



Sponsored by Avon Tyres



Heritage Grand Touring Car Challenge

Thruxton

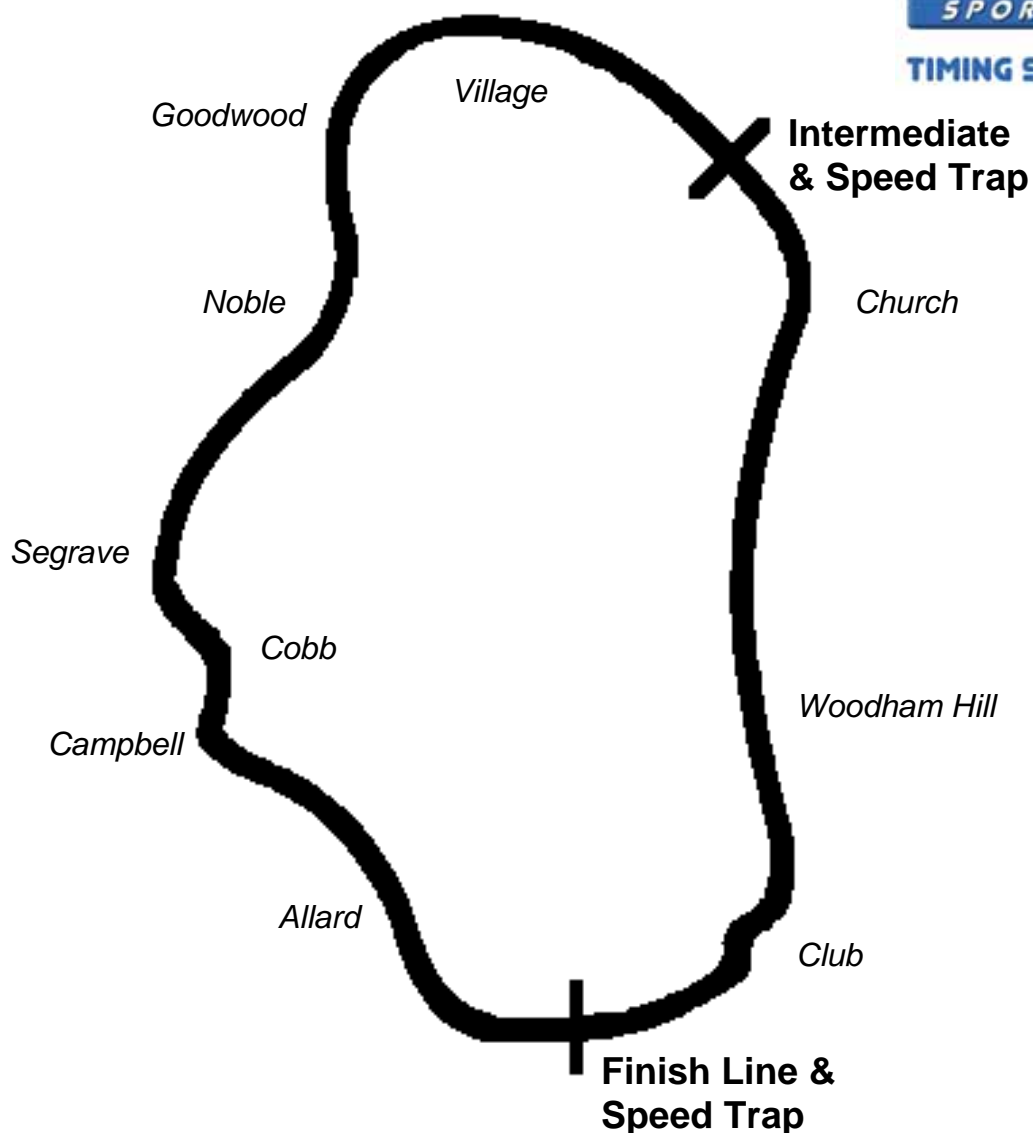
28th & 29th June 2008



Results Provided by Timing Solutions Ltd

www.tsl-timing.com

THRUXTON



Circuit Length: 2.356 miles / 3791.6 metres
Intermediate: 2247 metres
Pit In: 3697 metres
Pit Out: 100 metres after Finish Line
Pit In – Pit Out: 219 metres, @ 60kph = 13.1 seconds, @ 80kph = 9.8 seconds

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - CLASSIFICATION

| POS | NO | CL | NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|----|----|----------------------------|----------------------|-----------------|----|------|---------------|-------|-------|
| 1 | 1 | D | BRYANT / BRYANT | Morgan Plus 8 | 1:24.857 | 12 | 14 | | | 99.95 |
| 2 | 74 | D | THURTLÉ / THURTLÉ | Chevrolet Camaro | 1:27.605 | 12 | 13 | 2.748 | 2.748 | 96.81 |
| 3 | 45 | D | HAMMOND / HATHAWAY | Chevrolet Camaro | 1:28.462 | 14 | 16 | 3.605 | 0.857 | 95.87 |
| 4 | 3 | D | Chris SCRAGG | Aston Martin V8 | 1:29.066 | 13 | 16 | 4.209 | 0.604 | 95.22 |
| 5 | 38 | E | BYRNE / SNOWDON | Aston Martin DB4 | 1:29.324 | 14 | 14 | 4.467 | 0.258 | 94.95 |
| 6 | 68 | D | LUCK / EDWARDS | Jaguar E-Type | 1:30.306 | 3 | 15 | 5.449 | 0.982 | 93.92 |
| 7 | 9 | C | WILLIAMS / WILLIAMS | Rover SD1 | 1:30.689 | 4 | 10 | 5.832 | 0.383 | 93.52 |
| 8 | 65 | D | Simon LANE | Chevrolet Camaro | 1:30.924 | 6 | 9 | 6.067 | 0.235 | 93.28 |
| 9 | 97 | D | Lester STACEY | Ford Mustang | 1:31.243 | 5 | 11 | 6.386 | 0.319 | 92.95 |
| 10 | 27 | D | Rick LLOYD | Chevrolet Camaro | 1:31.852 | 15 | 15 | 6.995 | 0.609 | 92.33 |
| 11 | 88 | D | Pat COOKE | Aston Martin Vantage | 1:32.472 | 4 | 14 | 7.615 | 0.620 | 91.72 |
| 12 | 44 | D | SEARLES / JARDINE | Aston Martin DBS V8 | 1:32.495 | 12 | 15 | 7.638 | 0.023 | 91.69 |
| 13 | 78 | D | MILLER / GOBLE | Aston Martin V8 | 1:33.598 | 14 | 14 | 8.741 | 1.103 | 90.61 |
| 14 | 51 | I | Steve HYDE | Ford Escort | 1:33.960 | 3 | 9 | 9.103 | 0.362 | 90.26 |
| 15 | 22 | A | MCCARTHY / MCCARTHY | MGA Roadster | 1:34.020 | 11 | 13 | 9.163 | 0.060 | 90.21 |
| 16 | 79 | E | O BRIEN / KEMP | Aston Martin DB4 | 1:34.339 | 14 | 14 | 9.482 | 0.319 | 89.90 |
| 17 | 31 | C | Richard MASTERS | Jaguar XJS | 1:34.459 | 10 | 14 | 9.602 | 0.120 | 89.79 |
| 18 | 57 | C | David SUCH | Aston Martin V8 | 1:35.385 | 12 | 14 | 10.528 | 0.926 | 88.91 |
| 19 | 40 | C | WILLIAMS / CANN | Aston Martin DBS V8 | 1:36.220 | 13 | 13 | 11.363 | 0.835 | 88.14 |
| 20 | 47 | I | COOKE / VERSCHUEREN | VW Golf | 1:36.465 | 11 | 13 | 11.608 | 0.245 | 87.92 |
| 21 | 55 | C | Andrew KNIGHT | Ford Mustang | 1:38.266 | 14 | 15 | 13.409 | 1.801 | 86.31 |
| 22 | 12 | B | Jeremy COOKE | Porsche RS | 1:38.792 | 13 | 13 | 13.935 | 0.526 | 85.85 |
| 23 | 64 | C | Alan COLLETT | Iso Rivolta GT | 1:39.097 | 14 | 14 | 14.240 | 0.305 | 85.58 |
| 24 | 71 | B | GLOVER / CANN | Ford Escort | 1:41.595 | 11 | 11 | 16.738 | 2.498 | 83.48 |
| 25 | 90 | B | TOWNSEND / CONOLEY | Daimler SP250 | 1:42.603 | 13 | 13 | 17.746 | 1.008 | 82.66 |
| 26 | 17 | A | BENNINGTON / TATE | Ford Cortina | | 0 | 1 | | | |

Car 78 - please fit a working transponder

Thrupton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

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

| | | |
|-------------------|--|--------------|
| Clerk of Course : | | Timekeeper : |
|-------------------|--|--------------|

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | | | | | |
|-----------|----------------------------|--------------|---------------|--------------|-----------------|------|---------------|--------------|---------------|--------------|------------------|--|--|--|--|
| 1 | BRYANT / BRYANT | | | | | | | | | | Morgan Plus 8 | | | | |
| 1 - | Out | 103.1 | 41.984 | 79.1 | 1:55.966 | 8 - | 54.843 | 118.1 | 36.966 | 100.5 | 1:31.809 | | | | |
| 2 - | 1:00.831 | 111.7 | 38.528 | 96.1 | 1:39.359 | 9 - | 59.033 | 116.1 | In | | 1:35.983P | | | | |
| 3 - | 57.855 | 118.4 | 36.142 | 101.8 | 1:33.997 | 10 - | Out | 77.0 | In | | 2:59.793P | | | | |
| 4 - | 55.125 | 119.0 | 36.036 | 100.8 | 1:31.161 | 11 - | Out | 125.9 | 33.898 | 102.0 | 2:13.728 | | | | |
| 5 - | 54.789 | 120.7 | 35.737 | 101.7 | 1:30.526 | 12 - | 51.799 | 128.6 | 33.058 | 104.5 | 1:24.857 | | | | |
| 6 - | 55.225 | 118.1 | 35.931 | 100.3 | 1:31.156 | 13 - | 52.291 | 126.1 | 37.526 | 100.0 | 1:29.817 | | | | |
| 7 - | 54.911 | 117.7 | 35.186 | 101.8 | 1:30.097 | 14 - | 52.715 | 130.1 | 33.115 | 101.5 | 1:25.830 | | | | |
| 3 | Chris SCRAGG | | | | | | | | | | Aston Martin V8 | | | | |
| 1 - | Out | 105.0 | 41.169 | 94.4 | 1:42.301 | 9 - | 53.854 | 123.1 | 35.606 | 100.6 | 1:29.460 | | | | |
| 2 - | 56.355 | 115.3 | 40.295 | 97.8 | 1:36.650 | 10 - | 53.978 | 124.7 | 36.329 | 100.0 | 1:30.307 | | | | |
| 3 - | 59.189 | 99.0 | In | | 1:36.039P | 11 - | 55.750 | 125.9 | 35.199 | 101.8 | 1:30.949 | | | | |
| 4 - | Out | 125.4 | 36.322 | 101.8 | 2:01.961 | 12 - | 54.942 | 126.1 | 34.876 | 99.4 | 1:29.818 | | | | |
| 5 - | 54.250 | 125.4 | 34.910 | 99.0 | 1:29.160 | 13 - | 54.284 | 121.6 | 34.782 | 101.1 | 1:29.066 | | | | |
| 6 - | 53.639 | 128.8 | 37.345 | 99.1 | 1:30.984 | 14 - | 53.354 | 125.4 | 35.959 | 98.1 | 1:29.313 | | | | |
| 7 - | 54.659 | 123.1 | 36.814 | 100.5 | 1:31.473 | 15 - | 54.539 | 116.1 | 37.631 | 100.8 | 1:32.170 | | | | |
| 8 - | 55.550 | 125.0 | 36.339 | 98.5 | 1:31.889 | 16 - | 53.733 | 124.5 | In | | 1:28.014P | | | | |
| 9 | WILLIAMS / WILLIAMS | | | | | | | | | | Rover SD1 | | | | |
| 1 - | Out | 107.0 | 39.405 | 90.2 | 1:42.647 | 6 - | 56.305 | 118.8 | In | | 1:31.100P | | | | |
| 2 - | 55.882 | 106.2 | 37.338 | 91.9 | 1:33.220 | 7 - | Out | 102.3 | 40.037 | 90.8 | 3:32.664 | | | | |
| 3 - | 56.008 | 108.4 | 36.576 | 89.4 | 1:32.584 | 8 - | 59.075 | 106.0 | 38.057 | 91.7 | 1:37.132 | | | | |
| 4 - | 54.504 | 119.6 | 36.185 | 91.8 | 1:30.689 | 9 - | 57.841 | 109.8 | 39.738 | 92.1 | 1:37.579 | | | | |
| 5 - | 56.299 | 114.9 | 36.241 | 90.8 | 1:32.540 | 10 - | 58.714 | 102.9 | 40.805 | 92.1 | 1:39.519 | | | | |
| 12 | Jeremy COOKE | | | | | | | | | | Porsche RS | | | | |
| 1 - | Out | 89.8 | 44.367 | 81.7 | 1:57.350 | 8 - | 3:56.773 | | 39.777 | | 4:36.550 | | | | |
| 2 - | 1:02.675 | | 40.066 | 83.5 | 1:42.741 | 9 - | 1:02.354 | | 40.276 | 83.3 | 1:42.630 | | | | |
| 3 - | 1:01.106 | | 41.999 | | 1:43.105 | 10 - | 1:01.165 | | 40.386 | | 1:41.551 | | | | |
| 4 - | | | | | 1:47.777 | 11 - | 1:01.325 | | 40.059 | | 1:41.384 | | | | |
| 5 - | 1:03.759 | | 40.283 | 84.9 | 1:44.042 | 12 - | 59.785 | | 40.498 | 85.4 | 1:40.283 | | | | |
| 6 - | | | | | 1:40.655 | 13 - | 59.957 | | 38.835 | 83.9 | 1:38.792 | | | | |
| 7 - | 1:02.127 | | 41.909 | | 1:44.036 | | | | | | | | | | |
| 17 | BENNINGTON / TATE | | | | | | | | | | Ford Cortina | | | | |
| 1 - | Out | 71.7 | 52.978 | 69.0 | 2:11.910 | | | | | | | | | | |
| 22 | MCCARTHY / MCCARTHY | | | | | | | | | | MGA Roadster | | | | |
| 1 - | Out | 71.0 | 52.487 | 61.7 | 2:12.337 | 8 - | 57.869 | 105.4 | In | | 1:35.166P | | | | |
| 2 - | 1:09.349 | 79.2 | 45.218 | 79.9 | 1:54.567 | 9 - | Out | 102.9 | 40.606 | 80.4 | 3:04.142 | | | | |
| 3 - | 58.072 | 103.9 | 38.129 | 80.7 | 1:36.201 | 10 - | 57.804 | 106.4 | 38.509 | 83.1 | 1:36.313 | | | | |
| 4 - | 57.497 | 105.2 | 38.457 | 81.3 | 1:35.954 | 11 - | 56.207 | 110.0 | 37.813 | 83.2 | 1:34.020 | | | | |
| 5 - | 57.727 | 106.9 | 38.379 | 81.5 | 1:36.106 | 12 - | 58.646 | 108.6 | 37.938 | 83.5 | 1:36.584 | | | | |
| 6 - | 58.017 | 106.0 | 38.344 | 81.9 | 1:36.361 | 13 - | 1:02.657 | 81.8 | In | | 1:49.245P | | | | |
| 7 - | 59.852 | 105.4 | 38.423 | 79.0 | 1:38.275 | | | | | | | | | | |
| 27 | Rick LLOYD | | | | | | | | | | Chevrolet Camaro | | | | |
| 1 - | Out | 93.3 | 43.454 | 90.1 | 2:47.066 | 9 - | 56.744 | 117.1 | 40.666 | 99.3 | 1:37.410 | | | | |
| 2 - | 1:00.868 | 113.2 | 39.091 | 96.4 | 1:39.959 | 10 - | 57.882 | 106.2 | 37.269 | 98.5 | 1:35.151 | | | | |
| 3 - | 1:01.734 | 116.9 | 38.089 | 96.1 | 1:39.823 | 11 - | 56.140 | 110.7 | 37.465 | 98.7 | 1:33.605 | | | | |
| 4 - | 59.611 | 117.9 | 39.988 | 92.7 | 1:39.599 | 12 - | 57.044 | 117.1 | 37.327 | 96.6 | 1:34.371 | | | | |
| 5 - | 58.844 | 117.1 | 38.676 | 102.0 | 1:37.520 | 13 - | 56.339 | 121.1 | 37.112 | 101.2 | 1:33.451 | | | | |
| 6 - | 56.230 | 112.8 | 37.569 | 100.9 | 1:33.799 | 14 - | 57.126 | 119.2 | 38.879 | 100.9 | 1:36.005 | | | | |
| 7 - | 58.829 | 119.2 | 37.891 | 97.7 | 1:36.720 | 15 - | 55.085 | 125.0 | 36.767 | 98.4 | 1:31.852 | | | | |
| 8 - | 56.893 | 114.5 | 38.363 | 96.6 | 1:35.256 | | | | | | | | | | |
| 31 | Richard MASTERS | | | | | | | | | | Jaguar XJS | | | | |
| 1 - | Out | 80.5 | 48.137 | 72.8 | 1:59.938 | 8 - | 1:02.265 | 91.2 | 45.527 | 93.1 | 1:47.792 | | | | |
| 2 - | 1:07.885 | 95.6 | 42.653 | 81.5 | 1:50.538 | 9 - | 57.628 | 118.4 | 36.984 | 93.6 | 1:34.612 | | | | |
| 3 - | 1:04.335 | 104.4 | 41.284 | 88.8 | 1:45.619 | 10 - | 57.606 | 118.6 | 36.853 | 93.5 | 1:34.459 | | | | |
| 4 - | 1:00.566 | 107.0 | 40.658 | 90.3 | 1:41.224 | 11 - | 58.003 | 111.7 | 37.463 | 93.3 | 1:35.466 | | | | |
| 5 - | 58.398 | 116.1 | In | | 1:34.221P | 12 - | 57.494 | 117.1 | 42.693 | 71.8 | 1:40.187 | | | | |

Car 78 - please fit a working transponder

Thrupton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|----------------------------|--------------|---------------------|-------------|-----------------|------|---------------|--------------|---------------|--------------|-----------------|
| 6 - | Out | 112.8 | 37.893 | 92.6 | 3:25.013 | 13 - | 1:12.938 | 70.7 | 44.069 | 94.4 | 1:57.007 |
| 7 - | 58.971 | 108.9 | 37.787 | 89.5 | 1:36.758 | 14 - | 58.883 | 114.3 | 38.837 | 84.3 | 1:37.720 |
| 38 | BYRNE / SNOWDON | | Aston Martin DB4 | | | | | | | | |
| 1 - | Out | 90.9 | 45.330 | 77.9 | 1:59.573 | 8 - | 1:01.252 | 108.6 | 39.422 | 87.4 | 1:40.674 |
| 2 - | 1:06.928 | 95.2 | 43.385 | 81.2 | 1:50.313 | 9 - | 1:01.084 | 108.2 | 39.309 | 87.6 | 1:40.393 |
| 3 - | 1:06.320 | 99.4 | 42.218 | 82.0 | 1:48.538 | 10 - | 1:00.738 | 109.3 | In | | 1:40.409P |
| 4 - | 1:04.418 | 98.7 | 41.091 | 84.8 | 1:45.509 | 11 - | Out | 126.9 | 35.830 | 101.1 | 2:36.836 |
| 5 - | 1:04.032 | 102.8 | 41.292 | 79.7 | 1:45.324 | 12 - | 54.846 | 126.1 | 35.193 | 102.0 | 1:30.039 |
| 6 - | 1:02.452 | 104.4 | 39.580 | 91.6 | 1:42.032 | 13 - | 54.893 | 123.6 | 35.895 | 100.8 | 1:30.788 |
| 7 - | 1:00.888 | 108.6 | 38.973 | 82.6 | 1:39.861 | 14 - | 53.945 | 125.9 | 35.379 | 99.9 | 1:29.324 |
| 40 | WILLIAMS / CANN | | Aston Martin DBS V8 | | | | | | | | |
| 1 - | Out | 89.5 | 47.168 | 83.2 | 2:05.951 | 8 - | Out | 106.7 | 41.005 | 81.9 | 2:53.780 |
| 2 - | 1:06.311 | 92.7 | 41.916 | 87.5 | 1:48.227 | 9 - | 1:02.142 | 107.4 | 40.043 | 86.8 | 1:42.185 |
| 3 - | 1:00.713 | 105.0 | 41.123 | 89.7 | 1:41.836 | 10 - | 59.861 | 110.9 | 39.648 | 90.7 | 1:39.509 |
| 4 - | 1:01.159 | 104.2 | In | | 1:41.117P | 11 - | 58.117 | 111.5 | 39.368 | 87.2 | 1:37.485 |
| 5 - | Out | 107.0 | 42.560 | 91.9 | 2:48.348 | 12 - | 58.694 | 108.1 | 38.951 | 94.5 | 1:37.645 |
| 6 - | 1:01.758 | 102.0 | 41.334 | 91.8 | 1:43.092 | 13 - | 57.796 | 107.5 | 38.424 | 88.0 | 1:36.220 |
| 7 - | 58.904 | 98.7 | In | | 1:39.914P | | | | | | |
| 44 | SEARLES / JARDINE | | Aston Martin DBS V8 | | | | | | | | |
| 1 - | Out | 106.9 | 40.453 | 91.3 | 1:49.034 | 9 - | 58.243 | 114.9 | In | | 1:37.736P |
| 2 - | 1:02.766 | 98.3 | 37.755 | 95.9 | 1:40.521 | 10 - | Out | 112.6 | 36.444 | 95.9 | 2:34.150 |
| 3 - | 58.007 | 108.4 | 37.051 | 94.5 | 1:35.058 | 11 - | 57.843 | 117.3 | 36.920 | 95.9 | 1:34.763 |
| 4 - | 58.085 | 111.7 | 39.756 | 96.0 | 1:37.841 | 12 - | 57.243 | 116.3 | 35.252 | 95.9 | 1:32.495 |
| 5 - | 57.186 | 115.3 | 36.399 | 94.0 | 1:33.585 | 13 - | 57.811 | 116.5 | 36.319 | 95.6 | 1:34.130 |
| 6 - | 57.547 | 110.6 | 38.535 | 94.8 | 1:36.082 | 14 - | 57.102 | 114.5 | 36.868 | 94.0 | 1:33.970 |
| 7 - | 56.918 | 126.1 | 36.323 | 92.6 | 1:33.241 | 15 - | 57.893 | 115.5 | 36.272 | 96.6 | 1:34.165 |
| 8 - | 57.024 | 119.6 | 36.247 | 88.7 | 1:33.271 | | | | | | |
| 45 | HAMMOND / HATHAWAY | | Chevrolet Camaro | | | | | | | | |
| 1 - | Out | 104.9 | 41.224 | 86.4 | 1:48.326 | 9 - | Out | 114.3 | 38.541 | 98.4 | 2:29.034 |
| 2 - | 58.204 | 115.9 | 37.887 | 100.3 | 1:36.091 | 10 - | 55.889 | 120.1 | 36.642 | 99.7 | 1:32.531 |
| 3 - | 55.452 | 123.1 | 36.916 | 99.0 | 1:32.368 | 11 - | 54.599 | 127.3 | 35.455 | 99.6 | 1:30.054 |
| 4 - | 57.235 | 117.5 | 37.174 | 100.8 | 1:34.409 | 12 - | 55.026 | 126.6 | 35.426 | 101.1 | 1:30.452 |
| 5 - | 55.440 | 126.9 | 37.752 | 99.4 | 1:33.192 | 13 - | 54.494 | 129.1 | 35.058 | 101.1 | 1:29.552 |
| 6 - | 54.906 | 125.4 | 38.502 | 101.1 | 1:33.408 | 14 - | 53.784 | 127.1 | 34.678 | 101.2 | 1:28.462 |
| 7 - | 54.704 | 127.8 | 36.000 | 98.5 | 1:30.704 | 15 - | 54.254 | 125.2 | 35.395 | 100.6 | 1:29.649 |
| 8 - | 56.052 | 122.7 | In | | 1:33.960P | 16 - | 54.321 | | 34.789 | | 1:29.110 |
| 47 | COOKE / VERSCHUEREN | | VW Golf | | | | | | | | |
| 1 - | Out | 87.8 | 47.557 | 71.1 | 2:03.745 | 8 - | 1:00.636 | 104.0 | 44.652 | 85.4 | 1:45.288 |
| 2 - | 1:10.181 | 88.5 | 45.537 | 81.5 | 1:55.718 | 9 - | 1:00.690 | 103.2 | In | | 1:40.266P |
| 3 - | 1:04.915 | 97.8 | 43.808 | 84.3 | 1:48.723 | 10 - | Out | 99.9 | 38.182 | 85.1 | 2:45.982 |
| 4 - | 1:02.396 | 100.6 | 42.159 | 85.6 | 1:44.555 | 11 - | 58.931 | 114.3 | 37.534 | 93.9 | 1:36.465 |
| 5 - | 1:04.267 | 101.8 | 41.764 | 79.9 | 1:46.031 | 12 - | 1:08.869 | 66.2 | 46.920 | 80.8 | 1:55.789 |
| 6 - | 1:02.108 | 99.1 | 40.150 | 85.6 | 1:42.258 | 13 - | 1:00.311 | 111.8 | 40.994 | 70.6 | 1:41.305 |
| 7 - | 1:01.673 | 95.6 | 42.608 | 78.8 | 1:44.281 | | | | | | |
| 51 | Steve HYDE | | Ford Escort | | | | | | | | |
| 1 - | Out | 96.7 | 41.263 | 89.1 | 1:49.274 | 6 - | 55.176 | 105.5 | In | | 1:40.352P |
| 2 - | 59.595 | 114.1 | 38.595 | 91.8 | 1:38.190 | 7 - | Out | 87.7 | 43.633 | 74.7 | 4:20.268 |
| 3 - | 56.335 | 117.7 | 37.625 | 94.8 | 1:33.960 | 8 - | 1:00.515 | 101.5 | 39.493 | 90.3 | 1:40.008 |
| 4 - | 56.555 | 89.2 | In | | 2:42.506P | 9 - | 57.013 | 99.1 | In | | 1:38.593P |
| 5 - | Out | 113.9 | 37.564 | 97.5 | 6:01.366 | | | | | | |
| 55 | Andrew KNIGHT | | Ford Mustang | | | | | | | | |
| 1 - | Out | 83.8 | 46.210 | 85.1 | 2:00.000 | 9 - | 1:00.021 | 110.6 | 41.925 | 85.5 | 1:41.946 |
| 2 - | 1:02.646 | 106.0 | 40.747 | 86.5 | 1:43.393 | 10 - | 1:00.616 | 102.5 | 39.960 | 90.0 | 1:40.576 |
| 3 - | 59.853 | 108.6 | 40.399 | 88.9 | 1:40.252 | 11 - | 1:00.942 | 108.4 | 39.551 | 89.2 | 1:40.493 |
| 4 - | 1:00.466 | 105.2 | 40.864 | 89.5 | 1:41.330 | 12 - | 59.343 | 108.1 | 39.215 | 89.8 | 1:38.558 |
| 5 - | 59.582 | 100.9 | 42.061 | 73.9 | 1:41.643 | 13 - | 59.736 | 110.2 | 38.977 | 87.7 | 1:38.713 |
| 6 - | 1:00.784 | 107.0 | 40.773 | 88.1 | 1:41.557 | 14 - | 59.601 | 110.2 | 38.665 | 91.1 | 1:38.266 |

