIELD | Frazer Nash SUPER SPORTS | 4 | 8:59.652 | 0.107 | 0.000 | 71.83 | 2:11.416 | 3 | 2 | |
| DNF | 15 | James PAINTER | MG KAYNE | 4 | 9:24.915 | 25.370 | 25.263 | 68.62 | 2:18.111 | 2 | 9 | |
| DNF | 35 | Sue DARBYSHIRE | Morgan SUPER AERO | 4 | 9:26.110 | 26.565 | 1.195 | 68.47 | 2:19.330 | 2 | 5 | |
| DNF | 5 | Finley HOPE-CAMERON | Morgan Super Special | 4 | 9:26.711 | 27.166 | 0.601 | 68.40 | 2:19.419 | 2 | 4 | |
| DNF | 32 | David PRYKE | Riley 12/4 SPECIAL | 1 | 2:30.673 | 3 Laps | 3 Laps | 64.31 | 2:30.673 | 1 | 6 | |
| DNF | 6 | Ollie LESTON | Frazer Nash FAST TOURER | 0 | | | | | | | | 21 |

FASTEST LAP

| | | | | | | |
|---|-------------------|--------------------------|---|----------|-----------|------------|
| 3 | Archie WATERFIELD | Frazer Nash SUPER SPORTS | 3 | 2:11.416 | 73.74 mph | 118.68 kph |
|---|-------------------|--------------------------|---|----------|-----------|------------|

Cars 3, 5, 15 & 35 not running at the showing of the red flag.

Red Flag (end of session): 18:20

Weather / Track : Cloudy / Dry

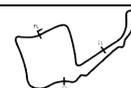
These results are provisional until the conclusion of any judicial and technical matters.

Date: 27/07/2025 Start: 18:07 Finish: 18:16

Oulton Park International: 2.6920 miles

Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

RACE 20 - CLASSIFICATION

Race Distance: 4 Laps / 10.76 miles

| POS | NO | NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|-----|-----|------------------------|--------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1 | 59 | Joshua BEEBEE | Frazer Nash TT REP | 4 | 8:59.545 | | | 71.84 | 2:11.522 | 3 | 1 | 0 |
| 2 | 112 | Ben MAEERS | GN PARKER | 4 | 9:17.630 | 18.085 | 18.085 | 69.51 | 2:14.760 | 2 | 3 | 1 |
| 3 | 35 | Sue DARBYSHIRE | Morgan SUPER AERO | 4 | 9:26.110 | 26.565 | 8.480 | 68.47 | 2:19.330 | 2 | 5 | 2 |
| 4 | 5 | Finley HOPE-CAMERON | Morgan Super Special | 4 | 9:26.711 | 27.166 | 0.601 | 68.40 | 2:19.419 | 2 | 4 | 0 |
| 5 | 76 | Harry IRVING | Alvis Special | 4 | 9:44.149 | 44.604 | 17.438 | 66.36 | 2:22.025 | 4 | 8 | 3 |
| 6 | 4 | Ewan CAMERON | Morgan SUPER AERO | 4 | 9:53.649 | 54.104 | 9.500 | 65.29 | 2:24.698 | 2 | 17 | 11 |
| 7 | 14 | Marcus BLACK | Talbot Lago T150C | 4 | 10:01.721 | 1:02.176 | 8.072 | 64.42 | 2:27.334 | 4 | 10 | 3 |
| 8 | 7 | Jeremy FLANN | Frazer SUPER SPORTS | 4 | 10:05.836 | 1:06.291 | 4.115 | 63.98 | 2:27.643 | 3 | 7 | -1 |
| 9 | 19 | Richard Michael WRIGHT | Delahaye 135 | 4 | 10:22.074 | 1:22.529 | 16.238 | 62.31 | 2:32.625 | 3 | 11 | 2 |
| 10 | 20 | Edward BRADLEY | Aston Martin ULSTER | 4 | 10:28.573 | 1:29.028 | 6.499 | 61.67 | 2:33.171 | 3 | 13 | 3 |
| 11 | 8 | Louis PARKIN | Morris MORD | 4 | 10:29.099 | 1:29.554 | 0.526 | 61.62 | 2:33.755 | 3 | 14 | 3 |
| 12 | 18 | Christian PEDERSEN | Riley 12/4 SPECIAL | 4 | 10:30.610 | 1:31.065 | 1.511 | 61.47 | 2:34.190 | 4 | 12 | 0 |
| 13 | 29 | ian ROCHE | Frazer Nash TT REP | 4 | 10:45.769 | 1:46.224 | 15.159 | 60.02 | 2:37.935 | 2 | 15 | 2 |
| 14 | 11 | Mark DANIELL | Frazer Nash SUPER SPORTS | 4 | 11:19.782 | 2:20.237 | 34.013 | 57.02 | 2:42.597 | 4 | 16 | 2 |
| 15 | 12 | David SAXL | Riley TT SPRITE | 4 | 11:20.546 | 2:21.001 | 0.764 | 56.96 | 2:43.603 | 3 | 18 | 3 |
| 16 | 10 | Hamish MCNINCH | MG PA 2STR | 3 | 9:37.435 | 1 Lap | 1 Lap | 50.35 | 3:08.280 | 3 | 19 | 3 |
| 17 | 9 | Stuart SARGEANT | Riley IMP | 3 | 9:58.382 | 1 Lap | 20.947 | 48.58 | 3:16.422 | 3 | 20 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | | |
|-----|----|-------------------|--------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 3 | Archie WATERFIELD | Frazer Nash SUPER SPORTS | 4 | 8:59.652 | 0.107 | 0.000 | 71.83 | 2:11.416 | 3 | 2 | |
| DNF | 15 | James PAINTER | MG KAYNE | 4 | 9:24.915 | 25.370 | 25.263 | 68.62 | 2:18.111 | 2 | 9 | |
| DNF | 32 | David PRYKE | Riley 12/4 SPECIAL | 1 | 2:30.673 | 3 Laps | 3 Laps | 64.31 | 2:30.673 | 1 | 6 | |
| DNF | 6 | Ollie LESTON | Frazer Nash FAST TOURER | 0 | | | | | | | 21 | |

