



## **77<sup>th</sup> Members' Meeting**

# **Derek Bell Cup**

**For 1-litre Formula 3 cars of a type that raced  
between 1964 and 1970**

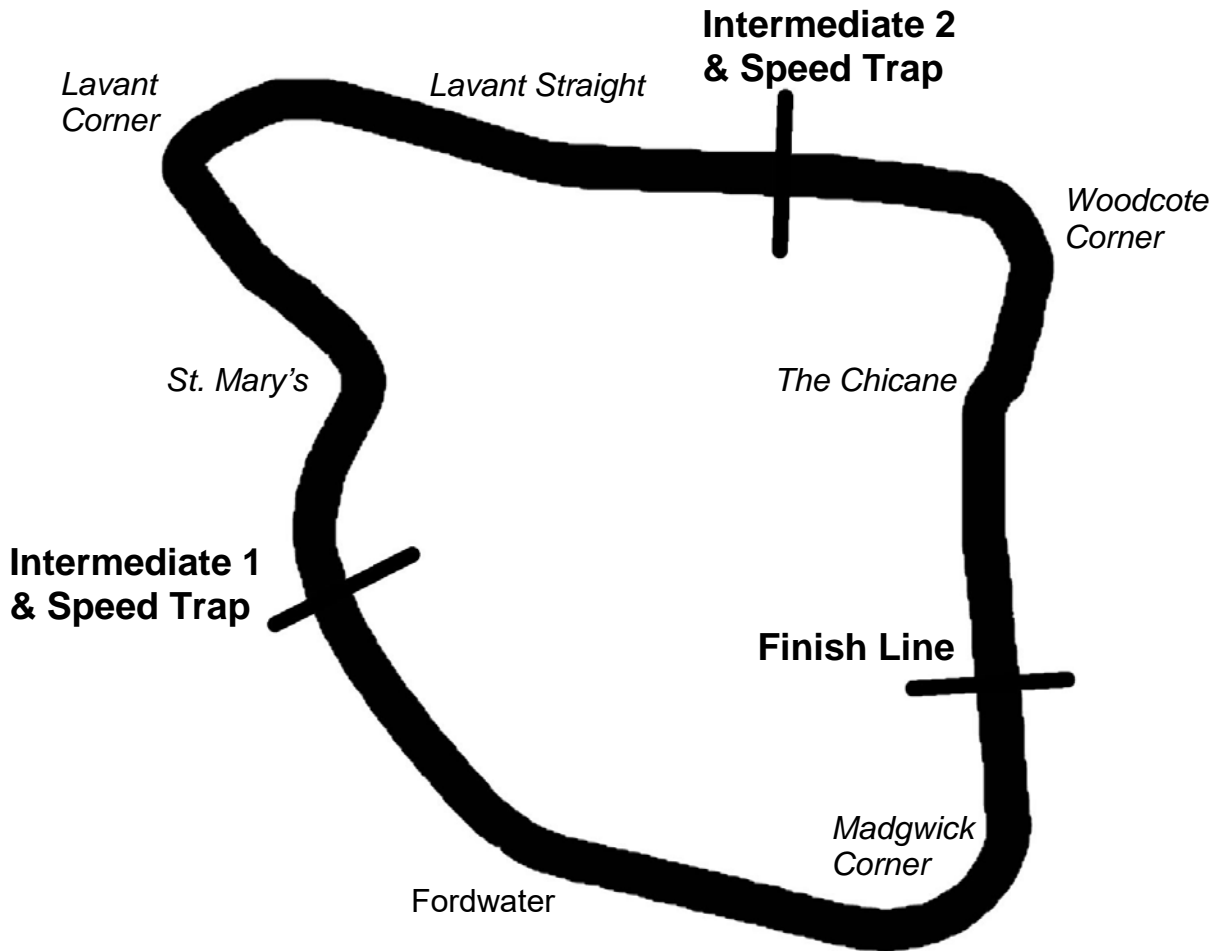
**Goodwood Circuit**

**6<sup>th</sup> & 7<sup>th</sup> April 2019**



**Results Provided by Timing Solutions Ltd**  
[www.tsl-timing.com](http://www.tsl-timing.com)

# GOODWOOD



Circuit Length:	2.3800 miles / 3830.2 metres
Intermediate 1:	1344 metres
Intermediate 2:	2935 metres
Pit In:	3677 metres
Pit Out:	50 metres before Finish Line
Pit In – Pit Out:	135 metres, @ 60kph = 8.1 seconds, @ 80kph = 6.0 seconds



## Derek Bell Cup

### QUALIFYING - RACE 5 - CLASSIFICATION

POS	NO	NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	25	Andrew HIBBERD (TOR)	Brabham-Ford BT18 - 1966	1:24.205	9	11			101.75
2	16	Ben MITCHELL (AUB)	Brabham-Ford BT28 - 1968	1:24.741	9	10	0.536	0.536	101.10
3	24	Jeremy TIMMS (DAR)	Chevron-Ford B15 - 1969	1:27.057	8	10	2.852	2.316	98.41
4	41	Enrico SPAGGIARI (MET)	Lotus-Ford 41X - 1968	1:27.609	10	10	3.404	0.552	97.79
5	3	Ian BANKHURST (AUB)	Alexis-Ford Mk8 HF - 1964	1:28.063	8	10	3.858	0.454	97.29
6	7	Steve JONES (AUB)	Brabham-Ford BT28 - 1970	1:28.560	9	10	4.355	0.497	96.74
7	63	Christoph WIDMER (MET)	Brabham-Ford BT18A - 1966	1:28.581	9	10	4.376	0.021	96.72
8	12	Paul WAINE (TOR)	DeSanctis-Ford - 1969	1:29.098	6	8	4.893	0.517	96.16
9	61	Andy JARVIS (AUB)	March-Ford 703 - 1970	1:29.241	7	7	5.036	0.143	96.00
10	2	Simon DIFFEY (DAR)	Brabham-Ford BT21 - 1967	1:29.951	3	4	5.746	0.710	95.25
11	82	Marcus MUSSA (DAR)	Tecno-Ford - 1969	1:30.320	4	10	6.115	0.369	94.86
12	26	Steve SEAMAN (MET)	Brabham-Ford BT21 - 1967	1:30.352	10	10	6.147	0.032	94.82
13	8	Martyn HALLIDAY (AUB)	Chevron-Ford B15C - 1970	1:30.390	8	9	6.185	0.038	94.78
14	44	Peter HAMILTON (MET)	Tecno Ford - 1968	1:30.445	8	9	6.240	0.055	94.73
15	96	Harindra DE SILVA (DAR)	Tecno-Ford - 1969	1:33.422	4	8	9.217	2.977	91.71
16	57	Simon HAUGHTON (AUB)	Chevron-Ford B15 - 1969	1:33.570	9	9	9.365	0.148	91.56
17	77	Francois DEROSI (AUB)	Chevron-Ford B17 - 1970	1:34.672	4	5	10.467	1.102	90.50
18	5	Jonathan WAGGITT (DAR)	Lotus-Ford 31 - 1964	1:35.688	7	7	11.483	1.016	89.54
19	67	Neil ARMSTRONG (TOR)	March-Ford 703 - 1970	1:35.759	7	9	11.554	0.071	89.47
20	17	James KING (AUB)	Chevron-Ford B17 - 1970	1:35.947	3	5	11.742	0.188	89.29
21	78	Andrew HAYDEN (AUB)	Tecno-Ford - 1966	1:36.261	8	9	12.056	0.314	89.00
22	4	William PENROSE (AUB)	Tecno-Ford '69 - 1969	1:36.535	5	5	12.330	0.274	88.75
23	14	Simon ETHERINGTON (MET)	Brabham-Ford BT15 - 1965	1:37.182	7	9	12.977	0.647	88.16
24	65	Peter THOMPSON (MET)	Brabham-Ford BT21A - 1968			3			
25	22	Simon ARMER (AUB)	March-Ford 703 - 1970			1			

Weather / Track : Cloudy / Dry

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

Goodwood

Circuit Length = 2.3800 miles

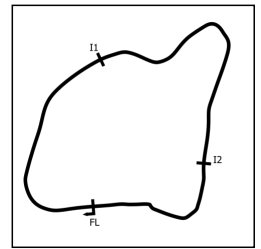
Start: 11:57 Flag 12:12 End: 12:14

Clerk Of Course :

Timekeeper :

# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

P1 25		Andrew HIBBERD (TOR)					Brabham-Ford BT18 - 1966				
IDEAL LAP TIME : 1:23.922		BEST LAP TIME : 1:24.205					DIFFERENCE : 0.283				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		122.9	38.088	120.6	24.600	100.9				11:59:10.737	
2 -	27.149	129.5	36.623	121.5	23.074	102.7	1:26.846	98.65	2.641	12:00:37.583	
3 -	26.687	129.0	35.819	<b>124.2</b>	23.195	<b>104.5</b>	1:25.701	99.97	1.496	12:02:03.284	
4 -	26.676	<b>130.0</b>	37.325	123.5	24.587	101.8	1:28.588	96.71	4.383	12:03:31.872	
5 -	27.147	129.0	37.269	123.1	23.732	102.4	1:28.148	97.20	3.943	12:05:00.020	
6 -	26.501	128.8	35.859	122.0	22.656	102.9	1:25.016	100.78	0.811	12:06:25.036	
7 -	26.677	129.3	36.000	122.6	22.287	103.2	1:24.964 (3)	100.84	0.759	12:07:50.000	
8 -	26.898	129.8	35.759	122.4	22.316	103.2	1:24.973	100.83	0.768	12:09:14.973	
9 -	26.503	129.5	35.777	122.9	<b>21.925</b>	103.5	<b>1:24.205 (1)</b>	<b>101.75</b>		<b>12:10:39.178</b>	
10 -	<b>26.458</b>	127.5	36.331	123.3	22.768	104.2	1:25.557	100.14	1.352	12:12:04.735	
11 -	27.033	128.3	<b>35.539</b>	122.9	22.241	103.5	1:24.813 (2)	101.02	0.608	12:13:29.548	

P2 16		Ben MITCHELL (AUB)					Brabham-Ford BT28 - 1968				
IDEAL LAP TIME : 1:24.579		BEST LAP TIME : 1:24.741					DIFFERENCE : 0.162				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		108.9	42.234	118.5	23.872	100.3				12:00:16.030	
2 -	27.783	124.0	36.829	122.9	23.437	100.9	1:28.049	97.30	3.308	12:01:44.079	
3 -	28.507	124.7	36.408	<b>123.3</b>	23.229	99.5	1:28.144	97.20	3.403	12:03:12.223	
4 -	27.302	125.2	<b>35.902</b>	121.7	22.456	101.3	1:25.660	100.02	0.919	12:04:37.883	
5 -	26.990	125.2	36.028	120.2	22.360	101.8	1:25.378 (2)	100.35	0.637	12:06:03.261	
6 -	26.988	125.6	36.893	120.0	22.596	101.0	1:26.477	99.07	1.736	12:07:29.738	
7 -	27.085	<b>125.9</b>	36.110	121.1	22.435	101.2	1:25.630 (3)	100.05	0.889	12:08:55.368	
8 -	26.543	125.6	36.558	121.3	23.366	101.0	1:26.467	99.08	1.726	12:10:21.835	
9 -	<b>26.461</b>	125.2	36.064	120.6	<b>22.216</b>	101.5	<b>1:24.741 (1)</b>	<b>101.10</b>		<b>12:11:46.576</b>	
10 -	26.859	123.3	38.082	121.7	22.990	<b>102.1</b>	1:27.931	97.44	3.190	12:13:14.507	

P3 24		Jeremy TIMMS (DAR)					Chevron-Ford B15 - 1969				
IDEAL LAP TIME : 1:26.819		BEST LAP TIME : 1:27.057					DIFFERENCE : 0.238				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		94.5	40.821	120.2	26.547	99.1				11:59:34.046	
2 -	28.820	112.0	38.950	121.7	24.228	101.8	1:31.998	93.13	4.941	12:01:06.044	
3 -	28.577	111.2	37.732	<b>124.0</b>	23.385	101.2	1:29.694	95.52	2.637	12:02:35.738	
4 -	27.592	123.5	37.050	123.1	23.315	<b>103.0</b>	1:27.957 (3)	97.41	0.900	12:04:03.695	
5 -	27.155	121.3	38.155	121.1	24.211	100.6	1:29.521	95.70	2.464	12:05:33.216	
6 -	28.173	96.9	39.372	121.1	24.626	99.7	1:32.171	92.95	5.114	12:07:05.387	
7 -	28.884	112.0	38.198	121.3	23.850	101.2	1:30.932	94.22	3.875	12:08:36.319	
8 -	27.190	<b>127.3</b>	<b>36.697</b>	123.3	<b>23.170</b>	101.8	<b>1:27.057 (1)</b>	<b>98.41</b>		<b>12:10:03.376</b>	
9 -	<b>26.952</b>	126.6	36.714	114.9	23.696	101.8	1:27.362 (2)	98.07	0.305	12:11:30.738	
10 -	27.032	115.1	38.957	121.3	23.966	100.0	1:29.955	95.24	2.898	12:13:00.693	

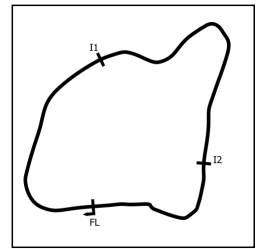
P4 41		Enrico SPAGGIARI (MET)					Lotus-Ford 41X - 1968				
IDEAL LAP TIME : 1:26.453		BEST LAP TIME : 1:27.609					DIFFERENCE : 1.156				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		101.0	43.265	103.2	27.199	100.3				11:59:41.818	
2 -	28.152	121.3	39.303	120.9	24.168	102.7	1:31.623	93.51	4.014	12:01:13.441	
3 -	27.773	124.7	37.557	122.4	23.567	<b>103.0</b>	1:28.897	96.38	1.288	12:02:42.338	
4 -	<b>27.144</b>	123.8	37.480	<b>125.2</b>	24.095	101.5	1:28.719 (3)	96.57	1.110	12:04:11.057	
5 -	27.763	123.5	37.209	120.9	22.925	102.7	1:27.897 (2)	97.47	0.288	12:05:38.954	
6 -	28.485	121.5	37.463	122.6	23.504	102.7	1:29.452	95.78	1.843	12:07:08.406	
7 -	29.220	122.2	37.522	121.7	<b>22.636</b>	102.2	1:29.378	95.86	1.769	12:08:37.784	
8 -	27.382	<b>125.4</b>	<b>36.673</b>	122.6	44.220	98.5	1:48.275	79.13	20.666	12:10:26.059	
9 -	28.112	124.0	38.059	119.8	23.165	102.2	1:29.336	95.90	1.727	12:11:55.395	
10 -	27.520	123.8	37.017	120.2	23.072	102.7	<b>1:27.609 (1)</b>	<b>97.79</b>		<b>12:13:23.004</b>	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14

# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

P5 3		Ian BANKHURST (AUB)		Alexis-Ford Mk8HF - 1964			
IDEAL LAP TIME :		BEST LAP TIME : 1:28.063		DIFFERENCE :			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							11:59:39.774
2 -				1:31.087	94.06	3.024	12:01:10.861
3 -				1:30.317	94.86	2.254	12:02:41.178
4 -				1:29.510	95.72	1.447	12:04:10.688
5 -				1:29.703	95.51	1.640	12:05:40.391
6 -				1:28.790 (2)	96.49	0.727	12:07:09.181
7 -				1:30.836	94.32	2.773	12:08:40.017
8 -				<b>1:28.063 (1)</b>	<b>97.29</b>		<b>12:10:08.080</b>
9 -				1:29.078 (3)	96.18	1.015	12:11:37.158
10 -				1:29.692	95.52	1.629	12:13:06.850

P6 7		Steve JONES (AUB)		Brabham-Ford BT28 - 1970			
IDEAL LAP TIME : 1:27.855		BEST LAP TIME : 1:28.560		DIFFERENCE : 0.705			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							12:00:01.042
2 -	29.855	91.5	44.197	105.1	32.350	90.4	12:01:36.074
3 -	29.148	113.9	39.701	117.7	25.476	96.1	12:03:08.815
4 -	28.513	119.8	38.951	118.3	24.642	97.2	12:04:40.340
5 -	27.898	<b>124.5</b>	37.500	119.4	24.860	97.6	12:06:10.165
6 -	27.938	<b>124.5</b>	37.454	119.8	24.427	99.2	12:07:39.709
7 -	27.695	124.0	37.176	120.0	24.152	98.6	12:09:08.642
8 -	27.577	124.0	<b>36.830</b>	121.1	24.062	99.2	12:10:37.295
9 -	<b>27.566</b>	124.2	37.535	120.2	24.246	<b>100.3</b>	<b>12:12:05.855</b>
10 -	28.762	120.9	37.736	<b>121.5</b>	24.959	99.2	12:13:37.312

P7 63		Christoph WIDMER (MET)		Brabham-Ford BT18A - 1966			
IDEAL LAP TIME : 1:27.966		BEST LAP TIME : 1:28.581		DIFFERENCE : 0.615			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							11:59:28.394
2 -	28.737	105.0	42.104	115.5	25.671	97.1	12:01:00.226
3 -	27.940	118.5	38.971	116.7	24.124	98.9	12:02:32.298
4 -	27.738	124.0	39.525	116.7	24.607	95.5	12:04:02.404
5 -	27.769	123.5	38.073	118.1	24.295	96.8	12:05:33.587
6 -	27.951	123.5	38.829	118.3	24.585	<b>101.6</b>	12:07:05.597
7 -	27.951	96.4	39.342	118.3	24.717	100.6	12:08:34.424
8 -	27.669	122.4	38.089	117.5	<b>23.069</b>	99.4	12:10:04.027
9 -	27.603	123.3	38.264	117.9	23.736	100.3	<b>12:11:32.608</b>
10 -	27.139	124.7	<b>37.758</b>	118.7	23.684	98.3	12:13:09.607
10 -	27.165	<b>125.4</b>	37.947	<b>121.1</b>	31.887	97.8	

P8 12		Paul WAINE (TOR)		DeSanctis-Ford - 1969			
IDEAL LAP TIME : 1:28.972		BEST LAP TIME : 1:29.098		DIFFERENCE : 0.126			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							11:59:44.511
2 -	28.615	112.7	44.006	116.3	26.724	99.2	12:01:15.990
3 -	28.128	115.5	38.391	<b>121.5</b>	24.473	100.7	12:02:46.824
4 -	27.885	115.5	38.443	120.2	24.263	101.0	12:04:15.957
5 -	27.738	<b>120.0</b>	37.336	<b>121.5</b>	<b>23.912</b>	101.6	12:05:47.007
6 -	<b>27.724</b>	118.5	37.402	120.4	25.910	101.0	<b>12:07:16.105</b>
7 -	27.757	110.1	37.451	120.0	23.923	101.3	12:08:47.694
8 -	27.774	110.1	39.800	119.1	24.032	<b>101.9</b>	12:10:18.409
			38.286	119.6	24.655	101.2	

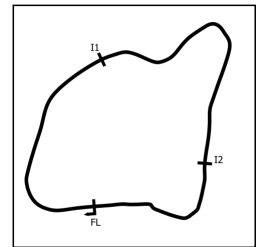
P9 61		Andy JARVIS (AUB)		March-Ford 703 - 1970			
IDEAL LAP TIME : 1:28.806		BEST LAP TIME : 1:29.241		DIFFERENCE : 0.435			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -							11:59:26.281
2 -	31.749	96.4	43.099	98.3	28.722	87.2	12:01:04.056
		85.7	40.594	109.2	25.432	98.2	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14

# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

3 -	28.906	109.1	39.279	117.5	24.380	99.1	1:32.565	92.56	3.324	12:02:36.621
4 -	28.000	117.3	37.713	119.6	23.811	<b>100.6</b>	1:29.524 (2)	95.70	0.283	12:04:06.145
5 -	28.013	<b>121.3</b>	37.867	118.7	23.780	100.3	1:29.660 (3)	95.56	0.419	12:05:35.805
6 -	<b>27.996</b>	120.0	39.730	118.9	24.262	100.3	1:31.988	93.14	2.747	12:07:07.793
7 -	28.431	120.4	<b>37.263</b>	<b>120.4</b>	<b>23.547</b>	97.6	<b>1:29.241 (1)</b>	<b>96.00</b>		<b>12:08:37.034</b>

<b>P10</b>	<b>2</b>	<b>Simon DIFFEY (DAR)</b>					Brabham-Ford BT21 - 1967				
IDEAL LAP TIME : 1:28.668		BEST LAP TIME : 1:29.951			DIFFERENCE : 1.283						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		104.6	39.672	106.8	26.233	99.2				11:59:29.508	
2 -	29.128	111.6	39.686	119.4	<b>23.577</b>	<b>100.7</b>	1:32.391 (3)	92.73	2.440	12:01:01.899	
3 -	<b>27.666</b>	122.9	38.015	<b>121.5</b>	24.270	74.8	<b>1:29.951 (1)</b>	<b>95.25</b>		<b>12:02:31.850</b>	
4 -	28.794	<b>124.9</b>	<b>37.425</b>	121.3	25.284	82.9	1:31.503 (2)	93.63	1.552	12:04:03.353	

<b>P11</b>	<b>82</b>	<b>Marcus MUSSA (DAR)</b>					Tecno-Ford - 1969				
IDEAL LAP TIME : 1:30.110		BEST LAP TIME : 1:30.320			DIFFERENCE : 0.210						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		90.5	45.677	102.9	28.501	96.2				12:00:04.985	
2 -	29.404	116.3	40.673	119.1	24.855	99.7	1:34.932	90.25	4.612	12:01:39.917	
3 -	28.925	109.6	39.373	118.7	24.578	100.6	1:32.876	92.25	2.556	12:03:12.793	
4 -	28.117	123.8	38.035	<b>120.2</b>	24.168	100.4	<b>1:30.320 (1)</b>	<b>94.86</b>		<b>12:04:43.113</b>	
5 -	<b>28.033</b>	<b>126.1</b>	38.684	119.4	24.519	99.8	1:31.236 (2)	93.91	0.916	12:06:14.349	
6 -	30.074	111.1	39.207	118.5	25.373	99.4	1:34.654	90.51	4.334	12:07:49.003	
7 -	28.550	120.2	<b>37.943</b>	119.4	24.908	97.9	1:31.401	93.74	1.081	12:09:20.404	
8 -	28.570	125.9	38.914	118.7	24.142	100.4	1:31.626	93.51	1.306	12:10:52.030	
9 -	28.623	99.5	42.436	113.5	25.462	99.5	1:36.521	88.76	6.201	12:12:28.551	
10 -	28.303	122.4	38.897	118.7	<b>24.134</b>	<b>100.7</b>	1:31.334 (3)	93.80	1.014	12:13:59.885	

<b>P12</b>	<b>26</b>	<b>Steve SEAMAN (MET)</b>					Brabham-Ford BT21 - 1967				
IDEAL LAP TIME : 1:29.839		BEST LAP TIME : 1:30.352			DIFFERENCE : 0.513						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		97.8	41.447	118.7	27.287	97.6				11:59:36.495	
2 -	29.662	112.4	41.302	<b>120.4</b>	25.697	99.8	1:36.661	88.63	6.309	12:01:13.156	
3 -	29.296	108.0	40.120	115.9	26.415	97.2	1:35.831	89.40	5.479	12:02:48.987	
4 -	29.188	111.2	39.105	117.5	25.371	98.5	1:33.664	91.47	3.312	12:04:22.651	
5 -	28.735	113.5	40.858	105.0	27.370	97.8	1:36.963	88.36	6.611	12:05:59.614	
6 -	28.951	110.9	40.163	117.9	25.137	99.4	1:34.251	90.90	3.899	12:07:33.865	
7 -	28.537	116.7	38.345	118.3	24.841	100.4	1:31.723 (3)	93.41	1.371	12:09:05.588	
8 -	<b>27.904</b>	<b>118.9</b>	38.498	117.7	24.760	100.3	1:31.162 (2)	93.98	0.810	12:10:36.750	
9 -	29.455	101.6	38.770	114.5	25.056	100.4	1:33.281	91.85	2.929	12:12:10.031	
10 -	28.417	115.3	<b>37.914</b>	119.6	<b>24.021</b>	<b>101.8</b>	<b>1:30.352 (1)</b>	<b>94.82</b>		<b>12:13:40.383</b>	

<b>P13</b>	<b>8</b>	<b>Martyn HALLIDAY (AUB)</b>					Chevron-Ford B15C - 1970				
IDEAL LAP TIME : 1:30.390		BEST LAP TIME : 1:30.390			DIFFERENCE : 0.000						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		91.5	44.493	103.5	27.288	98.6				12:00:26.011	
2 -	29.181	114.9	41.336	120.9	25.014	99.1	1:35.531	89.68	5.141	12:02:01.542	
3 -	28.014	115.1	40.530	120.6	26.036	100.3	1:34.580	90.58	4.190	12:03:36.122	
4 -	28.301	<b>118.9</b>	38.500	122.2	25.423	100.9	1:32.224 (2)	92.90	1.834	12:05:08.346	
5 -	31.564	93.5	41.720	118.9			2:13.183 P	64.33	42.793	12:07:21.529	
6 -	OUTLAP	105.5	38.515	122.2	24.844	100.7	1:40.042	85.64	9.652	12:09:01.571	
7 -	28.193	116.5	38.390	104.2	25.992	100.6	1:32.575	92.55	2.185	12:10:34.146	
8 -	<b>27.871</b>	117.5	<b>37.694</b>	<b>122.6</b>	<b>24.825</b>	<b>101.8</b>	<b>1:30.390 (1)</b>	<b>94.78</b>		<b>12:12:04.536</b>	
9 -	29.791	118.3	37.798	122.4	24.975	101.5	1:32.564 (3)	92.56	2.174	12:13:37.100	

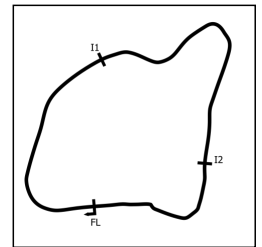
<b>P14</b>	<b>44</b>	<b>Peter HAMILTON (MET)</b>					Tecno Ford - 1968				
IDEAL LAP TIME : 1:30.299		BEST LAP TIME : 1:30.445			DIFFERENCE : 0.146						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		84.2	45.443	108.0	27.168	94.9				12:00:21.661	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14

# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

2 -	29.581	101.2	40.318	116.1	25.459	98.1	1:35.358	89.85	4.913	12:01:57.019	
3 -	28.977	101.5	39.460	116.7	25.698	98.1	1:34.135	91.01	3.690	12:03:31.154	
4 -	29.156	104.3	38.984	120.4	24.826	99.5	1:32.966	92.16	2.521	12:05:04.120	
5 -	28.670	108.2	38.616	116.9	24.823	97.8	1:32.109	<b>(3)</b>	93.02	1.664	12:06:36.229
6 -	28.471	106.6	39.805	117.9	24.566	98.2	1:32.842	92.28	2.397	12:08:09.071	
7 -	28.476	105.0	38.553	<b>120.6</b>	24.357	99.1	1:31.386	<b>(2)</b>	93.75	0.941	12:09:40.457
<b>8 -</b>	<b>27.953</b>	<b>116.1</b>	<b>38.125</b>	117.5	24.367	<b>100.1</b>	<b>1:30.445</b>	<b>(1)</b>	<b>94.73</b>		<b>12:11:10.902</b>
9 -	28.277	99.4	39.944	117.7	<b>24.221</b>	97.9	1:32.442	92.68	1.997	12:12:43.344	

<b>P15</b>	<b>96</b>	<b>Harindra DE SILVA (DAR)</b>				Tecno-Ford - 1969					
IDEAL LAP TIME : 1:32.427		BEST LAP TIME : 1:33.422				DIFFERENCE : 0.995					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	98.3	47.532	108.4	28.358	97.5		12:00:23.305				
2 -	30.157	106.8	44.276	119.8	25.164	100.4	1:39.597	86.02	6.175	12:02:02.902	
3 -	29.621	111.1	40.519	120.4	25.532	100.7	1:35.672	89.55	2.250	12:03:38.574	
4 -	29.455	<b>122.0</b>	39.390	119.8	<b>24.577</b>	100.3	<b>1:33.422</b>	<b>(1)</b>	<b>91.71</b>		<b>12:05:11.996</b>
5 -	<b>29.073</b>	115.7	41.387	<b>122.4</b>	IN PIT		2:46.235	<b>P</b>	51.54	1:12.813	12:07:58.231
6 -	OUTLAP	118.3	39.834	119.1	24.892	100.6	1:37.800	87.60	4.378	12:09:36.031	
7 -	29.259	121.1	<b>38.777</b>	118.9	25.466	101.5	1:33.502	<b>(2)</b>	91.63	0.080	12:11:09.533
8 -	29.093	100.1	41.064	<b>122.4</b>	25.022	<b>101.9</b>	1:35.179	<b>(3)</b>	90.01	1.757	12:12:44.712

<b>P16</b>	<b>57</b>	<b>Simon HAUGHTON (AUB)</b>				Chevron-Ford B15 - 1969					
IDEAL LAP TIME : 1:33.570		BEST LAP TIME : 1:33.570				DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	79.9	47.285	109.2	29.283	91.6		12:00:31.176				
2 -	33.428	87.6	42.498	111.8	27.216	94.1	1:43.142	83.06	9.572	12:02:14.318	
3 -	31.251	93.0	41.317	108.5	26.814	95.5	1:39.382	86.21	5.812	12:03:53.700	
4 -	30.249	97.9	40.967	112.5	25.306	96.2	1:36.522	88.76	2.952	12:05:30.222	
5 -	30.423	92.6	41.459	112.7	25.560	95.0	1:37.442	87.92	3.872	12:07:07.664	
6 -	30.288	106.5	40.282	112.4	26.555	92.9	1:37.125	88.21	3.555	12:08:44.789	
7 -	29.760	100.0	39.604	<b>113.1</b>	25.657	96.0	1:35.021	<b>(3)</b>	90.16	1.451	12:10:19.810
8 -	29.486	107.5	39.820	111.8	25.210	<b>96.9</b>	1:34.516	<b>(2)</b>	90.65	0.946	12:11:54.326
9 -	<b>29.402</b>	<b>110.3</b>	<b>39.017</b>	112.4	<b>25.151</b>	94.6	<b>1:33.570</b>	<b>(1)</b>	<b>91.56</b>		<b>12:13:27.896</b>