Car 78 - please fit a working transponder

Thruxton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|--------------------------|--------------|---------------|-------------|-----------------|------------------|---------------|--------------|---------------|--------------|-----------------|
| 7 - | 1:00.538 | 107.2 | 40.531 | 89.4 | 1:41.069 | 15 - | 59.294 | 111.8 | 39.492 | 80.9 | 1:38.786 |
| 8 - | 59.527 | 107.7 | 41.475 | 85.2 | 1:41.002 | | | | | | |
| 57 | David SUCH | | | | | Aston Martin V8 | | | | | |
| 1 - | Out | 87.4 | 44.719 | 80.0 | 1:58.211 | 8 - | 58.142 | 113.6 | 38.681 | 90.8 | 1:36.823 |
| 2 - | 1:05.414 | 112.0 | 39.858 | 89.8 | 1:45.272 | 9 - | 57.929 | 116.5 | 38.779 | 91.2 | 1:36.708 |
| 3 - | 1:01.586 | 111.8 | 40.939 | 84.5 | 1:42.525 | 10 - | 58.243 | 114.7 | 39.220 | 90.8 | 1:37.463 |
| 4 - | 1:01.518 | 111.8 | 40.125 | 88.4 | 1:41.643 | 11 - | 59.098 | 115.3 | 37.833 | 90.9 | 1:36.931 |
| 5 - | 58.611 | 113.2 | 40.664 | 87.8 | 1:39.275 | 12 - | 57.793 | 116.5 | 37.592 | 91.6 | 1:35.385 |
| 6 - | 1:01.126 | 100.8 | 41.093 | 88.8 | 1:42.219 | 13 - | 1:00.172 | 116.1 | 37.591 | 91.1 | 1:37.763 |
| 7 - | 57.956 | 115.7 | 38.504 | 90.7 | 1:36.460 | 14 - | 57.834 | 114.1 | In | | 1:37.502P |
| 64 | Alan COLLETT | | | | | Iso Rivolta GT | | | | | |
| 1 - | Out | 83.7 | 47.409 | 77.0 | 2:04.676 | 8 - | 1:01.535 | 96.7 | 41.750 | 83.1 | 1:43.285 |
| 2 - | 1:05.069 | 89.7 | 43.049 | 78.1 | 1:48.118 | 9 - | 1:01.622 | 102.0 | 40.170 | 79.0 | 1:41.792 |
| 3 - | 1:05.500 | 93.1 | 43.019 | 78.9 | 1:48.519 | 10 - | 1:00.920 | 102.3 | 40.408 | 84.8 | 1:41.328 |
| 4 - | 1:03.326 | 99.4 | 42.291 | 83.3 | 1:45.617 | 11 - | 1:00.606 | 105.4 | 39.617 | 86.0 | 1:40.223 |
| 5 - | 1:02.643 | 97.7 | 40.265 | 81.5 | 1:42.908 | 12 - | 1:00.477 | 106.9 | 39.354 | 84.1 | 1:39.831 |
| 6 - | 1:01.857 | 101.5 | 41.438 | 83.2 | 1:43.295 | 13 - | 1:01.542 | 100.9 | 41.168 | 84.0 | 1:42.710 |
| 7 - | 1:02.400 | 98.8 | 41.308 | 82.6 | 1:43.708 | 14 - | 59.505 | 105.8 | 39.592 | 80.9 | 1:39.097 |
| 65 | Simon LANE | | | | | Chevrolet Camaro | | | | | |
| 1 - | Out | 99.3 | 41.507 | 98.8 | 1:54.147 | 6 - | 54.896 | 121.1 | 36.028 | 103.9 | 1:30.924 |
| 2 - | 1:02.304 | 106.4 | 37.984 | 94.5 | 1:40.288 | 7 - | 57.173 | 124.0 | 37.108 | 97.1 | 1:34.281 |
| 3 - | 56.098 | 119.0 | 37.929 | 101.1 | 1:34.027 | 8 - | 56.142 | 119.0 | 36.792 | 101.4 | 1:32.934 |
| 4 - | 56.441 | 120.1 | 38.271 | 98.4 | 1:34.712 | 9 - | 1:02.303 | 70.1 | In | | 2:00.797P |
| 5 - | 56.869 | 116.5 | 37.549 | 102.8 | 1:34.418 | | | | | | |
| 68 | LUCK / EDWARDS | | | | | Jaguar E-Type | | | | | |
| 1 - | Out | 99.6 | 39.631 | 93.3 | 1:44.193 | 9 - | 57.041 | 113.7 | 38.396 | 94.4 | 1:35.437 |
| 2 - | 56.707 | 113.7 | 36.448 | 96.3 | 1:33.155 | 10 - | 56.425 | 112.8 | 36.938 | 95.7 | 1:33.363 |
| 3 - | 54.827 | 115.5 | 35.479 | 95.7 | 1:30.306 | 11 - | 55.366 | 117.1 | 37.099 | 95.2 | 1:32.465 |
| 4 - | 54.827 | 108.4 | 38.405 | 92.3 | 1:33.232 | 12 - | 55.075 | 115.5 | 36.700 | 96.8 | 1:31.775 |
| 5 - | 56.626 | 108.4 | 36.080 | 93.3 | 1:32.706 | 13 - | 55.975 | 115.1 | 36.144 | 95.6 | 1:32.119 |
| 6 - | 55.092 | 116.7 | 36.337 | 93.7 | 1:31.429 | 14 - | 54.994 | 115.1 | 38.307 | 96.0 | 1:33.301 |
| 7 - | 57.850 | 101.7 | In | | 1:36.726P | 15 - | 54.704 | 114.9 | 36.790 | 94.1 | 1:31.494 |
| 8 - | Out | 112.0 | 39.448 | 94.5 | 3:26.034 | | | | | | |
| 71 | GLOVER / CANN | | | | | Ford Escort | | | | | |
| 1 - | Out | 92.1 | 44.257 | 79.6 | 1:57.711 | 7 - | 1:04.697 | 101.1 | 41.176 | 85.3 | 1:45.873 |
| 2 - | 1:02.945 | 100.5 | 42.045 | 82.4 | 1:44.990 | 8 - | 1:02.282 | 100.3 | 41.855 | 85.5 | 1:44.137 |
| 3 - | 1:02.609 | 96.0 | 41.034 | 83.4 | 1:43.643 | 9 - | 1:03.370 | 92.8 | 41.021 | 85.4 | 1:44.391 |
| 4 - | 1:02.675 | 100.6 | 42.417 | 82.5 | 1:45.092 | 10 - | 1:01.871 | 99.9 | 40.676 | 85.4 | 1:42.547 |
| 5 - | 1:00.835 | 100.3 | In | | 1:40.612P | 11 - | 1:01.506 | 102.8 | 40.089 | 84.9 | 1:41.595 |
| 6 - | Out | 88.4 | 47.388 | 80.3 | 3:15.337 | | | | | | |
| 74 | THURTLÉ / THURTLÉ | | | | | Chevrolet Camaro | | | | | |
| 1 - | Out | 102.6 | 37.076 | 105.7 | 1:36.083 | 8 - | 54.516 | 126.6 | 37.639 | 98.3 | 1:32.155 |
| 2 - | 55.995 | 113.6 | 39.704 | 105.0 | 1:35.699 | 9 - | 53.280 | 132.6 | 35.620 | 104.5 | 1:28.900 |
| 3 - | 57.372 | 109.8 | 37.273 | 99.1 | 1:34.645 | 10 - | 53.685 | 131.3 | 34.300 | 106.5 | 1:27.985 |
| 4 - | 55.702 | 123.6 | 35.565 | 106.0 | 1:31.267 | 11 - | 55.124 | 126.1 | 34.283 | 101.5 | 1:29.407 |
| 5 - | 54.739 | 116.9 | In | | 1:29.798P | 12 - | 53.649 | 132.1 | 33.956 | 105.4 | 1:27.605 |
| 6 - | Out | 122.5 | 34.916 | 103.9 | 2:18.180 | 13 - | 1:05.593 | 88.2 | In | | 1:52.587P |
| 7 - | 55.699 | 123.6 | 34.747 | 103.7 | 1:30.446 | | | | | | |
| 78 | MILLER / GOBLE | | | | | Aston Martin V8 | | | | | |
| 1 - | Out | 86.4 | 46.379 | 74.9 | 2:02.765 | 8 - | | | | | 2:47.225 |
| 2 - | 1:06.769 | 97.4 | 42.175 | 86.5 | 1:48.944 | 9 - | | | | | 1:38.225 |
| 3 - | 1:02.953 | 105.4 | 40.217 | 87.6 | 1:43.170 | 10 - | | | | | 1:34.415 |
| 4 - | 1:01.374 | 105.8 | 41.070 | 90.7 | 1:42.444 | 11 - | | | | | 1:33.894 |
| 5 - | 1:01.946 | 101.7 | 39.250 | 83.6 | 1:41.196 | 12 - | | | | | 1:34.021 |
| 6 - | 1:02.640 | 104.7 | 40.934 | 82.4 | 1:43.574 | 13 - | | | | | 1:35.149 |
| 7 - | 1:05.112 | 98.4 | In | | 1:44.204P | 14 - | | | | | 1:33.598 |

Car 78 - please fit a working transponder

Thruxton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - SECTOR ANALYSIS

| 79 | | O BRIEN / KEMP | | | | Aston Martin DB4 | | | | | |
|-----|---------------|--------------------|--------|-------|-----------------|----------------------|-----------------|--------------|---------------|--------------|-----------------|
| 1 - | Out | 86.8 | 44.950 | 85.5 | 1:59.864 | 8 - | 1:00.881 | 106.4 | In | 1:39.721P | |
| 2 - | 1:03.059 | 104.2 | 40.460 | 92.4 | 1:43.519 | 9 - | Out | 87.7 | 42.065 | 87.7 | 3:11.592 |
| 3 - | 1:00.676 | 108.9 | 40.265 | 90.6 | 1:40.941 | 10 - | 1:00.812 | 95.5 | 39.380 | 95.7 | 1:40.192 |
| 4 - | 1:00.808 | 100.5 | 40.204 | 89.6 | 1:41.012 | 11 - | 59.642 | 108.9 | 38.407 | 98.0 | 1:38.049 |
| 5 - | 1:00.540 | 107.4 | 39.283 | 91.8 | 1:39.823 | 12 - | 57.322 | 114.9 | 38.532 | 99.3 | 1:35.854 |
| 6 - | 59.910 | 111.3 | 39.789 | 92.9 | 1:39.699 | 13 - | 57.564 | 111.1 | 38.489 | 101.1 | 1:36.053 |
| 7 - | 1:02.002 | 106.2 | 40.532 | 89.0 | 1:42.534 | 14 - | 56.681 | 116.9 | 37.658 | 100.3 | 1:34.339 |
| 88 | | Pat COOKE | | | | Aston Martin Vantage | | | | | |
| 1 - | Out | 89.1 | 46.277 | 81.9 | 2:00.255 | 8 - | 58.571 | 118.1 | 37.628 | 95.5 | 1:36.199 |
| 2 - | 1:05.213 | 107.7 | 42.233 | 93.6 | 1:47.446 | 9 - | 56.883 | 121.8 | 37.181 | 98.8 | 1:34.064 |
| 3 - | 1:01.777 | 107.9 | 39.680 | 93.6 | 1:41.457 | 10 - | 56.840 | 115.7 | 36.535 | 97.4 | 1:33.375 |
| 4 - | 55.703 | 116.5 | 36.769 | 97.0 | 1:32.472 | 11 - | 57.019 | 119.4 | 37.521 | 94.7 | 1:34.540 |
| 5 - | 56.853 | 118.4 | 40.781 | 90.0 | 1:37.634 | 12 - | 1:00.526 | 105.8 | 38.647 | 93.5 | 1:39.173 |
| 6 - | 1:01.852 | 112.2 | 38.332 | 94.7 | 1:40.184 | 13 - | 56.906 | 119.0 | 36.274 | 92.3 | 1:33.180 |
| 7 - | 57.236 | 119.2 | 36.754 | 95.3 | 1:33.990 | 14 - | 1:03.624 | 91.7 | In | | 1:46.627P |
| 90 | | TOWNSEND / CONOLEY | | | | Daimler SP250 | | | | | |
| 1 - | Out | 85.2 | 47.267 | 70.6 | 2:03.303 | 8 - | 1:03.369 | 102.3 | 42.355 | 77.2 | 1:45.724 |
| 2 - | 1:10.698 | 91.6 | 46.079 | 73.5 | 1:56.777 | 9 - | 1:02.339 | 101.8 | 42.286 | 78.0 | 1:44.625 |
| 3 - | 1:10.252 | 93.5 | 44.970 | 72.7 | 1:55.222 | 10 - | 1:02.119 | 100.0 | 40.945 | 78.1 | 1:43.064 |
| 4 - | 1:07.998 | 95.7 | 44.844 | 71.9 | 1:52.842 | 11 - | 1:01.620 | 102.5 | 41.526 | 78.3 | 1:43.146 |
| 5 - | 1:08.630 | 88.0 | In | | 1:52.601P | 12 - | 1:02.108 | 101.4 | 41.906 | 76.9 | 1:44.014 |
| 6 - | Out | 98.4 | 46.137 | 75.8 | 3:25.916 | 13 - | 1:01.510 | 102.5 | 41.093 | 78.4 | 1:42.603 |
| 7 - | 1:03.090 | 101.2 | 43.689 | 74.5 | 1:46.779 | | | | | | |
| 97 | | Lester STACEY | | | | Ford Mustang | | | | | |
| 1 - | Out | 106.9 | 40.976 | 100.2 | 1:50.780 | 7 - | 1:00.449 | 100.8 | 42.248 | 82.0 | 1:42.697 |
| 2 - | 59.518 | 116.1 | 37.087 | 102.3 | 1:36.605 | 8 - | 1:03.390 | 106.5 | 37.544 | 103.4 | 1:40.934 |
| 3 - | 56.184 | 118.8 | 35.631 | 103.6 | 1:31.815 | 9 - | 57.219 | 90.7 | 42.504 | 74.8 | 1:39.723 |
| 4 - | 55.346 | 120.7 | 36.655 | 103.2 | 1:32.001 | 10 - | 58.181 | 120.5 | 34.780 | 103.7 | 1:32.961 |
| 5 - | 54.706 | 120.9 | 36.537 | 100.2 | 1:31.243 | 11 - | 54.732 | 127.3 | In | | 1:29.244P |
| 6 - | 59.825 | 110.4 | 38.081 | 92.6 | 1:37.906 | | | | | | |

Car 78 - please fit a working transponder

Thruxton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

Heritage Grand Touring Car Challenge

QUALIFYING - RACE 1 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|---------------------|----------|----|---------------------|-------------------------|-----|----|---------------------|-------------|----------|--------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 1 | BRYANT / BRYANT | 51.799 | 1 | BRYANT / BRYANT | 33.058 | 1 | 1 | BRYANT / BRYANT | 1:24.857 | 1:24.857 | 0.000 |
| 2 | 74 | THURTLER / THURTLER | 53.280 | 74 | THURTLER / THURTLER | 33.956 | 2 | 74 | THURTLER / THURTLER | 1:27.236 | 1:27.605 | 0.369 |
| 3 | 3 | SCRAGG | 53.354 | 45 | HAMMOND / HATHAWAY | 34.678 | 3 | 3 | SCRAGG | 1:28.136 | 1:29.066 | 0.930 |
| 4 | 45 | HAMMOND / HATHAWAY | 53.784 | 97 | STACEY | 34.780 | 4 | 45 | HAMMOND / HATHAWAY | 1:28.462 | 1:28.462 | 0.000 |
| 5 | 38 | BYRNE / SNOWDON | 53.945 | 3 | SCRAGG | 34.782 | 5 | 38 | BYRNE / SNOWDON | 1:29.138 | 1:29.324 | 0.186 |
| 6 | 9 | WILLIAMS / WILLIAMS | 54.504 | 38 | BYRNE / SNOWDON | 35.193 | 6 | 97 | STACEY | 1:29.486 | 1:31.243 | 1.757 |
| 7 | 68 | LUCK / EDWARDS | 54.704 | 44 | SEARLES / JARDINE | 35.252 | 7 | 68 | LUCK / EDWARDS | 1:30.183 | 1:30.306 | 0.123 |
| 8 | 97 | STACEY | 54.706 | 68 | LUCK / EDWARDS | 35.479 | 8 | 9 | WILLIAMS / WILLIAMS | 1:30.689 | 1:30.689 | 0.000 |
| 9 | 65 | LANE | 54.896 | 65 | LANE | 36.028 | 9 | 65 | LANE | 1:30.924 | 1:30.924 | 0.000 |
| 10 | 27 | LLOYD | 55.085 | 9 | WILLIAMS / WILLIAMS | 36.185 | 10 | 27 | LLOYD | 1:31.852 | 1:31.852 | 0.000 |
| 11 | 51 | HYDE | 55.176 | 88 | COOKE | 36.274 | 11 | 88 | COOKE | 1:31.977 | 1:32.472 | 0.495 |
| 12 | 88 | COOKE | 55.703 | 27 | LLOYD | 36.767 | 12 | 44 | SEARLES / JARDINE | 1:32.170 | 1:32.495 | 0.325 |
| 13 | 22 | MCCARTHY / MCCARTHY | 56.207 | 31 | MASTERS | 36.853 | 13 | 51 | HYDE | 1:32.740 | 1:33.960 | 1.220 |
| 14 | 79 | O BRIEN / KEMP | 56.681 | 47 | COOKE / VERSCHUEREN | 37.534 | 14 | 22 | MCCARTHY / MCCARTHY | 1:34.020 | 1:34.020 | 0.000 |
| 15 | 44 | SEARLES / JARDINE | 56.918 | 51 | HYDE | 37.564 | 15 | 79 | O BRIEN / KEMP | 1:34.339 | 1:34.339 | 0.000 |
| 16 | 31 | MASTERS | 57.494 | 57 | SUCH | 37.591 | 16 | 31 | MASTERS | 1:34.347 | 1:34.459 | 0.112 |
| 17 | 57 | SUCH | 57.793 | 79 | O BRIEN / KEMP | 37.658 | 17 | 57 | SUCH | 1:35.384 | 1:35.385 | 0.001 |
| 18 | 40 | WILLIAMS / CANN | 57.796 | 22 | MCCARTHY / MCCARTHY | 37.813 | 18 | 40 | WILLIAMS / CANN | 1:36.220 | 1:36.220 | 0.000 |
| 19 | 47 | COOKE / VERSCHUEREN | 58.931 | 40 | WILLIAMS / CANN | 38.424 | 19 | 47 | COOKE / VERSCHUEREN | 1:36.465 | 1:36.465 | 0.000 |
| 20 | 55 | KNIGHT | 59.294 | 55 | KNIGHT | 38.665 | 20 | 55 | KNIGHT | 1:37.959 | 1:38.266 | 0.307 |
| 21 | 64 | COLLETT | 59.505 | 12 | COOKE | 38.835 | 21 | 12 | COOKE | 1:38.620 | 1:38.792 | 0.172 |
| 22 | 12 | COOKE | 59.785 | 78 | MILLER / GOBLE | 39.250 | 22 | 64 | COLLETT | 1:38.859 | 1:39.097 | 0.238 |
| 23 | 71 | GLOVER / CANN | 1:00.413 | 64 | COLLETT | 39.354 | 23 | 71 | GLOVER / CANN | 1:40.502 | 1:41.595 | 1.093 |
| 24 | 78 | MILLER / GOBLE | 1:01.374 | 71 | GLOVER / CANN | 40.089 | 24 | 78 | MILLER / GOBLE | 1:40.624 | 1:33.598 | -7.026 |
| 25 | 90 | TOWNSEND / CONOLEY | 1:01.510 | 90 | TOWNSEND / CONOLEY | 40.945 | 25 | 90 | TOWNSEND / CONOLEY | 1:42.455 | 1:42.603 | 0.148 |
| 26 | 17 | BENNINGTON / TATE | 1:13.593 | 17 | BENNINGTON / TATE | 52.978 | 26 | 17 | BENNINGTON / TATE | 2:06.571 | | |
| | | | | | | | | | | Perfect lap | 1:24.857 | |

Car 78 - please fit a working transponder

Thrupton
Circuit Length = 2.3560 miles
Start: 11:05 End: 11:32

Printed - 11.37 Saturday, 28 June 2008

Heritage Grand Touring Car Challenge
QUALIFYING - RACE 1 - SPEED TRAPS

| SECTOR 1 | | | | SECTOR 2 | | | FINISH LINE | | | |
|----------|----|---------------------|-------|----------|------|-----|-------------|---------------------|-------|--|
| POS | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH | |
| 1 | 74 | THURTLER / THURTLER | 132.6 | | | | 74 | THURTLER / THURTLER | 106.5 | |
| 2 | 1 | BRYANT / BRYANT | 130.1 | | | | 1 | BRYANT / BRYANT | 104.5 | |
| 3 | 45 | HAMMOND / HATHAWAY | 129.1 | | | | 65 | Simon LANE | 103.9 | |
| 4 | 3 | Chris SCRAGG | 128.8 | | | | 97 | Lester STACEY | 103.7 | |
| 5 | 97 | Lester STACEY | 127.3 | | | | 27 | Rick LLOYD | 102.0 | |
| 6 | 38 | BYRNE / SNOWDON | 126.9 | | | | 38 | BYRNE / SNOWDON | 102.0 | |
| 7 | 44 | SEARLES / JARDINE | 126.1 | | | | 3 | Chris SCRAGG | 101.8 | |
| 8 | 27 | Rick LLOYD | 125.0 | | | | 45 | HAMMOND / HATHAWAY | 101.2 | |
| 9 | 65 | Simon LANE | 124.0 | | | | 79 | O BRIEN / KEMP | 101.1 | |
| 10 | 88 | Pat COOKE | 121.8 | | | | 88 | Pat COOKE | 98.8 | |
| 11 | 9 | WILLIAMS / WILLIAMS | 119.6 | | | | 51 | Steve HYDE | 97.5 | |
| 12 | 31 | Richard MASTERS | 118.6 | | | | 68 | LUCK / EDWARDS | 96.8 | |
| 13 | 51 | Steve HYDE | 117.7 | | | | 44 | SEARLES / JARDINE | 96.6 | |
| 14 | 68 | LUCK / EDWARDS | 117.1 | | | | 40 | WILLIAMS / CANN | 94.5 | |
| 15 | 79 | O BRIEN / KEMP | 116.9 | | | | 31 | Richard MASTERS | 94.4 | |
| 16 | 57 | David SUCH | 116.5 | | | | 47 | COOKE / VERSCHUEREN | 93.9 | |
| 17 | 47 | COOKE / VERSCHUEREN | 114.3 | | | | 9 | WILLIAMS / WILLIAMS | 92.1 | |
| 18 | 55 | Andrew KNIGHT | 111.8 | | | | 57 | David SUCH | 91.6 | |
| 19 | 40 | WILLIAMS / CANN | 111.5 | | | | 55 | Andrew KNIGHT | 91.1 | |
| 20 | 22 | MCCARTHY / MCCARTH' | 110.0 | | | | 78 | MILLER / GOBLE | 90.7 | |
| 21 | 64 | Alan COLLETT | 106.9 | | | | 64 | Alan COLLETT | 86.0 | |
| 22 | 78 | MILLER / GOBLE | 105.8 | | | | 71 | GLOVER / CANN | 85.5 | |
| 23 | 71 | GLOVER / CANN | 102.8 | | | | 12 | Jeremy COOKE | 85.4 | |
| 24 | 90 | TOWNSEND / CONOLEY | 102.5 | | | | 22 | MCCARTHY / MCCARTH' | 83.5 | |
| 25 | 12 | Jeremy COOKE | 89.8 | | | | 90 | TOWNSEND / CONOLEY | 78.4 | |
| 26 | 17 | BENNINGTON / TATE | 80.2 | | | | 17 | BENNINGTON / TATE | 69.0 | |

Car 78 - please fit a working transponder


Thruxton
 Circuit Length = 2.3560 miles
 Start: 11:05 End: 11:32

Heritage Grand Touring Car Challenge

RACE 1 - GRID

| | | |
|--------|--------------------------------|--------------------|
| ROW 13 | 1:42.603 90 Piers TOWNSEND | 17 Kate BENNINGTON |
| ROW 12 | 1:39.097 64 Alan COLLETT | 71 Rikki CANN |
| ROW 11 | 1:38.266 55 Andrew KNIGHT | 12 Jeremy COOKE |
| ROW 10 | 1:36.220 40 Phil WILLIAMS | 47 Richard COOKE |
| ROW 9 | 1:34.459 31 Richard MASTERS | 57 David SUCH |
| ROW 8 | 1:34.020 22 Roy MCCARTHY | 79 Connor O BRIEN |
| ROW 7 | 1:33.598 78 George MILLER | 51 Steve HYDE |
| ROW 6 | 1:32.472 88 Pat COOKE | 44 Tony JARDINE |
| ROW 5 | 1:31.243 97 Lester STACEY | 27 Rick LLOYD |
| ROW 4 | 1:30.689 9 Chris WILLIAMS | 65 Simon LANE |
| ROW 3 | 1:29.324 38 Steven BYRNE | 68 Mike LUCK |
| ROW 2 | 1:28.462 45 Alec HAMMOND | 3 Chris SCRAGG |
| ROW 1 | 1:24.857 1 Grahame BRYANT | 74 Arthur THURTLE |

Pole



Thruxton
Circuit Length = 2.3560 miles

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

| | | |
|-------------------|--|--------------|
| Clerk of Course : | | Timekeeper : |
|-------------------|--|--------------|

Heritage Grand Touring Car Challenge

RACE 1 - CLASSIFICATION

| POS | NO | CL | NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|----|----|-----------------|----------------------|------|-----------|--------|--------|-------|----------|----|
| 1 | 1 | D | Grahame BRYANT | Morgan Plus 8 | 14 | 20:57.200 | | | 94.44 | 1:28.416 | 4 |
| 2 | 97 | D | Lester STACEY | Ford Mustang | 14 | 20:57.513 | 0.313 | 0.313 | 94.42 | 1:28.137 | 4 |
| 3 | 3 | D | Chris SCRAGG | Aston Martin V8 | 14 | 21:05.257 | 8.057 | 7.744 | 93.84 | 1:28.843 | 13 |
| 4 | 74 | D | Arthur THURTLÉ | Chevrolet Camaro | 14 | 21:11.299 | 14.099 | 6.042 | 93.40 | 1:28.023 | 3 |
| 5 | 45 | D | Alec HAMMOND | Chevrolet Camaro | 14 | 21:13.027 | 15.827 | 1.728 | 93.27 | 1:28.465 | 13 |
| 6 | 68 | D | Mike LUCK | Jaguar E-Type | 14 | 21:16.094 | 18.894 | 3.067 | 93.05 | 1:28.651 | 13 |
| 7 | 27 | D | Rick LLOYD | Chevrolet Camaro | 14 | 21:30.298 | 33.098 | 14.204 | 92.02 | 1:30.070 | 10 |
| 8 | 65 | D | Simon LANE | Chevrolet Camaro | 14 | 21:32.934 | 35.734 | 2.636 | 91.83 | 1:29.860 | 10 |
| 9 | 44 | D | Tony JARDINE | Aston Martin DBS V8 | 14 | 21:34.130 | 36.930 | 1.196 | 91.75 | 1:30.775 | 3 |
| 10 | 51 | I | Steve HYDE | Ford Escort | 14 | 21:36.361 | 39.161 | 2.231 | 91.59 | 1:30.568 | 7 |
| 11 | 88 | D | Pat COOKE | Aston Martin Vantage | 14 | 21:53.158 | 55.958 | 16.797 | 90.42 | 1:31.775 | 3 |
| 12 | 22 | A | Roy MCCARTHY | MGA Roadster | 13 | 21:01.446 | 1 lap | 1 lap | 87.40 | 1:34.940 | 4 |
| 13 | 38 | E | Steven BYRNE | Aston Martin DB4 | 13 | 21:35.284 | 1 lap | 33.838 | 85.12 | 1:36.823 | 12 |
| 14 | 64 | C | Alan COLLETT | Iso Rivolta GT | 13 | 21:38.004 | 1 lap | 2.720 | 84.94 | 1:36.139 | 10 |
| 15 | 57 | C | David SUCH | Aston Martin V8 | 13 | 21:39.859 | 1 lap | 1.855 | 84.82 | 1:36.450 | 7 |
| 16 | 55 | C | Andrew KNIGHT | Ford Mustang | 13 | 21:40.598 | 1 lap | 0.739 | 84.77 | 1:37.217 | 13 |
| 17 | 79 | E | Connor O BRIEN | Aston Martin DB4 | 13 | 21:51.666 | 1 lap | 11.068 | 84.06 | 1:38.832 | 8 |
| 18 | 31 | C | Richard MASTERS | Jaguar XJS | 13 | 21:52.941 | 1 lap | 1.275 | 83.97 | 1:36.766 | 12 |
| 19 | 47 | I | Richard COOKE | VW Golf | 13 | 21:54.018 | 1 lap | 1.077 | 83.91 | 1:38.701 | 12 |
| 20 | 71 | B | Rikki CANN | Ford Escort | 13 | 21:55.022 | 1 lap | 1.004 | 83.84 | 1:38.510 | 12 |
| 21 | 78 | D | George MILLER | Aston Martin V8 | 13 | 21:58.301 | 1 lap | 3.279 | 83.63 | 1:39.476 | 5 |
| 22 | 12 | B | Jeremy COOKE | Porsche RS | 13 | 21:59.097 | 1 lap | 0.796 | 83.58 | 1:38.655 | 11 |
| 23 | 90 | B | Piers TOWNSEND | Daimler SP250 | 12 | 22:30.286 | 2 laps | 1 lap | 75.37 | 1:47.809 | 12 |
| 24 | 17 | A | Kate BENNINGTON | Ford Cortina | 10 | 22:21.087 | 4 laps | 2 laps | 63.24 | 1:58.653 | 10 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|---------------|---------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 40 | C | Phil WILLIAMS | Aston Martin DBS V8 | 6 | 11:02.926 | 8 laps | 4 laps | 76.76 | 1:38.138 | 2 |
|-----|----|---|---------------|---------------------|---|-----------|--------|--------|-------|----------|---|