FASTEST LAP

| | | | | | | |
|---|-------------------|--------------------------|---|----------|-----------|------------|
| 3 | Archie WATERFIELD | Frazer Nash SUPER SPORTS | 3 | 2:11.416 | 73.74 mph | 118.68 kph |
|---|-------------------|--------------------------|---|----------|-----------|------------|

Cars 3 & 15 not running at the showing of the red flag.

Red Flag (end of session): 18:20

Weather / Track : Cloudy / Dry

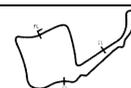
These results are provisional until the conclusion of any judicial and technical matters.

Date: 27/07/2025 Start: 18:07 Finish: 18:16

Oulton Park International: 2.6920 miles

Clerk Of Course: Andy Dee-Crowne

Timekeeper: Nick Palmer



Vintage Sports Car Club 'Egerton Cup'

RACE 20 - LAP CHART

| LAP 1 @ 18:09:40.862 | | | LAP 2 @ 18:11:54.742 | | | LAP 3 @ 18:14:06.158 | | | LAP 4 @ 18:16:20.438 | | |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO | BEHIND | LAP TIME |
| 3 | | 2:19.969 | 3 | | 2:13.880 | 3 | | 2:11.416 | 59 | | 2:12.753 |
| 59 | 2.425 | 2:22.394 | 59 | 1.421 | 2:12.876 | 59 | 1.527 | 2:11.522 | 3 | 0.107 | 2:14.387 |
| 112 | 3.502 | 2:23.471 | 112 | 4.382 | 2:14.760 | 112 | 10.828 | 2:17.862 | 112 | 18.085 | 2:21.537 |
| 5 | 5.694 | 2:25.663 | 5 | 11.233 | 2:19.419 | 5 | 19.420 | 2:19.603 | 15 | 25.370 | 2:19.526 |
| 35 | 5.882 | 2:25.851 | 35 | 11.332 | 2:19.330 | 35 | 19.594 | 2:19.678 | 35 | 26.565 | 2:21.251 |
| 15 | 8.756 | 2:28.725 | 15 | 12.987 | 2:18.111 | 15 | 20.124 | 2:18.553 | 5 | 27.166 | 2:22.026 |
| 32 | 10.704 | 2:30.673 | 76 | 25.387 | 2:25.963 | 76 | 36.859 | 2:22.888 | 10 | 1 Lap | 3:08.280 |
| 76 | 13.304 | 2:33.273 | 4 | 27.273 | 2:24.698 | 4 | 40.955 | 2:25.098 | 76 | 44.604 | 2:22.025 |
| 4 | 16.455 | 2:36.424 | 14 | 30.589 | 2:27.466 | 14 | 49.122 | 2:29.949 | 4 | 54.104 | 2:27.429 |
| 14 | 17.003 | 2:36.972 | 7 | 36.245 | 2:30.397 | 7 | 52.472 | 2:27.643 | 9 | 1 Lap | 3:16.422 |
| 19 | 18.494 | 2:38.463 | 19 | 40.206 | 2:35.592 | 19 | 1:01.415 | 2:32.625 | 14 | 1:02.176 | 2:27.334 |
| 7 | 19.728 | 2:39.697 | 8 | 46.238 | 2:34.576 | 8 | 1:08.577 | 2:33.755 | 7 | 1:06.291 | 2:28.099 |
| 8 | 25.542 | 2:45.511 | 20 | 47.934 | 2:35.361 | 20 | 1:09.689 | 2:33.171 | 19 | 1:22.529 | 2:35.394 |
| 20 | 26.453 | 2:46.422 | 18 | 48.314 | 2:35.514 | 18 | 1:11.155 | 2:34.257 | 20 | 1:29.028 | 2:33.619 |
| 18 | 26.680 | 2:46.649 | 29 | 52.168 | 2:37.935 | 29 | 1:18.992 | 2:38.240 | 8 | 1:29.554 | 2:35.257 |
| 29 | 28.113 | 2:48.082 | 12 | 1:15.554 | 2:50.958 | 12 | 1:47.741 | 2:43.603 | 18 | 1:31.065 | 2:34.190 |
| 11 | 36.775 | 2:56.744 | 11 | 1:16.891 | 2:53.996 | 11 | 1:51.920 | 2:46.445 | 29 | 1:46.224 | 2:41.512 |
| 12 | 38.476 | 2:58.445 | 10 | 1:55.306 | 3:10.012 | | | | 11 | 2:20.237 | 2:42.597 |
| 10 | 59.174 | 3:19.143 | 9 | 2:08.111 | 3:17.420 | | | | 12 | 2:21.001 | 2:47.540 |
| 9 | 1:04.571 | 3:24.540 | | | | | | | | | |