<b>P17</b>	<b>77</b>	<b>Francois DEROSI (AUB)</b>				Chevron-Ford B17 - 1970					
IDEAL LAP TIME : 1:33.393		BEST LAP TIME : 1:34.672				DIFFERENCE : 1.279					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	97.2	43.862	109.4	25.772	97.9		11:59:28.926				
2 -	30.878	108.2	39.985	112.4	24.926	98.2	1:35.789	<b>(2)</b>	89.44	1.117	12:01:04.715
3 -	29.994	107.2	42.079	109.2	25.188	96.1	1:37.261	<b>(3)</b>	88.09	2.589	12:02:41.976
4 -	30.345	108.9	40.215	114.7	<b>24.112</b>	<b>98.3</b>	<b>1:34.672</b>	<b>(1)</b>	<b>90.50</b>		<b>12:04:16.648</b>
5 -	<b>29.516</b>	<b>112.5</b>	48.306	110.9	25.896	97.9	1:43.718	82.60	9.046	12:06:00.366	

<b>P18</b>	<b>5</b>	<b>Jonathan WAGGITT (DAR)</b>				Lotus-Ford 31 - 1964					
IDEAL LAP TIME : 1:34.351		BEST LAP TIME : 1:35.688				DIFFERENCE : 1.337					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	87.2	43.588	103.7	32.243	93.7		12:00:01.281				
2 -	30.850	<b>106.0</b>	40.764	115.5	25.644	96.2	1:37.258	88.09	1.570	12:01:38.539	
3 -	<b>30.286</b>	92.0	41.304	109.1	<b>24.820</b>	96.4	1:36.410	<b>(2)</b>	88.87	0.722	12:03:14.949
4 -	30.764	102.4	40.875	116.1	25.317	<b>96.5</b>	1:36.956	88.36	1.268	12:04:51.905	
5 -	31.014	101.3	40.039	111.6	25.640	95.5	1:36.693	<b>(3)</b>	88.61	1.005	12:06:28.598
6 -	30.977	104.2	40.928	115.9	25.398	96.1	1:37.303	88.05	1.615	12:08:05.901	
7 -	30.776	103.0	<b>39.245</b>	<b>116.5</b>	25.667	94.6	<b>1:35.688</b>	<b>(1)</b>	<b>89.54</b>		<b>12:09:41.589</b>

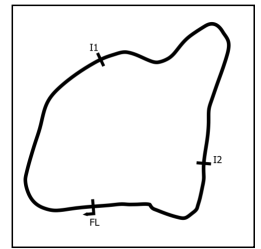
<b>P19</b>	<b>67</b>	<b>Neil ARMSTRONG (TOR)</b>				March-Ford 703 - 1970					
IDEAL LAP TIME : 1:35.049		BEST LAP TIME : 1:35.759				DIFFERENCE : 0.710					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	90.5	45.896	113.5	28.993	94.1		12:00:09.399				
2 -	31.453	105.0	40.235	116.1	26.176	96.9	1:37.864	87.55	2.105	12:01:47.263	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14

# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

3 -	30.254	99.1	40.136	116.5	27.201	<b>98.2</b>	1:37.591	87.79	1.832	12:03:24.854
4 -	<b>30.038</b>	<b>107.8</b>	39.779	115.3	26.430	97.5	1:36.247 (3)	89.02	0.488	12:05:01.101
5 -	30.092	<b>107.8</b>	40.403	108.5	26.110	96.2	1:36.605	88.69	0.846	12:06:37.706
6 -	30.207	106.5	40.293	117.1	<b>25.534</b>	97.6	1:36.034 (2)	89.21	0.275	12:08:13.740
7 -	30.479	104.3	<b>39.477</b>	116.1	25.803	97.5	<b>1:35.759 (1)</b>	<b>89.47</b>		<b>12:09:49.499</b>
8 -	30.408	103.0	40.337	114.7	25.748	98.1	1:36.493	88.79	0.734	12:11:25.992
9 -	30.147	95.5	42.412	<b>118.1</b>	28.203	85.9	1:40.762	85.03	5.003	12:13:06.754

<b>P20</b>	<b>17</b>	<b>James KING (AUB)</b>				Chevron-Ford B17 - 1970					
IDEAL LAP TIME :		1:35.633		BEST LAP TIME :		1:35.947		DIFFERENCE : 0.314			

LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -	97.9	44.776	99.4	IN PIT		<b>P</b>	12:02:03.003				
2 -	OUTLAP	<b>102.4</b>	42.656	98.5	26.768	98.3	1:45.954	80.86	10.007	12:03:48.957	
3 -	<b>30.707</b>	101.0	40.056	<b>100.7</b>	<b>25.184</b>	<b>100.3</b>	<b>1:35.947 (1)</b>	<b>89.29</b>		<b>12:05:24.904</b>	
4 -	31.589	100.1	<b>39.742</b>	98.9	IN PIT		6:45.622	<b>P</b>	21.12	5:09.675	12:12:10.526
5 -	OUTLAP	98.1	40.646	98.8	26.091	92.4	1:42.972	83.20	7.025	12:13:53.498	

<b>P21</b>	<b>78</b>	<b>Andrew HAYDEN (AUB)</b>				Tecno-Ford - 1966					
IDEAL LAP TIME :		1:35.836		BEST LAP TIME :		1:36.261		DIFFERENCE : 0.425			

LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	89.3	45.652	107.0	27.416	89.2		12:00:25.725			
2 -	32.688	107.0	42.699	109.6	25.850	90.9	1:41.237	84.63	4.976	12:02:06.962
3 -	32.223	102.9	43.165	95.7	27.468	92.4	1:42.856	83.30	6.595	12:03:49.818
4 -	30.882	100.4	42.534	<b>111.1</b>	25.884	89.4	1:39.300	86.28	3.039	12:05:29.118
5 -	31.968	92.3	44.511	104.6	26.091	91.3	1:42.570	83.53	6.309	12:07:11.688
6 -	31.067	108.7	41.889	110.3	25.159	91.4	1:38.115 (3)	87.32	1.854	12:08:49.803
7 -	30.245	113.1	<b>40.572</b>	<b>111.1</b>	26.633	92.8	1:37.450 (2)	87.92	1.189	12:10:27.253
8 -	<b>30.208</b>	<b>115.3</b>	40.997	110.7	<b>25.056</b>	92.1	<b>1:36.261 (1)</b>	<b>89.00</b>		<b>12:12:03.514</b>
9 -	32.147	108.0	40.812	110.5	25.457	<b>93.0</b>	1:38.416	87.05	2.155	12:13:41.930

<b>P22</b>	<b>4</b>	<b>William PENROSE (AUB)</b>				Tecno-Ford '69 - 1969					
IDEAL LAP TIME :				BEST LAP TIME :		1:36.535		DIFFERENCE :			

LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY	
1 -							12:00:05.000	
2 -					1:41.354	84.53	4.819	12:01:46.354
3 -					1:39.711 (3)	85.92	3.176	12:03:26.065
4 -					1:39.062 (2)	86.49	2.527	12:05:05.127
5 -					<b>1:36.535 (1)</b>	<b>88.75</b>		<b>12:06:41.662</b>

<b>P23</b>	<b>14</b>	<b>Simon ETHERINGTON (MET)</b>				Brabham-Ford BT15 - 1965					
IDEAL LAP TIME :		1:36.182		BEST LAP TIME :		1:37.182		DIFFERENCE : 1.000			

LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	84.0	45.443	114.9	31.824	90.8		12:00:03.228			
2 -	30.491	110.5	43.203	116.9	26.518	94.2	1:40.212	85.49	3.030	12:01:43.440
3 -	30.521	106.3	43.018	102.4	27.481	<b>96.6</b>	1:41.020	84.81	3.838	12:03:24.460
4 -	31.268	102.2	41.804	114.7	26.772	85.3	1:39.844	85.81	2.662	12:05:04.304
5 -	32.558	87.2	41.560	117.1	26.047	95.7	1:40.165	85.53	2.983	12:06:44.469
6 -	32.421	95.7	41.326	115.9	27.638	84.9	1:41.385	84.50	4.203	12:08:25.854
7 -	30.663	107.2	<b>40.840</b>	117.1	25.679	94.2	<b>1:37.182 (1)</b>	<b>88.16</b>		<b>12:10:03.036</b>
8 -	30.871	<b>112.7</b>	42.280	116.7	<b>25.305</b>	95.3	1:38.456 (2)	87.02	1.274	12:11:41.492
9 -	<b>30.037</b>	94.9	43.102	<b>117.5</b>	25.806	93.7	1:38.945 (3)	86.59	1.763	12:13:20.437

<b>P24</b>	<b>65</b>	<b>Peter THOMPSON (MET)</b>				Brabham-Ford BT21A - 1968					
IDEAL LAP TIME :		2:05.333		BEST LAP TIME :				DIFFERENCE :			

LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	OUTLAP	<b>101.0</b>	53.172	91.3	IN PIT		<b>P</b>			<b>12:01:12.692</b>
2 -	OUTLAP	95.4	1:11.720	42.9	<b>35.866</b>	<b>71.6</b>	2:24.114	59.45		12:03:36.806
3 -	<b>40.191</b>	76.5	<b>49.276</b>	95.0	IN PIT		2:32.429	<b>P</b>	56.20	12:06:09.235

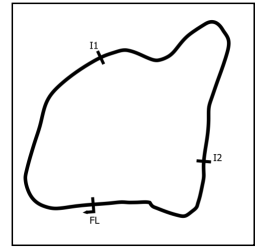
Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14



# Derek Bell Cup

## QUALIFYING - RACE 5 - SECTOR ANALYSIS



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

<b>P25</b>	<b>22</b>	<b>Simon ARMER (AUB)</b>	March-Ford 703 - 1970				
IDEAL LAP TIME : 2:09.578		BEST LAP TIME :		DIFFERENCE :			
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 -	92.5	55.078	82.7	30.641	62.0		12:00:38.862

# Derek Bell Cup

## QUALIFYING - RACE 5 - BEST SECTORS

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON							
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF	
													PERFECT LAP	1:23.922		
1	25	HIBBERD (TOR)	26.458	25	HIBBERD (TOR)	35.539	25	HIBBERD (TOR)	21.925	1	25	HIBBERD (TOR)	1:23.922	1:24.205	0.283	
2	16	MITCHELL (AUB)	26.461	16	MITCHELL (AUB)	35.902	16	MITCHELL (AUB)	22.216	2	16	MITCHELL (AUB)	1:24.579	1:24.741	0.162	
3	24	TIMMS (DAR)	26.952	41	SPAGGIARI (MET)	36.673	41	SPAGGIARI (MET)	22.636	3	41	SPAGGIARI (MET)	1:26.453	1:27.609	1.156	
4	63	WIDMER (MET)	27.139	24	TIMMS (DAR)	36.697	63	WIDMER (MET)	23.069	4	24	TIMMS (DAR)	1:26.819	1:27.057	0.238	
5	41	SPAGGIARI (MET)	27.144	7	JONES (AUB)	36.830	24	TIMMS (DAR)	23.170	5	7	JONES (AUB)	1:27.855	1:28.560	0.705	
6	7	JONES (AUB)	27.566	61	JARVIS (AUB)	37.263	7	JONES (AUB)	23.459	6	63	WIDMER (MET)	1:27.966	1:28.581	0.615	
7	2	DIFFEY (DAR)	27.666	12	WAINES (TOR)	37.336	61	JARVIS (AUB)	23.547	7	2	DIFFEY (DAR)	1:28.668	1:29.951	1.283	
8	12	WAINES (TOR)	27.724	2	DIFFEY (DAR)	37.425	2	DIFFEY (DAR)	23.577	8	61	JARVIS (AUB)	1:28.806	1:29.241	0.435	
9	8	HALLIDAY (AUB)	27.871	8	HALLIDAY (AUB)	37.694	12	WAINES (TOR)	23.912	9	12	WAINES (TOR)	1:28.972	1:29.098	0.126	
10	26	SEAMAN (MET)	27.904	63	WIDMER (MET)	37.758	26	SEAMAN (MET)	24.021	10	26	SEAMAN (MET)	1:29.839	1:30.352	0.513	
11	44	HAMILTON (MET)	27.953	26	SEAMAN (MET)	37.914	77	DEROSSA (AUB)	24.112	11	82	MUSSA (DAR)	1:30.110	1:30.320	0.210	
12	61	JARVIS (AUB)	27.996	82	MUSSA (DAR)	37.943	82	MUSSA (DAR)	24.134	12	44	HAMILTON (MET)	1:30.299	1:30.445	0.146	
13	82	MUSSA (DAR)	28.033	44	HAMILTON (MET)	38.125	44	HAMILTON (MET)	24.221	13	8	HALLIDAY (AUB)	1:30.390	1:30.390	0.000	
14	96	DE SILVA (DAR)	29.073	96	DE SILVA (DAR)	38.777	96	DE SILVA (DAR)	24.577	14	96	DE SILVA (DAR)	1:32.427	1:33.422	0.995	
15	57	HAUGHTON (AUB)	29.402	57	HAUGHTON (AUB)	39.017	5	WAGGITT (DAR)	24.820	15	77	DEROSSA (AUB)	1:33.393	1:34.672	1.279	
16	77	DEROSSA (AUB)	29.516	5	WAGGITT (DAR)	39.245	8	HALLIDAY (AUB)	24.825	16	57	HAUGHTON (AUB)	1:33.570	1:33.570	0.000	
17	14	ETHERINGTON (MET)	30.037	67	ARMSTRONG (TOR)	39.477	78	HAYDEN (AUB)	25.056	17	5	WAGGITT (DAR)	1:34.351	1:35.688	1.337	
18	67	ARMSTRONG (TOR)	30.038	17	KING (AUB)	39.742	57	HAUGHTON (AUB)	25.151	18	67	ARMSTRONG (TOR)	1:35.049	1:35.759	0.710	
19	78	HAYDEN (AUB)	30.208	77	DEROSSA (AUB)	39.765	17	KING (AUB)	25.184	19	17	KING (AUB)	1:35.633	1:35.947	0.314	
20	5	WAGGITT (DAR)	30.286	78	HAYDEN (AUB)	40.572	14	ETHERINGTON (MET)	25.305	20	78	HAYDEN (AUB)	1:35.836	1:36.261	0.425	
21	17	KING (AUB)	30.707	14	ETHERINGTON (MET)	40.840	67	ARMSTRONG (TOR)	25.534	21	14	ETHERINGTON (MET)	1:36.182	1:37.182	1.000	
22	65	THOMPSON (MET)	40.191	65	THOMPSON (MET)	49.276	22	ARMER (AUB)	30.641	22	65	THOMPSON (MET)	2:05.333			
23	22	ARMER (AUB)	44.545	22	ARMER (AUB)	54.392	65	THOMPSON (MET)	35.866	23	22	ARMER (AUB)	2:09.578			
24										24	4	PENROSE (AUB)		1:36.535		
25										25	3	BANKHURST (AUB)		1:28.063		