FASTEST LAP

| | | | | | | | |
|----|---|----------------|------------------|----|----------|-----------|------------|
| 22 | A | Roy MCCARTHY | MGA Roadster | 4 | 1:34.940 | 89.33 mph | 143.77 kph |
| 71 | B | Rikki CANN | Ford Escort | 12 | 1:38.510 | 86.09 mph | 138.56 kph |
| 64 | C | Alan COLLETT | Iso Rivolta GT | 10 | 1:36.139 | 88.22 mph | 141.97 kph |
| 74 | D | Arthur THURTLÉ | Chevrolet Camaro | 3 | 1:28.023 | 96.35 mph | 155.07 kph |
| 38 | E | Steven BYRNE | Aston Martin DB4 | 12 | 1:36.823 | 87.59 mph | 140.97 kph |
| 51 | I | Steve HYDE | Ford Escort | 7 | 1:30.568 | 93.64 mph | 150.71 kph |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

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

Thruxton

Circuit Length = 2.3560 miles

Start: 16:17 End: 16:40

Clerk of Course :

Timekeeper :

Heritage Grand Touring Car Challenge

RACE 1 - LAP CHART

| Lap 1 | | | Lap 2 | | | Lap 3 | | | Lap 4 | | | Lap 5 | | |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|--------|----------|-------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 1 | | 1:32.228 | 1 | | 1:28.658 | 1 | | 1:28.927 | 1 | | 1:28.416 | 1 | | 1:29.351 |
| 97 | 0.652 | 1:32.880 | 97 | 0.705 | 1:28.711 | 97 | 0.519 | 1:28.741 | 97 | 0.240 | 1:28.137 | 97 | 4.341 | 1:33.452 |
| 74 | 1.456 | 1:33.684 | 74 | 2.229 | 1:29.431 | 74 | 1.325 | 1:28.023 | 74 | 0.978 | 1:28.069 | 3 | 9.517 | 1:32.321 |
| 45 | 2.231 | 1:34.459 | 45 | 3.837 | 1:30.264 | 45 | 4.211 | 1:29.301 | 45 | 6.350 | 1:30.555 | 45 | 10.264 | 1:33.265 |
| 3 | 2.573 | 1:34.801 | 3 | 4.077 | 1:30.162 | 3 | 4.628 | 1:29.478 | 3 | 6.547 | 1:30.335 | 90 | 1 LAP | 1:53.954 |
| 68 | 3.293 | 1:35.521 | 68 | 4.898 | 1:30.263 | 68 | 5.827 | 1:29.856 | 68 | 7.159 | 1:29.748 | 68 | 10.752 | 1:32.944 |
| 65 | 4.610 | 1:36.838 | 65 | 6.182 | 1:30.230 | 65 | 9.043 | 1:31.788 | 65 | 11.956 | 1:31.329 | 74 | 16.357 | 1:44.730 |
| 51 | 5.848 | 1:38.076 | 44 | 9.901 | 1:32.568 | 44 | 11.749 | 1:30.775 | 44 | 14.661 | 1:31.328 | 65 | 16.784 | 1:34.179 |
| 44 | 5.991 | 1:38.219 | 27 | 10.348 | 1:32.513 | 27 | 13.088 | 1:31.667 | 27 | 14.856 | 1:30.184 | 44 | 17.715 | 1:32.405 |
| 27 | 6.493 | 1:38.721 | 51 | 10.608 | 1:33.418 | 51 | 14.388 | 1:32.707 | 51 | 16.687 | 1:30.715 | 27 | 17.814 | 1:32.309 |
| 88 | 9.067 | 1:41.295 | 88 | 12.516 | 1:32.107 | 88 | 15.364 | 1:31.775 | 88 | 19.131 | 1:32.183 | 51 | 18.825 | 1:31.489 |
| 38 | 10.590 | 1:42.818 | 38 | 20.258 | 1:38.326 | 38 | 31.252 | 1:39.921 | 22 | 38.405 | 1:34.940 | 88 | 21.946 | 1:32.166 |
| 78 | 11.123 | 1:43.351 | 78 | 22.501 | 1:40.036 | 22 | 31.881 | 1:36.957 | 38 | 42.376 | 1:39.540 | 17 | 2 LAPS | 3:42.897 |
| 22 | 12.639 | 1:44.867 | 22 | 23.851 | 1:39.870 | 31 | 34.195 | 1:38.173 | 31 | 42.611 | 1:36.832 | 22 | 44.857 | 1:35.803 |
| 79 | 13.483 | 1:45.711 | 79 | 24.099 | 1:39.274 | 78 | 35.333 | 1:41.759 | 78 | 47.517 | 1:40.600 | 31 | 51.496 | 1:38.236 |
| 31 | 14.715 | 1:46.943 | 31 | 24.949 | 1:38.892 | 40 | 35.922 | 1:39.071 | 40 | 48.243 | 1:40.737 | 38 | 52.430 | 1:39.405 |
| 57 | 15.142 | 1:47.370 | 40 | 25.778 | 1:38.138 | 79 | 36.313 | 1:41.141 | 79 | 48.517 | 1:40.620 | 78 | 57.642 | 1:39.476 |
| 40 | 16.298 | 1:48.526 | 57 | 25.811 | 1:39.327 | 55 | 37.327 | 1:39.526 | 57 | 49.408 | 1:40.118 | 40 | 58.681 | 1:39.789 |
| 55 | 16.988 | 1:49.216 | 55 | 26.728 | 1:38.398 | 57 | 37.706 | 1:40.822 | 55 | 49.663 | 1:40.752 | 79 | 59.054 | 1:39.888 |
| 47 | 19.675 | 1:51.903 | 64 | 29.941 | 1:38.533 | 64 | 39.822 | 1:38.808 | 64 | 49.790 | 1:38.384 | 57 | 59.704 | 1:39.647 |
| 64 | 20.066 | 1:52.294 | 47 | 30.900 | 1:39.883 | 47 | 42.821 | 1:40.848 | 47 | 55.014 | 1:40.609 | 64 | 1:00.191 | 1:39.752 |
| 12 | 20.843 | 1:53.071 | 12 | 33.322 | 1:41.137 | 12 | 45.081 | 1:40.686 | 12 | 57.948 | 1:41.283 | 55 | 1:01.081 | 1:40.769 |
| 71 | 21.814 | 1:54.042 | 71 | 34.483 | 1:41.327 | 71 | 46.363 | 1:40.807 | 71 | 59.380 | 1:41.433 | 47 | 1:05.955 | 1:40.292 |
| 90 | 30.394 | 2:02.622 | 90 | 52.475 | 1:50.739 | 90 | 1:14.513 | 1:50.965 | | | | 12 | 1:08.577 | 1:39.980 |
| 17 | 49.119 | 2:21.347 | 17 | 1:27.771 | 2:07.310 | | | | | | | 71 | 1:09.724 | 1:39.695 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Thrupton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Heritage Grand Touring Car Challenge

RACE 1 - LAP CHART

| Lap 6 | | | Lap 7 | | | Lap 8 | | | Lap 9 | | | Lap 10 | | |
|-------|----------|----------|-------|----------|------------|-------|----------|----------|-------|----------|----------|--------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 1 | | 1:30.108 | 1 | | 1:31.448 | 1 | | 1:29.973 | 97 | | 1:29.314 | 97 | | 1:30.951 |
| 97 | 4.011 | 1:29.778 | 97 | 1.703 | 1:29.140 | 97 | 0.264 | 1:28.534 | 1 | 1.161 | 1:30.739 | 38 | 1 LAP | 1:40.756 |
| 3 | 8.448 | 1:29.039 | 3 | 6.380 | 1:29.380 | 3 | 5.497 | 1:29.090 | 55 | 1 LAP | 1:38.545 | 1 | 1.187 | 1:30.977 |
| 45 | 10.887 | 1:30.731 | 45 | 9.285 | 1:29.846 | 45 | 10.112 | 1:30.800 | 78 | 1 LAP | 1:40.066 | 57 | 1 LAP | 1:38.449 |
| 68 | 11.212 | 1:30.568 | 68 | 10.168 | 1:30.404 | 68 | 10.268 | 1:30.073 | 47 | 1 LAP | 1:42.365 | 3 | 7.027 | 1:30.903 |
| 74 | 15.192 | 1:28.943 | 74 | 13.808 | 1:30.064 | 74 | 14.216 | 1:30.381 | 3 | 7.075 | 1:31.156 | 64 | 1 LAP | 1:38.264 |
| 65 | 19.046 | 1:32.370 | 65 | 18.641 | 1:31.043 | 65 | 19.678 | 1:31.010 | 71 | 1 LAP | 1:39.252 | 55 | 1 LAP | 1:37.377 |
| 27 | 19.512 | 1:31.806 | 27 | 18.935 | 1:30.871 | 27 | 20.205 | 1:31.243 | 12 | 1 LAP | 1:41.244 | 90 | 2 LAPS | 1:54.571 |
| 44 | 20.461 | 1:32.854 | 44 | 20.180 | 1:31.167 | 44 | 21.384 | 1:31.177 | 45 | 12.506 | 1:31.972 | 79 | 1 LAP | 1:42.857 |
| 51 | 21.554 | 1:32.837 | 51 | 20.674 | 1:30.568 | 17 | 3 LAPS | 2:03.773 | 68 | 13.544 | 1:32.854 | 45 | 12.753 | 1:31.198 |
| 88 | 24.856 | 1:33.018 | 88 | 26.398 | 1:32.990 | 51 | 22.333 | 1:31.632 | 74 | 13.620 | 1:28.982 | 74 | 12.968 | 1:30.299 |
| 90 | 1 LAP | 1:55.741 | 40 | 1 LAP | 2:36.665 P | 88 | 30.578 | 1:34.153 | 65 | 20.816 | 1:30.716 | 78 | 1 LAP | 1:41.834 |
| 22 | 51.087 | 1:36.338 | 22 | 55.608 | 1:35.969 | 22 | 1:01.977 | 1:36.342 | 27 | 21.101 | 1:30.474 | 68 | 14.594 | 1:32.001 |
| 31 | 58.596 | 1:37.208 | 90 | 1 LAP | 1:50.959 | 31 | 1:12.305 | 1:37.511 | 44 | 23.526 | 1:31.720 | 47 | 1 LAP | 1:38.957 |
| 38 | 1:01.058 | 1:38.736 | 31 | 1:04.767 | 1:37.619 | 90 | 1 LAP | 1:51.289 | 51 | 24.670 | 1:31.915 | 71 | 1 LAP | 1:39.641 |
| 78 | 1:10.584 | 1:43.050 | 38 | 1:09.256 | 1:39.646 | 38 | 1:19.872 | 1:40.589 | 88 | 34.916 | 1:33.916 | 12 | 1 LAP | 1:40.117 |
| 57 | 1:10.761 | 1:41.165 | 57 | 1:15.763 | 1:36.450 | 57 | 1:23.645 | 1:37.855 | 17 | 3 LAPS | 2:01.605 | 65 | 19.725 | 1:29.860 |
| 79 | 1:11.387 | 1:42.441 | 79 | 1:20.050 | 1:40.111 | 79 | 1:28.909 | 1:38.832 | 22 | 1:08.632 | 1:36.233 | 27 | 20.220 | 1:30.070 |
| 64 | 1:13.355 | 1:43.272 | 64 | 1:20.950 | 1:39.043 | 64 | 1:29.334 | 1:38.357 | 31 | 1:20.514 | 1:37.787 | 44 | 23.475 | 1:30.900 |
| 55 | 1:13.812 | 1:42.839 | 78 | 1:22.181 | 1:43.045 | | | | | | | 51 | 25.469 | 1:31.750 |
| 47 | 1:14.794 | 1:38.947 | 55 | 1:22.893 | 1:40.529 | | | | | | | 88 | 36.807 | 1:32.842 |
| 12 | 1:18.187 | 1:39.718 | 47 | 1:24.035 | 1:40.689 | | | | | | | 22 | 1:15.418 | 1:37.737 |
| 71 | 1:18.826 | 1:39.210 | 71 | 1:27.503 | 1:40.125 | | | | | | | 17 | 3 LAPS | 1:58.661 |
| 17 | 2 LAPS | 2:05.228 | 12 | 1:27.716 | 1:40.977 | | | | | | | 31 | 1:26.448 | 1:36.885 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Heritage Grand Touring Car Challenge

RACE 1 - LAP CHART

| Lap 11 | | | Lap 12 | | | Lap 13 | | | Lap 14 | | |
|--------|----------|----------|--------|----------|----------|--------|--------|----------|--------|--------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 1 | | 1:29.354 | 1 | | 1:28.695 | 1 | | 1:28.561 | 1 | | 1:29.765 |
| 97 | 0.535 | 1:31.076 | 97 | 1.528 | 1:29.688 | 97 | 1.904 | 1:28.937 | 97 | 0.313 | 1:28.174 |
| 3 | 6.186 | 1:29.700 | 3 | 7.232 | 1:29.741 | 3 | 7.514 | 1:28.843 | 22 | 1 LAP | 1:35.617 |
| 38 | 1 LAP | 1:40.078 | 74 | 15.015 | 1:30.448 | 74 | 15.238 | 1:28.784 | 3 | 8.057 | 1:30.308 |
| 57 | 1 LAP | 1:39.448 | 45 | 16.270 | 1:31.443 | 45 | 16.174 | 1:28.465 | 74 | 14.099 | 1:28.626 |
| 64 | 1 LAP | 1:36.139 | 68 | 19.905 | 1:33.413 | 68 | 19.995 | 1:28.651 | 45 | 15.827 | 1:29.418 |
| 74 | 13.262 | 1:30.835 | 38 | 1 LAP | 1:40.974 | 38 | 1 LAP | 1:36.823 | 68 | 18.894 | 1:28.664 |
| 45 | 13.522 | 1:31.310 | 17 | 4 LAPS | 2:01.134 | 65 | 30.891 | 1:34.668 | 27 | 33.098 | 1:31.179 |
| 55 | 1 LAP | 1:37.338 | 57 | 1 LAP | 1:41.367 | 27 | 31.684 | 1:35.248 | 65 | 35.734 | 1:34.608 |
| 68 | 15.187 | 1:31.134 | 64 | 1 LAP | 1:39.346 | 57 | 1 LAP | 1:38.024 | 44 | 36.930 | 1:32.836 |
| 65 | 21.541 | 1:32.357 | 31 | 1 LAP | 1:57.414 | 31 | 1 LAP | 1:36.766 | 38 | 1 LAP | 1:37.672 |
| 79 | 1 LAP | 1:42.354 | 55 | 1 LAP | 1:38.266 | 64 | 1 LAP | 1:38.946 | 51 | 39.161 | 1:34.038 |
| 27 | 23.433 | 1:33.754 | 65 | 24.784 | 1:31.938 | 44 | 33.859 | 1:32.731 | 64 | 1 LAP | 1:36.866 |
| 78 | 1 LAP | 1:40.529 | 27 | 24.997 | 1:30.259 | 51 | 34.888 | 1:33.522 | 57 | 1 LAP | 1:39.817 |
| 47 | 1 LAP | 1:40.320 | 44 | 29.689 | 1:33.135 | 55 | 1 LAP | 1:39.826 | 55 | 1 LAP | 1:37.217 |
| 44 | 25.249 | 1:32.315 | 51 | 29.927 | 1:32.353 | 79 | 1 LAP | 1:38.944 | 79 | 1 LAP | 1:39.597 |
| 51 | 26.269 | 1:31.341 | 79 | 1 LAP | 1:39.896 | 47 | 1 LAP | 1:38.701 | 31 | 1 LAP | 1:52.675 |
| 71 | 1 LAP | 1:40.969 | 47 | 1 LAP | 1:39.030 | 71 | 1 LAP | 1:38.510 | 88 | 55.958 | 1:36.834 |
| 12 | 1 LAP | 1:41.110 | 71 | 1 LAP | 1:38.897 | 88 | 48.889 | 1:33.501 | 47 | 1 LAP | 1:41.474 |
| 90 | 2 LAPS | 1:54.794 | 78 | 1 LAP | 1:43.083 | 78 | 1 LAP | 1:41.191 | 71 | 1 LAP | 1:41.114 |
| 88 | 39.590 | 1:33.324 | 12 | 1 LAP | 1:38.655 | 12 | 1 LAP | 1:41.182 | 78 | 1 LAP | 1:40.281 |
| 22 | 1:20.248 | 1:35.371 | 88 | 43.949 | 1:33.054 | 17 | 4 LAPS | 2:00.479 | 12 | 1 LAP | 1:39.937 |
| | | | 90 | 2 LAPS | 1:49.017 | 90 | 2 LAPS | 1:47.826 | 17 | 4 LAPS | 1:58.653 |
| | | | 22 | 1:26.955 | 1:35.402 | | | | 90 | 2 LAPS | 1:47.809 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Thrupton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Heritage Grand Touring Car Challenge

RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|------------------------|--------------|---------------|--------------|-----------------|-------------------------|-----------------|--------------|---------------|--------------|-----------------|
| 1 | Grahame BRYANT | | | | | Morgan Plus 8 | | | | | |
| 1 - | | 123.8 | 35.090 | 102.0 | 1:32.228 | 8 - | 54.980 | 122.0 | 34.993 | 102.6 | 1:29.973 |
| 2 - | 53.719 | 125.7 | 34.939 | 103.4 | 1:28.658 | 9 - | 54.463 | 121.8 | 36.276 | 103.4 | 1:30.739 |
| 3 - | 53.652 | 123.1 | 35.275 | 98.4 | 1:28.927 | 10 - | 55.571 | 122.2 | 35.406 | 103.9 | 1:30.977 |
| 4 - | 53.193 | 125.4 | 35.223 | 90.7 | 1:28.416 | 11 - | 54.422 | 121.4 | 34.932 | 99.4 | 1:29.354 |
| 5 - | 53.936 | 122.2 | 35.415 | 99.0 | 1:29.351 | 12 - | 53.648 | 123.1 | 35.047 | 99.9 | 1:28.695 |
| 6 - | 54.470 | 122.9 | 35.638 | 102.9 | 1:30.108 | 13 - | 53.516 | 121.8 | 35.045 | 103.4 | 1:28.561 |
| 7 - | 55.107 | 122.2 | 36.341 | 97.8 | 1:31.448 | 14 - | 54.656 | 124.7 | 35.109 | 100.6 | 1:29.765 |
| 3 | Chris SCRAGG | | | | | Aston Martin V8 | | | | | |
| 1 - | | 122.7 | 35.301 | 96.6 | 1:34.801 | 8 - | 54.091 | 122.5 | 34.999 | 99.6 | 1:29.090 |
| 2 - | 54.797 | 122.2 | 35.365 | 100.3 | 1:30.162 | 9 - | 54.076 | 120.3 | 37.080 | 100.3 | 1:31.156 |
| 3 - | 54.494 | 121.4 | 34.984 | 99.0 | 1:29.478 | 10 - | 54.641 | 121.1 | 36.262 | 99.6 | 1:30.903 |
| 4 - | 54.930 | 126.6 | 35.405 | 99.9 | 1:30.335 | 11 - | 55.007 | 122.7 | 34.693 | 100.5 | 1:29.700 |
| 5 - | 55.141 | 121.1 | 37.180 | 92.8 | 1:32.321 | 12 - | 53.998 | 125.0 | 35.743 | 100.3 | 1:29.741 |
| 6 - | 54.366 | 122.0 | 34.673 | 99.1 | 1:29.039 | 13 - | 54.176 | 126.9 | 34.667 | 100.5 | 1:28.843 |
| 7 - | 54.178 | 125.7 | 35.202 | 101.2 | 1:29.380 | 14 - | 54.777 | 119.2 | 35.531 | 96.3 | 1:30.308 |
| 12 | Jeremy COOKE | | | | | Porsche RS | | | | | |
| 1 - | | | 40.758 | 85.9 | 1:53.071 | 8 - | | | | | 1:41.244 |
| 2 - | 1:01.086 | | 40.051 | 84.6 | 1:41.137 | 9 - | | | | | 1:40.117 |
| 3 - | 1:01.690 | | 38.996 | 84.5 | 1:40.686 | 10 - | | | | | 1:41.110 |
| 4 - | 1:01.782 | | 39.501 | 84.8 | 1:41.283 | 11 - | | | | | 1:38.655 |
| 5 - | 1:00.744 | | 39.236 | 85.6 | 1:39.980 | 12 - | | | | | 1:41.182 |
| 6 - | 59.776 | | 39.942 | 82.8 | 1:39.718 | 13 - | | | | | 1:39.937 |
| 7 - | | | | | 1:40.977 | | | | | | |
| 17 | Kate BENNINGTON | | | | | Ford Cortina | | | | | |
| 1 - | | 74.8 | 52.356 | 70.4 | 2:21.347 | 6 - | 1:13.130 | 83.5 | 48.475 | 70.9 | 2:01.605 |
| 2 - | 1:17.627 | 76.6 | In | | 2:07.310P | 7 - | 1:11.080 | 82.6 | 47.581 | 69.6 | 1:58.661 |
| 3 - | Out | 77.0 | 50.405 | 70.3 | 3:42.897 | 8 - | 1:11.677 | 83.3 | 49.457 | 68.8 | 2:01.134 |
| 4 - | 1:14.816 | 78.1 | 50.412 | 70.1 | 2:05.228 | 9 - | 1:12.525 | 82.3 | 47.954 | 71.5 | 2:00.479 |
| 5 - | 1:13.018 | 77.1 | 50.755 | 68.4 | 2:03.773 | 10 - | 1:10.597 | 81.0 | 48.056 | 70.1 | 1:58.653 |
| 22 | Roy MCCARTHY | | | | | MGA Roadster | | | | | |
| 1 - | | 106.2 | 38.447 | 80.5 | 1:44.867 | 8 - | 57.669 | 106.4 | 38.673 | 81.5 | 1:36.342 |
| 2 - | 59.607 | 105.8 | 40.263 | 79.3 | 1:39.870 | 9 - | 58.039 | 105.2 | 38.194 | 79.7 | 1:36.233 |
| 3 - | 57.445 | 107.4 | 39.512 | 82.6 | 1:36.957 | 10 - | 58.040 | 102.5 | 39.697 | 80.7 | 1:37.737 |
| 4 - | 57.163 | 107.9 | 37.777 | 80.7 | 1:34.940 | 11 - | 57.496 | 107.0 | 37.875 | 81.6 | 1:35.371 |
| 5 - | 57.423 | 107.4 | 38.380 | 82.0 | 1:35.803 | 12 - | 57.393 | 105.7 | 38.009 | 81.7 | 1:35.402 |
| 6 - | 58.221 | 105.7 | 38.117 | 81.6 | 1:36.338 | 13 - | 57.788 | 105.4 | 37.829 | 75.8 | 1:35.617 |
| 7 - | 57.471 | 105.4 | 38.498 | 81.1 | 1:35.969 | | | | | | |
| 27 | Rick LLOYD | | | | | Chevrolet Camaro | | | | | |
| 1 - | | 122.7 | 36.060 | 100.9 | 1:38.721 | 8 - | 55.395 | 123.4 | 35.848 | 98.7 | 1:31.243 |
| 2 - | 56.507 | 123.4 | 36.006 | 92.8 | 1:32.513 | 9 - | 54.589 | 126.1 | 35.885 | 103.2 | 1:30.474 |
| 3 - | 56.064 | 119.4 | 35.603 | 104.5 | 1:31.667 | 10 - | 55.121 | 125.9 | 34.949 | 102.5 | 1:30.070 |
| 4 - | 54.943 | 123.4 | 35.241 | 102.5 | 1:30.184 | 11 - | 56.679 | 123.8 | 37.075 | 103.2 | 1:33.754 |
| 5 - | 56.415 | 122.2 | 35.894 | 100.9 | 1:32.309 | 12 - | 54.758 | 124.5 | 35.501 | 100.5 | 1:30.259 |
| 6 - | 56.877 | 128.6 | 34.929 | 103.4 | 1:31.806 | 13 - | 57.526 | 123.8 | 37.722 | 99.9 | 1:35.248 |
| 7 - | 55.104 | 127.8 | 35.767 | 100.2 | 1:30.871 | 14 - | 55.578 | 120.7 | 35.601 | 98.7 | 1:31.179 |
| 31 | Richard MASTERS | | | | | Jaguar XJS | | | | | |
| 1 - | | 107.0 | 38.819 | 91.2 | 1:46.943 | 8 - | 58.939 | 115.3 | 38.572 | 90.9 | 1:37.511 |
| 2 - | 59.563 | 112.2 | 39.329 | 87.4 | 1:38.892 | 9 - | 59.317 | 115.1 | 38.470 | 92.2 | 1:37.787 |
| 3 - | 1:00.230 | 113.4 | 37.943 | 93.5 | 1:38.173 | 10 - | 58.892 | 113.0 | 37.993 | 92.1 | 1:36.885 |
| 4 - | 58.643 | 115.9 | 38.189 | 88.5 | 1:36.832 | 11 - | 58.949 | 111.1 | 58.465 | 92.6 | 1:57.414 |
| 5 - | 59.756 | 109.5 | 38.480 | 92.2 | 1:38.236 | 12 - | 58.878 | 114.7 | 37.888 | 90.4 | 1:36.766 |
| 6 - | 59.298 | 111.1 | 37.910 | 92.3 | 1:37.208 | 13 - | 58.188 | 113.9 | 54.487 | 88.8 | 1:52.675 |
| 7 - | 59.420 | 111.1 | 38.199 | 93.6 | 1:37.619 | | | | | | |
| 38 | Steven BYRNE | | | | | Aston Martin DB4 | | | | | |
| 1 - | | 108.9 | 38.726 | 91.9 | 1:42.818 | 8 - | 1:01.036 | 105.5 | 39.553 | 89.5 | 1:40.589 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|----------------------|--------------|---------------|-------------|-----------------|----------------------------|---------------|--------------|---------------|--------------|-----------------|
| 2 - | 59.614 | 110.4 | 38.712 | 91.2 | 1:38.326 | 9 - | 1:01.226 | 105.2 | 39.530 | 86.8 | 1:40.756 |
| 3 - | 1:00.689 | 106.0 | 39.232 | 89.7 | 1:39.921 | 10 - | 1:02.027 | 103.9 | 38.051 | 90.9 | 1:40.078 |
| 4 - | 1:00.850 | 109.7 | 38.690 | 91.1 | 1:39.540 | 11 - | 59.613 | 104.4 | 41.361 | 91.4 | 1:40.974 |
| 5 - | 59.856 | 107.4 | 39.549 | 96.3 | 1:39.405 | 12 - | 59.260 | 109.7 | 37.563 | 92.2 | 1:36.823 |
| 6 - | 1:00.152 | 110.4 | 38.584 | 94.0 | 1:38.736 | 13 - | 59.737 | 110.7 | 37.935 | 94.7 | 1:37.672 |
| 7 - | 1:00.062 | 107.5 | 39.584 | 81.5 | 1:39.646 | | | | | | |
| 40 | Phil WILLIAMS | | | | | Aston Martin DBS V8 | | | | | |
| 1 - | | 110.6 | 39.225 | 90.6 | 1:48.526 | 4 - | 1:01.204 | 113.2 | 39.533 | 92.8 | 1:40.737 |
| 2 - | 58.700 | 110.6 | 39.438 | 90.4 | 1:38.138 | 5 - | 59.991 | 106.4 | 39.798 | 91.9 | 1:39.789 |
| 3 - | 1:00.548 | 113.0 | 38.523 | 92.8 | 1:39.071 | 6 - | 59.097 | 113.6 | In | | 2:36.665P |
| 44 | Tony JARDINE | | | | | Aston Martin DBS V8 | | | | | |
| 1 - | | 120.3 | 35.292 | 97.8 | 1:38.219 | 8 - | 55.879 | 119.8 | 35.298 | 96.7 | 1:31.177 |
| 2 - | 56.498 | 120.1 | 36.070 | 93.6 | 1:32.568 | 9 - | 55.801 | 121.1 | 35.919 | 94.4 | 1:31.720 |
| 3 - | 55.512 | 122.2 | 35.263 | 96.0 | 1:30.775 | 10 - | 55.259 | 120.5 | 35.641 | 94.5 | 1:30.900 |
| 4 - | 55.838 | 121.1 | 35.490 | 95.1 | 1:31.328 | 11 - | 56.361 | 119.6 | 35.954 | 96.4 | 1:32.315 |
| 5 - | 56.445 | 121.8 | 35.960 | 95.6 | 1:32.405 | 12 - | 57.394 | 115.3 | 35.741 | 96.3 | 1:33.135 |
| 6 - | 56.912 | 119.4 | 35.942 | 97.3 | 1:32.854 | 13 - | 56.168 | 116.3 | 36.563 | 92.2 | 1:32.731 |
| 7 - | 55.803 | 123.8 | 35.364 | 96.4 | 1:31.167 | 14 - | 57.319 | 121.1 | 35.517 | 96.1 | 1:32.836 |
| 45 | Alec HAMMOND | | | | | Chevrolet Camaro | | | | | |
| 1 - | | 123.1 | 35.403 | 98.3 | 1:34.459 | 8 - | 54.391 | 125.4 | 36.409 | 99.0 | 1:30.800 |
| 2 - | 54.786 | 123.8 | 35.478 | 98.3 | 1:30.264 | 9 - | 55.248 | 125.7 | 36.724 | 97.0 | 1:31.972 |
| 3 - | 54.358 | 125.9 | 34.943 | 98.8 | 1:29.301 | 10 - | 54.665 | 126.9 | 36.533 | 102.0 | 1:31.198 |
| 4 - | 54.952 | 124.3 | 35.603 | 100.2 | 1:30.555 | 11 - | 55.581 | 130.3 | 35.729 | 102.1 | 1:31.310 |
| 5 - | 55.171 | 125.0 | 38.094 | 92.9 | 1:33.265 | 12 - | 55.850 | 124.5 | 35.593 | 98.0 | 1:31.443 |
| 6 - | 55.269 | 124.5 | 35.462 | 100.3 | 1:30.731 | 13 - | 54.042 | 128.3 | 34.423 | 98.7 | 1:28.465 |
| 7 - | 54.674 | 127.6 | 35.172 | 99.4 | 1:29.846 | 14 - | 54.650 | 128.6 | 34.768 | 85.1 | 1:29.418 |
| 47 | Richard COOKE | | | | | VW Golf | | | | | |
| 1 - | | 102.3 | 41.213 | 90.6 | 1:51.903 | 8 - | 1:01.113 | 98.3 | 41.252 | 86.7 | 1:42.365 |
| 2 - | 59.452 | 104.9 | 40.431 | 88.7 | 1:39.883 | 9 - | 58.910 | 110.0 | 40.047 | 84.4 | 1:38.957 |
| 3 - | 1:01.421 | 104.4 | 39.427 | 87.7 | 1:40.848 | 10 - | 1:01.121 | 108.4 | 39.199 | 92.7 | 1:40.320 |
| 4 - | 1:00.940 | 102.8 | 39.669 | 89.5 | 1:40.609 | 11 - | 1:01.252 | 108.4 | 37.778 | 93.6 | 1:39.030 |
| 5 - | 1:01.085 | 107.9 | 39.207 | 89.2 | 1:40.292 | 12 - | 59.770 | 105.4 | 38.931 | 91.6 | 1:38.701 |
| 6 - | 59.130 | 107.4 | 39.817 | 94.1 | 1:38.947 | 13 - | 59.894 | 100.5 | 41.580 | 93.7 | 1:41.474 |
| 7 - | 1:01.114 | 102.1 | 39.575 | 89.5 | 1:40.689 | | | | | | |
| 51 | Steve HYDE | | | | | Ford Escort | | | | | |
| 1 - | | 115.3 | 36.125 | 94.3 | 1:38.076 | 8 - | 55.676 | 119.4 | 35.956 | 96.0 | 1:31.632 |
| 2 - | 57.283 | 113.2 | 36.135 | 92.2 | 1:33.418 | 9 - | 55.238 | 117.1 | 36.677 | 92.4 | 1:31.915 |
| 3 - | 56.307 | 119.6 | 36.400 | 94.8 | 1:32.707 | 10 - | 55.713 | 120.1 | 36.037 | 90.8 | 1:31.750 |
| 4 - | 54.811 | 120.3 | 35.904 | 96.0 | 1:30.715 | 11 - | 55.569 | 119.8 | 35.772 | 96.6 | 1:31.341 |
| 5 - | 55.566 | 117.7 | 35.923 | 97.4 | 1:31.489 | 12 - | 56.660 | 115.5 | 35.693 | 93.7 | 1:32.353 |
| 6 - | 56.336 | 122.2 | 36.501 | 81.6 | 1:32.837 | 13 - | 56.329 | 119.4 | 37.193 | 93.7 | 1:33.522 |
| 7 - | 55.040 | 117.5 | 35.528 | 96.1 | 1:30.568 | 14 - | 56.782 | 117.5 | 37.256 | 93.3 | 1:34.038 |
| 55 | Andrew KNIGHT | | | | | Ford Mustang | | | | | |
| 1 - | | 104.4 | 38.345 | 89.6 | 1:49.216 | 8 - | 1:00.139 | 108.6 | 38.406 | 88.4 | 1:38.545 |
| 2 - | 59.365 | 111.8 | 39.033 | 89.0 | 1:38.398 | 9 - | 59.144 | 112.4 | 38.233 | 90.4 | 1:37.377 |
| 3 - | 1:00.424 | 110.9 | 39.102 | 88.5 | 1:39.526 | 10 - | 58.948 | 110.4 | 38.390 | 87.5 | 1:37.338 |
| 4 - | 1:00.659 | 109.3 | 40.093 | 87.5 | 1:40.752 | 11 - | 58.708 | 111.1 | 39.558 | 88.1 | 1:38.266 |
| 5 - | 1:01.714 | 107.0 | 39.055 | 89.1 | 1:40.769 | 12 - | 1:01.099 | 110.0 | 38.727 | 87.2 | 1:39.826 |
| 6 - | 1:00.460 | 110.6 | 42.379 | 84.5 | 1:42.839 | 13 - | 58.805 | 109.3 | 38.412 | 89.0 | 1:37.217 |
| 7 - | 1:00.160 | 107.4 | 40.369 | 87.6 | 1:40.529 | | | | | | |
| 57 | David SUCH | | | | | Aston Martin V8 | | | | | |
| 1 - | | 107.9 | 38.973 | 90.9 | 1:47.370 | 8 - | 58.236 | 115.7 | 39.619 | 88.3 | 1:37.855 |
| 2 - | 1:00.513 | 117.5 | 38.814 | 89.8 | 1:39.327 | 9 - | 59.437 | 112.2 | 39.012 | 90.2 | 1:38.449 |
| 3 - | 1:00.825 | 111.3 | 39.997 | 90.3 | 1:40.822 | 10 - | 1:00.862 | 105.7 | 38.586 | 90.6 | 1:39.448 |
| 4 - | 1:00.567 | 106.4 | 39.551 | 90.1 | 1:40.118 | 11 - | 59.744 | 108.8 | 41.623 | 90.3 | 1:41.367 |
| 5 - | 59.776 | 107.4 | 39.871 | 90.7 | 1:39.647 | 12 - | 58.451 | 113.0 | 39.573 | 89.4 | 1:38.024 |
| 6 - | 1:01.049 | 101.5 | 40.116 | 90.7 | 1:41.165 | 13 - | 1:01.403 | 115.7 | 38.414 | 88.5 | 1:39.817 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 1 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|-----------------------|--------------|---------------|-------------|-----------------|------------------|---------------|--------------|---------------|--------------|-----------------|
| 7 - | 58.219 | 115.7 | 38.231 | 90.8 | 1:36.450 | | | | | | |
| 64 | Alan COLLETT | | | | | Iso Rivolta GT | | | | | |
| 1 - | | 102.6 | 39.495 | 88.9 | 1:52.294 | 8 - | 59.453 | 102.8 | 38.904 | 88.8 | 1:38.357 |
| 2 - | 59.915 | 103.4 | 38.618 | 86.7 | 1:38.533 | 9 - | 1:00.165 | 115.3 | 38.099 | 89.7 | 1:38.264 |
| 3 - | 1:00.144 | 110.7 | 38.664 | 87.7 | 1:38.808 | 10 - | 58.464 | 110.7 | 37.675 | 90.0 | 1:36.139 |
| 4 - | 59.803 | 109.7 | 38.581 | 89.8 | 1:38.384 | 11 - | 59.390 | 111.8 | 39.956 | 89.6 | 1:39.346 |
| 5 - | 1:00.507 | 111.1 | 39.245 | 89.5 | 1:39.752 | 12 - | 58.630 | 114.5 | 40.316 | 88.9 | 1:38.946 |
| 6 - | 1:00.867 | 106.4 | 42.405 | 87.8 | 1:43.272 | 13 - | 59.427 | 113.2 | 37.439 | 88.4 | 1:36.866 |
| 7 - | 1:00.415 | 106.4 | 38.628 | 89.4 | 1:39.043 | | | | | | |
| 65 | Simon LANE | | | | | Chevrolet Camaro | | | | | |
| 1 - | | 119.4 | 35.803 | 100.3 | 1:36.838 | 8 - | 54.488 | 124.7 | 36.522 | 96.3 | 1:31.010 |
| 2 - | 54.744 | 122.0 | 35.486 | 99.7 | 1:30.230 | 9 - | 54.812 | 125.4 | 35.904 | 97.8 | 1:30.716 |
| 3 - | 55.638 | 122.9 | 36.150 | 99.4 | 1:31.788 | 10 - | 54.490 | 124.7 | 35.370 | 98.4 | 1:29.860 |
| 4 - | 55.364 | 125.0 | 35.965 | 97.1 | 1:31.329 | 11 - | 56.411 | 112.0 | 35.946 | 100.5 | 1:32.357 |
| 5 - | 57.601 | 119.4 | 36.578 | 90.6 | 1:34.179 | 12 - | 54.916 | 126.6 | 37.022 | 93.1 | 1:31.938 |
| 6 - | 56.167 | 121.8 | 36.203 | 95.2 | 1:32.370 | 13 - | 57.329 | 117.3 | 37.339 | 101.7 | 1:34.668 |
| 7 - | 55.176 | 124.5 | 35.867 | 98.7 | 1:31.043 | 14 - | 59.089 | 121.4 | 35.519 | 97.1 | 1:34.608 |
| 68 | Mike LUCK | | | | | Jaguar E-Type | | | | | |
| 1 - | | 115.9 | 35.249 | 95.7 | 1:35.521 | 8 - | 54.576 | 115.3 | 35.497 | 95.9 | 1:30.073 |
| 2 - | 54.437 | 118.4 | 35.826 | 96.4 | 1:30.263 | 9 - | 55.625 | 111.1 | 37.229 | 94.5 | 1:32.854 |
| 3 - | 54.348 | 113.6 | 35.508 | 95.1 | 1:29.856 | 10 - | 55.855 | 119.4 | 36.146 | 95.1 | 1:32.001 |
| 4 - | 54.612 | 114.9 | 35.136 | 96.6 | 1:29.748 | 11 - | 56.243 | 119.6 | 34.891 | 96.6 | 1:31.134 |
| 5 - | 55.093 | 114.3 | 37.851 | 91.1 | 1:32.944 | 12 - | 55.429 | 119.0 | 37.984 | 95.3 | 1:33.413 |
| 6 - | 55.175 | 115.3 | 35.393 | 95.2 | 1:30.568 | 13 - | 53.625 | 119.4 | 35.026 | 97.0 | 1:28.651 |
| 7 - | 54.858 | 118.8 | 35.546 | 95.6 | 1:30.404 | 14 - | 53.647 | 119.4 | 35.017 | 95.1 | 1:28.664 |
| 71 | Rikki CANN | | | | | Ford Escort | | | | | |
| 1 - | | 100.3 | 40.902 | 84.4 | 1:54.042 | 8 - | 59.299 | 105.5 | 39.953 | 84.8 | 1:39.252 |
| 2 - | 1:00.389 | 102.5 | 40.938 | 84.7 | 1:41.327 | 9 - | 58.937 | 105.7 | 40.704 | 85.2 | 1:39.641 |
| 3 - | 1:00.969 | 105.8 | 39.838 | 84.3 | 1:40.807 | 10 - | 1:00.468 | 105.2 | 40.501 | 86.3 | 1:40.969 |
| 4 - | 1:00.887 | 104.4 | 40.546 | 84.2 | 1:41.433 | 11 - | 59.981 | 105.0 | 38.916 | 84.8 | 1:38.897 |
| 5 - | 59.854 | 104.7 | 39.841 | 85.5 | 1:39.695 | 12 - | 58.852 | 103.2 | 39.658 | 86.5 | 1:38.510 |
| 6 - | 59.117 | 106.5 | 40.093 | 84.9 | 1:39.210 | 13 - | 59.509 | 101.5 | 41.605 | 84.6 | 1:41.114 |
| 7 - | 1:00.588 | 104.0 | 39.537 | 84.9 | 1:40.125 | | | | | | |
| 74 | Arthur THURTLÉ | | | | | Chevrolet Camaro | | | | | |
| 1 - | | 125.4 | 35.969 | 104.7 | 1:33.684 | 8 - | 54.547 | 128.3 | 35.834 | 105.0 | 1:30.381 |
| 2 - | 54.847 | 122.5 | 34.584 | 104.0 | 1:29.431 | 9 - | 53.965 | 130.1 | 35.017 | 107.2 | 1:28.982 |
| 3 - | 53.679 | 120.3 | 34.344 | 106.7 | 1:28.023 | 10 - | 54.769 | 131.3 | 35.530 | 104.5 | 1:30.299 |
| 4 - | 53.951 | 131.1 | 34.118 | 104.2 | 1:28.069 | 11 - | 55.592 | 131.1 | 35.243 | 103.9 | 1:30.835 |
| 5 - | 54.260 | 131.3 | 50.470 | 90.2 | 1:44.730 | 12 - | 55.307 | 129.3 | 35.141 | 102.1 | 1:30.448 |
| 6 - | 54.212 | 124.3 | 34.731 | 101.8 | 1:28.943 | 13 - | 54.076 | 127.1 | 34.708 | 105.5 | 1:28.784 |
| 7 - | 54.488 | 127.1 | 35.576 | 100.8 | 1:30.064 | 14 - | 53.949 | 126.9 | 34.677 | 92.3 | 1:28.626 |
| 78 | George MILLER | | | | | Aston Martin V8 | | | | | |
| 1 - | | 113.7 | 37.995 | 91.7 | 1:43.351 | 8 - | 1:00.568 | 106.4 | 39.498 | 91.1 | 1:40.066 |
| 2 - | 1:00.981 | 108.6 | 39.055 | 89.4 | 1:40.036 | 9 - | 1:01.578 | 109.7 | 40.256 | 80.3 | 1:41.834 |
| 3 - | 1:02.075 | 111.1 | 39.684 | 90.1 | 1:41.759 | 10 - | 1:01.778 | 111.5 | 38.751 | 89.2 | 1:40.529 |
| 4 - | 1:01.300 | 113.0 | 39.300 | 89.8 | 1:40.600 | 11 - | 1:03.610 | 105.2 | 39.473 | 88.9 | 1:43.083 |
| 5 - | 1:00.441 | 108.9 | 39.035 | 92.3 | 1:39.476 | 12 - | 1:01.092 | 108.4 | 40.099 | 84.6 | 1:41.191 |
| 6 - | 1:02.472 | 103.2 | 40.578 | 90.1 | 1:43.050 | 13 - | 1:00.857 | 109.7 | 39.424 | 87.5 | 1:40.281 |
| 7 - | 1:02.368 | 107.4 | 40.677 | 88.5 | 1:43.045 | | | | | | |
| 79 | Connor O BRIEN | | | | | Aston Martin DB4 | | | | | |
| 1 - | | 108.6 | 37.918 | 86.7 | 1:45.711 | 8 - | 59.928 | 110.7 | 38.904 | 90.1 | 1:38.832 |
| 2 - | 59.960 | 111.1 | 39.314 | 81.5 | 1:39.274 | 9 - | 1:02.294 | 109.8 | 40.563 | 84.7 | 1:42.857 |
| 3 - | 1:02.314 | 106.5 | 38.827 | 93.3 | 1:41.141 | 10 - | 1:02.884 | 106.5 | 39.470 | 89.6 | 1:42.354 |
| 4 - | 1:01.495 | 110.6 | 39.125 | 94.8 | 1:40.620 | 11 - | 1:00.864 | 106.0 | 39.032 | 88.9 | 1:39.896 |
| 5 - | 1:00.544 | 109.3 | 39.344 | 90.8 | 1:39.888 | 12 - | 1:00.767 | 108.4 | 38.177 | 89.1 | 1:38.944 |
| 6 - | 1:01.550 | 105.8 | 40.891 | 94.4 | 1:42.441 | 13 - | 1:00.728 | 108.6 | 38.869 | 86.9 | 1:39.597 |
| 7 - | 1:02.032 | 110.9 | 38.079 | 89.4 | 1:40.111 | | | | | | |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 1 - SECTOR ANALYSIS

| 88 | | Pat COOKE | | | | Aston Martin Vantage | | | | | |
|-----------|---------------|-----------------------|---------------|--------------|-----------------|-----------------------------|-----------------|--------------|---------------|-------------|-----------------|
| 1 - | | 111.1 | 37.018 | 95.9 | 1:41.295 | 8 - | 56.935 | 119.2 | 37.218 | 93.2 | 1:34.153 |
| 2 - | 56.318 | 120.7 | 35.789 | 96.3 | 1:32.107 | 9 - | 57.161 | 119.2 | 36.755 | 94.3 | 1:33.916 |
| 3 - | 56.277 | 121.4 | 35.498 | 100.0 | 1:31.775 | 10 - | 56.402 | 119.2 | 36.440 | 94.4 | 1:32.842 |
| 4 - | 56.476 | 121.8 | 35.707 | 97.4 | 1:32.183 | 11 - | 56.689 | 113.9 | 36.635 | 95.6 | 1:33.324 |
| 5 - | 56.708 | 123.4 | 35.458 | 96.6 | 1:32.166 | 12 - | 56.895 | 119.4 | 36.159 | 94.8 | 1:33.054 |
| 6 - | 56.884 | 121.8 | 36.134 | 93.7 | 1:33.018 | 13 - | 56.886 | 120.7 | 36.615 | 95.1 | 1:33.501 |
| 7 - | 56.798 | 122.7 | 36.192 | 97.3 | 1:32.990 | 14 - | 56.897 | 113.7 | 39.937 | 85.6 | 1:36.834 |
| 90 | | Piers TOWNSEND | | | | Daimler SP250 | | | | | |
| 1 - | | 94.8 | 43.817 | 74.4 | 2:02.622 | 7 - | 1:05.997 | 97.7 | 45.292 | 73.2 | 1:51.289 |
| 2 - | 1:06.774 | 97.3 | 43.965 | 75.7 | 1:50.739 | 8 - | 1:08.165 | 93.3 | 46.406 | 73.2 | 1:54.571 |
| 3 - | 1:06.953 | 96.1 | 44.012 | 75.7 | 1:50.965 | 9 - | 1:10.990 | 92.6 | 43.804 | 74.2 | 1:54.794 |
| 4 - | 1:07.097 | 96.4 | 46.857 | 69.6 | 1:53.954 | 10 - | 1:05.653 | 98.1 | 43.364 | 76.0 | 1:49.017 |
| 5 - | 1:11.494 | 96.7 | 44.247 | 74.6 | 1:55.741 | 11 - | 1:04.870 | 96.0 | 42.956 | 75.1 | 1:47.826 |
| 6 - | 1:06.699 | 94.4 | 44.260 | 73.5 | 1:50.959 | 12 - | 1:04.752 | 96.8 | 43.057 | 75.8 | 1:47.809 |
| 97 | | Lester STACEY | | | | Ford Mustang | | | | | |
| 1 - | | 119.2 | 34.554 | 105.2 | 1:32.880 | 8 - | 54.105 | 127.3 | 34.429 | 103.4 | 1:28.534 |
| 2 - | 54.086 | 125.9 | 34.625 | 104.0 | 1:28.711 | 9 - | 54.808 | 126.6 | 34.506 | 103.2 | 1:29.314 |
| 3 - | 54.190 | 115.7 | 34.551 | 103.4 | 1:28.741 | 10 - | 54.692 | 120.5 | 36.259 | 100.5 | 1:30.951 |
| 4 - | 53.702 | 124.7 | 34.435 | 98.1 | 1:28.137 | 11 - | 55.559 | 118.6 | 35.517 | 102.5 | 1:31.076 |
| 5 - | 55.496 | 122.2 | 37.956 | 90.1 | 1:33.452 | 12 - | 54.805 | 124.7 | 34.883 | 103.2 | 1:29.688 |
| 6 - | 54.849 | 125.2 | 34.929 | 103.2 | 1:29.778 | 13 - | 54.644 | 124.3 | 34.293 | 102.1 | 1:28.937 |
| 7 - | 54.696 | 121.4 | 34.444 | 104.7 | 1:29.140 | 14 - | 54.004 | 126.9 | 34.170 | 102.6 | 1:28.174 |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Thrupton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Heritage Grand Touring Car Challenge

RACE 1 - SPEED TRAPS

| SECTOR 1 | | | | SECTOR 2 | | | FINISH LINE | | | |
|----------|----|-----------------|-------|----------|------|-----|-------------|-----------------|-------|--|
| POS | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH | |
| 1 | 74 | Arthur THURTLE | 131.3 | | | | 74 | Arthur THURTLE | 107.2 | |
| 2 | 45 | Alec HAMMOND | 130.3 | | | | 97 | Lester STACEY | 105.2 | |
| 3 | 27 | Rick LLOYD | 128.6 | | | | 27 | Rick LLOYD | 104.5 | |
| 4 | 97 | Lester STACEY | 127.3 | | | | 1 | Grahame BRYANT | 103.9 | |
| 5 | 3 | Chris SCRAGG | 126.9 | | | | 45 | Alec HAMMOND | 102.1 | |
| 6 | 65 | Simon LANE | 126.6 | | | | 65 | Simon LANE | 101.7 | |
| 7 | 1 | Grahame BRYANT | 125.7 | | | | 3 | Chris SCRAGG | 101.2 | |
| 8 | 44 | Tony JARDINE | 123.8 | | | | 88 | Pat COOKE | 100.0 | |
| 9 | 88 | Pat COOKE | 123.4 | | | | 44 | Tony JARDINE | 97.8 | |
| 10 | 51 | Steve HYDE | 122.2 | | | | 51 | Steve HYDE | 97.4 | |
| 11 | 68 | Mike LUCK | 119.6 | | | | 68 | Mike LUCK | 97.0 | |
| 12 | 57 | David SUCH | 117.5 | | | | 38 | Steven BYRNE | 96.3 | |
| 13 | 31 | Richard MASTERS | 115.9 | | | | 79 | Connor O BRIEN | 94.8 | |
| 14 | 64 | Alan COLLETT | 115.3 | | | | 47 | Richard COOKE | 94.1 | |
| 15 | 78 | George MILLER | 113.7 | | | | 31 | Richard MASTERS | 93.6 | |
| 16 | 40 | Phil WILLIAMS | 113.6 | | | | 40 | Phil WILLIAMS | 92.8 | |
| 17 | 55 | Andrew KNIGHT | 112.4 | | | | 78 | George MILLER | 92.3 | |
| 18 | 79 | Connor O BRIEN | 111.1 | | | | 57 | David SUCH | 90.9 | |
| 19 | 38 | Steven BYRNE | 110.7 | | | | 55 | Andrew KNIGHT | 90.4 | |
| 20 | 47 | Richard COOKE | 110.0 | | | | 64 | Alan COLLETT | 90.0 | |
| 21 | 22 | Roy MCCARTHY | 107.9 | | | | 71 | Rikki CANN | 86.5 | |
| 22 | 71 | Rikki CANN | 106.5 | | | | 12 | Jeremy COOKE | 85.9 | |
| 23 | 90 | Piers TOWNSEND | 98.1 | | | | 22 | Roy MCCARTHY | 82.6 | |
| 24 | 17 | Kate BENNINGTON | 83.5 | | | | 90 | Piers TOWNSEND | 76.0 | |
| 25 | | | | | | | 17 | Kate BENNINGTON | 71.5 | |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Printed - 16.47 Saturday, 28 June 2008

Heritage Grand Touring Car Challenge

RACE 1 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|--------------------|----|------------|----------|----|------------|-------------------------|-----|----|------------|----------|----------|--------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 1 | BRYANT | 53.193 | 74 | THURTL | 34.118 | 1 | 74 | THURTL | 1:27.797 | 1:28.023 | 0.226 |
| 2 | 68 | LUCK | 53.625 | 97 | STACEY | 34.170 | 2 | 97 | STACEY | 1:27.872 | 1:28.137 | 0.265 |
| 3 | 74 | THURTL | 53.679 | 45 | HAMMOND | 34.423 | 3 | 1 | BRYANT | 1:28.125 | 1:28.416 | 0.291 |
| 4 | 97 | STACEY | 53.702 | 3 | SCRAGG | 34.667 | 4 | 45 | HAMMOND | 1:28.465 | 1:28.465 | 0.000 |
| 5 | 3 | SCRAGG | 53.998 | 68 | LUCK | 34.891 | 5 | 68 | LUCK | 1:28.516 | 1:28.651 | 0.135 |
| 6 | 45 | HAMMOND | 54.042 | 27 | LLOYD | 34.929 | 6 | 3 | SCRAGG | 1:28.665 | 1:28.843 | 0.178 |
| 7 | 65 | LANE | 54.488 | 1 | BRYANT | 34.932 | 7 | 27 | LLOYD | 1:29.518 | 1:30.070 | 0.552 |
| 8 | 27 | LLOYD | 54.589 | 44 | JARDINE | 35.263 | 8 | 65 | LANE | 1:29.858 | 1:29.860 | 0.002 |
| 9 | 51 | HYDE | 54.811 | 65 | LANE | 35.370 | 9 | 51 | HYDE | 1:30.339 | 1:30.568 | 0.229 |
| 10 | 44 | JARDINE | 55.259 | 88 | COOKE | 35.458 | 10 | 44 | JARDINE | 1:30.522 | 1:30.775 | 0.253 |
| 11 | 88 | COOKE | 56.277 | 51 | HYDE | 35.528 | 11 | 88 | COOKE | 1:31.735 | 1:31.775 | 0.040 |
| 12 | 22 | MCCARTHY | 57.163 | 64 | COLLETT | 37.439 | 12 | 22 | MCCARTHY | 1:34.940 | 1:34.940 | 0.000 |
| 13 | 31 | MASTERS | 58.188 | 38 | BYRNE | 37.563 | 13 | 64 | COLLETT | 1:35.903 | 1:36.139 | 0.236 |
| 14 | 57 | SUCH | 58.219 | 22 | MCCARTHY | 37.777 | 14 | 31 | MASTERS | 1:36.076 | 1:36.766 | 0.690 |
| 15 | 64 | COLLETT | 58.464 | 47 | COOKE | 37.778 | 15 | 57 | SUCH | 1:36.450 | 1:36.450 | 0.000 |
| 16 | 40 | WILLIAMS | 58.700 | 31 | MASTERS | 37.888 | 16 | 47 | COOKE | 1:36.688 | 1:38.701 | 2.013 |
| 17 | 55 | KNIGHT | 58.708 | 79 | O BRIEN | 37.918 | 17 | 38 | BYRNE | 1:36.823 | 1:36.823 | 0.000 |
| 18 | 71 | CANN | 58.852 | 78 | MILLER | 37.995 | 18 | 55 | KNIGHT | 1:36.941 | 1:37.217 | 0.276 |
| 19 | 47 | COOKE | 58.910 | 57 | SUCH | 38.231 | 19 | 40 | WILLIAMS | 1:37.223 | 1:38.138 | 0.915 |
| 20 | 38 | BYRNE | 59.260 | 55 | KNIGHT | 38.233 | 20 | 71 | CANN | 1:37.768 | 1:38.510 | 0.742 |
| 21 | 12 | COOKE | 59.776 | 40 | WILLIAMS | 38.523 | 21 | 79 | O BRIEN | 1:37.846 | 1:38.832 | 0.986 |
| 22 | 78 | MILLER | 59.927 | 71 | CANN | 38.916 | 22 | 78 | MILLER | 1:37.922 | 1:39.476 | 1.554 |
| 23 | 79 | O BRIEN | 59.928 | 12 | COOKE | 38.996 | 23 | 12 | COOKE | 1:38.772 | 1:38.655 | -0.117 |
| 24 | 90 | TOWNSEND | 1:04.752 | 90 | TOWNSEND | 42.956 | 24 | 90 | TOWNSEND | 1:47.708 | 1:47.809 | 0.101 |
| 25 | 17 | BENNINGTON | 1:10.597 | 17 | BENNINGTON | 47.581 | 25 | 17 | BENNINGTON | 1:58.178 | 1:58.653 | 0.475 |
| Perfect lap | | | | | | | | | | 1:27.311 | | |

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Printed - 16.43 Saturday, 28 June 2008