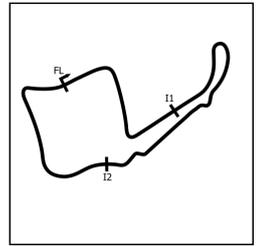
Vintage Sports Car Club 'Egerton Cup'

RACE 20 - POSITION CHART

| No | Name | Lap Pos | Lap | | | |
|-----|--------------|------------|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| 59 | BEEBEE | 1 | 3 | 3 | 3 | 59 |
| 3 | WATERFIELD | 2 | 59 | 59 | 59 | 3 |
| 112 | MAEERS | 3 | 112 | 112 | 112 | 112 |
| 5 | HOPE-CAMERON | 4 | 5 | 5 | 5 | 15 |
| 35 | DARBYSHIRE | 5 | 35 | 35 | 35 | 35 |
| 32 | PRYKE | 6 | 15 | 15 | 15 | 5 |
| 7 | FLANN | 7 | 32 | 76 | 76 | 76 |
| 76 | IRVING | 8 | 76 | 4 | 4 | 4 |
| 15 | PAINTER | 9 | 4 | 14 | 14 | 14 |
| 14 | BLACK | 10 | 14 | 7 | 7 | 7 |
| 19 | WRIGHT | 11 | 19 | 19 | 19 | 19 |
| 18 | PEDERSEN | 12 | 7 | 8 | 8 | 20 |
| 20 | BRADLEY | 13 | 8 | 20 | 20 | 8 |
| 8 | PARKIN | 14 | 20 | 18 | 18 | 18 |
| 29 | ROCHE | 15 | 18 | 29 | 29 | 29 |
| 11 | DANIELL | 16 | 29 | 12 | 12 | 11 |
| 4 | CAMERON | 17 | 11 | 11 | 11 | 12 |
| 12 | SAXL | 18 | 12 | 10 | 10 | |
| 10 | MCNINCH | 19 | 10 | 9 | 9 | |
| 9 | SARGEANT | 20 | 9 | | | |
| 6 | LESTON | 21 | | | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - 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 59 | | Joshua BEEBEE | | | | Frazer Nash TT REP | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:11.492 | | BEST LAP TIME : 2:11.522 | | | | DIFFERENCE : 0.030 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 92.8 | 1:05.792 | 79.9 | 37.204 | 86.0 | 2:22.394 | 68.05 | 10.872 18:09:43.287 |
| 2 - | 32.202 | 94.1 | 1:03.936 | 81.4 | 36.738 | 87.9 | 2:12.876 (3) | 72.93 | 1.354 18:11:56.163 |
| 3 - | 32.116 | 94.7 | 1:03.081 | 81.3 | 36.325 | 87.8 | 2:11.522 (1) | 73.68 | 18:14:07.685 |
| 4 - | 32.086 | 95.4 | 1:03.562 | 80.5 | 37.105 | 87.8 | 2:12.753 (2) | 73.00 | 1.231 18:16:20.438 |

| P2 112 | | Ben MAEERS | | | | GN PARKER | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:14.717 | | BEST LAP TIME : 2:14.760 | | | | DIFFERENCE : 0.043 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 92.3 | 1:05.172 | 79.9 | 37.204 | 86.4 | 2:23.471 | 67.54 | 8.711 18:09:44.364 |
| 2 - | 33.026 | 93.5 | 1:04.487 | 78.2 | 37.247 | 86.1 | 2:14.760 (1) | 71.91 | 18:11:59.124 |
| 3 - | 33.714 | 92.5 | 1:05.500 | 76.1 | 38.648 | 82.0 | 2:17.862 (2) | 70.29 | 3.102 18:14:16.986 |
| 4 - | 34.133 | 89.2 | 1:07.764 | 74.8 | 39.640 | 79.8 | 2:21.537 (3) | 68.47 | 6.777 18:16:38.523 |