Weather / Track : Cloudy / Dry

Goodwood

Circuit Length = 2.3800 miles

Start: 11:57 Flag 12:12 End: 12:14

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

Printed - 12:15 Saturday, 06 April 2019

# Derek Bell Cup

## QUALIFYING - RACE 5 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	25	HIBBERD (TOR)	130.0	41	SPAGGIARI (MET)	125.2	25	HIBBERD (TOR)	104.5
2	24	TIMMS (DAR)	127.3	25	HIBBERD (TOR)	124.2	24	TIMMS (DAR)	103.0
3	82	MUSSA (DAR)	126.1	24	TIMMS (DAR)	124.0	41	SPAGGIARI (MET)	103.0
4	16	MTCHELL (AUB)	125.9	16	MTCHELL (AUB)	123.3	16	MTCHELL (AUB)	102.1
5	41	SPAGGIARI (MET)	125.4	8	HALLIDAY (AUB)	122.6	12	WAINE (TOR)	101.9
6	63	WDMER (MET)	125.4	96	DE SILVA (DAR)	122.4	96	DE SILVA (DAR)	101.9
7	2	DIFFEY (DAR)	124.9	7	JONES (AUB)	121.5	26	SEAMAN (MET)	101.8
8	7	JONES (AUB)	124.5	12	WAINE (TOR)	121.5	8	HALLIDAY (AUB)	101.8
9	96	DE SILVA (DAR)	122.0	2	DIFFEY (DAR)	121.5	63	WDMER (MET)	101.6
10	61	JARVIS (AUB)	121.3	63	WDMER (MET)	121.1	2	DIFFEY (DAR)	100.7
11	12	WAINE (TOR)	120.0	44	HAMLTON (MET)	120.6	82	MUSSA (DAR)	100.7
12	26	SEAMAN (MET)	118.9	61	JARVIS (AUB)	120.4	61	JARVIS (AUB)	100.6
13	8	HALLIDAY (AUB)	118.9	26	SEAMAN (MET)	120.4	7	JONES (AUB)	100.3
14	44	HAMLTON (MET)	116.1	82	MUSSA (DAR)	120.2	17	KING (AUB)	100.3
15	78	HAYDEN (AUB)	115.3	67	ARMSTRONG (TOR)	118.1	44	HAMLTON (MET)	100.1
16	14	ETHERINGTON (MET)	112.7	14	ETHERINGTON (MET)	117.5	77	DEROSSI (AUB)	98.3
17	77	DEROSSI (AUB)	112.5	77	DEROSSI (AUB)	116.5	67	ARMSTRONG (TOR)	98.2
18	57	HAUGHTON (AUB)	110.3	5	WAGGITT (DAR)	116.5	57	HAUGHTON (AUB)	96.9
19	67	ARMSTRONG (TOR)	107.8	57	HAUGHTON (AUB)	113.1	14	ETHERINGTON (MET)	96.6
20	5	WAGGITT (DAR)	106.0	78	HAYDEN (AUB)	111.1	5	WAGGITT (DAR)	96.5
21	17	KING (AUB)	102.4	17	KING (AUB)	100.7	78	HAYDEN (AUB)	93.0
22	65	THOMPSON (MET)	101.0	65	THOMPSON (MET)	98.1	65	THOMPSON (MET)	71.6
23	22	ARMER (AUB)	92.5	22	ARMER (AUB)	82.7	22	ARMER (AUB)	62.0
24									
25									

Weather / Track : Cloudy / Dry

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

Goodwood  
Circuit Length = 2.3800 miles  
Start: 11:57 Flag 12:12 End: 12:14

Printed - 12:15 Saturday, 06 April 2019

# Derek Bell Cup

## QUALIFYING - RACE 5 - STATISTICS

**Competitors Started** 27  
**Planned Start** 2019-04-06 @ 11:55:00.000  
**Actual Start** 2019-04-06 @ 11:57:28.800  
**Finish Time** 2019-04-06 @ 12:12:31.690  
**Track Length** 2.3800mi.  
**Total Laps** 198  
**Total Distance Covered** 471.2400mi.

### Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
25	Andrew HIBBERD (TOR)	1:26.846	12:00:37.594	2	Brabham-Ford BT18
25	Andrew HIBBERD (TOR)	1:25.701	12:02:03.293	3	Brabham-Ford BT18
16	Ben MITCHELL (AUB)	1:25.660	12:04:37.896	4	Brabham-Ford BT28
16	Ben MITCHELL (AUB)	1:25.378	12:06:03.273	5	Brabham-Ford BT28
25	Andrew HIBBERD (TOR)	1:25.016	12:06:25.048	6	Brabham-Ford BT18
25	Andrew HIBBERD (TOR)	1:24.964	12:07:50.013	7	Brabham-Ford BT18
25	Andrew HIBBERD (TOR)	1:24.205	12:10:39.190	9	Brabham-Ford BT18

### Flag History

TYPE	TIME OF DAY
GREEN	11:57:28.800
FINISH	12:12:31.690

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	10	15:02.890
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

Weather / Track : Cloudy / Dry

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

Goodwood

Circuit Length = 2.3800 miles

Start: 11:57 Flag 12:12 End: 12:14

Clerk Of Course :

Timekeeper :



## Derek Bell Cup

### RACE 5 - GRID (20 minutes)

ROW 10	24	65	Peter THOMPSON (MET)	25	22	Simon ARMER (AUB)			
ROW 9	21	78	Andrew HAYDEN (AUB)	22	4	William PENROSE (AUB)	23	14	Simon ETHERINGTON (MET)
ROW 8	19	67	Neil ARMSTRONG (TOR)	20	17	James KING (AUB)			
ROW 7	16	57	Simon HAUGHTON (AUB)	17	77	Francois DEROSI (AUB)	18	5	Jonathan WAGGITT (DAR)
ROW 6	14	44	Peter HAMILTON (MET)	15	96	Harindra DE SILVA (DAR)			
ROW 5	11	82	Marcus MUSSA (DAR)	12	26	Steve SEAMAN (MET)	13	8	Martyn HALLIDAY (AUB)
ROW 4	9	61	Andy JARVIS (AUB)	10	2	Simon DIFFEY (DAR)			
ROW 3	6	7	Steve JONES (AUB)	7	63	Christoph WIDMER (MET)	8	12	Paul WAINE (TOR)
ROW 2	4	41	Enrico SPAGGIARI (MET)	5	3	Ian BANKHURST (AUB)			
ROW 1	1	25	Andrew HIBBERD (TOR)	2	16	Ben MITCHELL (AUB)	3	24	Jeremy TIMMS (DAR)
<b>Pole</b>									

Goodwood  
Circuit Length = 2.3800 miles

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

Clerk Of Course :

Timekeeper :



## Derek Bell Cup

### RACE 5 - CLASSIFICATION

POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	16	Ben MITCHELL (AUB)	Brabham-Ford BT28 - 1968	13	24:18.613			76.36	1:22.916	7
2	25	Andrew HIBBERD (TOR)	Brabham-Ford BT18 - 1966	13	24:18.771	0.158	0.158	76.35	1:23.403	7
3	61	Andy JARVIS (AUB)	March-Ford 703 - 1970	13	24:31.151	12.538	12.380	75.71	1:26.694	4
4	63	Christoph WIDMER (MET)	Brabham-Ford BT18A - 1966	13	24:31.777	13.164	0.626	75.67	1:26.959	5
5	7	Steve JONES (AUB)	Brabham-Ford BT28 - 1970	13	24:36.142	17.529	4.365	75.45	1:27.379	5
6	77	Francois DEROSI (AUB)	Chevron-Ford B17 - 1970	13	24:36.317	17.704	0.175	75.44	1:27.536	4
7	82	Marcus MUSSA (DAR)	Tecno-Ford - 1969	13	24:37.315	18.702	0.998	75.39	1:28.164	5
8	17	James KING (AUB)	Chevron-Ford B17 - 1970	13	24:37.676	19.063	0.361	75.37	1:26.589	5
9	41	Enrico SPAGGIARI (MET)	Lotus-Ford 41X - 1968	13	24:38.937	20.324	1.261	75.31	1:26.998	5
10	24	Jeremy TIMMS (DAR)	Chevron-Ford B15 - 1969	13	24:43.105	24.492	4.168	75.10	1:28.148	13
11	96	Harindra DE SILVA (DAR)	Tecno-Ford - 1969	13	24:44.329	25.716	1.224	75.03	1:30.320	6
12	67	Neil ARMSTRONG (TOR)	March-Ford 703 - 1970	13	24:46.776	28.163	2.447	74.91	1:31.160	13
13	5	Jonathan WAGGITT (DAR)	Lotus-Ford 31 - 1964	13	24:47.810	29.197	1.034	74.86	1:30.988	13
14	8	Martyn HALLIDAY (AUB)	Chevron-Ford B15C - 1970	13	24:50.877	32.264	3.067	74.71	1:29.395	4
15	3	Ian BANKHURST (AUB)	Alexis-Ford Mk8 HF - 1964	13	25:00.961	42.348	10.084	74.20	1:27.391	6
16	57	Simon HAUGHTON (AUB)	Chevron-Ford B15 - 1969	13	25:04.684	46.071	3.723	74.02	1:33.432	6
17	14	Simon ETHERINGTON (MET)	Brabham-Ford BT15 - 1965	13	25:26.701	1:08.088	22.017	72.95	1:33.002	5
18	78	Andrew HAYDEN (AUB)	Tecno-Ford - 1966	12	24:54.629	1 Lap	1 Lap	68.79	1:35.950	6

#### NOT CLASSIFIED

DNF	26	Steve SEAMAN (MET)	Brabham-Ford BT21 - 1967	12	23:05.870	1 Lap		74.18	1:27.708	5
DNF	12	Paul WAINE (TOR)	DeSanctis-Ford - 1969	6	8:54.947	7 Laps	6 Laps	96.09	1:26.565	5
DNF	65	Peter THOMPSON (MET)	Brabham-Ford BT21A - 1968	3	4:35.668	10 Laps	3 Laps	93.24	1:27.278	3
DNF	44	Peter HAMILTON (MET)	Tecno Ford - 1968	3	4:55.180	10 Laps	19.512	87.07	1:30.075	2

#### FASTEST LAP

16	Ben MITCHELL (AUB)	Brabham-Ford BT28 - 1968	7	1:22.916	103.33 mph	166.29 kph
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Weather / Track : Cloudy / Dry

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

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10

Clerk Of Course :	Timekeeper :
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# Derek Bell Cup

## RACE 5 - LAP CHART

LAP 1 @ 09:46:16.186			LAP 2 @ 09:47:41.171			LAP 3 @ 09:49:05.779			LAP 4 @ 09:50:29.969			LAP 5 @ 09:51:53.574		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:29.261	25		1:24.985	25		1:24.608	16		1:23.921	16		1:23.605
16	0.155	1:29.416	16	0.377	1:25.207	16	0.269	1:24.500	25	0.198	1:24.388	25	0.408	1:23.815
63	4.505	1:33.766	41	9.079	1:28.935	41	12.763	1:28.292	41	16.254	1:27.681	41	19.647	1:26.998
3	5.017	1:34.278	63	9.169	1:29.649	63	13.274	1:28.713	63	16.933	1:27.849	63	20.287	1:26.959
41	5.129	1:34.390	3	9.996	1:29.964	12	14.044	1:28.432	12	17.981	1:28.127	12	20.941	1:26.565
12	5.841	1:35.102	12	10.220	1:29.364	3	14.580	1:29.192	3	18.047	1:27.657	17	21.402	1:26.589
7	6.249	1:35.510	7	11.101	1:29.837	7	15.350	1:28.857	17	18.418	1:26.865	61	22.257	1:26.817
26	7.313	1:36.574	26	12.102	1:29.774	17	15.743	1:27.689	61	19.045	1:26.694	3	22.314	1:27.872
82	7.814	1:37.075	17	12.662	1:29.285	26	16.378	1:28.884	7	20.959	1:29.799	7	24.733	1:27.379
17	8.362	1:37.623	82	12.965	1:30.136	61	16.541	1:27.278	26	21.293	1:29.105	26	25.396	1:27.708
8	8.974	1:38.235	61	13.871	1:28.967	65	16.814	1:27.278	82	22.355	1:28.174	82	26.914	1:28.164
65	9.752	1:39.013	8	13.908	1:29.919	82	18.371	1:30.014	77	23.245	1:27.536	77	27.183	1:27.543
77	9.774	1:39.035	65	14.144	1:29.377	77	19.899	1:29.787	8	25.922	1:29.395	8	35.557	1:33.240
61	9.889	1:39.150	77	14.720	1:29.931	8	20.717	1:31.417	67	41.954	1:34.239	96	49.810	1:31.320
44	11.667	1:40.928	44	16.757	1:30.075	67	31.905	1:34.637	96	42.095	1:32.578	67	50.976	1:32.627
5	12.438	1:41.699	67	21.876	1:34.149	5	32.540	1:34.347	5	43.384	1:35.034	5	53.470	1:33.691
67	12.712	1:41.973	5	22.801	1:35.348	96	33.707	1:31.786	14	56.577	1:39.290	14	1:05.974	1:33.002
57	16.301	1:45.562	96	26.529	1:33.907	44	36.326	1:44.177	57	57.555	1:41.229	24	1:06.610	1:30.605
96	17.607	1:46.868	57	28.474	1:37.158	57	40.516	1:36.650	78	58.652	1:39.947	57	1:07.623	1:33.673
78	17.737	1:46.998	14	29.731	1:36.139	14	41.477	1:36.354	24	59.610	1:31.690	78	1:11.664	1:36.617
14	18.577	1:47.838	78	30.681	1:37.929	78	42.895	1:36.822						
24	40.846	2:10.107	24	47.045	1:31.184	24	52.110	1:29.673						