Heritage Grand Touring Car Challenge

RACE 1 - POSITION CHART

| No | Name | Laps Pos | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|----|---------------------|-------------|----|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|
| | | | 1 | BRYANT / BRYANT | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 97 | 97 | 1 |
| 97 | STACEY | 2 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 1 | 1 | 97 | 97 | 97 | 97 |
| 74 | THURTLER / THURTLER | 3 | 74 | 74 | 74 | 74 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 45 | HAMMOND / HATHORN | 4 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 74 | 74 | 74 | 74 |
| 3 | SCRAGG | 5 | 3 | 3 | 3 | 3 | 68 | 68 | 68 | 68 | 68 | 74 | 45 | 45 | 45 | 45 |
| 68 | LUCK / EDWARDS | 6 | 68 | 68 | 68 | 68 | 74 | 74 | 74 | 74 | 74 | 68 | 68 | 68 | 68 | 68 |
| 65 | LANE | 7 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 27 |
| 51 | HYDE | 8 | 51 | 44 | 44 | 44 | 44 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 65 |
| 44 | SEARLES / JARDINE | 9 | 44 | 27 | 27 | 27 | 27 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| 27 | LLOYD | 10 | 27 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| 88 | COOKE | 11 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| 38 | BYRNE / SNOWDEN | 12 | 38 | 38 | 38 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| 78 | MILLER / GOBLE | 13 | 78 | 78 | 22 | 38 | 31 | 31 | 31 | 31 | 31 | 31 | 38 | 38 | 38 | 38 |
| 22 | MCCARTHY / MCCARTHY | 14 | 22 | 22 | 31 | 31 | 38 | 38 | 38 | 38 | 38 | 38 | 57 | 57 | 57 | 64 |
| 79 | O BRIEN / KEMP | 15 | 79 | 79 | 78 | 78 | 78 | 78 | 57 | 57 | 57 | 57 | 64 | 31 | 57 | 57 |
| 31 | MASTERS | 16 | 31 | 31 | 40 | 40 | 40 | 57 | 79 | 79 | 64 | 64 | 31 | 64 | 55 | 55 |
| 57 | SUCH | 17 | 57 | 40 | 79 | 79 | 79 | 79 | 64 | 64 | 55 | 55 | 55 | 55 | 55 | 79 |
| 40 | WILLIAMS / CANNON | 18 | 40 | 57 | 55 | 57 | 57 | 64 | 78 | 55 | 79 | 79 | 79 | 79 | 31 | 31 |
| 55 | KNIGHT | 19 | 55 | 55 | 57 | 55 | 64 | 55 | 55 | 78 | 78 | 78 | 47 | 47 | 47 | 47 |
| 47 | COOKE / VERSCHUREN | 20 | 47 | 64 | 64 | 64 | 55 | 47 | 47 | 47 | 47 | 47 | 71 | 71 | 71 | 71 |
| 64 | COLLETT | 21 | 64 | 47 | 47 | 47 | 47 | 12 | 71 | 71 | 71 | 71 | 78 | 78 | 78 | 78 |
| 12 | COOKE | 22 | 12 | 12 | 12 | 12 | 12 | 71 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 71 | GLOVER / CANNON | 23 | 71 | 71 | 71 | 71 | 71 | 40 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| 90 | TOWNSEND / CONNOR | 24 | 90 | 90 | 90 | 90 | 90 | 90 | 17 | 17 | 17 | 17 | | | | |
| 17 | BENNINGTON / TAYLOR | 25 | 17 | 17 | 17 | 17 | 17 | 17 | | | | | | | | |

Car 12 please check timing transponder

Weather / Track : Bright / Dry

www.tsl-timing.com

Page 1 of 1

Thrupton
Circuit Length = 2.3560 miles
Start: 16:17 End: 16:40

Printed - 18.17 Saturday, 28 June 2008

Heritage Grand Touring Car Challenge

RACE 12 - GRID

| | | | | |
|--|----|---------------------|----|---------------------|
| ROW 13 | 40 | WILLIAMS / CANN | | |
| ROW 12 | 90 | TOWNSEND / CONOLEY | 17 | BENNINGTON / TATE |
| ROW 11 | 78 | MILLER / GOBLE | 12 | Jeremy COOKE |
| ROW 10 | 47 | COOKE / VERSCHUERER | 71 | GLOVER / CANN |
| ROW 9 | 79 | O BRIEN / KEMP | 31 | Richard MASTERS |
| ROW 8 | 57 | David SUCH | 55 | Andrew KNIGHT |
| ROW 7 | 38 | BYRNE / SNOWDON | 64 | Alan COLLETT |
| ROW 6 | 88 | Pat COOKE | 22 | MCCARTHY / MCCARTHY |
| ROW 5 | 44 | SEARLES / JARDINE | 51 | Steve HYDE |
| ROW 4 | 27 | Rick LLOYD | 65 | Simon LANE |
| ROW 3 | 45 | HAMMOND / HATHAWAY | 68 | LUCK / EDWARDS |
| ROW 2 | 3 | Chris SCRAGG | 74 | THURTLÉ / THURTLÉ |
| ROW 1 | 1 | BRYANT / BRYANT | 97 | Lester STACEY |
| Pole | | | | |
|  | | | | |

Thruxton
Circuit Length = 2.3560 miles

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

Clerk of Course :

Timekeeper :

Heritage Grand Touring Car Challenge

RACE 12 - CLASSIFICATION - AMENDED

| POS | NO | CL | NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|----|----|---------------------|----------------------|------|-----------|--------|----------|-------|----------|----|
| 1 | 74 | D | THURTLER / THURTLER | Chevrolet Camaro | 29 | 43:17.393 | | | 94.69 | 1:26.412 | 18 |
| 2 | 45 | D | HAMMOND / HATHAWAY | Chevrolet Camaro | 29 | 43:44.320 | 26.927 | 26.927 | 93.72 | 1:26.198 | 18 |
| 3 | 1 | D | BRYANT / BRYANT | Morgan Plus 8 | 29 | 43:44.555 | 27.162 | 0.235 | 93.71 | 1:26.385 | 16 |
| 4 | 9 | D | Chris WILLIAMS | Morgan Plus 8 | 28 | 43:17.894 | 1 lap | 1 lap | 91.41 | 1:29.071 | 22 |
| 5 | 38 | E | BYRNE / SNOWDON | Aston Martin DB4 | 28 | 43:38.465 | 1 lap | 20.571 | 90.69 | 1:27.370 | 14 |
| 6 | 68 | D | LUCK / EDWARDS | Jaguar E-Type | 28 | 43:39.279 | 1 lap | 0.814 | 90.66 | 1:29.562 | 3 |
| 7 | 97 | D | Lester STACEY | Ford Mustang | 28 | 43:50.057 | 1 lap | 10.778 | 90.29 | 1:27.937 | 6 |
| 8 | 78 | D | MILLER / GOBLE | Aston Martin V8 | 28 | 44:10.130 | 1 lap | 20.073 | 89.61 | 1:29.831 | 26 |
| 9 | 44 | D | SEARLES / JARDINE | Aston Martin DBS V8 | 28 | 44:19.670 | 1 lap | 9.540 | 89.29 | 1:30.786 | 2 |
| 10 | 88 | D | Pat COOKE | Aston Martin Vantage | 28 | 44:49.214 | 1 lap | 29.544 | 88.30 | 1:32.044 | 2 |
| 11 | 3 | D | Chris SCRAGG | Aston Martin V8 | 27 | 41:10.722 | 2 laps | 1 lap | 92.68 | 1:28.352 | 8 |
| 12 | 79 | E | O BRIEN / KEMP | Aston Martin DB4 | 27 | 43:25.736 | 2 laps | 2:15.014 | 87.88 | 1:30.942 | 26 |
| 13 | 57 | C | David SUCH | Aston Martin V8 | 27 | 43:51.325 | 2 laps | 25.589 | 87.02 | 1:32.562 | 10 |
| 14 | 22 | A | MCCARTHY / MCCARTHY | MGA Roadster | 27 | 44:13.854 | 2 laps | 22.529 | 86.29 | 1:32.971 | 12 |
| 15 | 31 | C | Richard MASTERS | Jaguar XJS | 27 | 44:16.895 | 2 laps | 3.041 | 86.19 | 1:33.599 | 8 |
| 16 | 40 | C | WILLIAMS / CANN | Aston Martin DBS V8 | 27 | 44:20.896 | 2 laps | 4.001 | 86.06 | 1:32.348 | 26 |
| 17 | 47 | I | COOKE / VERSCHUERER | VW Golf | 27 | 44:21.443 | 2 laps | 0.547 | 86.04 | 1:31.252 | 21 |
| 18 | 12 | B | Jeremy COOKE | Porsche RS | 26 | 44:50.440 | 3 laps | 1 lap | 81.96 | 1:38.391 | 7 |
| 19 | 51 | I | Steve HYDE | Ford Escort | 25 | 43:59.538 | 4 laps | 1 lap | 80.33 | 1:30.263 | 2 |
| 20 | 55 | C | Andrew KNIGHT | Ford Mustang | 25 | 44:18.162 | 4 laps | 18.624 | 79.76 | 1:37.245 | 16 |
| 21 | 90 | B | TOWNSEND / CONOLEY | Daimler SP250 | 25 | 44:56.035 | 4 laps | 37.873 | 78.64 | 1:39.939 | 25 |
| 22 | 17 | A | BENNINGTON / TATE | Ford Cortina | 20 | 44:44.090 | 9 laps | 5 laps | 63.19 | 1:58.873 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|---------------|------------------|----|-----------|---------|---------|-------|----------|---|
| DNC | 71 | B | GLOVER / CANN | Ford Escort | 4 | 6:45.032 | 25 laps | 16 laps | 83.76 | 1:38.245 | 2 |
| DNC | 64 | C | Alan COLLETT | Iso Rivolta GT | 13 | 23:10.038 | 16 laps | 0.000 | 79.32 | 1:36.739 | 4 |
| DNC | 27 | D | Rick LLOYD | Chevrolet Camaro | 17 | 27:24.588 | 12 laps | 0.000 | 87.67 | 1:28.955 | 3 |
| DNC | 65 | D | Simon LANE | Chevrolet Camaro | 8 | 12:13.710 | 21 laps | 9 laps | 92.47 | 1:29.611 | 2 |

FASTEST LAP

| | | | | | | | |
|----|---|---------------------|---------------------|----|----------|-----------|------------|
| 22 | A | MCCARTHY / MCCARTHY | MGA Roadster | 12 | 1:32.971 | 91.22 mph | 146.81 kph |
| 71 | B | GLOVER / CANN | Ford Escort | 2 | 1:38.245 | 86.33 mph | 138.93 kph |
| 45 | D | HAMMOND / HATHAWAY | Chevrolet Camaro | 18 | 1:26.198 | 98.39 mph | 158.35 kph |
| 40 | C | WILLIAMS / CANN | Aston Martin DBS V8 | 26 | 1:32.348 | 91.84 mph | 147.80 kph |
| 38 | E | BYRNE / SNOWDON | Aston Martin DB4 | 14 | 1:27.370 | 97.07 mph | 156.22 kph |
| 51 | I | Steve HYDE | Ford Escort | 2 | 1:30.263 | 93.96 mph | 151.22 kph |

Weather / Track : Bright / Dry

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

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

| | |
|-------------------|--------------|
| Clerk of Course : | Timekeeper : |
|-------------------|--------------|

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 1 | | | Lap 2 | | | Lap 3 | | | Lap 4 | | | Lap 5 | | |
|-------|--------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 74 | | 1:29.868 | 74 | | 1:27.876 | 74 | | 1:28.599 | 74 | | 1:30.116 | 74 | | 1:28.426 |
| 97 | 0.370 | 1:30.578 | 97 | 0.994 | 1:28.500 | 97 | 0.418 | 1:28.023 | 97 | 1.007 | 1:30.705 | 97 | 1.575 | 1:28.994 |
| 3 | 0.857 | 1:30.737 | 1 | 2.437 | 1:29.075 | 1 | 1.697 | 1:27.859 | 45 | 1.395 | 1:29.038 | 45 | 1.955 | 1:28.986 |
| 1 | 1.238 | 1:31.405 | 45 | 3.036 | 1:29.110 | 45 | 2.473 | 1:28.036 | 1 | 1.942 | 1:30.361 | 1 | 3.326 | 1:29.810 |
| 45 | 1.802 | 1:31.110 | 3 | 3.998 | 1:31.017 | 3 | 4.174 | 1:28.775 | 3 | 3.433 | 1:29.375 | 3 | 4.110 | 1:29.103 |
| 27 | 2.070 | 1:30.918 | 27 | 4.269 | 1:30.075 | 27 | 4.625 | 1:28.955 | 27 | 3.741 | 1:29.232 | 27 | 6.652 | 1:31.337 |
| 68 | 2.736 | 1:31.521 | 68 | 4.681 | 1:29.821 | 68 | 5.644 | 1:29.562 | 68 | 5.570 | 1:30.042 | 68 | 6.986 | 1:29.842 |
| 65 | 3.790 | 1:32.380 | 65 | 5.525 | 1:29.611 | 65 | 7.053 | 1:30.127 | 65 | 9.369 | 1:32.432 | 65 | 12.464 | 1:31.521 |
| 51 | 4.336 | 1:32.145 | 51 | 6.723 | 1:30.263 | 44 | 10.503 | 1:31.480 | 44 | 13.774 | 1:33.387 | 44 | 19.528 | 1:34.180 |
| 44 | 4.712 | 1:32.313 | 44 | 7.622 | 1:30.786 | 88 | 15.656 | 1:32.963 | 88 | 19.233 | 1:33.693 | 9 | 21.707 | 1:29.943 |
| 88 | 7.124 | 1:34.200 | 88 | 11.292 | 1:32.044 | 22 | 20.024 | 1:34.177 | 9 | 20.190 | 1:30.005 | 88 | 25.495 | 1:34.688 |
| 22 | 9.151 | 1:35.965 | 22 | 14.446 | 1:33.171 | 9 | 20.301 | 1:29.239 | 17 | 1 LAP | 2:02.008 | 22 | 29.770 | 1:34.319 |
| 38 | 12.172 | 1:37.954 | 9 | 19.661 | 1:31.783 | 78 | 26.282 | 1:33.227 | 22 | 23.877 | 1:33.969 | 78 | 34.507 | 1:33.453 |
| 57 | 13.104 | 1:38.134 | 38 | 20.831 | 1:36.535 | 38 | 28.669 | 1:36.437 | 78 | 29.480 | 1:33.314 | 57 | 41.739 | 1:36.046 |
| 64 | 13.759 | 1:39.029 | 57 | 21.475 | 1:36.247 | 57 | 28.848 | 1:35.972 | 38 | 33.689 | 1:35.136 | 38 | 42.706 | 1:37.443 |
| 79 | 14.116 | 1:38.119 | 78 | 21.654 | 1:34.648 | 31 | 32.854 | 1:37.500 | 57 | 34.119 | 1:35.387 | 31 | 43.694 | 1:34.500 |
| 78 | 14.882 | 1:37.535 | 64 | 23.688 | 1:37.805 | 64 | 33.123 | 1:38.034 | 31 | 37.620 | 1:34.882 | 64 | 51.179 | 1:39.859 |
| 9 | 15.754 | 1:35.125 | 31 | 23.953 | 1:35.932 | 79 | 34.503 | 1:38.757 | 64 | 39.746 | 1:36.739 | 79 | 53.431 | 1:39.614 |
| 31 | 15.897 | 1:39.602 | 79 | 24.345 | 1:38.105 | 55 | 35.632 | 1:38.248 | 79 | 42.243 | 1:37.856 | 17 | 1 LAP | 2:03.284 |
| 55 | 16.411 | 1:41.188 | 55 | 25.983 | 1:37.448 | 40 | 36.609 | 1:36.351 | 71 | 47.012 | 1:39.163 | 55 | 1 LAP | 3:24.156 |
| 71 | 17.236 | 1:40.060 | 71 | 27.605 | 1:38.245 | 71 | 37.965 | 1:38.959 | 47 | 52.935 | 1:40.284 | 47 | 1:04.039 | 1:39.530 |
| 47 | 18.449 | 1:41.419 | 40 | 28.857 | 1:36.839 | 47 | 42.767 | 1:39.680 | 12 | 53.905 | 1:40.195 | 12 | 1:05.062 | 1:39.583 |
| 40 | 19.894 | 1:38.660 | 47 | 31.686 | 1:41.113 | 12 | 43.826 | 1:39.547 | 40 | 1:06.355 | 1:59.862 | 40 | 1:16.482 | 1:38.553 |
| 12 | 20.657 | 1:40.992 | 12 | 32.878 | 1:40.097 | 51 | 51.393 | 2:13.269 | 90 | 1:22.101 | 1:48.598 | | | |
| 90 | 27.334 | 1:47.668 | 90 | 45.545 | 1:46.087 | 90 | 1:03.619 | 1:46.673 | | | | | | |
| 17 | 45.672 | 2:04.091 | 17 | 1:18.606 | 2:00.810 | | | | | | | | | |

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 6 | | | Lap 7 | | | Lap 8 | | | Lap 9 | | | Lap 10 | | |
|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|--------|----------|------------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 74 | | 1:28.091 | 74 | | 1:28.738 | 74 | | 1:29.266 | 74 | | 1:28.841 | 74 | | 1:29.963 |
| 97 | 1.421 | 1:27.937 | 45 | 1.420 | 1:28.473 | 45 | 0.298 | 1:28.144 | 45 | 0.595 | 1:29.138 | 64 | 1 LAP | 1:38.365 |
| 45 | 1.685 | 1:27.821 | 97 | 2.078 | 1:29.395 | 97 | 1.324 | 1:28.512 | 97 | 1.330 | 1:28.847 | 45 | 1.302 | 1:30.670 |
| 1 | 3.853 | 1:28.618 | 1 | 3.426 | 1:28.311 | 1 | 2.422 | 1:28.262 | 1 | 2.634 | 1:29.053 | 97 | 1.551 | 1:30.184 |
| 3 | 4.502 | 1:28.483 | 3 | 4.121 | 1:28.357 | 3 | 3.207 | 1:28.352 | 3 | 4.390 | 1:30.024 | 1 | 2.340 | 1:29.669 |
| 27 | 8.775 | 1:30.214 | 27 | 10.071 | 1:30.034 | 27 | 11.757 | 1:30.952 | 55 | 2 LAPS | 1:39.837 | 3 | 2.963 | 1:28.536 |
| 68 | 9.132 | 1:30.237 | 68 | 10.850 | 1:30.456 | 40 | 1 LAP | 1:42.136 | 47 | 1 LAP | 1:39.427 | 79 | 1 LAP | 1:41.934 |
| 65 | 15.804 | 1:31.431 | 65 | 17.977 | 1:30.911 | 68 | 12.710 | 1:31.126 | 12 | 1 LAP | 1:39.431 | 55 | 2 LAPS | 1:38.153 P |
| 90 | 1 LAP | 1:50.744 | 9 | 26.675 | 1:31.599 | 65 | 21.169 | 1:32.458 | 27 | 13.815 | 1:30.899 | 27 | 14.320 | 1:30.468 |
| 9 | 23.814 | 1:30.198 | 44 | 27.406 | 1:32.013 | 9 | 28.386 | 1:30.977 | 68 | 14.287 | 1:30.418 | 47 | 1 LAP | 1:38.159 |
| 44 | 24.131 | 1:32.694 | 90 | 1 LAP | 1:47.197 | 44 | 30.606 | 1:32.466 | 40 | 1 LAP | 1:36.630 | 68 | 15.361 | 1:31.037 |
| 88 | 31.746 | 1:34.342 | 88 | 36.442 | 1:33.434 | 17 | 2 LAPS | 2:02.187 | 9 | 30.968 | 1:31.423 | 12 | 1 LAP | 1:39.366 |
| 22 | 35.885 | 1:34.206 | 22 | 40.941 | 1:33.794 | 88 | 41.548 | 1:34.372 | 44 | 33.794 | 1:32.029 | 40 | 1 LAP | 1:35.538 P |
| 78 | 38.346 | 1:31.930 | 78 | 42.301 | 1:32.693 | 78 | 45.363 | 1:32.328 | 78 | 49.671 | 1:33.149 | 9 | 30.459 | 1:29.454 |
| 57 | 46.615 | 1:32.967 | 57 | 51.074 | 1:33.197 | 22 | 45.576 | 1:33.901 | 88 | 50.508 | 1:37.801 | 44 | 36.377 | 1:32.546 |
| 31 | 50.487 | 1:34.884 | 31 | 55.485 | 1:33.736 | 90 | 1 LAP | 1:48.763 | 22 | 52.187 | 1:35.452 | 78 | 50.637 | 1:30.929 |
| 38 | 50.741 | 1:36.126 | 38 | 56.771 | 1:34.768 | 57 | 55.819 | 1:34.011 | 57 | 1:02.641 | 1:35.663 | 88 | 53.993 | 1:33.448 |
| 64 | 1:02.137 | 1:39.049 | 64 | 1:11.825 | 1:38.426 | 31 | 59.818 | 1:33.599 | 17 | 2 LAPS | 2:00.756 | 22 | 55.577 | 1:33.353 |
| 79 | 1:03.480 | 1:38.140 | 79 | 1:13.321 | 1:38.579 | 38 | 1:01.740 | 1:34.235 | 31 | 1:05.015 | 1:34.038 | 57 | 1:05.240 | 1:32.562 |
| 55 | 1 LAP | 1:40.263 | 51 | 3 LAPS | 6:26.286 | 64 | 1:20.620 | 1:38.061 | 38 | 1:06.886 | 1:33.987 | 31 | 1:09.138 | 1:34.086 |
| 47 | 1:16.154 | 1:40.206 | 55 | 1 LAP | 1:38.667 | 79 | 1:22.514 | 1:38.459 | 90 | 1 LAP | 1:48.097 | 38 | 1:11.075 | 1:34.152 |
| 12 | 1:17.331 | 1:40.360 | 47 | 1:25.045 | 1:37.629 | 51 | 3 LAPS | 1:31.741 | 51 | 3 LAPS | 1:32.608 | 90 | 1 LAP | 1:47.435 |
| 17 | 1 LAP | 1:58.873 | 12 | 1:26.984 | 1:38.391 | | | | | | | | | |
| 40 | 1:27.776 | 1:39.385 | | | | | | | | | | | | |

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 11 | | | Lap 12 | | | Lap 13 | | | Lap 14 | | | Lap 15 | | |
|--------|----------|------------|--------|----------|----------|--------|----------|------------|--------|----------|------------|--------|----------|------------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 74 | | 1:31.188 | 74 | | 1:29.366 | 45 | | 1:29.625 | 74 | | 1:26.703 | 3 | | 1:26.957 |
| 45 | 0.234 | 1:30.120 | 45 | 0.152 | 1:29.284 | 74 | 0.430 | 1:30.207 | 45 | 0.794 | 1:27.927 | 45 | 1.439 | 1:30.137 |
| 97 | 0.420 | 1:30.057 | 97 | 0.746 | 1:29.692 | 3 | 0.908 | 1:29.455 | 3 | 2.535 | 1:28.760 | 40 | 2 LAPS | 1:35.991 |
| 3 | 0.880 | 1:29.105 | 3 | 1.230 | 1:29.716 | 97 | 1.742 | 1:30.773 | 51 | 4 LAPS | 1:31.327 | 31 | 1 LAP | 1:38.176 |
| 1 | 1.238 | 1:30.086 | 1 | 1.747 | 1:29.875 | 1 | 2.573 | 1:30.603 | 27 | 20.903 | 1:29.947 | 51 | 4 LAPS | 1:31.395 |
| 17 | 3 LAPS | 1:58.887 P | 51 | 4 LAPS | 1:32.874 | 51 | 4 LAPS | 1:32.408 | 68 | 22.503 | 1:31.038 | 68 | 21.435 | 1:28.424 |
| 51 | 4 LAPS | 1:35.588 | 27 | 15.887 | 1:31.097 | 55 | 3 LAPS | 2:48.895 | 55 | 3 LAPS | 1:37.400 | 27 | 21.808 | 1:30.397 |
| 64 | 1 LAP | 1:40.267 | 68 | 16.133 | 1:30.822 | 27 | 18.089 | 1:31.979 | 78 | 1 LAP | 1:31.255 | 97 | 1 LAP | 3:18.697 |
| 79 | 1 LAP | 1:37.630 P | 64 | 1 LAP | 1:39.708 | 68 | 18.598 | 1:32.242 | 9 | 31.463 | 1:29.391 | 44 | 1 LAP | 2:33.633 |
| 27 | 14.156 | 1:31.024 | 90 | 2 LAPS | 1:49.191 | 78 | 1 LAP | 1:31.728 | 38 | 1 LAP | 1:27.876 | 55 | 3 LAPS | 1:37.436 |
| 68 | 14.677 | 1:30.504 | 78 | 1 LAP | 2:35.024 | 64 | 1 LAP | 1:37.625 P | 57 | 1 LAP | 2:38.940 | 38 | 1 LAP | 1:27.370 |
| 55 | 2 LAPS | 1:40.721 | 9 | 29.686 | 1:30.398 | 9 | 29.205 | 1:29.296 | 90 | 2 LAPS | 1:43.951 | 9 | 32.884 | 1:30.913 |
| 47 | 1 LAP | 1:40.936 | 17 | 3 LAPS | 1:59.350 | 38 | 1 LAP | 1:28.282 | 47 | 1 LAP | 1:38.675 P | 78 | 1 LAP | 1:31.600 |
| 12 | 1 LAP | 1:38.551 | 47 | 1 LAP | 1:37.899 | 90 | 2 LAPS | 1:47.290 P | 1 | 56.328 | 2:20.888 P | 74 | 33.951 | 2:03.443 P |
| 9 | 28.654 | 1:29.383 | 12 | 1 LAP | 1:38.963 | 47 | 1 LAP | 1:40.481 | 12 | 1 LAP | 1:39.549 | 22 | 1 LAP | 2:31.675 |
| 44 | 38.223 | 1:33.034 | 38 | 1 LAP | 2:24.806 | 12 | 1 LAP | 1:39.635 | 88 | 1:08.700 | 1:32.920 | 64 | 2 LAPS | 3:20.912 |
| 88 | 57.084 | 1:34.279 | 44 | 42.635 | 1:33.778 | 44 | 49.817 | 1:36.959 | 79 | 1 LAP | 1:31.177 | 1 | 53.649 | 1:26.813 |
| 22 | 58.338 | 1:33.949 | 88 | 1:00.397 | 1:32.679 | 17 | 3 LAPS | 1:57.623 | | | | 57 | 1 LAP | 1:34.664 |
| 57 | 1:06.692 | 1:32.640 | 22 | 1:01.943 | 1:32.971 | 88 | 1:02.913 | 1:32.293 | | | | 12 | 1 LAP | 1:39.935 P |
| 31 | 1:12.388 | 1:34.438 | 79 | 1 LAP | 2:21.239 | 22 | 1:03.893 | 1:31.727 | | | | 79 | 1 LAP | 1:32.382 |
| 40 | 1 LAP | 2:22.709 | 57 | 1:09.882 | 1:32.556 | 79 | 1 LAP | 1:32.538 | | | | 88 | 1:14.873 | 1:35.665 |
| | | | 31 | 1:17.671 | 1:34.649 | 31 | 1:24.510 | 1:36.616 | | | | | | |
| | | | 40 | 1 LAP | 1:35.337 | 40 | 1 LAP | 1:32.744 | | | | | | |