| P3 35 | | Sue DARBYSHIRE | | | | Morgan SUPER AERO | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:17.726 | | BEST LAP TIME : 2:19.330 | | | | DIFFERENCE : 1.604 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 89.5 | 1:06.094 | 78.3 | 37.603 | 85.9 | 2:25.851 | 66.44 | 6.521 18:09:46.744 |
| 2 - | 34.029 | 90.8 | 1:06.628 | 76.6 | 38.673 | 83.8 | 2:19.330 (1) | 69.55 | 18:12:06.074 |
| 3 - | 34.632 | 89.9 | 1:06.491 | 78.3 | 38.555 | 83.9 | 2:19.678 (2) | 69.38 | 0.348 18:14:25.752 |
| 4 - | 36.182 | 89.8 | 1:06.496 | 78.0 | 38.573 | 84.5 | 2:21.251 (3) | 68.61 | 1.921 18:16:47.003 |

| P4 5 | | Finley HOPE-CAMERON | | | | Morgan Super Special | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|----------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:17.824 | | BEST LAP TIME : 2:19.419 | | | | DIFFERENCE : 1.595 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 93.3 | 1:06.417 | 74.8 | 37.791 | 84.2 | 2:25.663 | 66.53 | 6.244 18:09:46.556 |
| 2 - | 33.616 | 90.4 | 1:07.070 | 76.4 | 38.733 | 82.2 | 2:19.419 (1) | 69.51 | 18:12:05.975 |
| 3 - | 34.286 | 90.1 | 1:06.493 | 77.0 | 38.824 | 82.3 | 2:19.603 (2) | 69.42 | 0.184 18:14:25.578 |
| 4 - | 34.490 | 86.3 | 1:07.948 | 70.0 | 39.588 | 85.8 | 2:22.026 (3) | 68.23 | 2.607 18:16:47.604 |

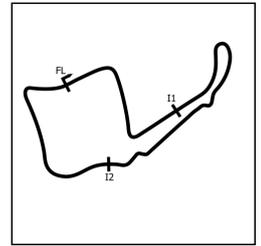
| P5 76 | | Harry IRVING | | | | Alvis Special | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:22.025 | | BEST LAP TIME : 2:22.025 | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 82.5 | 1:08.971 | 86.3 | 39.748 | 91.5 | 2:33.273 | 63.22 | 11.248 18:09:54.166 |
| 2 - | 34.929 | 90.3 | 1:11.213 | 85.7 | 39.821 | 91.0 | 2:25.963 (3) | 66.39 | 3.938 18:12:20.129 |
| 3 - | 34.992 | 94.5 | 1:08.741 | 84.4 | 39.155 | 91.4 | 2:22.888 (2) | 67.82 | 0.863 18:14:43.017 |
| 4 - | 34.444 | 99.1 | 1:08.431 | 83.0 | 39.150 | 94.2 | 2:22.025 (1) | 68.23 | 18:17:05.042 |

| P6 4 | | Ewan CAMERON | | | | Morgan SUPER AERO | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:23.861 | | BEST LAP TIME : 2:24.698 | | | | DIFFERENCE : 0.837 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 81.9 | 1:09.257 | 74.8 | 39.989 | 81.0 | 2:36.424 | 61.95 | 11.726 18:09:57.317 |
| 2 - | 35.904 | 82.6 | 1:09.394 | 74.1 | 39.400 | 81.3 | 2:24.698 (1) | 66.97 | 18:12:22.015 |
| 3 - | 36.102 | 84.7 | 1:08.856 | 74.0 | 40.140 | 80.3 | 2:25.098 (2) | 66.79 | 0.400 18:14:47.113 |
| 4 - | 35.605 | 85.0 | 1:10.137 | 72.9 | 41.687 | 78.3 | 2:27.429 (3) | 65.73 | 2.731 18:17:14.542 |

| P7 14 | | Marcus BLACK | | | | Talbot Lago T150C | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|---------------|--------------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:26.381 | | BEST LAP TIME : 2:27.334 | | | | DIFFERENCE : 0.953 | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 85.3 | 1:11.411 | 70.5 | 41.461 | 79.6 | 2:36.972 | 61.73 | 9.638 18:09:57.865 |
| 2 - | 35.524 | 84.6 | 1:11.269 | 71.3 | 40.673 | 79.4 | 2:27.466 (2) | 65.71 | 0.132 18:12:25.331 |
| 3 - | 36.917 | 85.4 | 1:11.847 | 68.9 | 41.185 | 79.4 | 2:29.949 (3) | 64.63 | 2.615 18:14:55.280 |
| 4 - | 36.477 | 85.8 | 1:10.333 | 71.4 | 40.524 | 79.7 | 2:27.334 (1) | 65.77 | 18:17:22.614 |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - 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