Weather / Track : Cloudy / Dry

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - LAP CHART

LAP 6 @ 09:53:17.552			LAP 7 @ 09:54:40.771			LAP 8 @ 09:56:45.938			LAP 9 @ 09:58:57.661			LAP 10 @ 10:03:00.911		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:23.570	16		1:22.916	16		2:05.167	16		2:11.723	16		4:03.250
16	0.303	1:24.281	25	0.184	1:23.403	25	3.118	2:08.101	25	1.100	2:09.705	25	0.536	4:02.686
41	22.768	1:27.099	78	1 Lap	1:35.950	78	1 Lap	2:08.701	78	1 Lap	2:09.815	78	1 Lap	4:03.271
63	24.179	1:27.870	41	31.678	1:32.129	41	1:48.766	3:22.255	41	2:03.228	2:26.185	41	3.181	2:03.203
12	24.320	1:27.357	17	32.458	1:30.767	17	1:49.673	3:22.382	17	2:06.235	2:28.285	17	3.906	2:00.921
17	24.910	1:27.486	61	33.426	1:31.583	61	1:50.648	3:22.389	61	2:07.605	2:28.680	61	4.760	2:00.405
61	25.062	1:26.783	63	33.900	1:32.940	63	1:51.468	3:22.735	63	2:08.215	2:28.470	63	5.044	2:00.079
3	25.727	1:27.391	3	34.540	1:32.032	3	1:53.537	3:24.164	3	2:10.603	2:28.789	3	6.714	1:59.361
7	28.466	1:27.711	7	37.128	1:31.881	7	1:54.176	3:22.215	7	2:11.673	2:29.220	7	7.881	1:59.458
26	29.283	1:27.865	26	38.018	1:31.954	26	1:55.314	3:22.463	26	2:12.622	2:29.031	26	8.791	1:59.419
82	32.193	1:29.257	82	43.791	1:34.817	82	1:57.008	3:18.384	82	2:14.402	2:29.117	82	10.031	1:58.879
77	32.439	1:29.234	77	44.137	1:34.917	77	1:58.024	3:19.054	77	2:14.706	2:28.405	77	10.623	1:59.167
8	42.600	1:31.021	8	57.183	1:37.802	8	1:59.040	3:07.024	8	2:16.688	2:29.371	8	11.626	1:58.188
96	56.152	1:30.320	96	1:09.829	1:36.896	96	2:00.298	2:55.636	96	2:17.971	2:29.396	96	12.431	1:57.710
67	59.436	1:32.438	67	1:16.855	1:40.638	67	2:01.992	2:50.304	67	2:27.186	2:36.917	67	15.751	1:51.815
5	1:02.304	1:32.812	5	1:18.537	1:39.452	5	2:02.987	2:49.617	5	2:31.569	2:40.305	5	16.649	1:48.330
24	1:11.962	1:29.330	24	1:28.104	1:39.361	24	2:04.707	2:41.770	24	2:36.087	2:43.103	24	17.399	1:44.562
14	1:15.722	1:33.726	14	2:00.884	2:08.381	14	2:07.099	2:11.382	14	2:37.021	2:41.645	14	18.078	1:44.307
57	1:17.077	1:33.432	57	2:02.845	2:08.987	57	2:10.204	2:12.526	57	2:42.487	2:44.006	57	28.670	1:49.433
									SC1	8Laps	4:25.351			

Weather / Track : Cloudy / Dry

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10



# Derek Bell Cup

## RACE 5 - LAP CHART

LAP 11 @ 10:06:16.773			LAP 12 @ 10:07:41.863			LAP 13 @ 10:09:05.538		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
16		3:15.862	16		1:25.090	16		1:23.675
25	0:194	3:15.520	25	0:190	1:25.086	25	0:158	1:23.643
78	1 Lap	3:16.796	61	8:019	1:29.441	61	12:538	1:28.194
17	3:040	3:14.996	41	9:585	1:31.602	63	13:164	1:27.173
41	3:073	3:15.754	63	9:666	1:30.501	7	17:529	1:29.891
61	3:668	3:14.770	26	10:932	1:29.598	77	17:704	1:29.126
63	4:255	3:15.073	3	10:960	1:31.148	82	18:702	1:30.559
3	4:902	3:14.050	7	11:313	1:30.451	17	19:063	1:28.663
7	5:952	3:13.933	82	11:818	1:29.223	41	20:324	1:34.414
26	6:424	3:13.495	77	12:253	1:28.833	24	24:492	1:28.148
82	7:685	3:13.516	17	14:075	1:36.125	96	25:716	1:30.521
77	8:510	3:13.749	96	18:870	1:33.097	67	28:163	1:31.160
8	10:547	3:14.783	24	20:019	1:30.534	5	29:197	1:30.988
96	10:863	3:14.294	67	20:678	1:33.552	8	32:264	1:33.468
67	12:216	3:12.327	5	21:884	1:33.642	78	1 Lap	1:37.774
5	13:332	3:12.545	78	1 Lap	1:44.009	3	42:348	1:55.063
24	14:575	3:13.038	8	22:471	1:37.014	57	46:071	1:36.377
14	15:175	3:12.959	14	33:224	1:43.139	14	1:08:088	1:58.539
57	16:720	3:03.912	57	33:369	1:41.739			

Weather / Track : Cloudy / Dry

# Derek Bell Cup

## RACE 5 - POSITION CHART

No	Name	Lap Pos	Lap													
			1	2	3	4	5	6	7	8	9	10	11	12	13	
25	HIBBERD (TOR)	1	25	25	25	16	16	25	16	16	16	16	16	16	16	16
16	MITCHELL (AUB)	2	16	16	16	25	25	16	25	25	25	25	25	25	25	25
24	TIMMS (DAR)	3	63	41	41	41	41	41	41	41	41	41	17	61	61	
41	SPAGGIARI (MET)	4	3	63	63	63	63	63	17	17	17	17	41	41	63	
3	BANKHURST (AUB)	5	41	3	12	12	12	12	61	61	61	61	61	63	7	
7	JONES (AUB)	6	12	12	3	3	17	17	63	63	63	63	63	26	77	
63	WDMER (MET)	7	7	7	7	17	61	61	3	3	3	3	3	3	82	
12	WAINE (TOR)	8	26	26	17	61	3	3	7	7	7	7	7	7	17	
61	JARVIS (AUB)	9	82	17	26	7	7	7	26	26	26	26	26	82	41	
82	MUSSA (DAR)	10	17	82	61	26	26	26	82	82	82	82	82	77	24	
26	SEAMAN (MET)	11	8	61	65	82	82	82	77	77	77	77	77	17	96	
8	HALLIDAY (AUB)	12	65	8	82	77	77	77	8	8	8	8	8	96	67	
44	HAMLTON (MET)	13	77	65	77	8	8	8	96	96	96	96	96	24	5	
96	DE SILVA (DAR)	14	61	77	8	67	96	96	67	67	67	67	67	67	8	
57	HAUGHTON (AUB)	15	44	44	67	96	67	67	5	5	5	5	5	5	3	
77	DEROSSI (AUB)	16	5	67	5	5	5	5	24	24	24	24	24	8	57	
5	WAGGITT (DAR)	17	67	5	96	14	14	24	14	14	14	14	14	14	14	
67	ARMSTRONG (TOR)	18	57	96	44	57	24	14	57	57	57	57	57	57		
17	KING (AUB)	19	96	57	57	78	57	57	78	78	78	78	78	78		
78	HAYDEN (AUB)	20	78	14	14	24	78	78								
14	ETHERINGTON (MET)	21	14	78	78											
65	THOMPSON (MET)	22	24	24	24											

Weather / Track : Cloudy / Dry

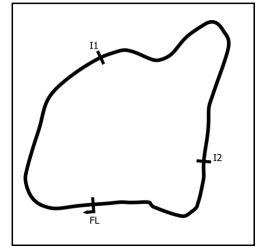
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Goodwood  
 Circuit Length = 2.3800 miles  
 Start: 09:44 Flag 10:09 End: 10:10

Printed - 10:15 Sunday, 07 April 2019

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

P1 16		Ben MITCHELL (AUB)					Brabham-Ford BT28 - 1968				
IDEAL LAP TIME : 1:22.836		BEST LAP TIME : 1:22.916					DIFFERENCE : 0.080				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		124.5	35.922	<b>126.3</b>	23.168	<b>103.5</b>	1:29.416	95.82	6.500	09:46:16.341	
2 -	26.809	124.2	35.579	122.4	22.819	100.6	1:25.207	100.55	2.291	09:47:41.548	
3 -	26.358	125.6	35.513	122.6	22.629	102.2	1:24.500	101.39	1.584	09:49:06.048	
4 -	26.408	126.6	35.327	124.0	22.186	100.1	1:23.921	102.09	1.005	09:50:29.969	
5 -	26.790	126.3	<b>34.945</b>	124.5	21.870	100.3	1:23.605 (2)	102.48	0.689	09:51:53.574	
6 -	26.694	127.3	35.264	125.2	22.323	102.9	1:24.281	101.65	1.365	09:53:17.855	
7 -	<b>26.192</b>	127.0	35.025	123.5	<b>21.699</b>	<b>100.9</b>	<b>1:22.916 (1)</b>	<b>103.33</b>		<b>09:54:40.771</b>	
8 -	36.324	79.8	50.063	70.3	38.780	75.2	2:05.167	68.45	42.251	09:56:45.938	
9 -	47.020	64.0	53.761	83.9	30.942	78.9	2:11.723	65.04	48.807	09:58:57.661	
10 -	1:20.115	37.2	1:42.838	32.6	1:00.297	44.6	4:03.250	35.22	2:40.334	10:03:00.911	
11 -	1:04.524	42.8	1:31.500	43.3	39.838	99.7	3:15.862	43.74	1:52.946	10:06:16.773	
12 -	27.422	<b>129.8</b>	35.622	122.6	22.046	100.9	1:25.090	100.69	2.174	10:07:41.863	
13 -	26.666	124.5	35.226	122.6	21.783	101.2	1:23.675 (3)	102.39	0.759	10:09:05.538	

P2 25		Andrew HIBBERD (TOR)					Brabham-Ford BT18 - 1966				
IDEAL LAP TIME : 1:23.203		BEST LAP TIME : 1:23.403					DIFFERENCE : 0.200				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		129.0	35.884	122.6	23.148	102.1	1:29.261	95.98	5.858	09:46:16.186	
2 -	26.873	129.0	35.587	123.1	22.525	102.6	1:24.985	100.81	1.582	09:47:41.171	
3 -	26.640	130.5	35.485	124.5	22.483	102.4	1:24.608	101.26	1.205	09:49:05.779	
4 -	26.621	129.0	35.384	122.9	22.383	<b>105.3</b>	1:24.388	101.53	0.985	09:50:30.167	
5 -	26.411	130.0	35.116	123.3	22.288	104.3	1:23.815	102.22	0.412	09:51:53.982	
6 -	<b>26.270</b>	<b>131.8</b>	35.180	124.9	22.120	103.4	1:23.570 (2)	102.52	0.167	09:53:17.552	
7 -	26.470	128.5	<b>35.099</b>	<b>127.3</b>	<b>21.834</b>	<b>104.6</b>	<b>1:23.403 (1)</b>	<b>102.73</b>		<b>09:54:40.955</b>	
8 -	37.060	76.0	50.032	64.3	41.009	58.4	2:08.101	66.88	44.698	09:56:49.056	
9 -	44.450	68.4	53.763	82.6	31.492	83.7	2:09.705	66.05	46.302	09:58:58.761	
10 -	1:19.787	40.2	1:42.715	32.3	1:00.184	48.0	4:02.686	35.30	2:39.283	10:03:01.447	
11 -	1:04.656	41.2	1:31.601	45.1	39.263	104.3	3:15.520	43.82	1:52.117	10:06:16.967	
12 -	27.120	128.5	35.710	122.0	22.256	104.5	1:25.086	100.69	1.683	10:07:42.053	
13 -	26.401	131.0	35.278	122.0	21.964	105.0	1:23.643 (3)	102.43	0.240	10:09:05.696	

P3 61		Andy JARVIS (AUB)					March-Ford 703 - 1970				
IDEAL LAP TIME : 1:25.904		BEST LAP TIME : 1:26.694					DIFFERENCE : 0.790				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		106.3	37.893	115.9	24.893	101.0	1:39.150	86.41	12.456	09:46:26.075	
2 -	28.066	120.9	36.931	<b>121.1</b>	23.970	100.9	1:28.967	96.30	2.273	09:47:55.042	
3 -	27.644	<b>121.7</b>	36.714	120.6	22.920	102.1	1:27.278	98.16	0.584	09:49:22.320	
4 -	27.566	118.7	36.189	120.4	22.939	101.8	<b>1:26.694 (1)</b>	<b>98.83</b>		<b>09:50:49.014</b>	
5 -	<b>27.464</b>	119.1	36.502	120.2	<b>22.851</b>	100.7	1:26.817 (3)	98.69	0.123	09:52:15.831	
6 -	27.527	120.9	<b>35.589</b>	120.4	23.667	<b>104.8</b>	1:26.783 (2)	98.72	0.089	09:53:42.614	
7 -	27.813	120.6	36.925	120.2	26.845	57.0	1:31.583	93.55	4.889	09:55:14.197	
8 -	1:06.891	43.8	1:19.608	42.6	55.890	34.6	3:22.389	42.33	1:55.695	09:58:36.586	
9 -	1:13.598	100.9	48.478	89.2	26.604	88.6	2:28.680	57.62	1:01.986	10:01:05.266	
10 -	38.124	109.6	38.800	118.7	43.481	38.8	2:00.405	71.15	33.711	10:03:05.671	
11 -	1:03.337	41.7	1:32.947	43.1	38.486	100.3	3:14.770	43.99	1:48.076	10:06:20.441	
12 -	28.095	115.3	38.119	114.3	23.227	101.0	1:29.441	95.79	2.747	10:07:49.882	
13 -	28.187	119.8	36.908	117.9	23.099	100.4	1:28.194	97.14	1.500	10:09:18.076	

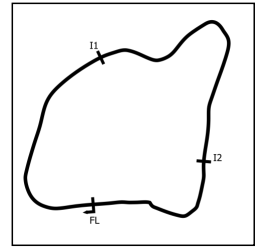
P4 63		Christoph WIDMER (MET)					Brabham-Ford BT18A - 1966				
IDEAL LAP TIME : 1:26.365		BEST LAP TIME : 1:26.959					DIFFERENCE : 0.594				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		117.9	37.558	126.1	24.115	98.5	1:33.766	91.37	6.807	09:46:20.691	
2 -	28.672	123.1	37.532	123.5	23.445	98.3	1:29.649	95.57	2.690	09:47:50.340	
3 -	27.144	<b>128.5</b>	37.578	119.1	23.991	100.4	1:28.713	96.58	1.754	09:49:19.053	
4 -	27.157	122.6	36.941	<b>126.6</b>	23.751	100.9	1:27.849 (3)	97.53	0.890	09:50:46.902	
5 -	<b>26.872</b>	125.2	36.886	123.8	<b>23.201</b>	101.5	<b>1:26.959 (1)</b>	<b>98.52</b>		<b>09:52:13.861</b>	
6 -	27.415	124.7	37.227	120.9	23.228	100.7	1:27.870	97.50	0.911	09:53:41.731	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

7 -	28.367	122.2	37.000	125.6	27.573	51.3	1:32.940	92.18	5.981	09:55:14.671
8 -	1:06.957	47.4	1:19.826	44.1	55.952	36.1	3:22.735	42.26	1:55.776	09:58:37.406
9 -	1:15.603	100.0	46.497	79.7	26.370	94.1	2:28.470	57.70	1:01.511	10:01:05.876
10 -	39.345	100.7	39.776	118.9	40.958	47.7	2:00.079	71.35	33.120	10:03:05.955
11 -	1:03.629	50.3	1:33.115	44.4	38.329	100.3	3:15.073	43.92	1:48.114	10:06:21.028
12 -	27.601	120.6	38.704	100.7	24.196	98.2	1:30.501	94.67	3.542	10:07:51.529
13 -	27.418	125.6	36.292	124.7	23.463	101.8	1:27.173 (2)	98.28	0.214	10:09:18.702