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 16 | | | Lap 17 | | | Lap 18 | | | Lap 19 | | | Lap 20 | | |
|--------|----------|------------|--------|----------|------------|--------|----------|------------|--------|----------|----------|--------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 45 | | 1:28.902 | 74 | | 1:27.981 | 74 | | 1:26.412 | 74 | | 1:27.439 | 74 | | 1:26.793 |
| 40 | 2 LAPS | 1:34.346 | 47 | 2 LAPS | 1:34.632 | 38 | 1 LAP | 1:30.082 | 51 | 4 LAPS | 1:31.717 | 97 | 1 LAP | 1:29.385 |
| 31 | 1 LAP | 1:34.295 | 44 | 1 LAP | 1:33.428 | 44 | 1 LAP | 1:33.064 | 97 | 1 LAP | 1:30.991 | 51 | 4 LAPS | 1:31.694 |
| 51 | 4 LAPS | 1:32.246 | 38 | 1 LAP | 1:28.968 | 27 | 1 LAP | 3:14.098 P | 38 | 1 LAP | 1:28.956 | 40 | 2 LAPS | 1:36.654 |
| 27 | 21.848 | 1:30.381 | 78 | 1 LAP | 1:32.509 | 47 | 2 LAPS | 1:35.362 | 44 | 1 LAP | 1:32.655 | 38 | 1 LAP | 1:28.695 |
| 97 | 1 LAP | 1:30.653 | 45 | 14.627 | 2:14.569 P | 78 | 1 LAP | 1:31.719 | 47 | 2 LAPS | 1:34.065 | 45 | 17.816 | 1:28.067 |
| 17 | 5 LAPS | 3:52.314 | 1 | 17.351 | 1:27.600 | 45 | 14.413 | 1:26.198 | 45 | 16.542 | 1:29.568 | 1 | 18.664 | 1:28.315 |
| 47 | 2 LAPS | 2:30.823 | 55 | 3 LAPS | 1:38.715 | 1 | 17.384 | 1:26.445 | 1 | 17.142 | 1:27.197 | 44 | 1 LAP | 1:33.785 |
| 44 | 1 LAP | 1:31.306 | 3 | 18.467 | 1:28.765 | 3 | 20.893 | 1:28.838 | 17 | 6 LAPS | 2:23.897 | 78 | 1 LAP | 1:30.212 |
| 74 | 31.961 | 1:28.351 | 22 | 1 LAP | 1:35.791 | 88 | 1 LAP | 2:38.767 | 78 | 1 LAP | 1:32.877 | 47 | 2 LAPS | 1:33.261 |
| 38 | 1 LAP | 1:30.386 | 12 | 2 LAPS | 2:48.109 | 22 | 1 LAP | 1:36.409 | 3 | 21.818 | 1:28.364 | 3 | 23.511 | 1:28.486 |
| 78 | 1 LAP | 1:32.664 | 90 | 3 LAPS | 1:42.993 | 55 | 3 LAPS | 1:39.220 | 88 | 1 LAP | 1:32.353 | 88 | 1 LAP | 1:32.256 |
| 55 | 3 LAPS | 1:38.882 | 57 | 1 LAP | 1:35.324 | 12 | 2 LAPS | 1:42.304 | 22 | 1 LAP | 1:35.960 | 22 | 1 LAP | 1:36.268 |
| 22 | 1 LAP | 1:35.508 | 79 | 1 LAP | 1:31.144 | 57 | 1 LAP | 1:34.996 | 55 | 3 LAPS | 1:37.245 | 55 | 3 LAPS | 1:38.012 |
| 90 | 3 LAPS | 2:53.126 | 17 | 5 LAPS | 2:23.436 | 90 | 3 LAPS | 1:41.443 | 57 | 1 LAP | 1:34.864 | 57 | 1 LAP | 1:33.969 |
| 3 | 49.644 | 2:19.985 P | 68 | 57.925 | 1:32.667 | 79 | 1 LAP | 1:31.789 | 12 | 2 LAPS | 1:39.980 | 79 | 1 LAP | 1:32.227 |
| 1 | 49.693 | 1:26.385 | 9 | 58.209 | 1:29.763 | 9 | 1:01.901 | 1:30.104 | 79 | 1 LAP | 1:31.149 | 9 | 1:06.978 | 1:30.055 |
| 57 | 1 LAP | 1:34.628 | 40 | 1 LAP | 1:34.084 | 68 | 1:05.205 | 1:33.692 | 90 | 3 LAPS | 1:41.371 | 12 | 2 LAPS | 1:41.287 |
| 79 | 1 LAP | 1:31.050 | 31 | 1:19.714 | 1:33.843 | 40 | 1 LAP | 1:34.653 | 9 | 1:03.716 | 1:29.254 | 17 | 6 LAPS | 2:17.123 |
| 88 | 1:16.305 | 1:31.773 | 51 | 3 LAPS | 1:33.350 | | | | 68 | 1:10.467 | 1:32.701 | 90 | 3 LAPS | 1:41.774 |
| 68 | 1:25.200 | 2:34.106 P | 97 | 1:23.751 | 1:30.000 | | | | 31 | 1 LAP | 2:47.049 | 68 | 1:16.074 | 1:32.400 |
| 9 | 1:28.388 | 2:25.845 P | | | | | | | | | | 31 | 1 LAP | 1:37.101 |
| 40 | 1 LAP | 1:34.638 | | | | | | | | | | | | |
| 31 | 1:45.813 | 1:35.798 | | | | | | | | | | | | |
| 51 | 3 LAPS | 1:31.765 | | | | | | | | | | | | |
| 97 | 1:53.693 | 1:29.567 | | | | | | | | | | | | |

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 21 | | | Lap 22 | | | Lap 23 | | | Lap 24 | | | Lap 25 | | |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 74 | | 1:26.782 | 74 | | 1:27.631 | 74 | | 1:27.546 | 74 | | 1:27.197 | 74 | | 1:27.692 |
| 97 | 1 LAP | 1:29.479 | 90 | 4 LAPS | 1:42.876 | 12 | 3 LAPS | 1:40.226 | 68 | 1 LAP | 1:31.445 | 57 | 2 LAPS | 1:35.070 |
| 51 | 4 LAPS | 1:30.404 | 31 | 2 LAPS | 1:36.354 | 97 | 1 LAP | 1:29.857 | 38 | 1 LAP | 1:30.564 | 22 | 2 LAPS | 1:39.577 |
| 38 | 1 LAP | 1:28.393 | 97 | 1 LAP | 1:31.037 | 38 | 1 LAP | 1:29.195 | 97 | 1 LAP | 1:31.768 | 68 | 1 LAP | 1:31.306 |
| 40 | 2 LAPS | 1:34.284 | 38 | 1 LAP | 1:27.821 | 31 | 2 LAPS | 1:35.843 | 51 | 4 LAPS | 1:31.755 | 55 | 4 LAPS | 1:40.792 |
| 45 | 19.437 | 1:28.403 | 51 | 4 LAPS | 1:31.270 | 51 | 4 LAPS | 1:30.778 | 31 | 2 LAPS | 1:35.238 | 38 | 1 LAP | 1:28.974 |
| 1 | 19.827 | 1:27.945 | 45 | 20.003 | 1:28.197 | 90 | 4 LAPS | 1:42.209 | 45 | 21.569 | 1:28.373 | 97 | 1 LAP | 1:31.215 |
| 78 | 1 LAP | 1:30.158 | 1 | 20.283 | 1:28.087 | 45 | 20.393 | 1:27.936 | 1 | 22.402 | 1:28.954 | 45 | 22.178 | 1:28.301 |
| 3 | 25.837 | 1:29.108 | 40 | 2 LAPS | 1:35.166 | 1 | 20.645 | 1:27.908 | 12 | 3 LAPS | 1:43.212 | 1 | 22.891 | 1:28.181 |
| 44 | 1 LAP | 1:33.905 | 3 | 28.515 | 1:30.309 | 3 | 30.812 | 1:29.843 | 90 | 4 LAPS | 1:41.888 | 51 | 4 LAPS | 1:33.988 |
| 47 | 2 LAPS | 1:33.674 | 78 | 1 LAP | 1:30.729 | 78 | 1 LAP | 1:30.301 | 3 | 34.972 | 1:31.357 | 31 | 2 LAPS | 1:36.837 |
| 88 | 1 LAP | 1:32.111 | 44 | 1 LAP | 1:32.514 | 40 | 2 LAPS | 1:35.731 | 78 | 1 LAP | 1:30.992 | 12 | 3 LAPS | 1:40.879 |
| 22 | 1 LAP | 1:37.019 | 17 | 7 LAPS | 2:18.816 | 44 | 1 LAP | 1:32.348 | 40 | 2 LAPS | 1:32.655 | 17 | 8 LAPS | 2:14.484 |
| 55 | 3 LAPS | 1:38.257 | 47 | 2 LAPS | 1:31.657 | 47 | 2 LAPS | 1:31.252 | 44 | 1 LAP | 1:31.683 | 3 | 38.735 | 1:31.455 |
| 79 | 1 LAP | 1:32.062 | 88 | 1 LAP | 1:32.750 | 88 | 1 LAP | 1:32.212 | 47 | 2 LAPS | 1:31.507 | 78 | 1 LAP | 1:31.497 |
| 57 | 1 LAP | 1:35.162 | 22 | 1 LAP | 1:38.146 | 79 | 1 LAP | 1:33.079 | 88 | 1 LAP | 1:32.825 | 40 | 2 LAPS | 1:32.662 |
| 9 | 1:10.093 | 1:29.897 | 79 | 1 LAP | 1:32.598 | 17 | 7 LAPS | 2:12.192 | 9 | 1:19.972 | 1:29.644 | 44 | 1 LAP | 1:32.101 |
| 12 | 2 LAPS | 1:40.735 | 9 | 1:11.533 | 1:29.071 | 9 | 1:17.525 | 1:33.538 | 79 | 1 LAP | 1:32.052 | 90 | 4 LAPS | 1:41.806 |
| 68 | 1:22.233 | 1:32.941 | 55 | 3 LAPS | 1:38.406 | 22 | 1 LAP | 1:38.722 | | | | 47 | 2 LAPS | 1:32.445 |
| | | | 57 | 1 LAP | 1:35.348 | 57 | 1 LAP | 1:34.725 | | | | 88 | 1 LAP | 1:33.980 |
| | | | 68 | 1:26.594 | 1:31.992 | 55 | 3 LAPS | 1:39.164 | | | | 9 | 1:22.348 | 1:30.068 |
| | | | | | | | | | | | | 79 | 1 LAP | 1:32.220 |

Heritage Grand Touring Car Challenge

RACE 12 - LAP CHART

| Lap 26 | | | Lap 27 | | | Lap 28 | | | Lap 29 | | |
|--------|----------|----------|--------|----------|----------|--------|--------|----------|--------|--------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 74 | | 1:27.460 | 74 | | 1:27.214 | 74 | | 1:28.660 | 74 | | 1:27.983 |
| 57 | 2 LAPS | 1:34.306 | 79 | 2 LAPS | 1:31.798 | 79 | 2 LAPS | 1:30.942 | 9 | 1 LAP | 1:29.177 |
| 68 | 1 LAP | 1:30.859 | 68 | 1 LAP | 1:31.412 | 68 | 1 LAP | 1:32.370 | 79 | 2 LAPS | 1:31.671 |
| 22 | 2 LAPS | 1:37.354 | 57 | 2 LAPS | 1:34.839 | 38 | 1 LAP | 1:29.066 | 38 | 1 LAP | 1:28.167 |
| 38 | 1 LAP | 1:29.458 | 38 | 1 LAP | 1:28.986 | 57 | 2 LAPS | 1:35.736 | 68 | 1 LAP | 1:31.652 |
| 45 | 22.958 | 1:28.240 | 45 | 25.569 | 1:29.825 | 45 | 25.885 | 1:28.976 | 45 | 26.927 | 1:29.025 |
| 1 | 23.463 | 1:28.032 | 1 | 25.928 | 1:29.679 | 1 | 26.108 | 1:28.840 | 1 | 27.162 | 1:29.037 |
| 97 | 1 LAP | 1:32.099 | 22 | 2 LAPS | 1:40.008 | 97 | 1 LAP | 1:30.685 | 97 | 1 LAP | 1:30.989 |
| 55 | 4 LAPS | 1:40.982 | 97 | 1 LAP | 1:30.217 | 51 | 4 LAPS | 1:31.679 | 57 | 2 LAPS | 1:36.973 |
| 51 | 4 LAPS | 1:30.854 | 51 | 4 LAPS | 1:31.390 | 17 | 9 LAPS | 2:13.184 | 51 | 4 LAPS | 1:33.124 |
| 31 | 2 LAPS | 1:34.977 | 55 | 4 LAPS | 1:40.514 | 22 | 2 LAPS | 1:43.865 | 78 | 1 LAP | 1:31.088 |
| 3 | 44.400 | 1:33.125 | 31 | 2 LAPS | 1:35.307 | 55 | 4 LAPS | 1:38.168 | 22 | 2 LAPS | 1:41.983 |
| 78 | 1 LAP | 1:33.741 | 78 | 1 LAP | 1:29.831 | 78 | 1 LAP | 1:30.223 | 31 | 2 LAPS | 1:35.356 |
| 40 | 2 LAPS | 1:33.832 | 3 | 49.972 | 1:32.786 | 31 | 2 LAPS | 1:34.535 | 55 | 4 LAPS | 1:40.741 |
| 12 | 3 LAPS | 1:40.761 | 44 | 1 LAP | 1:31.687 | 44 | 1 LAP | 1:31.692 | 44 | 1 LAP | 1:32.746 |
| 44 | 1 LAP | 1:31.630 | 40 | 2 LAPS | 1:33.738 | 40 | 2 LAPS | 1:32.348 | 40 | 2 LAPS | 1:32.707 |
| 47 | 2 LAPS | 1:31.667 | 47 | 2 LAPS | 1:32.649 | 47 | 2 LAPS | 1:31.965 | 47 | 2 LAPS | 1:32.587 |
| 90 | 4 LAPS | 1:42.486 | 12 | 3 LAPS | 1:41.675 | 12 | 3 LAPS | 1:43.869 | 17 | 9 LAPS | 2:12.443 |
| 88 | 1 LAP | 1:35.087 | 90 | 4 LAPS | 1:41.179 | 88 | 1 LAP | 1:33.635 | 88 | 1 LAP | 1:33.374 |
| 17 | 8 LAPS | 2:15.322 | 88 | 1 LAP | 1:34.917 | 90 | 4 LAPS | 1:40.156 | 12 | 3 LAPS | 1:41.714 |
| 9 | 1:25.141 | 1:30.253 | 9 | 1:27.967 | 1:30.040 | | | | 90 | 4 LAPS | 1:39.939 |