| P8 7 | | Jeremy FLANN | | Frazer SUPER SPORTS | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|---------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.656 | | BEST LAP TIME : 2:27.643 | | DIFFERENCE : 0.987 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 67.6 | 1:11.883 | 71.9 | 40.375 | 78.3 | 2:39.697 | 60.68 | 12.054 | 18:10:00.590 |
| 2 - | 38.708 | 82.3 | 1:11.587 | 72.9 | 40.102 | 78.5 | 2:30.397 (3) | 64.43 | 2.754 | 18:12:30.987 |
| 3 - | 36.845 | 84.6 | 1:10.345 | 73.9 | 40.453 | 79.2 | 2:27.643 (1) | 65.64 | | 18:14:58.630 |
| 4 - | 36.303 | 86.0 | 1:10.251 | 73.8 | 41.545 | 77.9 | 2:28.099 (2) | 65.43 | 0.456 | 18:17:26.729 |

| P9 19 | | Richard Michael WRIGHT | | Delahaye 135 | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.216 | | BEST LAP TIME : 2:32.625 | | DIFFERENCE : 2.409 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 87.7 | 1:12.337 | 74.9 | 39.937 | 82.7 | 2:38.463 | 61.15 | 5.838 | 18:09:59.356 |
| 2 - | 41.198 | 79.3 | 1:13.419 | 74.8 | 40.975 | 82.0 | 2:35.592 (3) | 62.28 | 2.967 | 18:12:34.948 |
| 3 - | 37.942 | 80.6 | 1:12.429 | 69.3 | 42.254 | 74.8 | 2:32.625 (1) | 63.49 | | 18:15:07.573 |
| 4 - | 38.850 | 79.1 | 1:14.342 | 68.4 | 42.202 | 82.2 | 2:35.394 (2) | 62.36 | 2.769 | 18:17:42.967 |

| P10 20 | | Edward BRADLEY | | Aston Martin ULSTER | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|---------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.305 | | BEST LAP TIME : 2:33.171 | | DIFFERENCE : 0.866 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 82.8 | 1:14.682 | 67.9 | 43.001 | 76.0 | 2:46.422 | 58.23 | 13.251 | 18:10:07.315 |
| 2 - | 38.007 | 79.5 | 1:14.773 | 67.8 | 42.581 | 75.2 | 2:35.361 (3) | 62.37 | 2.190 | 18:12:42.676 |
| 3 - | 37.702 | 81.4 | 1:12.732 | 68.9 | 42.737 | 75.9 | 2:33.171 (1) | 63.27 | | 18:15:15.847 |
| 4 - | 37.355 | 81.7 | 1:14.046 | 68.4 | 42.218 | 73.8 | 2:33.619 (2) | 63.08 | 0.448 | 18:17:49.466 |

| P11 8 | | Louis PARKIN | | Morris MORD | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.452 | | BEST LAP TIME : 2:33.755 | | DIFFERENCE : 0.303 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 75.3 | 1:14.512 | 73.7 | 43.049 | 80.7 | 2:45.511 | 58.55 | 11.756 | 18:10:06.404 |
| 2 - | 37.536 | 86.4 | 1:14.537 | 73.9 | 42.503 | 81.2 | 2:34.576 (2) | 62.69 | 0.821 | 18:12:40.980 |
| 3 - | 37.714 | 87.1 | 1:13.772 | 73.3 | 42.269 | 81.3 | 2:33.755 (1) | 63.03 | | 18:15:14.735 |
| 4 - | 37.838 | 86.4 | 1:15.275 | 74.3 | 42.144 | 81.1 | 2:35.257 (3) | 62.42 | 1.502 | 18:17:49.992 |

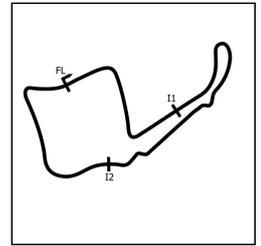
| P12 18 | | Christian PEDERSEN | | Riley 12/4 SPECIAL | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.785 | | BEST LAP TIME : 2:34.190 | | DIFFERENCE : 1.405 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 68.8 | 1:15.831 | 70.5 | 41.771 | 80.7 | 2:46.649 | 58.15 | 12.459 | 18:10:07.542 |
| 2 - | 38.067 | 81.8 | 1:14.900 | 65.5 | 42.547 | 68.5 | 2:35.514 (3) | 62.31 | 1.324 | 18:12:43.056 |
| 3 - | 38.863 | 85.2 | 1:13.191 | 68.6 | 42.203 | 80.6 | 2:34.257 (2) | 62.82 | 0.067 | 18:15:17.313 |
| 4 - | 37.823 | 83.7 | 1:13.752 | 71.1 | 42.615 | 80.9 | 2:34.190 (1) | 62.85 | | 18:17:51.503 |