<b>P5</b>	<b>7</b>	<b>Steve JONES (AUB)</b>				Brabham-Ford BT28 - 1970					
IDEAL LAP TIME : 1:27.281		BEST LAP TIME : 1:27.379				DIFFERENCE : 0.098					

LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		120.6	37.504	124.2	24.470	101.0	1:35.510	89.70	8.131	09:46:22.435
2 -	28.058	118.9	37.101	120.9	24.678	99.1	1:29.837	95.37	2.458	09:47:52.272
3 -	27.746	125.6	37.148	124.5	23.963	98.9	1:28.857 (3)	96.42	1.478	09:49:21.129
4 -	28.265	118.1	36.499	124.2	25.035	96.5	1:29.799	95.41	2.420	09:50:50.928
5 -	27.399	125.6	36.565	123.8	23.415	100.0	1:27.379 (1)	98.05		09:52:18.307
6 -	27.403	125.9	36.631	122.9	23.677	99.4	1:27.711 (2)	97.68	0.332	09:53:46.018
7 -	28.729	122.4	36.467	121.7	26.685	83.6	1:31.881	93.25	4.502	09:55:17.899
8 -	1:05.616	46.5	1:19.126	44.8	57.473	36.5	3:22.215	42.37	1:54.836	09:58:40.114
9 -	1:18.466	94.1	43.507	77.0	27.247	95.8	2:29.220	57.41	1:01.841	10:01:09.334
10 -	38.418	94.2	40.447	111.2	40.593	40.0	1:59.458	71.72	32.079	10:03:08.792
11 -	1:02.510	50.6	1:32.478	45.0	38.945	98.5	3:13.933	44.18	1:46.554	10:06:22.725
12 -	28.536	125.9	37.727	117.3	24.188	101.6	1:30.451	94.72	3.072	10:07:53.176
13 -	27.948	122.4	37.808	118.9	24.135	98.8	1:29.891	95.31	2.512	10:09:23.067

<b>P6</b>	<b>77</b>	<b>Francois DEROSSI (AUB)</b>				Chevron-Ford B17 - 1970					
IDEAL LAP TIME : 1:26.572		BEST LAP TIME : 1:27.536				DIFFERENCE : 0.964					

LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		118.7	39.286	106.8	25.272	93.2	1:39.035	86.51	11.499	09:46:25.960
2 -	28.612	118.1	37.569	121.1	23.750	97.2	1:29.931	95.27	2.395	09:47:55.891
3 -	27.827	119.4	38.301	119.1	23.659	97.2	1:29.787	95.42	2.251	09:49:25.678
4 -	27.601	127.5	37.038	117.5	22.897	101.0	1:27.536 (1)	97.87		09:50:53.214
5 -	27.123	130.5	36.629	124.5	23.791	101.3	1:27.543 (2)	97.87	0.007	09:52:20.757
6 -	27.957	116.7	37.832	113.5	23.445	101.8	1:29.234	96.01	1.698	09:53:49.991
7 -	31.062	117.7	37.315	104.8	26.540	93.5	1:34.917	90.26	7.381	09:55:24.908
8 -	1:02.220	48.8	1:18.626	44.5	58.208	32.9	3:19.054	43.04	1:51.518	09:58:43.962
9 -	1:20.322	82.8	41.753	112.9	26.330	98.5	2:28.405	57.73	1:00.869	10:01:12.367
10 -	39.661	99.4	39.883	108.7	39.623	39.3	1:59.167	71.89	31.631	10:03:11.534
11 -	1:03.113	42.4	1:32.535	42.1	38.101	99.2	3:13.749	44.22	1:46.213	10:06:25.283
12 -	28.623	124.0	37.390	116.1	22.820	101.8	1:28.833 (3)	96.45	1.297	10:07:54.116
13 -	27.637	118.3	37.703	118.1	23.786	100.4	1:29.126	96.13	1.590	10:09:23.242

<b>P7</b>	<b>82</b>	<b>Marcus MUSSA (DAR)</b>				Tecno-Ford - 1969					
IDEAL LAP TIME : 1:27.325		BEST LAP TIME : 1:28.164				DIFFERENCE : 0.839					

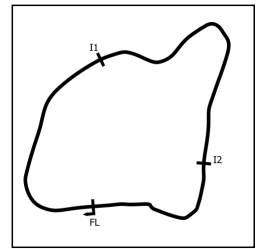
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		115.1	37.897	128.0	24.947	102.2	1:37.075	88.26	8.911	09:46:24.000
2 -	27.772	121.7	37.485	126.3	24.879	102.6	1:30.136	95.05	1.972	09:47:54.136
3 -	27.788	125.9	37.370	125.6	24.856	85.7	1:30.014	95.18	1.850	09:49:24.150
4 -	28.201	129.0	36.571	125.9	23.402	101.8	1:28.174 (2)	97.17	0.010	09:50:52.324
5 -	27.415	126.1	37.052	125.4	23.697	100.7	1:28.164 (1)	97.18		09:52:20.488
6 -	28.111	115.7	37.807	122.2	23.339	101.5	1:29.257	95.99	1.093	09:53:49.745
7 -	28.856	124.0	37.327	121.1	28.634	96.4	1:34.817	90.36	6.653	09:55:24.562
8 -	1:01.538	50.3	1:18.733	45.9	58.113	35.2	3:18.384	43.18	1:50.220	09:58:42.946
9 -	1:19.946	84.8	40.922	81.9	28.249	97.3	2:29.117	57.45	1:00.953	10:01:12.063
10 -	39.475	97.9	39.843	109.6	39.561	40.5	1:58.879	72.07	30.715	10:03:10.942
11 -	1:02.665	46.2	1:32.585	45.4	38.266	100.0	3:13.516	44.27	1:45.352	10:06:24.458
12 -	28.721	125.4	36.792	125.9	23.710	103.0	1:29.223 (3)	96.02	1.059	10:07:53.681
13 -	27.865	117.1	38.710	122.2	23.984	101.0	1:30.559	94.61	2.395	10:09:24.240

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

P8 17		James KING (AUB)					Chevron-Ford B17 - 1970				
IDEAL LAP TIME : 1:25.609		BEST LAP TIME : 1:26.589					DIFFERENCE : 0.980				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		115.7	38.132	125.2	24.414	100.4	1:37.623	87.76	11.034	09:46:24.548	
2 -	27.312	120.0	37.498	126.1	24.475	100.7	1:29.285	95.96	2.696	09:47:53.833	
3 -	27.418	<b>127.0</b>	36.690	<b>129.0</b>	23.581	101.2	1:27.689	97.70	1.100	09:49:21.522	
4 -	27.541	125.4	<b>36.032</b>	127.5	23.292	100.6	1:26.865 (2)	98.63	0.276	09:50:48.387	
5 -	27.614	<b>127.0</b>	36.075	126.1	<b>22.900</b>	102.2	<b>1:26.589 (1)</b>	<b>98.95</b>		<b>09:52:14.976</b>	
6 -	<b>26.677</b>	125.2	37.018	122.4	23.791	<b>102.7</b>	1:27.486 (3)	97.93	0.897	09:53:42.462	
7 -	27.697	122.9	<b>36.872</b>	<b>122.4</b>	<b>26.198</b>	<b>60.2</b>	<b>1:30.767</b>	94.39	4.178	<b>09:55:13.229</b>	
8 -	<b>1:07.388</b>	<b>46.8</b>	<b>1:19.260</b>	<b>45.8</b>	<b>55.734</b>	<b>35.1</b>	<b>3:22.382</b>	42.33	1:55.793	<b>09:58:35.611</b>	
9 -	<b>1:12.523</b>	<b>78.9</b>	<b>49.022</b>	<b>100.0</b>	<b>26.740</b>	<b>95.0</b>	<b>2:28.285</b>	57.78	1:01.696	<b>10:01:03.896</b>	
10 -	<b>36.764</b>	<b>113.5</b>	<b>39.539</b>	<b>118.7</b>	<b>44.618</b>	<b>40.9</b>	<b>2:00.921</b>	70.85	34.332	<b>10:03:04.817</b>	
11 -	<b>1:03.734</b>	<b>41.7</b>	<b>1:32.614</b>	<b>42.6</b>	<b>38.648</b>	<b>95.8</b>	<b>3:14.996</b>	43.93	1:48.407	<b>10:06:19.813</b>	
12 -	28.454	123.8	44.001	122.4	23.670	100.9	1:36.125	89.13	9.536	10:07:55.938	
13 -	27.611	124.7	36.938	115.9	24.114	98.3	1:28.663	96.63	2.074	10:09:24.601	

P9 41		Enrico SPAGGIARI (MET)					Lotus-Ford 41X - 1968				
IDEAL LAP TIME : 1:26.870		BEST LAP TIME : 1:26.998					DIFFERENCE : 0.128				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		123.1	37.076	<b>126.6</b>	24.412	101.0	1:34.390	90.77	7.392	09:46:21.315	
2 -	28.458	<b>126.6</b>	37.110	121.5	23.367	101.6	1:28.935	96.34	1.937	09:47:50.250	
3 -	<b>27.239</b>	125.2	37.570	121.7	23.483	101.0	1:28.292	97.04	1.294	09:49:18.542	
4 -	27.540	125.2	36.951	122.0	23.190	101.6	1:27.681 (3)	97.71	0.683	09:50:46.223	
5 -	27.360	125.9	36.477	121.1	<b>23.161</b>	<b>102.7</b>	<b>1:26.998 (1)</b>	<b>98.48</b>		<b>09:52:13.221</b>	
6 -	27.361	124.5	<b>36.470</b>	121.3	23.268	102.2	1:27.099 (2)	98.37	0.101	09:53:40.320	
7 -	27.302	124.5	<b>36.474</b>	<b>121.5</b>	<b>28.353</b>	<b>55.4</b>	<b>1:32.129</b>	93.00	5.131	<b>09:55:12.449</b>	
8 -	<b>1:07.506</b>	<b>45.2</b>	<b>1:18.765</b>	<b>44.6</b>	<b>55.984</b>	<b>31.8</b>	<b>3:22.255</b>	42.36	1:55.257	<b>09:58:34.704</b>	
9 -	<b>1:12.361</b>	<b>80.3</b>	<b>47.008</b>	<b>113.5</b>	<b>26.816</b>	<b>93.8</b>	<b>2:26.185</b>	58.61	59.187	<b>10:01:00.889</b>	
10 -	<b>38.183</b>	<b>106.0</b>	<b>40.455</b>	<b>118.5</b>	<b>44.565</b>	<b>38.7</b>	<b>2:03.203</b>	69.54	36.205	<b>10:03:04.092</b>	
11 -	<b>1:03.622</b>	<b>42.2</b>	<b>1:32.375</b>	<b>47.9</b>	<b>39.757</b>	<b>88.8</b>	<b>3:15.754</b>	43.76	1:48.756	<b>10:06:19.846</b>	
12 -	28.068	125.9	39.610	99.1	23.924	101.3	1:31.602	93.53	4.604	10:07:51.448	
13 -	27.476	125.9	40.617	78.3	26.321	99.2	1:34.414	90.74	7.416	10:09:25.862	

P10 24		Jeremy TIMMS (DAR)					Chevron-Ford B15 - 1969				
IDEAL LAP TIME : 1:28.148		BEST LAP TIME : 1:28.148					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		105.6	55.103	116.9	26.352	88.6	2:10.107	65.85	41.959	09:46:57.032	
2 -	28.349	119.4	37.835	120.2	25.000	90.0	1:31.184	93.96	3.036	09:48:28.216	
3 -	27.779	124.7	37.637	120.6	24.257	91.3	1:29.673 (3)	95.54	1.525	09:49:57.889	
4 -	27.606	125.4	37.724	122.2	26.360	89.8	1:31.690	93.44	3.542	09:51:29.579	
5 -	28.803	125.2	37.433	<b>125.2</b>	24.369	93.3	1:30.605	94.56	2.457	09:53:00.184	
6 -	28.276	124.5	37.274	120.2	23.780	92.4	1:29.330 (2)	95.91	1.182	09:54:29.514	
7 -	<b>29.610</b>	<b>122.6</b>	<b>41.299</b>	<b>105.8</b>	<b>28.452</b>	<b>87.6</b>	<b>1:39.361</b>	86.23	11.213	<b>09:56:08.875</b>	
8 -	<b>32.890</b>	<b>99.7</b>	<b>1:09.709</b>	<b>39.8</b>	<b>59.171</b>	<b>34.2</b>	<b>2:41.770</b>	52.96	1:13.622	<b>09:58:50.645</b>	
9 -	<b>1:24.654</b>	<b>40.4</b>	<b>50.413</b>	<b>102.4</b>	<b>28.036</b>	<b>88.4</b>	<b>2:43.103</b>	52.53	1:14.955	<b>10:01:33.748</b>	
10 -	<b>32.564</b>	<b>103.2</b>	<b>41.353</b>	<b>103.7</b>	<b>30.645</b>	<b>59.7</b>	<b>1:44.562</b>	81.94	16.414	<b>10:03:18.310</b>	
11 -	<b>1:02.430</b>	<b>32.1</b>	<b>1:31.981</b>	<b>40.5</b>	<b>38.627</b>	<b>92.1</b>	<b>3:13.038</b>	44.38	1:44.890	<b>10:06:31.348</b>	
12 -	27.655	115.1	38.265	123.5	24.614	<b>94.2</b>	1:30.534	94.63	2.386	10:08:01.882	
13 -	<b>27.345</b>	<b>126.3</b>	<b>37.196</b>	120.4	<b>23.607</b>	92.1	<b>1:28.148 (1)</b>	<b>97.20</b>		<b>10:09:30.030</b>	

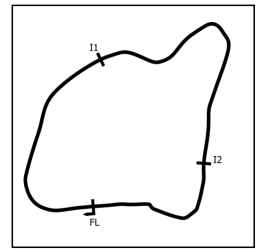
P11 96		Harindra DE SILVA (DAR)					Tecno-Ford - 1969				
IDEAL LAP TIME : 1:29.857		BEST LAP TIME : 1:30.320					DIFFERENCE : 0.463				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		98.3	41.637	<b>123.3</b>	25.222	99.4	1:46.868	80.17	16.548	09:46:33.793	
2 -	29.278	107.5	40.054	122.9	24.575	101.5	1:33.907	91.23	3.587	09:48:07.700	
3 -	28.663	122.6	39.110	<b>123.3</b>	24.013	101.5	1:31.786	93.34	1.466	09:49:39.486	
4 -	29.021	110.7	38.729	119.4	24.828	<b>103.4</b>	1:32.578	92.54	2.258	09:51:12.064	
5 -	28.688	118.9	37.684	120.9	24.948	100.9	1:31.320 (3)	93.82	1.000	09:52:43.384	
6 -	<b>28.568</b>	<b>123.5</b>	<b>37.483</b>	121.1	24.269	101.2	<b>1:30.320 (1)</b>	<b>94.86</b>		<b>09:54:13.704</b>	