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| 1 BRYANT / BRYANT Morgan Plus 8 | | | | | | | | | | | |
|---------------------------------|---------------|--------------|--------|--------------|-----------------|------|---------------|--------------|---------------|--------------|-----------------|
| 1 - | 55.044 | 118.4 | 36.361 | 101.5 | 1:31.405 | 16 - | 52.638 | 124.5 | 33.747 | 102.0 | 1:26.385 |
| 2 - | 54.547 | 124.0 | 34.528 | 102.1 | 1:29.075 | 17 - | 53.691 | 122.9 | 33.909 | 100.3 | 1:27.600 |
| 3 - | 53.655 | 124.3 | 34.204 | 101.7 | 1:27.859 | 18 - | 52.832 | 122.7 | 33.613 | 102.9 | 1:26.445 |
| 4 - | 54.919 | 117.9 | 35.442 | 101.7 | 1:30.361 | 19 - | 52.884 | 124.5 | 34.313 | 99.0 | 1:27.197 |
| 5 - | 54.706 | 121.4 | 35.104 | 101.2 | 1:29.810 | 20 - | 53.869 | 121.6 | 34.446 | 103.4 | 1:28.315 |
| 6 - | 53.838 | 122.5 | 34.780 | 98.0 | 1:28.618 | 21 - | 54.060 | 123.6 | 33.885 | 103.7 | 1:27.945 |
| 7 - | 53.554 | 122.5 | 34.757 | 97.5 | 1:28.311 | 22 - | 53.182 | 122.9 | 34.905 | 101.7 | 1:28.087 |
| 8 - | 53.685 | 122.0 | 34.577 | 98.3 | 1:28.262 | 23 - | 54.380 | 123.1 | 33.528 | 102.5 | 1:27.908 |
| 9 - | 53.646 | 122.2 | 35.407 | 98.8 | 1:29.053 | 24 - | 54.536 | 124.5 | 34.418 | 102.9 | 1:28.954 |
| 10 - | 53.889 | 118.8 | 35.780 | 96.3 | 1:29.669 | 25 - | 53.690 | 124.0 | 34.491 | 102.8 | 1:28.181 |
| 11 - | 54.449 | 122.0 | 35.637 | 100.9 | 1:30.086 | 26 - | 53.373 | 125.0 | 34.659 | 98.3 | 1:28.032 |
| 12 - | 55.268 | 119.6 | 34.607 | 101.8 | 1:29.875 | 27 - | 54.563 | 122.7 | 35.116 | 100.5 | 1:29.679 |
| 13 - | 54.866 | 120.1 | In | | 1:30.603P | 28 - | 54.357 | 124.5 | 34.483 | 102.0 | 1:28.840 |
| 14 - | Out | 121.1 | 34.541 | 100.8 | 2:20.888 | 29 - | 55.434 | 121.8 | 33.603 | 101.1 | 1:29.037 |
| 15 - | 52.727 | 118.6 | 34.086 | 99.0 | 1:26.813 | | | | | | |
| 3 Chris SCRAGG Aston Martin V8 | | | | | | | | | | | |
| 1 - | 55.071 | 125.0 | 35.666 | 99.1 | 1:30.737 | 15 - | 54.299 | 126.4 | In | | 1:26.957P |
| 2 - | 54.913 | 121.6 | 36.104 | 98.8 | 1:31.017 | 16 - | Out | 127.1 | 34.085 | 100.8 | 2:19.985 |
| 3 - | 53.961 | 125.9 | 34.814 | 98.1 | 1:28.775 | 17 - | 54.697 | 126.6 | 34.068 | 101.7 | 1:28.765 |
| 4 - | 54.460 | 127.1 | 34.915 | 101.1 | 1:29.375 | 18 - | 54.611 | 126.9 | 34.227 | 99.4 | 1:28.838 |
| 5 - | 54.115 | 124.7 | 34.988 | 100.2 | 1:29.103 | 19 - | 53.930 | 127.3 | 34.434 | 99.9 | 1:28.364 |
| 6 - | 54.130 | 125.9 | 34.353 | 100.3 | 1:28.483 | 20 - | 54.008 | 127.6 | 34.478 | 101.8 | 1:28.486 |
| 7 - | 54.191 | 127.8 | 34.166 | 100.8 | 1:28.357 | 21 - | 54.444 | 126.4 | 34.664 | 101.1 | 1:29.108 |
| 8 - | 54.281 | 127.6 | 34.071 | 101.8 | 1:28.352 | 22 - | 54.647 | 124.0 | 35.662 | 94.7 | 1:30.309 |
| 9 - | 54.318 | 127.6 | 35.706 | 97.4 | 1:30.024 | 23 - | 55.035 | 126.4 | 34.808 | 92.9 | 1:29.843 |
| 10 - | 53.750 | 128.1 | 34.786 | 98.8 | 1:28.536 | 24 - | 55.569 | 119.4 | 35.788 | 94.3 | 1:31.357 |
| 11 - | 54.158 | 125.2 | 34.947 | 97.5 | 1:29.105 | 25 - | 56.043 | 120.1 | 35.412 | 97.3 | 1:31.455 |
| 12 - | 55.042 | 123.6 | 34.674 | 100.8 | 1:29.716 | 26 - | 56.541 | 116.5 | 36.584 | 94.1 | 1:33.125 |
| 13 - | 55.120 | 120.1 | 34.335 | 100.8 | 1:29.455 | 27 - | 55.908 | 114.5 | 36.878 | 92.2 | 1:32.786 |
| 14 - | 54.287 | 125.9 | 34.473 | 100.2 | 1:28.760 | | | | | | |
| 9 Chris WILLIAMS Morgan Plus 8 | | | | | | | | | | | |
| 1 - | 57.951 | 118.6 | 37.174 | 100.2 | 1:35.125 | 15 - | 56.401 | 118.6 | In | | 1:30.913P |
| 2 - | 56.480 | 118.4 | 35.303 | 100.8 | 1:31.783 | 16 - | Out | 125.7 | 34.392 | 99.7 | 2:25.845 |
| 3 - | 54.064 | 122.9 | 35.175 | 100.0 | 1:29.239 | 17 - | 54.400 | 122.7 | 35.363 | 101.7 | 1:29.763 |
| 4 - | 54.368 | 120.5 | 35.637 | 101.2 | 1:30.005 | 18 - | 55.524 | 122.7 | 34.580 | 101.4 | 1:30.104 |
| 5 - | 54.001 | 119.6 | 35.942 | 99.7 | 1:29.943 | 19 - | 54.257 | 124.3 | 34.997 | 100.0 | 1:29.254 |
| 6 - | 54.769 | 116.3 | 35.429 | 99.1 | 1:30.198 | 20 - | 53.874 | 124.5 | 36.181 | 98.5 | 1:30.055 |
| 7 - | 55.415 | 114.9 | 36.184 | 98.5 | 1:31.599 | 21 - | 54.908 | 123.4 | 34.989 | 102.0 | 1:29.897 |
| 8 - | 54.629 | 117.5 | 36.348 | 99.4 | 1:30.977 | 22 - | 54.201 | 123.1 | 34.870 | 100.0 | 1:29.071 |
| 9 - | 54.944 | 119.4 | 36.479 | 97.1 | 1:31.423 | 23 - | 54.488 | 114.5 | 39.050 | 97.0 | 1:33.538 |
| 10 - | 54.263 | 121.8 | 35.191 | 98.8 | 1:29.454 | 24 - | 54.662 | 119.8 | 34.982 | 100.5 | 1:29.644 |
| 11 - | 53.842 | 120.9 | 35.541 | 99.0 | 1:29.383 | 25 - | 54.630 | 120.9 | 35.438 | 98.1 | 1:30.068 |
| 12 - | 54.738 | 120.9 | 35.660 | 99.1 | 1:30.398 | 26 - | 55.099 | 117.9 | 35.154 | 99.1 | 1:30.253 |
| 13 - | 53.973 | 122.2 | 35.323 | 101.2 | 1:29.296 | 27 - | 54.848 | 121.1 | 35.192 | 98.4 | 1:30.040 |
| 14 - | 54.128 | 124.0 | 35.263 | 101.7 | 1:29.391 | 28 - | 54.242 | 124.7 | 34.935 | 101.4 | 1:29.177 |
| 12 Jeremy COOKE Porsche RS | | | | | | | | | | | |
| 1 - | | | | | 1:40.992 | 14 - | | | In | | 1:39.935P |
| 2 - | | | | | 1:40.097 | 15 - | | | | | 2:48.109 |
| 3 - | | | | | 1:39.547 | 16 - | | | | | 1:42.304 |
| 4 - | | | | | 1:40.195 | 17 - | | | | | 1:39.980 |
| 5 - | | | | | 1:39.583 | 18 - | | | | | 1:41.287 |
| 6 - | | | | | 1:40.360 | 19 - | | | | | 1:40.735 |
| 7 - | | | | | 1:38.391 | 20 - | | | | | 1:40.226 |
| 8 - | | | | | 1:39.431 | 21 - | | | | | 1:43.212 |
| 9 - | | | | | 1:39.366 | 22 - | | | | | 1:40.879 |
| 10 - | | | | | 1:38.551 | 23 - | | | | | 1:40.761 |
| 11 - | | | | | 1:38.963 | 24 - | | | | | 1:41.675 |
| 12 - | | | | | 1:39.635 | 25 - | | | | | 1:43.869 |
| 13 - | | | | | 1:39.549 | 26 - | | | | | 1:41.714 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| 17 | | BENNINGTON / TATE | | | | Ford Cortina | | | | | |
|------|-----------------|---------------------|---------------|--------------|-----------------|------------------|---------------|--------------|----------|--------------|-----------|
| 1 - | 1:14.231 | 74.7 | 49.860 | 71.7 | 2:04.091 | 11 - | Out | 61.1 | 1:00.264 | 64.0 | 3:52.314 |
| 2 - | 1:12.505 | 77.2 | 48.305 | 71.9 | 2:00.810 | 12 - | 1:26.041 | 69.9 | 57.395 | 62.8 | 2:23.436 |
| 3 - | 1:13.506 | 79.8 | 48.502 | 70.6 | 2:02.008 | 13 - | 1:28.751 | 67.0 | 55.146 | 66.7 | 2:23.897 |
| 4 - | 1:12.940 | 79.1 | 50.344 | 71.0 | 2:03.284 | 14 - | 1:22.502 | 73.7 | 54.621 | 69.9 | 2:17.123 |
| 5 - | 1:11.940 | 78.9 | 46.933 | 71.9 | 1:58.873 | 15 - | 1:25.284 | 69.5 | 53.532 | 69.8 | 2:18.816 |
| 6 - | 1:13.393 | 78.1 | 48.794 | 71.9 | 2:02.187 | 16 - | 1:19.788 | 74.2 | 52.404 | 68.8 | 2:12.192 |
| 7 - | 1:12.505 | 76.7 | 48.251 | 70.0 | 2:00.756 | 17 - | 1:22.288 | 69.0 | 52.196 | 66.1 | 2:14.484 |
| 8 - | 1:10.910 | 78.2 | 47.977 | 67.3 | 1:58.887 | 18 - | 1:22.119 | 68.1 | 53.203 | 68.8 | 2:15.322 |
| 9 - | 1:12.612 | 81.4 | 46.738 | 69.0 | 1:59.350 | 19 - | 1:21.160 | 71.2 | 52.024 | 70.5 | 2:13.184 |
| 10 - | 1:12.721 | 78.2 | In | | 1:57.623P | 20 - | 1:21.237 | 70.9 | 51.206 | 68.2 | 2:12.443 |
| 22 | | MCCARTHY / MCCARTHY | | | | MGA Roadster | | | | | |
| 1 - | 58.326 | 108.1 | 37.639 | 83.2 | 1:35.965 | 15 - | 57.222 | 107.5 | 38.286 | 81.7 | 1:35.508 |
| 2 - | 55.919 | 108.4 | 37.252 | 82.8 | 1:33.171 | 16 - | 58.051 | 104.9 | 37.740 | 82.2 | 1:35.791 |
| 3 - | 56.951 | 108.1 | 37.226 | 83.4 | 1:34.177 | 17 - | 57.681 | 104.2 | 38.728 | 81.7 | 1:36.409 |
| 4 - | 56.592 | 108.8 | 37.377 | 83.8 | 1:33.969 | 18 - | 57.377 | 104.4 | 38.583 | 83.0 | 1:35.960 |
| 5 - | 56.786 | 107.5 | 37.533 | 82.5 | 1:34.319 | 19 - | 57.603 | 103.7 | 38.665 | 81.6 | 1:36.268 |
| 6 - | 56.615 | 107.0 | 37.591 | 82.7 | 1:34.206 | 20 - | 57.505 | 104.4 | 39.514 | 82.1 | 1:37.019 |
| 7 - | 56.328 | 107.7 | 37.466 | 82.4 | 1:33.794 | 21 - | 58.081 | 103.7 | 40.065 | 82.4 | 1:38.146 |
| 8 - | 56.395 | 107.7 | 37.506 | 82.0 | 1:33.901 | 22 - | 56.988 | 105.0 | 41.734 | 81.5 | 1:38.722 |
| 9 - | 57.564 | 108.4 | 37.888 | 82.5 | 1:35.452 | 23 - | 58.556 | 101.8 | 41.021 | 81.3 | 1:39.577 |
| 10 - | 56.160 | 108.1 | 37.193 | 84.0 | 1:33.353 | 24 - | 57.664 | 105.7 | 39.690 | 80.5 | 1:37.354 |
| 11 - | 56.317 | 105.2 | 37.632 | 83.4 | 1:33.949 | 25 - | 57.330 | 101.2 | 42.678 | 80.6 | 1:40.008 |
| 12 - | 55.562 | 109.8 | 37.409 | 83.2 | 1:32.971 | 26 - | 57.951 | 104.7 | 45.914 | 82.2 | 1:43.865 |
| 13 - | 56.245 | 106.4 | In | | 1:31.727P | 27 - | 59.180 | 98.3 | 42.803 | 77.6 | 1:41.983 |
| 14 - | Out | 101.4 | 38.178 | 80.4 | 2:31.675 | | | | | | |
| 27 | | Rick LLOYD | | | | Chevrolet Camaro | | | | | |
| 1 - | 55.902 | 130.6 | 35.016 | 102.8 | 1:30.918 | 10 - | 54.650 | 122.7 | 35.818 | 97.7 | 1:30.468 |
| 2 - | 54.921 | 130.1 | 35.154 | 99.6 | 1:30.075 | 11 - | 55.350 | 123.6 | 35.674 | 99.6 | 1:31.024 |
| 3 - | 54.872 | 127.8 | 34.083 | 104.2 | 1:28.955 | 12 - | 55.580 | 115.7 | 35.517 | 98.1 | 1:31.097 |
| 4 - | 55.099 | 126.9 | 34.133 | 99.3 | 1:29.232 | 13 - | 55.985 | 120.5 | 35.994 | 98.5 | 1:31.979 |
| 5 - | 55.403 | 122.5 | 35.934 | 100.3 | 1:31.337 | 14 - | 55.145 | 125.0 | 34.802 | 102.0 | 1:29.947 |
| 6 - | 54.974 | 118.4 | 35.240 | 100.9 | 1:30.214 | 15 - | 55.103 | 117.3 | 35.294 | 100.9 | 1:30.397 |
| 7 - | 54.713 | 116.9 | 35.321 | 100.5 | 1:30.034 | 16 - | 55.273 | 121.6 | In | | 1:30.381P |
| 8 - | 55.554 | 117.1 | 35.398 | 100.8 | 1:30.952 | 17 - | Out | 70.9 | In | | 3:14.098P |
| 9 - | 54.910 | 116.5 | 35.989 | 99.7 | 1:30.899 | | | | | | |
| 31 | | Richard MASTERS | | | | Jaguar XJS | | | | | |
| 1 - | 1:00.376 | 108.9 | 39.226 | 89.0 | 1:39.602 | 15 - | 57.085 | 116.9 | 37.210 | 91.4 | 1:34.295 |
| 2 - | 58.682 | 109.1 | 37.250 | 91.6 | 1:35.932 | 16 - | 58.426 | 112.0 | 37.372 | 93.1 | 1:35.798 |
| 3 - | 59.603 | 110.2 | 37.897 | 89.1 | 1:37.500 | 17 - | 58.193 | 115.5 | In | | 1:33.843P |
| 4 - | 57.761 | 118.8 | 37.121 | 93.3 | 1:34.882 | 18 - | Out | 110.4 | 39.477 | 88.5 | 2:47.049 |
| 5 - | 57.437 | 111.5 | 37.063 | 94.7 | 1:34.500 | 19 - | 59.418 | 115.3 | 37.683 | 90.7 | 1:37.101 |
| 6 - | 57.372 | 112.0 | 37.512 | 92.6 | 1:34.884 | 20 - | 58.673 | 112.0 | 37.681 | 91.9 | 1:36.354 |
| 7 - | 57.034 | 119.8 | 36.702 | 92.4 | 1:33.736 | 21 - | 58.360 | 115.9 | 37.483 | 92.7 | 1:35.843 |
| 8 - | 56.866 | 119.8 | 36.733 | 93.5 | 1:33.599 | 22 - | 57.689 | 108.9 | 37.549 | 91.1 | 1:35.238 |
| 9 - | 57.692 | 121.8 | 36.346 | 91.9 | 1:34.038 | 23 - | 58.965 | 110.7 | 37.872 | 90.0 | 1:36.837 |
| 10 - | 57.570 | 115.5 | 36.516 | 93.9 | 1:34.086 | 24 - | 57.921 | 115.1 | 37.056 | 93.9 | 1:34.977 |
| 11 - | 57.710 | 117.5 | 36.728 | 93.3 | 1:34.438 | 25 - | 58.163 | 114.3 | 37.144 | 91.7 | 1:35.307 |
| 12 - | 57.532 | 113.4 | 37.117 | 93.6 | 1:34.649 | 26 - | 57.642 | 111.5 | 36.893 | 94.4 | 1:34.535 |
| 13 - | 59.156 | 112.8 | 37.460 | 92.3 | 1:36.616 | 27 - | 58.210 | 112.2 | 37.146 | 89.0 | 1:35.356 |
| 14 - | 59.578 | 100.6 | 38.598 | 91.8 | 1:38.176 | | | | | | |
| 38 | | BYRNE / SNOWDON | | | | Aston Martin DB4 | | | | | |
| 1 - | 1:00.263 | 114.1 | 37.691 | 92.6 | 1:37.954 | 15 - | 55.235 | 120.7 | 35.151 | 100.5 | 1:30.386 |
| 2 - | 58.701 | 112.0 | 37.834 | 97.8 | 1:36.535 | 16 - | 53.757 | 127.1 | 35.211 | 100.5 | 1:28.968 |
| 3 - | 58.776 | 102.5 | 37.661 | 92.9 | 1:36.437 | 17 - | 55.534 | 125.2 | 34.548 | 101.4 | 1:30.082 |
| 4 - | 57.958 | 116.9 | 37.178 | 94.1 | 1:35.136 | 18 - | 54.013 | 123.6 | 34.943 | 102.5 | 1:28.956 |
| 5 - | 59.152 | 110.6 | 38.291 | 98.3 | 1:37.443 | 19 - | 53.936 | 125.9 | 34.759 | 102.8 | 1:28.695 |
| 6 - | 58.062 | 110.6 | 38.064 | 100.2 | 1:36.126 | 20 - | 53.865 | 122.9 | 34.528 | 103.1 | 1:28.393 |
| 7 - | 58.275 | 110.9 | 36.493 | 99.9 | 1:34.768 | 21 - | 53.653 | 125.0 | 34.168 | 102.3 | 1:27.821 |
| 8 - | 57.575 | 112.0 | 36.660 | 99.0 | 1:34.235 | 22 - | 53.893 | 125.0 | 35.302 | 102.5 | 1:29.195 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|----------------------------|--------------|---------------|-------------|-----------------|----------------------------|---------------|--------------|---------------|--------------|-----------------|
| 9 - | 57.532 | 112.6 | 36.455 | 96.6 | 1:33.987 | 23 - | 55.570 | 124.5 | 34.994 | 99.6 | 1:30.564 |
| 10 - | 57.964 | 115.1 | In | | 1:34.152P | 24 - | 54.320 | 123.1 | 34.654 | 101.7 | 1:28.974 |
| 11 - | Out | 126.1 | 34.551 | 99.9 | 2:24.806 | 25 - | 54.539 | 121.8 | 34.919 | 100.8 | 1:29.458 |
| 12 - | 54.273 | 126.6 | 34.009 | 101.7 | 1:28.282 | 26 - | 53.886 | 123.8 | 35.100 | 100.8 | 1:28.986 |
| 13 - | 53.475 | 125.4 | 34.401 | 102.6 | 1:27.876 | 27 - | 54.685 | 123.8 | 34.381 | 101.1 | 1:29.066 |
| 14 - | 53.355 | 124.3 | 34.015 | 101.5 | 1:27.370 | 28 - | 53.344 | 124.3 | 34.823 | 100.2 | 1:28.167 |
| 40 | WILLIAMS / CANN | | | | | Aston Martin DBS V8 | | | | | |
| 1 - | 1:00.350 | 109.3 | 38.310 | 92.4 | 1:38.660 | 15 - | 57.551 | 116.9 | 37.087 | 94.9 | 1:34.638 |
| 2 - | 58.717 | 107.0 | 38.122 | 90.8 | 1:36.839 | 16 - | 56.768 | 113.9 | 37.316 | 95.2 | 1:34.084 |
| 3 - | 58.204 | 109.3 | 38.147 | 94.7 | 1:36.351 | 17 - | 57.317 | 113.2 | 37.336 | 94.8 | 1:34.653 |
| 4 - | 58.005 | 108.4 | 1:01.857 | 84.0 | 1:59.862 | 18 - | 59.686 | 118.6 | 36.968 | 92.3 | 1:36.654 |
| 5 - | 59.679 | 107.0 | 38.874 | 89.4 | 1:38.553 | 19 - | 56.804 | 115.5 | 37.480 | 94.8 | 1:34.284 |
| 6 - | 1:00.440 | 105.4 | 38.945 | 90.3 | 1:39.385 | 20 - | 57.894 | 111.1 | 37.272 | 94.0 | 1:35.166 |
| 7 - | 1:03.767 | 109.8 | 38.369 | 84.2 | 1:42.136 | 21 - | 57.420 | 113.4 | 38.311 | 91.7 | 1:35.731 |
| 8 - | 58.982 | 109.3 | 37.648 | 90.9 | 1:36.630 | 22 - | 56.185 | 120.9 | 36.470 | 95.9 | 1:32.655 |
| 9 - | 59.621 | 107.2 | In | | 1:35.538P | 23 - | 56.094 | 116.3 | 36.568 | 94.8 | 1:32.662 |
| 10 - | Out | 107.9 | 38.879 | 83.0 | 2:22.709 | 24 - | 56.670 | 118.8 | 37.162 | 94.9 | 1:33.832 |
| 11 - | 57.452 | 113.6 | 37.885 | 88.3 | 1:35.337 | 25 - | 56.712 | 118.1 | 37.026 | 95.2 | 1:33.738 |
| 12 - | 56.358 | 117.1 | 36.386 | 95.9 | 1:32.744 | 26 - | 56.488 | 120.1 | 35.860 | 96.0 | 1:32.348 |
| 13 - | 58.553 | 107.4 | 37.438 | 88.8 | 1:35.991 | 27 - | 56.788 | 119.8 | 35.919 | 95.5 | 1:32.707 |
| 14 - | 56.746 | 115.7 | 37.600 | 95.6 | 1:34.346 | | | | | | |
| 44 | SEARLES / JARDINE | | | | | Aston Martin DBS V8 | | | | | |
| 1 - | 56.968 | 118.8 | 35.345 | 98.8 | 1:32.313 | 15 - | 55.839 | 119.4 | 35.467 | 96.8 | 1:31.306 |
| 2 - | 55.614 | 117.1 | 35.172 | 94.4 | 1:30.786 | 16 - | 57.209 | 118.1 | 36.219 | 95.6 | 1:33.428 |
| 3 - | 56.277 | 122.5 | 35.203 | 98.3 | 1:31.480 | 17 - | 56.880 | 118.4 | 36.184 | 98.3 | 1:33.064 |
| 4 - | 55.561 | 123.6 | 37.826 | 96.0 | 1:33.387 | 18 - | 56.644 | 115.9 | 36.011 | 94.7 | 1:32.655 |
| 5 - | 56.528 | 116.7 | 37.652 | 93.6 | 1:34.180 | 19 - | 57.377 | 116.7 | 36.408 | 97.0 | 1:33.785 |
| 6 - | 56.253 | 118.8 | 36.441 | 99.0 | 1:32.694 | 20 - | 56.602 | 119.6 | 37.303 | 94.0 | 1:33.905 |
| 7 - | 56.616 | 116.7 | 35.397 | 98.7 | 1:32.013 | 21 - | 57.100 | 121.8 | 35.414 | 97.5 | 1:32.514 |
| 8 - | 56.123 | 121.4 | 36.343 | 94.7 | 1:32.466 | 22 - | 56.739 | 118.1 | 35.609 | 97.3 | 1:32.348 |
| 9 - | 55.963 | 122.9 | 36.066 | 91.4 | 1:32.029 | 23 - | 56.267 | 117.9 | 35.416 | 96.4 | 1:31.683 |
| 10 - | 56.329 | 113.9 | 36.217 | 90.8 | 1:32.546 | 24 - | 56.130 | 120.9 | 35.971 | 95.7 | 1:32.101 |
| 11 - | 57.212 | 119.4 | 35.822 | 94.9 | 1:33.034 | 25 - | 56.132 | 118.4 | 35.498 | 95.5 | 1:31.630 |
| 12 - | 57.215 | 116.1 | 36.563 | 90.8 | 1:33.778 | 26 - | 56.190 | 118.4 | 35.497 | 94.3 | 1:31.687 |
| 13 - | 59.888 | 109.7 | In | | 1:36.959P | 27 - | 56.318 | 120.7 | 35.374 | 97.0 | 1:31.692 |
| 14 - | Out | 118.1 | 35.373 | 97.8 | 2:33.633 | 28 - | 57.578 | 120.3 | 35.168 | 96.7 | 1:32.746 |
| 45 | HAMMOND / HATHAWAY | | | | | Chevrolet Camaro | | | | | |
| 1 - | 55.492 | 126.1 | 35.618 | 101.5 | 1:31.110 | 16 - | 54.396 | 113.4 | In | | 1:28.902P |
| 2 - | 54.377 | 120.7 | 34.733 | 100.8 | 1:29.110 | 17 - | Out | 130.3 | 34.938 | 101.8 | 2:14.569 |
| 3 - | 53.567 | 128.8 | 34.469 | 102.1 | 1:28.036 | 18 - | 52.623 | 132.9 | 33.575 | 102.6 | 1:26.198 |
| 4 - | 54.382 | 123.1 | 34.656 | 102.8 | 1:29.038 | 19 - | 54.435 | 130.6 | 35.133 | 105.4 | 1:29.568 |
| 5 - | 53.885 | 121.8 | 35.101 | 101.8 | 1:28.986 | 20 - | 54.215 | 129.3 | 33.852 | 104.2 | 1:28.067 |
| 6 - | 53.650 | 129.8 | 34.171 | 102.9 | 1:27.821 | 21 - | 54.509 | 129.8 | 33.894 | 105.2 | 1:28.403 |
| 7 - | 54.059 | 126.4 | 34.414 | 102.1 | 1:28.473 | 22 - | 54.294 | 130.3 | 33.903 | 104.4 | 1:28.197 |
| 8 - | 53.792 | 129.6 | 34.352 | 104.7 | 1:28.144 | 23 - | 54.373 | 131.3 | 33.563 | 104.4 | 1:27.936 |
| 9 - | 54.470 | 129.6 | 34.668 | 101.1 | 1:29.138 | 24 - | 54.402 | 132.4 | 33.971 | 104.7 | 1:28.373 |
| 10 - | 54.971 | 128.3 | 35.699 | 100.2 | 1:30.670 | 25 - | 54.082 | 132.1 | 34.219 | 103.1 | 1:28.301 |
| 11 - | 54.250 | 128.8 | 35.870 | 98.8 | 1:30.120 | 26 - | 53.769 | 131.1 | 34.471 | 101.5 | 1:28.240 |
| 12 - | 54.946 | 128.8 | 34.338 | 102.9 | 1:29.284 | 27 - | 54.852 | 128.3 | 34.973 | 102.5 | 1:29.825 |
| 13 - | 54.433 | 125.4 | 35.192 | 99.6 | 1:29.625 | 28 - | 54.326 | 130.1 | 34.650 | 104.2 | 1:28.976 |
| 14 - | 53.644 | 129.3 | 34.283 | 98.5 | 1:27.927 | 29 - | 54.985 | 130.6 | 34.040 | 102.8 | 1:29.025 |
| 15 - | 55.306 | 122.5 | 34.831 | 99.7 | 1:30.137 | | | | | | |
| 47 | COOKE / VERSCHUERER | | | | | VW Golf | | | | | |
| 1 - | 1:02.652 | 109.5 | 38.767 | 87.6 | 1:41.419 | 15 - | 57.979 | 109.3 | 36.653 | 91.9 | 1:34.632 |
| 2 - | 59.948 | 102.8 | 41.165 | 85.9 | 1:41.113 | 16 - | 58.419 | 113.0 | 36.943 | 95.6 | 1:35.362 |
| 3 - | 1:00.192 | 100.5 | 39.488 | 90.0 | 1:39.680 | 17 - | 55.889 | 113.0 | 38.176 | 91.1 | 1:34.065 |
| 4 - | 1:00.843 | 99.0 | 39.441 | 94.1 | 1:40.284 | 18 - | 57.096 | 119.0 | 36.165 | 98.4 | 1:33.261 |
| 5 - | 1:00.422 | 98.4 | 39.108 | 88.3 | 1:39.530 | 19 - | 56.581 | 119.6 | 37.093 | 88.3 | 1:33.674 |
| 6 - | 1:01.655 | 100.6 | 38.551 | 89.4 | 1:40.206 | 20 - | 55.783 | 120.7 | 35.874 | 96.3 | 1:31.657 |
| 7 - | 59.266 | 104.2 | 38.363 | 90.7 | 1:37.629 | 21 - | 55.506 | 117.7 | 35.746 | 96.0 | 1:31.252 |
| 8 - | 58.459 | 98.8 | 40.968 | 87.8 | 1:39.427 | 22 - | 56.166 | 115.9 | 35.341 | 96.0 | 1:31.507 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|------------------------------------|--------------|---------------|--------------|-----------------|------|----------|--------------|---------------|-------------|-----------------|
| 9 - | 59.347 | 105.2 | 38.812 | 84.0 | 1:38.159 | 23 - | 56.119 | 114.9 | 36.326 | 97.4 | 1:32.445 |
| 10 - | 1:00.677 | 102.9 | 40.259 | 90.0 | 1:40.936 | 24 - | 55.588 | 118.1 | 36.079 | 96.7 | 1:31.667 |
| 11 - | 59.562 | 104.0 | 38.337 | 86.5 | 1:37.899 | 25 - | 55.554 | 120.9 | 37.095 | 95.5 | 1:32.649 |
| 12 - | 1:01.636 | 100.8 | 38.845 | 91.4 | 1:40.481 | 26 - | 55.605 | 119.8 | 36.360 | 94.1 | 1:31.965 |
| 13 - | 59.724 | 105.4 | In | | 1:38.675P | 27 - | 56.409 | 116.1 | 36.178 | 95.6 | 1:32.587 |
| 14 - | Out | 111.3 | 38.422 | 91.6 | 2:30.823 | | | | | | |
| 51 | Steve HYDE Ford Escort | | | | | | | | | | |
| 1 - | 55.909 | 122.5 | 36.236 | 96.6 | 1:32.145 | 14 - | 55.689 | 119.8 | 37.661 | 93.9 | 1:33.350 |
| 2 - | 54.812 | 122.5 | 35.451 | 97.4 | 1:30.263 | 15 - | 55.595 | 119.0 | 36.122 | 92.8 | 1:31.717 |
| 3 - | 1:15.844 | 65.5 | In | | 2:13.269P | 16 - | 56.497 | 119.8 | 35.197 | 97.8 | 1:31.694 |
| 4 - | Out | 117.5 | 38.304 | 89.0 | 6:26.286 | 17 - | 54.976 | 119.8 | 35.428 | 96.6 | 1:30.404 |
| 5 - | 56.005 | 121.6 | 35.736 | 95.9 | 1:31.741 | 18 - | 56.273 | 119.0 | 34.997 | 98.1 | 1:31.270 |
| 6 - | 56.321 | 105.5 | 36.287 | 92.7 | 1:32.608 | 19 - | 55.319 | 120.5 | 35.459 | 99.4 | 1:30.778 |
| 7 - | 1:00.076 | 123.4 | 35.512 | 94.9 | 1:35.588 | 20 - | 55.492 | 118.8 | 36.263 | 97.0 | 1:31.755 |
| 8 - | 57.403 | 120.7 | 35.471 | 93.3 | 1:32.874 | 21 - | 57.736 | 117.9 | 36.252 | 97.5 | 1:33.988 |
| 9 - | 56.334 | 113.9 | 36.074 | 95.1 | 1:32.408 | 22 - | 54.961 | 117.3 | 35.893 | 98.7 | 1:30.854 |
| 10 - | 55.517 | 116.5 | 35.810 | 96.4 | 1:31.327 | 23 - | 55.550 | 117.9 | 35.840 | 97.4 | 1:31.390 |
| 11 - | 55.596 | 118.4 | 35.799 | 95.7 | 1:31.395 | 24 - | 55.664 | 115.5 | 36.015 | 95.3 | 1:31.679 |
| 12 - | 55.946 | 114.3 | 36.300 | 95.5 | 1:32.246 | 25 - | 56.310 | 116.9 | 36.814 | 84.5 | 1:33.124 |
| 13 - | 55.772 | 113.9 | 35.993 | 94.4 | 1:31.765 | | | | | | |
| 55 | Andrew KNIGHT Ford Mustang | | | | | | | | | | |
| 1 - | 1:00.459 | 110.6 | 40.729 | 85.8 | 1:41.188 | 14 - | 59.486 | 104.7 | 39.229 | 85.7 | 1:38.715 |
| 2 - | 59.502 | 111.5 | 37.946 | 89.7 | 1:37.448 | 15 - | 1:00.387 | 105.5 | 38.833 | 89.1 | 1:39.220 |
| 3 - | 59.386 | 106.0 | 38.862 | 90.1 | 1:38.248 | 16 - | 59.090 | 109.5 | 38.155 | 89.2 | 1:37.245 |
| 4 - | 58.722 | 108.4 | 2:25.434 | 87.5 | 3:24.156 | 17 - | 59.698 | 97.8 | 38.314 | 89.4 | 1:38.012 |
| 5 - | 1:00.864 | 104.7 | 39.399 | 88.9 | 1:40.263 | 18 - | 59.326 | 106.5 | 38.931 | 90.0 | 1:38.257 |
| 6 - | 59.840 | 103.6 | 38.827 | 91.2 | 1:38.667 | 19 - | 59.843 | 110.4 | 38.563 | 88.4 | 1:38.406 |
| 7 - | 58.647 | 110.4 | 41.190 | 85.9 | 1:39.837 | 20 - | 59.838 | 103.9 | 39.326 | 85.7 | 1:39.164 |
| 8 - | 59.345 | 107.5 | 38.808 | 88.2 | 1:38.153 | 21 - | 1:01.491 | 106.0 | 39.301 | 90.2 | 1:40.792 |
| 9 - | 1:01.024 | 106.4 | In | | 1:40.721P | 22 - | 1:00.078 | 107.0 | 40.904 | 77.1 | 1:40.982 |
| 10 - | Out | 104.0 | 38.862 | 87.5 | 2:48.895 | 23 - | 1:01.663 | 102.0 | 38.851 | 89.6 | 1:40.514 |
| 11 - | 58.751 | 108.2 | 38.649 | 88.5 | 1:37.400 | 24 - | 59.430 | 108.6 | 38.738 | 89.6 | 1:38.168 |
| 12 - | 59.657 | 111.1 | 37.779 | 91.6 | 1:37.436 | 25 - | 1:01.670 | 106.0 | 39.071 | 86.4 | 1:40.741 |
| 13 - | 1:00.771 | 106.9 | 38.111 | 88.4 | 1:38.882 | | | | | | |
| 57 | David SUCH Aston Martin V8 | | | | | | | | | | |
| 1 - | 59.713 | 113.0 | 38.421 | 91.4 | 1:38.134 | 15 - | 57.220 | 116.3 | 37.408 | 90.9 | 1:34.628 |
| 2 - | 57.903 | 113.2 | 38.344 | 92.2 | 1:36.247 | 16 - | 57.791 | 115.3 | 37.533 | 92.4 | 1:35.324 |
| 3 - | 58.724 | 112.0 | 37.248 | 92.6 | 1:35.972 | 17 - | 56.909 | 117.3 | 38.087 | 93.5 | 1:34.996 |
| 4 - | 58.039 | 116.3 | 37.348 | 92.8 | 1:35.387 | 18 - | 57.484 | 115.3 | 37.380 | 90.8 | 1:34.864 |
| 5 - | 58.529 | 112.8 | 37.517 | 91.8 | 1:36.046 | 19 - | 57.185 | 116.5 | 36.784 | 91.8 | 1:33.969 |
| 6 - | 56.359 | 117.5 | 36.608 | 91.8 | 1:32.967 | 20 - | 58.234 | 116.3 | 36.928 | 91.6 | 1:35.162 |
| 7 - | 56.541 | 117.1 | 36.656 | 91.9 | 1:33.197 | 21 - | 58.445 | 117.9 | 36.903 | 91.9 | 1:35.348 |
| 8 - | 56.985 | 115.9 | 37.026 | 91.7 | 1:34.011 | 22 - | 57.478 | 114.7 | 37.247 | 91.1 | 1:34.725 |
| 9 - | 58.190 | 115.5 | 37.473 | 90.2 | 1:35.663 | 23 - | 57.890 | 111.7 | 37.180 | 91.1 | 1:35.070 |
| 10 - | 55.851 | 117.1 | 36.711 | 91.7 | 1:32.562 | 24 - | 57.303 | 116.5 | 37.003 | 90.3 | 1:34.306 |
| 11 - | 56.341 | 117.3 | 36.299 | 91.8 | 1:32.640 | 25 - | 57.674 | 116.9 | 37.165 | 90.8 | 1:34.839 |
| 12 - | 56.870 | 116.7 | In | | 1:32.556P | 26 - | 58.346 | 113.0 | 37.390 | 89.8 | 1:35.736 |
| 13 - | Out | 115.5 | 36.646 | 92.1 | 2:38.940 | 27 - | 58.533 | 115.9 | 38.440 | 85.6 | 1:36.973 |
| 14 - | 57.300 | 111.8 | 37.364 | 91.3 | 1:34.664 | | | | | | |
| 64 | Alan COLLETT Iso Rivolta GT | | | | | | | | | | |
| 1 - | 1:00.498 | 104.7 | 38.531 | 89.6 | 1:39.029 | 8 - | 59.727 | 107.9 | 38.334 | 88.9 | 1:38.061 |
| 2 - | 59.449 | 110.7 | 38.356 | 89.5 | 1:37.805 | 9 - | 1:00.001 | 106.4 | 38.364 | 88.1 | 1:38.365 |
| 3 - | 59.688 | 109.5 | 38.346 | 89.4 | 1:38.034 | 10 - | 1:01.542 | 112.0 | 38.725 | 88.3 | 1:40.267 |
| 4 - | 59.246 | 110.4 | 37.493 | 89.4 | 1:36.739 | 11 - | 1:01.097 | 99.7 | 38.611 | 88.4 | 1:39.708 |
| 5 - | 1:00.063 | 107.4 | 39.796 | 89.4 | 1:39.859 | 12 - | 1:00.389 | 107.2 | In | | 1:37.625P |
| 6 - | 1:00.415 | 107.7 | 38.634 | 89.5 | 1:39.049 | 13 - | Out | 78.3 | In | | 3:20.912P |
| 7 - | 1:00.045 | 104.5 | 38.381 | 89.0 | 1:38.426 | | | | | | |
| 65 | Simon LANE Chevrolet Camaro | | | | | | | | | | |
| 1 - | 56.822 | 127.1 | 35.558 | 100.6 | 1:32.380 | 5 - | 55.112 | 121.4 | 36.409 | 97.8 | 1:31.521 |
| 2 - | 54.300 | 126.4 | 35.311 | 99.0 | 1:29.611 | 6 - | 55.432 | 120.3 | 35.999 | 94.5 | 1:31.431 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|----------------------------|--------------|---------------|--------------|-----------------|-------------------------|---------------|--------------|---------------|--------------|-----------------|
| 3 - | 54.695 | 121.6 | 35.432 | 97.1 | 1:30.127 | 7 - | 55.072 | 122.9 | 35.839 | 97.1 | 1:30.911 |
| 4 - | 56.266 | 99.6 | 36.166 | 96.6 | 1:32.432 | 8 - | 55.086 | 108.2 | 37.372 | 95.5 | 1:32.458 |
| 68 | LUCK / EDWARDS | | | | | Jaguar E-Type | | | | | |
| 1 - | 56.471 | 118.4 | 35.050 | 97.0 | 1:31.521 | 15 - | 54.484 | 119.8 | In | | 1:28.424P |
| 2 - | 54.838 | 116.9 | 34.983 | 96.4 | 1:29.821 | 16 - | Out | 114.7 | 36.451 | 96.6 | 2:34.106 |
| 3 - | 55.009 | 116.9 | 34.553 | 96.8 | 1:29.562 | 17 - | 55.734 | 113.0 | 36.933 | 95.2 | 1:32.667 |
| 4 - | 55.177 | 116.5 | 34.865 | 96.3 | 1:30.042 | 18 - | 57.752 | 118.1 | 35.940 | 96.1 | 1:33.692 |
| 5 - | 53.874 | 115.5 | 35.968 | 96.4 | 1:29.842 | 19 - | 55.775 | 117.1 | 36.926 | 96.0 | 1:32.701 |
| 6 - | 54.908 | 117.1 | 35.329 | 96.1 | 1:30.237 | 20 - | 55.972 | 115.1 | 36.428 | 96.0 | 1:32.400 |
| 7 - | 54.859 | 117.7 | 35.597 | 96.1 | 1:30.456 | 21 - | 56.757 | 115.9 | 36.184 | 97.3 | 1:32.941 |
| 8 - | 55.110 | 117.9 | 36.016 | 94.4 | 1:31.126 | 22 - | 55.661 | 117.7 | 36.331 | 97.0 | 1:31.992 |
| 9 - | 54.227 | 120.5 | 36.191 | 96.8 | 1:30.418 | 23 - | 55.583 | 119.2 | 35.862 | 96.1 | 1:31.445 |
| 10 - | 55.195 | 118.4 | 35.842 | 95.3 | 1:31.037 | 24 - | 55.614 | 117.3 | 35.692 | 96.6 | 1:31.306 |
| 11 - | 55.514 | 119.4 | 34.990 | 96.1 | 1:30.504 | 25 - | 55.046 | 118.6 | 35.813 | 96.7 | 1:30.859 |
| 12 - | 55.529 | 118.8 | 35.293 | 96.8 | 1:30.822 | 26 - | 55.343 | 117.7 | 36.069 | 96.3 | 1:31.412 |
| 13 - | 55.975 | 114.5 | 36.267 | 96.8 | 1:32.242 | 27 - | 56.642 | 113.9 | 35.728 | 96.8 | 1:32.370 |
| 14 - | 54.981 | 119.0 | 36.057 | 96.0 | 1:31.038 | 28 - | 55.677 | 113.4 | 35.975 | 97.3 | 1:31.652 |
| 71 | GLOVER / CANN | | | | | Ford Escort | | | | | |
| 1 - | 1:00.202 | 107.9 | 39.858 | 84.2 | 1:40.060 | 3 - | 58.431 | 103.6 | 40.528 | 84.1 | 1:38.959 |
| 2 - | 59.297 | 107.0 | 38.948 | 85.7 | 1:38.245 | 4 - | 59.142 | 105.4 | In | | 1:39.163P |
| 74 | THURTLER / THURTLER | | | | | Chevrolet Camaro | | | | | |
| 1 - | 55.404 | 121.6 | 34.464 | 106.7 | 1:29.868 | 16 - | 54.115 | 122.9 | 34.236 | 105.4 | 1:28.351 |
| 2 - | 53.783 | 123.6 | 34.093 | 108.6 | 1:27.876 | 17 - | 53.571 | 131.3 | 34.410 | 103.2 | 1:27.981 |
| 3 - | 53.981 | 121.8 | 34.618 | 108.8 | 1:28.599 | 18 - | 52.971 | 133.2 | 33.441 | 107.7 | 1:26.412 |
| 4 - | 55.953 | 122.7 | 34.163 | 106.9 | 1:30.116 | 19 - | 53.115 | 130.1 | 34.324 | 107.7 | 1:27.439 |
| 5 - | 53.614 | 125.9 | 34.812 | 105.4 | 1:28.426 | 20 - | 53.657 | 129.1 | 33.136 | 107.7 | 1:26.793 |
| 6 - | 54.055 | 123.8 | 34.036 | 108.1 | 1:28.091 | 21 - | 53.277 | 130.1 | 33.505 | 103.6 | 1:26.782 |
| 7 - | 53.965 | 121.1 | 34.773 | 108.8 | 1:28.738 | 22 - | 53.874 | 129.8 | 33.757 | 107.2 | 1:27.631 |
| 8 - | 54.674 | 132.4 | 34.592 | 106.7 | 1:29.266 | 23 - | 53.771 | 130.1 | 33.775 | 99.7 | 1:27.546 |
| 9 - | 54.148 | 131.8 | 34.693 | 107.0 | 1:28.841 | 24 - | 53.715 | 129.3 | 33.482 | 103.1 | 1:27.197 |
| 10 - | 54.947 | 123.6 | 35.016 | 107.5 | 1:29.963 | 25 - | 53.938 | 129.8 | 33.754 | 104.2 | 1:27.692 |
| 11 - | 55.005 | 129.3 | 36.183 | 101.5 | 1:31.188 | 26 - | 53.721 | 130.1 | 33.739 | 103.1 | 1:27.460 |
| 12 - | 54.672 | 124.0 | 34.694 | 105.0 | 1:29.366 | 27 - | 53.627 | 123.4 | 33.587 | 100.8 | 1:27.214 |
| 13 - | 55.609 | 123.8 | 34.598 | 107.2 | 1:30.207 | 28 - | 55.147 | 127.3 | 33.513 | 102.8 | 1:28.660 |
| 14 - | 54.101 | 128.8 | In | | 1:26.703P | 29 - | 53.861 | 128.6 | 34.122 | 99.9 | 1:27.983 |
| 15 - | Out | 127.1 | 34.113 | 107.2 | 2:03.443 | | | | | | |
| 78 | MILLER / GOBLE | | | | | Aston Martin V8 | | | | | |
| 1 - | 59.351 | 115.5 | 38.184 | 98.8 | 1:37.535 | 15 - | 57.228 | 125.7 | 35.436 | 98.3 | 1:32.664 |
| 2 - | 58.703 | 121.4 | 35.945 | 101.8 | 1:34.648 | 16 - | 56.953 | 123.8 | 35.556 | 98.3 | 1:32.509 |
| 3 - | 57.773 | 119.8 | 35.454 | 97.8 | 1:33.227 | 17 - | 56.275 | 125.7 | 35.444 | 101.4 | 1:31.719 |
| 4 - | 57.033 | 125.9 | 36.281 | 99.3 | 1:33.314 | 18 - | 57.254 | 122.5 | 35.623 | 100.9 | 1:32.877 |
| 5 - | 57.452 | 121.1 | 36.001 | 94.0 | 1:33.453 | 19 - | 55.429 | 127.3 | 34.783 | 100.3 | 1:30.212 |
| 6 - | 56.552 | 125.7 | 35.378 | 95.3 | 1:31.930 | 20 - | 54.740 | 127.1 | 35.418 | 92.3 | 1:30.158 |
| 7 - | 57.292 | 124.7 | 35.401 | 95.7 | 1:32.693 | 21 - | 55.783 | 127.1 | 34.946 | 97.3 | 1:30.729 |
| 8 - | 56.565 | 124.7 | 35.763 | 99.0 | 1:32.328 | 22 - | 55.043 | 127.1 | 35.258 | 102.5 | 1:30.301 |
| 9 - | 57.127 | 121.4 | 36.022 | 98.5 | 1:33.149 | 23 - | 55.084 | 118.8 | 35.908 | 95.9 | 1:30.992 |
| 10 - | 56.424 | 122.2 | In | | 1:30.929P | 24 - | 56.020 | 127.1 | 35.477 | 96.8 | 1:31.497 |
| 11 - | Out | 124.7 | 35.335 | 98.1 | 2:35.024 | 25 - | 58.033 | 123.8 | 35.708 | 98.0 | 1:33.741 |
| 12 - | 56.202 | 124.0 | 35.526 | 99.9 | 1:31.728 | 26 - | 54.989 | 125.7 | 34.842 | 101.7 | 1:29.831 |
| 13 - | 55.772 | 126.9 | 35.483 | 103.1 | 1:31.255 | 27 - | 55.307 | 125.7 | 34.916 | 99.6 | 1:30.223 |
| 14 - | 56.163 | 123.8 | 35.437 | 94.9 | 1:31.600 | 28 - | 55.960 | 127.3 | 35.128 | 97.3 | 1:31.088 |
| 79 | O BRIEN / KEMP | | | | | Aston Martin DB4 | | | | | |
| 1 - | 1:00.331 | 110.9 | 37.788 | 94.7 | 1:38.119 | 15 - | 55.367 | 120.1 | 35.683 | 99.9 | 1:31.050 |
| 2 - | 59.883 | 108.6 | 38.222 | 85.3 | 1:38.105 | 16 - | 55.039 | 121.6 | 36.105 | 99.4 | 1:31.144 |
| 3 - | 1:00.506 | 107.9 | 38.251 | 93.7 | 1:38.757 | 17 - | 55.891 | 118.8 | 35.898 | 99.7 | 1:31.789 |
| 4 - | 59.181 | 112.6 | 38.675 | 92.1 | 1:37.856 | 18 - | 55.240 | 117.7 | 35.909 | 99.3 | 1:31.149 |
| 5 - | 1:00.304 | 107.2 | 39.310 | 90.7 | 1:39.614 | 19 - | 56.392 | 120.7 | 35.835 | 101.7 | 1:32.227 |
| 6 - | 59.618 | 108.9 | 38.522 | 93.6 | 1:38.140 | 20 - | 55.951 | 122.0 | 36.111 | 99.6 | 1:32.062 |
| 7 - | 1:00.262 | 105.8 | 38.317 | 93.1 | 1:38.579 | 21 - | 56.513 | 120.1 | 36.085 | 99.7 | 1:32.598 |
| 8 - | 59.983 | 109.7 | 38.476 | 88.5 | 1:38.459 | 22 - | 55.559 | 117.3 | 37.520 | 97.4 | 1:33.079 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|---------------------------|-------|--------|-------|-----------|-----------------------------|----------|-------|--------|-------|-----------|
| 9 - | 1:00.942 | 109.5 | 40.992 | 94.4 | 1:41.934 | 23 - | 56.111 | 122.2 | 35.941 | 100.0 | 1:32.052 |
| 10 - | 1:00.091 | 108.4 | In | | 1:37.630P | 24 - | 55.823 | 121.8 | 36.397 | 99.1 | 1:32.220 |
| 11 - | Out | 116.9 | 37.080 | 95.7 | 2:21.239 | 25 - | 55.753 | 114.1 | 36.045 | 98.4 | 1:31.798 |
| 12 - | 56.253 | 120.1 | 36.285 | 99.0 | 1:32.538 | 26 - | 55.360 | 120.5 | 35.582 | 99.4 | 1:30.942 |
| 13 - | 55.518 | 120.3 | 35.659 | 99.4 | 1:31.177 | 27 - | 55.522 | 118.6 | 36.149 | 97.5 | 1:31.671 |
| 14 - | 55.679 | 114.3 | 36.703 | 98.5 | 1:32.382 | | | | | | |
| 88 | Pat COOKE | | | | | Aston Martin Vantage | | | | | |
| 1 - | 57.858 | 119.8 | 36.342 | 96.6 | 1:34.200 | 15 - | 57.869 | 103.2 | 37.796 | 96.6 | 1:35.665 |
| 2 - | 56.439 | 118.8 | 35.605 | 92.6 | 1:32.044 | 16 - | 56.635 | 120.7 | In | | 1:31.773P |
| 3 - | 56.955 | 117.9 | 36.008 | 94.1 | 1:32.963 | 17 - | Out | 109.7 | 36.254 | 98.1 | 2:38.767 |
| 4 - | 57.084 | 118.8 | 36.609 | 91.2 | 1:33.693 | 18 - | 56.451 | 120.5 | 35.902 | 98.1 | 1:32.353 |
| 5 - | 57.863 | 117.9 | 36.825 | 93.3 | 1:34.688 | 19 - | 56.515 | 119.2 | 35.741 | 98.5 | 1:32.256 |
| 6 - | 57.526 | 114.3 | 36.816 | 93.6 | 1:34.342 | 20 - | 55.938 | 120.1 | 36.173 | 97.4 | 1:32.111 |
| 7 - | 57.284 | 118.8 | 36.150 | 95.1 | 1:33.434 | 21 - | 56.872 | 119.0 | 35.878 | 97.0 | 1:32.750 |
| 8 - | 57.751 | 119.4 | 36.621 | 93.2 | 1:34.372 | 22 - | 56.513 | 119.2 | 35.699 | 97.4 | 1:32.212 |
| 9 - | 1:00.853 | 106.2 | 36.948 | 94.4 | 1:37.801 | 23 - | 56.475 | 121.6 | 36.350 | 95.9 | 1:32.825 |
| 10 - | 57.188 | 117.3 | 36.260 | 91.1 | 1:33.448 | 24 - | 56.951 | 113.0 | 37.029 | 96.4 | 1:33.980 |
| 11 - | 57.630 | 115.1 | 36.649 | 95.5 | 1:34.279 | 25 - | 57.073 | 113.7 | 38.014 | 95.3 | 1:35.087 |
| 12 - | 56.169 | 116.5 | 36.510 | 96.0 | 1:32.679 | 26 - | 57.863 | 114.5 | 37.054 | 95.5 | 1:34.917 |
| 13 - | 56.247 | 117.9 | 36.046 | 97.4 | 1:32.293 | 27 - | 57.129 | 119.4 | 36.506 | 96.8 | 1:33.635 |
| 14 - | 56.781 | 116.3 | 36.139 | 95.2 | 1:32.920 | 28 - | 56.927 | 118.4 | 36.447 | 96.4 | 1:33.374 |
| 90 | TOWNSEND / CONOLEY | | | | | Daimler SP250 | | | | | |
| 1 - | 1:04.994 | 99.0 | 42.674 | 76.3 | 1:47.668 | 14 - | 1:02.235 | 100.5 | 40.758 | 78.6 | 1:42.993 |
| 2 - | 1:03.694 | 98.5 | 42.393 | 76.4 | 1:46.087 | 15 - | 1:01.062 | 102.3 | 40.381 | 80.1 | 1:41.443 |
| 3 - | 1:03.895 | 97.7 | 42.778 | 75.8 | 1:46.673 | 16 - | 1:00.868 | 100.9 | 40.503 | 79.7 | 1:41.371 |
| 4 - | 1:04.310 | 92.9 | 44.288 | 76.5 | 1:48.598 | 17 - | 1:01.427 | 102.0 | 40.347 | 79.8 | 1:41.774 |
| 5 - | 1:07.717 | 95.2 | 43.027 | 76.0 | 1:50.744 | 18 - | 1:02.120 | 102.0 | 40.756 | 77.5 | 1:42.876 |
| 6 - | 1:04.258 | 95.1 | 42.939 | 76.1 | 1:47.197 | 19 - | 1:00.829 | 102.1 | 41.380 | 77.3 | 1:42.209 |
| 7 - | 1:05.317 | 97.0 | 43.446 | 74.6 | 1:48.763 | 20 - | 1:01.503 | 102.5 | 40.385 | 78.5 | 1:41.888 |
| 8 - | 1:05.413 | 97.5 | 42.684 | 75.2 | 1:48.097 | 21 - | 1:01.476 | 102.8 | 40.330 | 78.5 | 1:41.806 |
| 9 - | 1:04.593 | 98.3 | 42.842 | 74.3 | 1:47.435 | 22 - | 1:02.150 | 101.8 | 40.336 | 79.0 | 1:42.486 |
| 10 - | 1:06.817 | 98.7 | 42.374 | 76.7 | 1:49.191 | 23 - | 1:00.924 | 101.7 | 40.255 | 78.3 | 1:41.179 |
| 11 - | 1:04.233 | 95.9 | 43.057 | 76.3 | 1:47.290 | 24 - | 1:00.230 | 102.3 | 39.926 | 79.0 | 1:40.156 |
| 12 - | 1:03.170 | 98.0 | In | | 1:43.951P | 25 - | 1:00.299 | 102.6 | 39.640 | 79.0 | 1:39.939 |
| 13 - | Out | 100.9 | 41.839 | 77.4 | 2:53.126 | | | | | | |
| 97 | Lester STACEY | | | | | Ford Mustang | | | | | |
| 1 - | 54.875 | 123.1 | 35.703 | 98.3 | 1:30.578 | 15 - | 54.734 | 123.4 | 35.919 | 102.9 | 1:30.653 |
| 2 - | 54.521 | 121.8 | 33.979 | 104.0 | 1:28.500 | 16 - | 54.572 | 123.8 | 34.995 | 101.1 | 1:29.567 |
| 3 - | 53.832 | 125.4 | 34.191 | 103.9 | 1:28.023 | 17 - | 54.887 | 123.4 | 35.113 | 103.7 | 1:30.000 |
| 4 - | 55.891 | 119.6 | 34.814 | 102.9 | 1:30.705 | 18 - | 55.144 | 121.8 | 35.847 | 103.7 | 1:30.991 |
| 5 - | 54.113 | 123.4 | 34.881 | 103.7 | 1:28.994 | 19 - | 54.770 | 123.6 | 34.615 | 103.1 | 1:29.385 |
| 6 - | 53.739 | 125.4 | 34.198 | 103.9 | 1:27.937 | 20 - | 54.610 | 120.9 | 34.869 | 100.3 | 1:29.479 |
| 7 - | 54.383 | 115.3 | 35.012 | 101.8 | 1:29.395 | 21 - | 55.580 | 116.1 | 35.457 | 101.5 | 1:31.037 |
| 8 - | 54.002 | 126.1 | 34.510 | 104.4 | 1:28.512 | 22 - | 54.603 | 117.1 | 35.254 | 102.3 | 1:29.857 |
| 9 - | 54.208 | 126.1 | 34.639 | 102.3 | 1:28.847 | 23 - | 55.693 | 122.0 | 36.075 | 101.1 | 1:31.768 |
| 10 - | 54.862 | 127.8 | 35.322 | 104.7 | 1:30.184 | 24 - | 55.710 | 112.2 | 35.505 | 102.1 | 1:31.215 |
| 11 - | 55.005 | 124.7 | 35.052 | 95.3 | 1:30.057 | 25 - | 56.714 | 101.5 | 35.385 | 100.0 | 1:32.099 |
| 12 - | 55.376 | 123.4 | 34.316 | 101.7 | 1:29.692 | 26 - | 55.012 | 123.1 | 35.205 | 100.6 | 1:30.217 |
| 13 - | 55.237 | 120.9 | In | | 1:30.773P | 27 - | 55.085 | 123.6 | 35.600 | 100.9 | 1:30.685 |
| 14 - | Out | 122.9 | 34.850 | 103.2 | 3:18.697 | 28 - | 55.431 | 123.8 | 35.558 | 95.2 | 1:30.989 |

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Weather / Track : Bright / Dry

Heritage Grand Touring Car Challenge

RACE 12 - SPEED TRAPS

| SECTOR 1 | | | | SECTOR 2 | | | FINISH LINE | | | |
|----------|----|---------------------|-------|----------|------|-----|-------------|---------------------|-------|--|
| POS | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH | |
| 1 | 74 | THURTLER / THURTLER | 133.2 | | | | 74 | THURTLER / THURTLER | 108.8 | |
| 2 | 45 | HAMMOND / HATHAWAY | 132.9 | | | | 45 | HAMMOND / HATHAWAY | 105.4 | |
| 3 | 27 | Rick LLOYD | 130.6 | | | | 97 | Lester STACEY | 104.7 | |
| 4 | 3 | Chris SCRAGG | 128.1 | | | | 27 | Rick LLOYD | 104.2 | |
| 5 | 97 | Lester STACEY | 127.8 | | | | 1 | BRYANT / BRYANT | 103.7 | |
| 6 | 78 | MILLER / GOBLE | 127.3 | | | | 38 | BYRNE / SNOWDON | 103.1 | |
| 7 | 38 | BYRNE / SNOWDON | 127.1 | | | | 78 | MILLER / GOBLE | 103.1 | |
| 8 | 65 | Simon LANE | 127.1 | | | | 9 | Chris WILLIAMS | 102.0 | |
| 9 | 9 | Chris WILLIAMS | 125.7 | | | | 3 | Chris SCRAGG | 101.8 | |
| 10 | 1 | BRYANT / BRYANT | 125.0 | | | | 79 | O BRIEN / KEMP | 101.7 | |
| 11 | 44 | SEARLES / JARDINE | 123.6 | | | | 65 | Simon LANE | 100.6 | |
| 12 | 51 | Steve HYDE | 123.4 | | | | 51 | Steve HYDE | 99.4 | |
| 13 | 79 | O BRIEN / KEMP | 122.2 | | | | 44 | SEARLES / JARDINE | 99.0 | |
| 14 | 31 | Richard MASTERS | 121.8 | | | | 88 | Pat COOKE | 98.5 | |
| 15 | 88 | Pat COOKE | 121.6 | | | | 47 | COOKE / VERSCHUERER | 98.4 | |
| 16 | 40 | WILLIAMS / CANN | 120.9 | | | | 68 | LUCK / EDWARDS | 97.3 | |
| 17 | 47 | COOKE / VERSCHUERER | 120.9 | | | | 40 | WILLIAMS / CANN | 96.0 | |
| 18 | 68 | LUCK / EDWARDS | 120.5 | | | | 31 | Richard MASTERS | 94.7 | |
| 19 | 57 | David SUCH | 117.9 | | | | 57 | David SUCH | 93.5 | |
| 20 | 64 | Alan COLLETT | 112.0 | | | | 55 | Andrew KNIGHT | 91.8 | |
| 21 | 55 | Andrew KNIGHT | 111.5 | | | | 64 | Alan COLLETT | 89.6 | |
| 22 | 22 | MCCARTHY / MCCARTH' | 109.8 | | | | 71 | GLOVER / CANN | 85.7 | |
| 23 | 71 | GLOVER / CANN | 107.9 | | | | 22 | MCCARTHY / MCCARTH' | 84.0 | |
| 24 | 90 | TOWNSEND / CONOLEY | 102.8 | | | | 90 | TOWNSEND / CONOLEY | 80.1 | |
| 25 | 17 | BENNINGTON / TATE | 81.4 | | | | 17 | BENNINGTON / TATE | 71.9 | |
| 26 | | | | | | | | | | |

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 17:44 End: 18:29

Printed - 18.31 Sunday, 29 June 2008

Heritage Grand Touring Car Challenge

RACE 12 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|---------------------|----------|----|---------------------|-------------------------|-----|----|---------------------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 45 | HAMMOND / HATHAWAY | 52.623 | 74 | THURTLER / THURTLER | 33.136 | 1 | 74 | THURTLER / THURTLER | 1:26.107 | 1:26.412 | 0.305 |
| 2 | 1 | BRYANT / BRYANT | 52.638 | 1 | BRYANT / BRYANT | 33.528 | 2 | 1 | BRYANT / BRYANT | 1:26.166 | 1:26.385 | 0.219 |
| 3 | 74 | THURTLER / THURTLER | 52.971 | 45 | HAMMOND / HATHAWAY | 33.563 | 3 | 45 | HAMMOND / HATHAWAY | 1:26.186 | 1:26.198 | 0.012 |
| 4 | 38 | BYRNE / SNOWDON | 53.344 | 97 | STACEY | 33.979 | 4 | 38 | BYRNE / SNOWDON | 1:27.353 | 1:27.370 | 0.017 |
| 5 | 97 | STACEY | 53.739 | 38 | BYRNE / SNOWDON | 34.009 | 5 | 97 | STACEY | 1:27.718 | 1:27.937 | 0.219 |
| 6 | 3 | SCRAGG | 53.750 | 3 | SCRAGG | 34.068 | 6 | 3 | SCRAGG | 1:27.818 | 1:28.352 | 0.534 |
| 7 | 9 | WILLIAMS | 53.842 | 27 | LLOYD | 34.083 | 7 | 9 | WILLIAMS | 1:28.234 | 1:29.071 | 0.837 |
| 8 | 68 | LUCK / EDWARDS | 53.874 | 9 | WILLIAMS | 34.392 | 8 | 68 | LUCK / EDWARDS | 1:28.427 | 1:29.562 | 1.135 |
| 9 | 65 | LANE | 54.300 | 68 | LUCK / EDWARDS | 34.553 | 9 | 27 | LLOYD | 1:28.733 | 1:28.955 | 0.222 |
| 10 | 27 | LLOYD | 54.650 | 78 | MILLER / GOBLE | 34.783 | 10 | 78 | MILLER / GOBLE | 1:29.523 | 1:29.831 | 0.308 |
| 11 | 78 | MILLER / GOBLE | 54.740 | 51 | HYDE | 34.997 | 11 | 65 | LANE | 1:29.611 | 1:29.611 | 0.000 |
| 12 | 51 | HYDE | 54.812 | 44 | SEARLES / JARDINE | 35.168 | 12 | 51 | HYDE | 1:29.809 | 1:30.263 | 0.454 |
| 13 | 79 | O BRIEN / KEMP | 55.039 | 65 | LANE | 35.311 | 13 | 79 | O BRIEN / KEMP | 1:30.621 | 1:30.942 | 0.321 |
| 14 | 47 | COOKE / VERSCHUERER | 55.506 | 47 | COOKE / VERSCHUERER | 35.341 | 14 | 44 | SEARLES / JARDINE | 1:30.729 | 1:30.786 | 0.057 |
| 15 | 44 | SEARLES / JARDINE | 55.561 | 79 | O BRIEN / KEMP | 35.582 | 15 | 47 | COOKE / VERSCHUERER | 1:30.847 | 1:31.252 | 0.405 |
| 16 | 22 | MCCARTHY / MCCARTHY | 55.562 | 88 | COOKE | 35.605 | 16 | 88 | COOKE | 1:31.543 | 1:32.044 | 0.501 |
| 17 | 57 | SUCH | 55.851 | 40 | WILLIAMS / CANN | 35.860 | 17 | 40 | WILLIAMS / CANN | 1:31.954 | 1:32.348 | 0.394 |
| 18 | 88 | COOKE | 55.938 | 57 | SUCH | 36.299 | 18 | 57 | SUCH | 1:32.150 | 1:32.562 | 0.412 |
| 19 | 40 | WILLIAMS / CANN | 56.094 | 31 | MASTERS | 36.346 | 19 | 22 | MCCARTHY / MCCARTHY | 1:32.755 | 1:32.971 | 0.216 |
| 20 | 31 | MASTERS | 56.866 | 22 | MCCARTHY / MCCARTHY | 37.193 | 20 | 31 | MASTERS | 1:33.212 | 1:33.599 | 0.387 |
| 21 | 71 | GLOVER / CANN | 58.431 | 64 | COLLETT | 37.493 | 21 | 55 | KNIGHT | 1:36.426 | 1:37.245 | 0.819 |
| 22 | 55 | KNIGHT | 58.647 | 55 | KNIGHT | 37.779 | 22 | 64 | COLLETT | 1:36.739 | 1:36.739 | 0.000 |
| 23 | 64 | COLLETT | 59.246 | 71 | GLOVER / CANN | 38.948 | 23 | 71 | GLOVER / CANN | 1:37.379 | 1:38.245 | 0.866 |
| 24 | 90 | TOWNSEND / CONOLEY | 1:00.230 | 90 | TOWNSEND / CONOLEY | 39.640 | 24 | 90 | TOWNSEND / CONOLEY | 1:39.870 | 1:39.939 | 0.069 |
| 25 | 17 | BENNINGTON / TATE | 1:10.910 | 17 | BENNINGTON / TATE | 46.738 | 25 | 17 | BENNINGTON / TATE | 1:57.648 | 1:58.873 | 1.225 |
| 26 | 12 | COOKE | | 12 | COOKE | | 26 | 12 | COOKE | | 1:38.391 | 0.000 |
| | | | | | | | | | Perfect lap | 1:25.759 | | |

Heritage Grand Touring Car Challenge

RACE 12 - POSITION CHART

| No | Name | Laps Pos | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---------------------|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | |
| 74 | THURTLER / THURTLER | 1 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 45 | 74 | 3 | 45 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| 97 | STACEY | 2 | 97 | 97 | 97 | 97 | 97 | 97 | 45 | 45 | 45 | 45 | 45 | 45 | 74 | 45 | 45 | 27 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | |
| 3 | SCRAGG | 3 | 3 | 1 | 1 | 45 | 45 | 45 | 97 | 97 | 97 | 97 | 97 | 97 | 3 | 3 | 68 | 74 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 1 | BRYANT / BRYANT | 4 | 1 | 45 | 45 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 97 | 27 | 27 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 9 | |
| 45 | HAMMOND / HATH | 5 | 45 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 68 | 9 | 1 | 68 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 38 | |
| 27 | LLOYD | 6 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 9 | 74 | 88 | 9 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | |
| 68 | LUCK / EDWARDS | 7 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 1 | 1 | 68 | 31 | 97 | 97 | 97 | 97 | 97 | 97 | 38 | 38 | 38 | 38 | 38 | 97 | |
| 65 | LANE | 8 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 9 | 9 | 9 | 9 | 9 | 88 | 88 | 9 | 97 | 38 | 38 | 38 | 38 | 38 | 38 | 97 | 97 | 97 | 97 | 97 | 78 | |
| 51 | HYDE | 9 | 51 | 51 | 44 | 44 | 44 | 9 | 9 | 9 | 9 | 44 | 44 | 44 | 44 | 44 | 31 | 31 | 31 | 38 | 44 | 44 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 44 | | |
| 44 | SEARLES / JARDIN | 10 | 44 | 44 | 88 | 88 | 9 | 44 | 44 | 44 | 78 | 78 | 88 | 88 | 88 | 97 | 97 | 97 | 44 | 78 | 78 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 88 | | |
| 88 | COOKE | 11 | 88 | 88 | 22 | 9 | 88 | 88 | 88 | 88 | 88 | 88 | 22 | 22 | 22 | 44 | 44 | 44 | 27 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | | |
| 22 | MCCARTHY / MCC | 12 | 22 | 22 | 9 | 22 | 22 | 22 | 22 | 78 | 22 | 22 | 57 | 57 | 31 | 38 | 38 | 38 | 78 | 22 | 22 | 22 | 22 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | | |
| 38 | BYRNE / SNOWDC | 13 | 38 | 9 | 78 | 78 | 78 | 78 | 78 | 22 | 57 | 57 | 31 | 31 | 78 | 78 | 78 | 78 | 88 | 57 | 57 | 79 | 79 | 22 | 57 | 57 | 57 | 57 | 57 | 57 | | |
| 57 | SUCH | 14 | 57 | 38 | 38 | 38 | 57 | 57 | 57 | 57 | 31 | 31 | 64 | 78 | 38 | 22 | 22 | 22 | 22 | 79 | 79 | 57 | 57 | 57 | 22 | 22 | 22 | 22 | 22 | 22 | | |
| 64 | COLLETT | 15 | 64 | 57 | 57 | 57 | 38 | 31 | 31 | 31 | 38 | 38 | 78 | 64 | 57 | 57 | 57 | 57 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | | |
| 79 | O BRIEN / KEMP | 16 | 79 | 78 | 31 | 31 | 31 | 38 | 38 | 38 | 64 | 64 | 47 | 38 | 47 | 12 | 79 | 79 | 79 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | | |
| 78 | MILLER / GOBLE | 17 | 78 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 79 | 79 | 12 | 47 | 12 | 79 | 40 | 40 | 40 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | | |
| 9 | WILLIAMS | 18 | 9 | 31 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 47 | 47 | 38 | 12 | 79 | 40 | 47 | 47 | 47 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | | |
| 31 | MASTERS | 19 | 31 | 79 | 55 | 71 | 47 | 47 | 47 | 47 | 12 | 12 | 79 | 79 | 40 | 47 | 12 | 12 | 12 | 55 | 55 | 55 | 55 | 55 | 51 | 51 | 51 | 51 | 51 | | | |
| 55 | KNIGHT | 20 | 55 | 55 | 40 | 47 | 12 | 12 | 12 | 12 | 40 | 40 | 40 | 40 | 64 | 55 | 55 | 55 | 55 | 90 | 51 | 51 | 51 | 51 | 51 | 55 | 55 | 55 | 55 | | | |
| 71 | GLOVER / CANN | 21 | 71 | 71 | 71 | 12 | 40 | 40 | 40 | 40 | 90 | 90 | 90 | 90 | 55 | 90 | 90 | 90 | 90 | 51 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | | |
| 47 | COOKE / VERSCH | 22 | 47 | 40 | 47 | 40 | 90 | 90 | 90 | 90 | 55 | 55 | 55 | 55 | 90 | 51 | 51 | 51 | 51 | 17 | 17 | 17 | | | | | | | | | | |
| 40 | WILLIAMS / CANN | 23 | 40 | 47 | 12 | 90 | 55 | 55 | 55 | 55 | 17 | 17 | 51 | 51 | 51 | 17 | 17 | 17 | 17 | | | | | | | | | | | | | |
| 12 | COOKE | 24 | 12 | 12 | 51 | 17 | 17 | 17 | 17 | 17 | 51 | 51 | 17 | 17 | | | | | | | | | | | | | | | | | | |
| 90 | TOWNSEND / COM | 25 | 90 | 90 | 90 | 55 | 51 | 51 | 51 | 51 | | | | | | | | | | | | | | | | | | | | | | |
| 17 | BENNINGTON / TA | 26 | 17 | 17 | 17 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | |

Thrupton
 Circuit Length = 2.3560 miles
 Start: 17:44 End: 18:29

Weather / Track : Bright / Dry