| P13 29 | | iain ROCHE | | Frazer Nash TT REP | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:37.142 | | BEST LAP TIME : 2:37.935 | | DIFFERENCE : 0.793 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 77.1 | 1:16.054 | 66.2 | 43.345 | 75.2 | 2:48.082 | 57.65 | 10.147 | 18:10:08.975 |
| 2 - | 39.056 | 79.1 | 1:15.189 | 67.5 | 43.690 | 72.0 | 2:37.935 (1) | 61.36 | | 18:12:46.910 |
| 3 - | 39.181 | 78.6 | 1:14.741 | 66.0 | 44.318 | 69.5 | 2:38.240 (2) | 61.24 | 0.305 | 18:15:25.150 |
| 4 - | 40.343 | 72.3 | 1:16.132 | 64.0 | 45.037 | 70.6 | 2:41.512 (3) | 60.00 | 3.577 | 18:18:06.662 |

| P14 11 | | Mark DANIELL | | Frazer Nash SUPER SPORTS | | | | | | |
|---------------------------|---------------|--------------------------|-----------------|--------------------------|---------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:42.422 | | BEST LAP TIME : 2:42.597 | | DIFFERENCE : 0.175 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 74.3 | 1:20.107 | 58.7 | 46.625 | 66.1 | 2:56.744 | 54.83 | 14.147 | 18:10:17.637 |
| 2 - | 41.406 | 57.5 | 1:26.415 | 57.6 | 46.175 | 67.7 | 2:53.996 (3) | 55.69 | 11.399 | 18:13:11.633 |
| 3 - | 39.626 | 77.3 | 1:20.831 | 59.2 | 45.988 | 66.5 | 2:46.445 (2) | 58.22 | 3.848 | 18:15:58.078 |
| 4 - | 39.522 | 78.3 | 1:16.912 | 60.7 | 46.163 | 68.6 | 2:42.597 (1) | 59.60 | | 18:18:40.675 |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - 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

| P15 12 | | David SAXL | | | Riley TT SPRITE | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:43.603 | | BEST LAP TIME : 2:43.603 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 74.2 | 1:20.113 | 62.3 | 45.557 | 70.9 | 2:58.445 | 54.30 | 14.842 | 18:10:19.338 |
| 2 - | 40.625 | 68.6 | 1:24.252 | 61.0 | 46.081 | 69.7 | 2:50.958 (3) | 56.68 | 7.355 | 18:13:10.296 |
| 3 - | 39.894 | 75.7 | 1:18.636 | 61.2 | 45.073 | 69.5 | 2:43.603 (1) | 59.23 | | 18:15:53.899 |
| 4 - | 40.535 | 75.0 | 1:19.472 | 62.7 | 47.533 | 72.2 | 2:47.540 (2) | 57.84 | 3.937 | 18:18:41.439 |

| P16 10 | | Hamish MCNINCH | | | MG PA 2STR | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 3:08.003 | | BEST LAP TIME : 3:08.280 | | | DIFFERENCE : 0.277 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 63.6 | 1:29.700 | 53.9 | 52.598 | 61.5 | 3:19.143 (3) | 48.66 | 10.863 | 18:10:40.036 |
| 2 - | 46.750 | 61.4 | 1:30.210 | 52.0 | 53.052 | 61.5 | 3:10.012 (2) | 51.00 | 1.732 | 18:13:50.048 |
| 3 - | 45.705 | 64.7 | 1:29.909 | 52.9 | 52.666 | 63.5 | 3:08.280 (1) | 51.47 | | 18:16:58.328 |

| P17 9 | | Stuart SARGEANT | | | Riley IMP | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 3:13.833 | | BEST LAP TIME : 3:16.422 | | | DIFFERENCE : 2.589 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 59.9 | 1:30.095 | 50.4 | 54.450 | 58.7 | 3:24.540 (3) | 47.38 | 8.118 | 18:10:45.433 |
| 2 - | 51.038 | 57.3 | 1:31.357 | 49.0 | 55.025 | 58.5 | 3:17.420 (2) | 49.08 | 0.998 | 18:14:02.853 |
| 3 - | 49.288 | 60.1 | 1:32.544 | 49.5 | 54.590 | 59.7 | 3:16.422 (1) | 49.33 | | 18:17:19.275 |

| P18 3 | | Archie WATERFIELD | | | Frazer Nash SUPER SPORTS | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:11.404 | | BEST LAP TIME : 2:11.416 | | | DIFFERENCE : 0.012 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 94.7 | 1:04.494 | 80.7 | 37.268 | 85.1 | 2:19.969 | 69.23 | 8.553 | 18:09:40.862 |
| 2 - | 32.618 | 96.6 | 1:04.600 | 82.1 | 36.662 | 85.8 | 2:13.880 (2) | 72.38 | 2.464 | 18:11:54.742 |
| 3 - | 32.630 | 94.9 | 1:02.541 | 83.1 | 36.245 | 86.7 | 2:11.416 (1) | 73.74 | | 18:14:06.158 |
| 4 - | 33.493 | 93.5 | 1:03.792 | 83.5 | 37.102 | 81.0 | 2:14.387 (3) | 72.11 | 2.971 | 18:16:20.545 |