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

7 -	29.635	120.2	38.558	99.8	28.703	94.9	1:36.896	88.42	6.576	09:55:50.600
8 -	38.979	49.2	1:18.283	46.1	58.374	34.4	2:55.636	48.78	1:25.316	09:58:46.236
9 -	1:24.422	67.1	39.733	123.1	25.241	101.5	2:29.396	57.35	59.076	10:01:15.632
10 -	38.748	106.3	40.214	102.7	38.748	41.1	1:57.710	72.78	27.390	10:03:13.342
11 -	1:03.656	38.5	1:32.012	42.4	38.626	101.5	3:14.294	44.09	1:43.974	10:06:27.636
12 -	28.993	102.7	39.790	116.3	24.314	101.3	1:33.097	92.03	2.777	10:08:00.733
13 -	29.095	121.1	37.620	123.1	<b>23.806</b>	101.3	1:30.521 (2)	94.65	0.201	10:09:31.254

<b>P12</b>	<b>67</b>	<b>Neil ARMSTRONG (TOR)</b>				March-Ford 703 - 1970				
IDEAL LAP TIME : 1:31.160		BEST LAP TIME : 1:31.160		DIFFERENCE : 0.000						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	110.5	38.788	117.7	25.430	97.5	1:41.973	84.02	10.813	09:46:28.898	
2 -	29.568	111.4	39.516	118.9	25.065	98.2	1:34.149	91.00	2.989	09:48:03.047
3 -	29.672	112.9	39.654	117.9	25.311	97.3	1:34.637	90.53	3.477	09:49:37.684
4 -	29.769	109.4	39.585	117.3	24.885	97.9	1:34.239	90.91	3.079	09:51:11.923
5 -	29.561	112.0	38.441	119.1	24.625	<b>99.2</b>	1:32.627 (3)	92.50	1.467	09:52:44.550
6 -	28.997	115.5	38.822	118.3	24.619	98.5	1:32.438 (2)	92.68	1.278	09:54:16.988
7 -	30.486	118.3	41.446	98.5	28.706	93.7	1:40.638	85.13	9.478	09:55:57.626
8 -	36.342	75.7	1:15.111	41.0	58.851	31.4	2:50.304	50.31	1:19.144	09:58:47.930
9 -	1:24.705	52.1	44.465	109.2	27.747	93.0	2:36.917	54.60	1:05.757	10:01:24.847
10 -	39.063	86.9	41.899	104.0	30.853	63.7	1:51.815	76.62	20.655	10:03:16.662
11 -	1:01.617	35.6	1:32.269	43.8	38.441	97.5	3:12.327	44.54	1:41.167	10:06:28.989
12 -	29.365	112.2	39.128	<b>119.6</b>	25.059	99.1	1:33.552	91.58	2.392	10:08:02.541
13 -	<b>28.588</b>	<b>118.5</b>	<b>38.235</b>	118.9	<b>24.337</b>	98.5	<b>1:31.160 (1)</b>	<b>93.98</b>		<b>10:09:33.701</b>

<b>P13</b>	<b>5</b>	<b>Jonathan WAGGITT (DAR)</b>				Lotus-Ford 31 - 1964				
IDEAL LAP TIME : 1:30.988		BEST LAP TIME : 1:30.988		DIFFERENCE : 0.000						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	98.2	40.030	<b>120.0</b>	25.462	96.9	1:41.699	84.24	10.711	09:46:28.624	
2 -	30.404	106.1	39.338	118.1	25.606	96.2	1:35.348	89.86	4.360	09:48:03.972
3 -	29.627	108.0	39.602	118.3	25.118	95.5	1:34.347	90.81	3.359	09:49:38.319
4 -	30.354	101.6	39.482	118.1	25.198	96.9	1:35.034	90.15	4.046	09:51:13.353
5 -	29.890	107.5	39.009	118.5	24.792	96.6	1:33.691	91.44	2.703	09:52:47.044
6 -	29.440	113.7	38.517	118.1	24.855	96.9	1:32.812 (2)	92.31	1.824	09:54:19.856
7 -	30.818	110.1	40.159	95.8	28.475	91.8	1:39.452	86.15	8.464	09:55:59.308
8 -	35.642	73.3	1:14.945	41.9	59.030	31.4	2:49.617	50.51	1:18.629	09:58:48.925
9 -	1:24.889	41.2	48.534	101.2	26.882	93.9	2:40.305	53.44	1:09.317	10:01:29.230
10 -	35.372	87.7	42.118	109.6	30.840	57.0	1:48.330	79.09	17.342	10:03:17.560
11 -	1:01.594	35.0	1:32.099	44.5	38.852	94.5	3:12.545	44.49	1:41.557	10:06:30.105
12 -	29.697	112.9	38.167	115.9	25.778	<b>97.2</b>	1:33.642 (3)	91.49	2.654	10:08:03.747
13 -	<b>29.002</b>	<b>118.5</b>	<b>38.105</b>	118.5	<b>23.881</b>	96.8	<b>1:30.988 (1)</b>	<b>94.16</b>		<b>10:09:34.735</b>

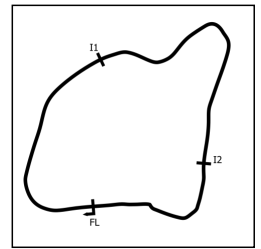
<b>P14</b>	<b>8</b>	<b>Martyn HALLIDAY (AUB)</b>				Chevron-Ford B15C - 1970				
IDEAL LAP TIME : 1:28.692		BEST LAP TIME : 1:29.395		DIFFERENCE : 0.703						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -	109.1	38.481	119.4	24.645	<b>103.8</b>	1:38.235	87.21	8.840	09:46:25.160	
2 -	27.582	114.9	<b>37.165</b>	118.7	25.172	101.2	1:29.919 (2)	95.28	0.524	09:47:55.079
3 -	28.247	112.2	38.411	122.2	24.759	101.5	1:31.417	93.72	2.022	09:49:26.496
4 -	<b>27.459</b>	117.1	37.868	122.6	<b>24.068</b>	102.4	<b>1:29.395 (1)</b>	<b>95.84</b>		<b>09:50:55.891</b>
5 -	27.706	112.0	40.407	114.9	25.127	100.6	1:33.240	91.89	3.845	09:52:29.131
6 -	27.969	<b>117.3</b>	38.281	<b>122.9</b>	24.771	102.1	1:31.021 (3)	94.13	1.626	09:54:00.152
7 -	30.976	108.9	39.462	104.2	27.364	87.7	1:37.802	87.60	8.407	09:55:37.954
8 -	50.468	50.1	1:18.294	45.3	58.262	34.3	3:07.024	45.81	1:37.629	09:58:44.978
9 -	1:22.433	69.7	41.238	119.4	25.700	100.6	2:29.371	57.36	59.976	10:01:14.349
10 -	38.830	93.2	40.369	117.1	38.989	38.5	1:58.188	72.49	28.793	10:03:12.537
11 -	1:03.327	38.8	1:32.339	43.6	39.117	99.1	3:14.783	43.98	1:45.388	10:06:27.320
12 -	28.843	107.0	40.981	107.3	27.190	101.8	1:37.014	88.31	7.619	10:08:04.334
13 -	29.960	113.9	38.631	115.7	24.877	99.2	1:33.468	91.66	4.073	10:09:37.802

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

P15 3		Ian BANKHURST (AUB)				Alexis-Ford Mk8HF - 1964				
IDEAL LAP TIME : 1:27.220		BEST LAP TIME : 1:27.391				DIFFERENCE : 0.171				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		120.4	37.332	124.5	24.375	100.6	1:34.278	90.88	6.887	09:46:21.203
2 -	28.578	118.7	37.351	123.8	24.035	100.3	1:29.964	95.23	2.573	09:47:51.167
3 -	28.183	118.1	37.080	123.3	23.929	100.6	1:29.192	96.06	1.801	09:49:20.359
4 -	<b>27.503</b>	<b>123.3</b>	36.543	124.2	<b>23.611</b>	99.4	1:27.657 (2)	97.74	0.266	09:50:48.016
5 -	27.944	122.0	36.231	121.7	23.697	96.2	1:27.872 (3)	97.50	0.481	09:52:15.888
6 -	27.596	119.4	<b>36.106</b>	<b>125.2</b>	23.689	<b>102.2</b>	<b>1:27.391 (1)</b>	<b>98.04</b>		<b>09:53:43.279</b>
7 -	27.861	122.4	36.417	121.7	27.754	48.5	1:32.032	93.09	4.641	09:55:15.311
8 -	1:07.494	45.1	1:19.096	43.3	57.574	36.3	3:24.164	41.96	1:56.773	09:58:39.475
9 -	1:16.738	101.9	44.681	78.0	27.370	93.8	2:28.789	57.58	1:01.398	10:01:08.264
10 -	37.847	93.5	40.695	97.2	40.819	45.5	1:59.361	71.78	31.970	10:03:07.625
11 -	1:02.684	52.8	1:32.950	46.0	38.416	100.3	3:14.050	44.15	1:46.659	10:06:21.675
12 -	28.483	122.9	38.620	120.2	24.045	99.8	1:31.148	94.00	3.757	10:07:52.823
13 -	28.080	<b>123.3</b>	1:02.771	113.3	24.212	98.5	1:55.063	74.46	27.672	10:09:47.886

P16 57		Simon HAUGHTON (AUB)				Chevron-Ford B15 - 1969				
IDEAL LAP TIME : 1:33.332		BEST LAP TIME : 1:33.432				DIFFERENCE : 0.100				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		93.7	41.284	116.1	26.120	96.0	1:45.562	81.16	12.130	09:46:32.487
2 -	30.575	100.0	40.446	<b>116.3</b>	26.137	96.6	1:37.158	88.18	3.726	09:48:09.645
3 -	29.732	106.3	40.934	116.1	25.984	96.2	1:36.650	88.64	3.218	09:49:46.295
4 -	30.566	107.7	44.537	109.4	26.126	97.1	1:41.229	84.63	7.797	09:51:27.524
5 -	<b>29.115</b>	<b>112.5</b>	39.055	116.1	25.503	97.2	1:33.673 (2)	91.46	0.241	09:53:01.197
6 -	29.215	105.8	<b>38.937</b>	115.9	<b>25.280</b>	<b>97.3</b>	<b>1:33.432 (1)</b>	<b>91.70</b>		<b>09:54:34.629</b>
7 -	37.207	85.0	54.309	73.7	37.471	68.1	2:08.987	66.42	35.555	09:56:43.616
8 -	46.622	70.2	53.045	75.0	32.859	76.6	2:12.526	64.65	39.094	09:58:56.142
9 -	1:21.031	36.3	55.184	112.9	27.791	94.1	2:44.006	52.24	1:10.574	10:01:40.148
10 -	39.340	94.6	42.102	111.2	27.991	92.9	1:49.433	78.29	16.001	10:03:29.581
11 -	52.681	33.9	1:32.096	38.0	39.135	93.8	3:03.912	46.58	1:30.480	10:06:33.493
12 -	29.872	108.7	41.107	91.9	30.760	88.2	1:41.739	84.21	8.307	10:08:15.232
13 -	30.396	107.0	40.462	112.4	25.519	95.7	1:36.377 (3)	88.90	2.945	10:09:51.609

P17 14		Simon ETHERINGTON (MET)				Brabham-Ford BT15 - 1965				
IDEAL LAP TIME : 1:32.610		BEST LAP TIME : 1:33.002				DIFFERENCE : 0.392				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		100.0	41.917	115.3	26.177	95.1	1:47.838	79.45	14.836	09:46:34.763
2 -	30.283	110.3	39.843	<b>121.7</b>	26.013	96.1	1:36.139 (3)	89.12	3.137	09:48:10.902
3 -	28.925	109.2	41.741	120.6	25.688	96.4	1:36.354	88.92	3.352	09:49:47.256
4 -	29.038	113.9	44.622	109.8	25.630	96.0	1:39.290	86.29	6.288	09:51:26.546
5 -	28.721	118.1	39.090	118.9	25.191	95.5	<b>1:33.002 (1)</b>	<b>92.12</b>		<b>09:52:59.548</b>
6 -	29.714	106.1	<b>38.882</b>	118.9	<b>25.130</b>	<b>96.9</b>	1:33.726 (2)	91.41	0.724	09:54:33.274
7 -	37.181	66.9	54.904	74.8	36.296	75.8	2:08.381	66.73	35.379	09:56:41.655
8 -	46.377	71.5	54.134	78.0	30.871	62.2	2:11.382	65.21	38.380	09:58:53.037
9 -	1:23.375	37.2	50.503	108.9	27.767	86.4	2:41.645	53.00	1:08.643	10:01:34.682
10 -	34.403	102.1	40.776	118.7	29.128	70.6	1:44.307	82.14	11.305	10:03:18.989
11 -	1:02.508	32.4	1:32.083	38.2	38.368	95.5	3:12.959	44.40	1:39.957	10:06:31.948
12 -	<b>28.598</b>	<b>119.4</b>	43.733	87.6	30.808	82.2	1:43.139	83.07	10.137	10:08:15.087
13 -	32.975	103.2	51.246	60.3	34.318	75.0	1:58.539	72.28	25.537	10:10:13.626

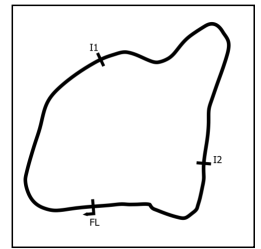
P18 78		Andrew HAYDEN (AUB)				Tecno-Ford - 1966				
IDEAL LAP TIME : 1:35.503		BEST LAP TIME : 1:35.950				DIFFERENCE : 0.447				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		102.6	41.106	115.7	26.599	92.8	1:46.998	80.07	11.048	09:46:33.923
2 -	31.729	110.1	40.373	<b>116.9</b>	25.827	<b>93.0</b>	1:37.929	87.49	1.979	09:48:11.852
3 -	30.927	112.5	40.181	115.7	25.714	90.8	1:36.822 (3)	88.49	0.872	09:49:48.674
4 -	<b>30.403</b>	<b>115.9</b>	42.819	106.8	26.725	92.5	1:39.947	85.72	3.997	09:51:28.621
5 -	31.517	112.5	<b>39.542</b>	114.1	<b>25.558</b>	91.5	1:36.617 (2)	88.68	0.667	09:53:05.238
6 -	30.475	114.3	39.623	112.9	25.852	88.7	<b>1:35.950 (1)</b>	<b>89.29</b>		<b>09:54:41.188</b>

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10

# Derek Bell Cup

## RACE 5 - SECTOR ANALYSIS



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

7 -	38.957	88.6	48.780	66.9	40.964	52.5	2:08.701	66.57	32.751	09:56:49.889
8 -	44.824	62.0	53.483	79.7	31.508	77.5	2:09.815	66.00	33.865	09:58:59.704
9 -	1:19.923	39.5	1:43.503	32.5	59.845	45.0	4:03.271	35.21	2:27.321	10:03:02.975
10 -	1:04.145	40.0	1:32.061	45.9	40.590	87.1	3:16.796	43.53	1:40.846	10:06:19.771
11 -	35.407	100.6	41.279	107.7	27.323	91.0	1:44.009	82.37	8.059	10:08:03.780
12 -	31.217	112.5	40.982	112.0	25.575	90.4	1:37.774	87.63	1.824	10:09:41.554

<b>P19</b>	<b>26</b>	<b>Steve SEAMAN (MET)</b>					Brabham-Ford BT21 - 1967				
IDEAL LAP TIME : 1:27.266		BEST LAP TIME : 1:27.708			DIFFERENCE : 0.442						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	113.1	37.761	124.7	24.895	101.8	1:36.574	88.71	8.866	09:46:23.499		
2 -	27.512	116.9	37.217	25.045	102.1	1:29.774	95.43	2.066	09:47:53.273		
3 -	27.741	124.7	36.844	24.299	<b>103.0</b>	1:28.884 (3)	96.39	1.176	09:49:22.157		
4 -	28.436	115.3	36.764	23.905	102.1	1:29.105	96.15	1.397	09:50:51.262		
5 -	27.509	119.6	36.658	<b>126.3</b>	<b>23.541</b>	<b>103.0</b>	<b>1:27.708 (1)</b>	<b>97.68</b>		<b>09:52:18.970</b>	
6 -	27.230	123.8	37.051	23.584	101.9	1:27.865 (2)	97.51	0.157	09:53:46.835		
7 -	28.436	114.7	<b>36.583</b>	26.935	74.2	1:31.954	93.17	4.246	09:55:18.789		
8 -	1:05.886	48.1	1:18.986	57.591	40.8	3:22.463	42.31	1:54.755	09:58:41.252		
9 -	1:18.498	95.3	42.931	27.602	96.8	2:29.031	57.49	1:01.323	10:01:10.283		
10 -	39.108	104.6	40.651	39.660	38.9	1:59.419	71.74	31.711	10:03:09.702		
11 -	1:02.700	51.1	1:32.101	38.694	101.9	3:13.495	44.28	1:45.787	10:06:23.197		
12 -	28.458	111.8	37.158	23.982	101.6	1:29.598	95.62	1.890	10:07:52.795		

<b>P20</b>	<b>12</b>	<b>Paul WAINE (TOR)</b>					DeSanctis-Ford - 1969				
IDEAL LAP TIME : 1:26.233		BEST LAP TIME : 1:26.565			DIFFERENCE : 0.332						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	115.9	37.761	121.3	25.507	100.6	1:35.102	90.09	8.537	09:46:22.027		
2 -	28.082	119.6	37.172	24.110	103.5	1:29.364	95.87	2.799	09:47:51.391		
3 -	27.853	<b>122.4</b>	36.922	23.657	102.2	1:28.432	96.88	1.867	09:49:19.823		
4 -	27.553	121.1	36.570	24.004	99.8	1:28.127 (3)	97.22	1.562	09:50:47.950		
5 -	27.353	121.5	<b>36.108</b>	<b>23.104</b>	102.7	<b>1:26.565 (1)</b>	<b>98.97</b>		<b>09:52:14.515</b>		
6 -	<b>27.021</b>	120.0	36.975	23.361	<b>104.0</b>	1:27.357 (2)	98.08	0.792	09:53:41.872		

<b>P21</b>	<b>65</b>	<b>Peter THOMPSON (MET)</b>					Brabham-Ford BT21A - 1968				
IDEAL LAP TIME : 1:26.887		BEST LAP TIME : 1:27.278			DIFFERENCE : 0.391						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	109.8	37.959	117.7	25.073	101.8	1:39.013 (3)	86.53	11.735	09:46:25.938		
2 -	28.452	113.1	37.052	23.873	104.0	1:29.377 (2)	95.86	2.099	09:47:55.315		
3 -	27.946	<b>121.7</b>	<b>36.206</b>	<b>23.126</b>	<b>105.5</b>	<b>1:27.278 (1)</b>	<b>98.16</b>		<b>09:49:22.593</b>		

<b>P22</b>	<b>44</b>	<b>Peter HAMILTON (MET)</b>					Tecno Ford - 1968				
IDEAL LAP TIME : 1:29.837		BEST LAP TIME : 1:30.075			DIFFERENCE : 0.238						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	105.1	38.981	121.1	24.620	97.9	1:40.928 (2)	84.89	10.853	09:46:27.853		
2 -	<b>28.138</b>	114.5	<b>37.548</b>	24.389	96.0	<b>1:30.075 (1)</b>	<b>95.12</b>		<b>09:47:57.928</b>		
3 -	28.309	<b>117.5</b>	51.717	<b>24.151</b>	<b>99.4</b>	1:44.177 (3)	82.24	14.102	09:49:42.105		

Weather / Track : Cloudy / Dry

Goodwood  
Circuit Length = 2.3800 miles  
Start: 09:44 Flag 10:09 End: 10:10



# Derek Bell Cup

## RACE 5 - BEST SECTORS

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
													PERFECT LAP	1:22.836	
1	16	MITCHELL (AUB)	26.192	16	MITCHELL (AUB)	34.945	16	MITCHELL (AUB)	21.699	1	16	MITCHELL (AUB)	1:22.836	1:22.916	0.080
2	25	HIBBERD (TOR)	26.270	25	HIBBERD (TOR)	35.099	25	HIBBERD (TOR)	21.834	2	25	HIBBERD (TOR)	1:23.203	1:23.403	0.200
3	17	KING (AUB)	26.677	61	JARVIS (AUB)	35.589	77	DEROSSI (AUB)	22.820	3	17	KING (AUB)	1:25.609	1:26.589	0.980
4	63	WIDMER (MET)	26.872	17	KING (AUB)	36.032	61	JARVIS (AUB)	22.851	4	61	JARVIS (AUB)	1:25.904	1:26.694	0.790
5	12	WAINES (TOR)	27.021	3	BANKHURST (AUB)	36.106	17	KING (AUB)	22.900	5	12	WAINES (TOR)	1:26.233	1:26.565	0.332
6	77	DEROSSI (AUB)	27.123	12	WAINES (TOR)	36.108	12	WAINES (TOR)	23.104	6	63	WIDMER (MET)	1:26.365	1:26.959	0.594
7	26	SEAMAN (MET)	27.142	65	THOMPSON (MET)	36.206	65	THOMPSON (MET)	23.126	7	77	DEROSSI (AUB)	1:26.572	1:27.536	0.964
8	41	SPAGGIARI (MET)	27.239	63	WIDMER (MET)	36.292	41	SPAGGIARI (MET)	23.161	8	41	SPAGGIARI (MET)	1:26.870	1:26.998	0.128
9	24	TIMMS (DAR)	27.345	7	JONES (AUB)	36.467	63	WIDMER (MET)	23.201	9	65	THOMPSON (MET)	1:26.887	1:27.278	0.391
10	7	JONES (AUB)	27.399	41	SPAGGIARI (MET)	36.470	82	MUSSA (DAR)	23.339	10	3	BANKHURST (AUB)	1:27.220	1:27.391	0.171
11	82	MUSSA (DAR)	27.415	82	MUSSA (DAR)	36.571	7	JONES (AUB)	23.415	11	26	SEAMAN (MET)	1:27.266	1:27.708	0.442
12	8	HALLIDAY (AUB)	27.459	26	SEAMAN (MET)	36.583	26	SEAMAN (MET)	23.541	12	7	JONES (AUB)	1:27.281	1:27.379	0.098
13	61	JARVIS (AUB)	27.464	77	DEROSSI (AUB)	36.629	24	TIMMS (DAR)	23.607	13	82	MUSSA (DAR)	1:27.325	1:28.164	0.839
14	3	BANKHURST (AUB)	27.503	8	HALLIDAY (AUB)	37.165	3	BANKHURST (AUB)	23.611	14	24	TIMMS (DAR)	1:28.148	1:28.148	0.000
15	65	THOMPSON (MET)	27.555	24	TIMMS (DAR)	37.196	96	DE SILVA (DAR)	23.806	15	8	HALLIDAY (AUB)	1:28.692	1:29.395	0.703
16	44	HAMILTON (MET)	28.138	96	DE SILVA (DAR)	37.483	5	WAGGITT (DAR)	23.881	16	44	HAMILTON (MET)	1:29.837	1:30.075	0.238
17	96	DE SILVA (DAR)	28.568	44	HAMILTON (MET)	37.548	8	HALLIDAY (AUB)	24.068	17	96	DE SILVA (DAR)	1:29.857	1:30.320	0.463
18	67	ARMSTRONG (TOR)	28.588	5	WAGGITT (DAR)	38.105	44	HAMILTON (MET)	24.151	18	5	WAGGITT (DAR)	1:30.988	1:30.988	0.000
19	14	ETHERINGTON (ME)	28.598	67	ARMSTRONG (TOR)	38.235	67	ARMSTRONG (TOR)	24.337	19	67	ARMSTRONG (TOR)	1:31.160	1:31.160	0.000
20	5	WAGGITT (DAR)	29.002	14	ETHERINGTON (ME)	38.882	14	ETHERINGTON (ME)	25.130	20	14	ETHERINGTON (MET)	1:32.610	1:33.002	0.392
21	57	HAUGHTON (AUB)	29.115	57	HAUGHTON (AUB)	38.937	57	HAUGHTON (AUB)	25.280	21	57	HAUGHTON (AUB)	1:33.332	1:33.432	0.100
22	78	HAYDEN (AUB)	30.403	78	HAYDEN (AUB)	39.542	78	HAYDEN (AUB)	25.558	22	78	HAYDEN (AUB)	1:35.503	1:35.950	0.447

Weather / Track : Cloudy / Dry

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10

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

Printed - 10:15 Sunday, 07 April 2019

# Derek Bell Cup

## RACE 5 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	25	HIBBERD (TOR)	131.8	17	KING (AUB)	129.0	65	THOMPSON (MET)	105.5
2	77	DEROSSO (AUB)	130.5	65	THOMPSON (MET)	128.8	25	HIBBERD (TOR)	105.3
3	16	MITCHELL (AUB)	129.8	82	MUSSA (DAR)	128.0	61	JARVIS (AUB)	104.8
4	82	MUSSA (DAR)	129.0	25	HIBBERD (TOR)	127.3	12	WAINE (TOR)	104.0
5	63	WDMER (MET)	128.5	63	WDMER (MET)	126.6	8	HALLIDAY (AUB)	103.8
6	26	SEAMAN (MET)	127.3	41	SPAGGIARI (MET)	126.6	16	MITCHELL (AUB)	103.5
7	17	KING (AUB)	127.0	16	MITCHELL (AUB)	126.3	96	DE SILVA (DAR)	103.4
8	41	SPAGGIARI (MET)	126.6	26	SEAMAN (MET)	126.3	82	MUSSA (DAR)	103.0
9	24	TIMMS (DAR)	126.3	12	WAINE (TOR)	125.9	26	SEAMAN (MET)	103.0
10	7	JONES (AUB)	125.9	24	TIMMS (DAR)	125.2	17	KING (AUB)	102.7
11	96	DE SILVA (DAR)	123.5	3	BANKHURST (AUB)	125.2	41	SPAGGIARI (MET)	102.7
12	3	BANKHURST (AUB)	123.3	7	JONES (AUB)	124.5	3	BANKHURST (AUB)	102.2
13	12	WAINE (TOR)	122.4	77	DEROSSO (AUB)	124.5	63	WDMER (MET)	101.8
14	61	JARVIS (AUB)	121.7	96	DE SILVA (DAR)	123.3	77	DEROSSO (AUB)	101.8
15	65	THOMPSON (MET)	121.7	44	HAMLTON (MET)	123.1	7	JONES (AUB)	101.6
16	14	ETHERINGTON (MET)	119.4	8	HALLIDAY (AUB)	122.9	44	HAMLTON (MET)	99.4
17	67	ARMSTRONG (TOR)	118.5	14	ETHERINGTON (MET)	121.7	67	ARMSTRONG (TOR)	99.2
18	5	WAGGITT (DAR)	118.5	61	JARVIS (AUB)	121.1	57	HAUGHTON (AUB)	97.3
19	44	HAMLTON (MET)	117.5	5	WAGGITT (DAR)	120.0	5	WAGGITT (DAR)	97.2
20	8	HALLIDAY (AUB)	117.3	67	ARMSTRONG (TOR)	119.6	14	ETHERINGTON (MET)	96.9
21	78	HAYDEN (AUB)	115.9	78	HAYDEN (AUB)	116.9	24	TIMMS (DAR)	94.2
22	57	HAUGHTON (AUB)	112.5	57	HAUGHTON (AUB)	116.3	78	HAYDEN (AUB)	93.0

Weather / Track : Cloudy / Dry

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10

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

Printed - 10:15 Sunday, 07 April 2019

# Derek Bell Cup

## RACE 5 - STATISTICS

**Competitors Started** 22  
**Planned Start** 2019-04-07 @ 09:40:00.000  
**Actual Start** 2019-04-07 @ 09:44:46.924  
**Finish Time** 2019-04-07 @ 10:09:04.988  
**Track Length** 2.3800mi.  
**Total Laps** 258  
**Total Distance Covered** 614.0400mi.

### Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
25	Andrew HIBBERD (TOR)	1:29.261	09:46:16.199	1	Brabham-Ford BT18
25	Andrew HIBBERD (TOR)	1:24.985	09:47:41.183	2	Brabham-Ford BT18
25	Andrew HIBBERD (TOR)	1:24.608	09:49:05.791	3	Brabham-Ford BT18
16	Ben MITCHELL (AUB)	1:24.500	09:49:06.061	3	Brabham-Ford BT28
16	Ben MITCHELL (AUB)	1:23.921	09:50:29.983	4	Brabham-Ford BT28
16	Ben MITCHELL (AUB)	1:23.605	09:51:53.592	5	Brabham-Ford BT28
25	Andrew HIBBERD (TOR)	1:23.570	09:53:17.563	6	Brabham-Ford BT18
16	Ben MITCHELL (AUB)	1:22.916	09:54:40.785	7	Brabham-Ford BT28

### Session Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
25	Andrew HIBBERD (TOR)	1	3	4.76 miles	Brabham-Ford BT18
16	Ben MITCHELL (AUB)	4	2	4.76 miles	Brabham-Ford BT28
25	Andrew HIBBERD (TOR)	6	1	2.38 miles	Brabham-Ford BT18
16	Ben MITCHELL (AUB)	7	7	16.66 miles	Brabham-Ford BT28

### Flag History

TYPE	TIME OF DAY
GREEN	09:44:46.924
SAFETY	09:54:39.205
GREEN	10:06:13.373
FINISH	10:09:04.988

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	2	8	12:43.895
Red	0	0	0.000
Safety Car	1	4	11:34.167
FCY	0	0	0.000

Weather / Track : Cloudy / Dry

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

Goodwood

Circuit Length = 2.3800 miles

Start: 09:44 Flag 10:09 End: 10:10

Clerk Of Course :	Timekeeper :
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