| P19 15 | | James PAINTER | | | MG KAYNE | | | | | |
|---------------------------|---------------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.062 | | BEST LAP TIME : 2:18.111 | | | DIFFERENCE : 0.049 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 85.8 | 1:06.642 | 76.6 | 38.207 | 84.0 | 2:28.725 | 65.16 | 10.614 | 18:09:49.618 |
| 2 - | 34.111 | 87.8 | 1:05.928 | 77.6 | 38.072 | 84.5 | 2:18.111 (1) | 70.17 | | 18:12:07.729 |
| 3 - | 34.062 | 89.5 | 1:06.025 | 79.9 | 38.466 | 84.9 | 2:18.553 (2) | 69.94 | 0.442 | 18:14:26.282 |
| 4 - | 34.650 | 89.0 | 1:06.676 | 78.1 | 38.200 | 84.3 | 2:19.526 (3) | 69.45 | 1.415 | 18:16:45.808 |

| P20 32 | | David PRYKE | | | Riley 12/4 SPECIAL | | | | | |
|---------------------------|----------|--------------------------|-----------------|-------------|--------------------|-------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 2:25.518 | | BEST LAP TIME : 2:30.673 | | | DIFFERENCE : 5.155 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 86.5 | 1:09.105 | 75.5 | 39.009 | 81.6 | 2:30.673 (1) | 64.31 | | 18:09:51.566 |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - BEST SECTORS

| POS | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | IDEAL / BEST COMPARISON | | | | | | |
|-----|----------|--------|----------|----------|----------|--------|-------------------------|-----|--------------|--------------------|-----------------|-------|--|
| | NO | TIME | NO | TIME | NO | TIME | POS | NO | NAME | IDEAL | BEST | DIFF | |
| | | | | | | | | | | PERFECT LAP | 2:10.872 | | |
| 1 | 59 | 32.086 | 3 | 1:02.541 | 3 | 36.245 | 1 | 3 | WATERFIELD | 2:11.404 | 2:11.416 | 0.012 | |
| 2 | 3 | 32.618 | 59 | 1:03.081 | 59 | 36.325 | 2 | 59 | BEEBEE | 2:11.492 | 2:11.522 | 0.030 | |
| 3 | 112 | 33.026 | 112 | 1:04.487 | 112 | 37.204 | 3 | 112 | MAEERS | 2:14.717 | 2:14.760 | 0.043 | |
| 4 | 5 | 33.616 | 15 | 1:05.928 | 35 | 37.603 | 4 | 35 | DARBYSHIRE | 2:17.726 | 2:19.330 | 1.604 | |
| 5 | 35 | 34.029 | 35 | 1:06.094 | 5 | 37.791 | 5 | 5 | HOPE-CAMERON | 2:17.824 | 2:19.419 | 1.595 | |
| 6 | 15 | 34.062 | 5 | 1:06.417 | 15 | 38.072 | 6 | 15 | PAINTER | 2:18.062 | 2:18.111 | 0.049 | |
| 7 | 76 | 34.444 | 76 | 1:08.431 | 32 | 39.009 | 7 | 76 | IRVING | 2:22.025 | 2:22.025 | 0.000 | |
| 8 | 14 | 35.524 | 4 | 1:08.856 | 76 | 39.150 | 8 | 4 | CAMERON | 2:23.861 | 2:24.698 | 0.837 | |
| 9 | 4 | 35.605 | 32 | 1:09.105 | 4 | 39.400 | 9 | 32 | PRYKE | 2:25.518 | 2:30.673 | 5.155 | |
| 10 | 7 | 36.303 | 7 | 1:10.251 | 19 | 39.937 | 10 | 14 | BLACK | 2:26.381 | 2:27.334 | 0.953 | |
| 11 | 20 | 37.355 | 14 | 1:10.333 | 7 | 40.102 | 11 | 7 | FLANN | 2:26.656 | 2:27.643 | 0.987 | |
| 12 | 32 | 37.404 | 19 | 1:12.337 | 14 | 40.524 | 12 | 19 | WRIGHT | 2:30.216 | 2:32.625 | 2.409 | |
| 13 | 8 | 37.536 | 20 | 1:12.732 | 18 | 41.771 | 13 | 20 | BRADLEY | 2:32.305 | 2:33.171 | 0.866 | |
| 14 | 18 | 37.823 | 18 | 1:13.191 | 8 | 42.144 | 14 | 18 | PEDERSEN | 2:32.785 | 2:34.190 | 1.405 | |
| 15 | 19 | 37.942 | 8 | 1:13.772 | 20 | 42.218 | 15 | 8 | PARKIN | 2:33.452 | 2:33.755 | 0.303 | |
| 16 | 29 | 39.056 | 29 | 1:14.741 | 29 | 43.345 | 16 | 29 | ROCHE | 2:37.142 | 2:37.935 | 0.793 | |
| 17 | 11 | 39.522 | 11 | 1:16.912 | 12 | 45.073 | 17 | 11 | DANIELL | 2:42.422 | 2:42.597 | 0.175 | |
| 18 | 12 | 39.894 | 12 | 1:18.636 | 11 | 45.988 | 18 | 12 | SAXL | 2:43.603 | 2:43.603 | 0.000 | |
| 19 | 10 | 45.705 | 10 | 1:29.700 | 10 | 52.598 | 19 | 10 | MCNINCH | 3:08.003 | 3:08.280 | 0.277 | |
| 20 | 9 | 49.288 | 9 | 1:30.095 | 9 | 54.450 | 20 | 9 | SARGEANT | 3:13.833 | 3:16.422 | 2.589 | |
| 21 | | | | | | | | | | | | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - BEST SPEEDS

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | FINISH LINE | | |
|-----|----------------|--------------|------|----------------|--------------|------|-------------|--------------|------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 76 | IRVING | 99.1 | 76 | IRVING | 86.3 | 76 | IRVING | 94.2 |
| 2 | 3 | WATERFIELD | 96.6 | 3 | WATERFIELD | 83.5 | 59 | BEEBEE | 87.9 |
| 3 | 59 | BEEBEE | 95.4 | 59 | BEEBEE | 81.4 | 3 | WATERFIELD | 86.7 |
| 4 | 112 | MAEERS | 93.5 | 112 | MAEERS | 79.9 | 112 | MAEERS | 86.4 |
| 5 | 5 | HOPE-CAMERON | 93.3 | 15 | PAINTER | 79.9 | 35 | DARBYSHIRE | 85.9 |
| 6 | 35 | DARBYSHIRE | 90.8 | 35 | DARBYSHIRE | 78.3 | 5 | HOPE-CAMERON | 85.8 |
| 7 | 15 | PAINTER | 89.5 | 5 | HOPE-CAMERON | 77.0 | 15 | PAINTER | 84.9 |
| 8 | 19 | WRIGHT | 87.7 | 32 | PRYKE | 75.5 | 19 | WRIGHT | 82.7 |
| 9 | 8 | PARKIN | 87.1 | 19 | WRIGHT | 74.9 | 32 | PRYKE | 81.6 |
| 10 | 32 | PRYKE | 86.5 | 4 | CAMERON | 74.8 | 4 | CAMERON | 81.3 |
| 11 | 7 | FLANN | 86.0 | 8 | PARKIN | 74.3 | 8 | PARKIN | 81.3 |
| 12 | 14 | BLACK | 85.8 | 7 | FLANN | 73.9 | 18 | PEDERSEN | 80.9 |
| 13 | 18 | PEDERSEN | 85.2 | 14 | BLACK | 71.4 | 14 | BLACK | 79.7 |
| 14 | 4 | CAMERON | 85.0 | 18 | PEDERSEN | 71.1 | 7 | FLANN | 79.2 |
| 15 | 20 | BRADLEY | 82.8 | 20 | BRADLEY | 68.9 | 20 | BRADLEY | 76.0 |
| 16 | 6 | LESTON | 79.7 | 29 | ROCHE | 67.5 | 29 | ROCHE | 75.2 |
| 17 | 29 | ROCHE | 79.1 | 12 | SAXL | 62.7 | 12 | SAXL | 72.2 |
| 18 | 11 | DANIELL | 78.3 | 11 | DANIELL | 60.7 | 11 | DANIELL | 68.6 |
| 19 | 12 | SAXL | 75.7 | 10 | MCNINCH | 53.9 | 10 | MCNINCH | 63.5 |
| 20 | 10 | MCNINCH | 64.7 | 9 | SARGEANT | 50.4 | 9 | SARGEANT | 59.7 |
| 21 | 9 | SARGEANT | 60.1 | | | | | | |

Vintage Sports Car Club 'Egerton Cup'

RACE 20 - STATISTICS

Competitors Started 21
Planned Start 2025-07-27 @ 18:05:00.000
Actual Start 2025-07-27 @ 18:07:20.892
Finish Time 2025-07-27 @ 18:16:20.437
Track Length 2.6920mi.
Total Laps 75
Total Distance Covered 201.9021mi.

Session Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-------------------|-----------------|--------------|-----|--------------------------|
| 3 | Archie WATERFIELD | 2:19.969 | 18:09:40.863 | 1 | Frazer Nash SUPER SPORTS |
| 3 | Archie WATERFIELD | 2:13.880 | 18:11:54.743 | 2 | Frazer Nash SUPER SPORTS |
| 59 | Joshua BEEBEE | 2:12.876 | 18:11:56.160 | 2 | Frazer Nash TT REP |
| 3 | Archie WATERFIELD | 2:11.416 | 18:14:06.159 | 3 | Frazer Nash SUPER SPORTS |

Session Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-------------------|----------|----------|------------|--------------------------|
| 3 | Archie WATERFIELD | 1 | 3 | 8.07 miles | Frazer Nash SUPER SPORTS |
| 59 | Joshua BEEBEE | 4 | 1 | 2.69 miles | Frazer Nash TT REP |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 18:07:20.892 |
| FINISH | 18:16:20.437 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 4 | 16:12.349 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |