

Spa Ardennes Challenge
SPA SUMMER CLASSIC
 Qualifying (30 Minutes)

Final Classification by Group

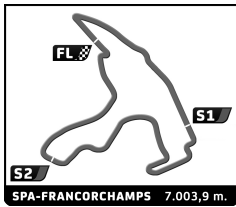
No Drivers	Team	Car	Laps	Total Time	Gap	Kph	Best Lap		
							Lap	Time	Kph
CROS									
1	71 D. PITCHFORD	CROSSLE 9S	7	32:36.471		90.0	2	2:40.161	157.4
2	52 S. OUGH	CROSSLE 9S	10	40:49.759	+1.326	102.7	5	2:41.487	156.1
3	69 P. SMITH	CROSSLE 9S	8	33:31.797	+5.845	100.0	6	2:46.006	151.9
4	42 J. TAYLOR	CROSSLE 9S	9	39:56.746	+10.815	94.5	5	2:50.976	147.5
5	4 G. POLLARD	CROSSLE 9S	9	39:47.606	+12.599	94.9	8	2:52.760	145.9
6	5 K. HUGGENBERG	CROSSLE 9S	6	30:51.429	+13.183	81.5	5	2:53.344	145.5
7	3 M. HOBBS	CROSSLE 9S	7	34:56.011	+15.639	84.0	6	2:55.800	143.4
8	38 P. SUMMERVILLE / D. SPICER	CROSSLE 9S	2	7:05.039	+24.906	117.6	2	3:05.067	136.2
9	95 E. LEDWIDGE	CROSSLE 9S	2	7:17.172	+42.891	114.3	2	3:23.052	124.2

CARS 17 - 25 AND 47 SOME LAPTICES DELETED DUE TO TRACK LIMITS
 CARS 7 AND 167 BEST LAP DELETED DUE TO OVERTAKING UNDER YELLOW

Published at:

Track Status: **DRY**

Stewards	Timekeeper:
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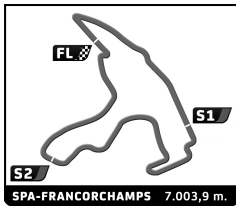
No Drivers	Team	Car	Laps	Total Time	Gap	Kph	Best Lap		
							Lap	Time	Kph
Equipe									
1	246 J. RAWLES / B. RAWLES	AUSTIN HEALEY 3000 MKIIA	6	33:07.900		75.9	4	3:08.243	133.9
2	82 R. BINFIELD	JAGUAR E Type series 1 OTS	8	39:04.951	+2.470	85.8	8	3:10.713	132.2
3	46 M. BREWER / I. ROWLEY	ASTON MARTIN DP214 copy	8	38:56.134	+2.481	86.2	8	3:10.724	132.2
4	18 W. LINLEY	AUSTIN HEALEY 3000 MK II	8	38:35.084	+3.401	86.9	5	3:11.644	131.6
5	92 G. PARRY-WILLIAMS / S. PARRY-WILLIAMS	AUSTIN HEALEY 3000	7	35:36.642	+4.456	82.4	2	3:12.699	130.8
6	19 S. WINTER / R. WILLIAMS	PORSCHE 911	7	35:02.696	+4.615	83.7	5	3:12.858	130.7
7	8 D. KEERS TRAFFORD	MG B	6	31:27.874	+4.958	79.9	5	3:13.201	130.5
8	43 R. BERNBERG	TVR Grantura	9	41:04.440	+5.337	91.9	9	3:13.580	130.3
9	33 P. KENNELLY	JAGUAR E Type	8	38:33.709	+6.911	87.0	8	3:15.154	129.2
10	31 R. COLLYER / J. ABECCASSI	AUSTIN HEALEY 3000 MKI	8	38:29.490	+6.936	87.2	7	3:15.179	129.2
11	391 J. SMARE	AUSTIN HEALEY 3000	8	39:19.429	+7.420	85.3	8	3:15.663	128.9
12	78 D. RUSSELL WILKS	MG B	8	39:02.950	+7.480	85.9	8	3:15.723	128.8
13	188 A. SCHLÜCHTER	LOTUS Elite	3	22:31.614	+7.658	55.6	2	3:15.901	128.7
14	169 R. CULL	TVR Grantura MK III	7	35:08.171	+7.741	83.5	5	3:15.984	128.7
15	51 O. WILKINSON / A. KINSELLA	MG B	8	39:25.428	+7.844	85.1	2	3:16.087	128.6
16	98 N. MATTHEWS	AUSTIN HEALEY 100/4	8	38:50.809	+8.389	86.4	7	3:16.632	128.2
17	79 A. WILLIAMS	ASTON MARTIN 100M	7	35:49.679	+8.902	81.9	6	3:17.145	127.9
18	25 J. HAXTON	AUSTIN HEALEY 3000	8	39:11.473	+8.966	85.6	6	3:17.209	127.9
19	401 J. HARRIS	AUSTIN HEALEY 100/4	8	40:25.246	+11.063	83.0	7	3:19.306	126.5
20	90 D. BRON	MG A Twin Cam	8	38:42.077	+11.380	86.7	6	3:19.623	126.3
21	83 I. HAYWARD	TVR Grantura	8	39:06.014	+11.514	85.8	8	3:19.757	126.2
22	44 N. MOUNTFORD	TRIUMPH TR4	4	25:34.542	+13.082	65.4	4	3:21.325	125.2
23	103 M. PRUTTON / S. SKENTELBERY	MG B	7	38:32.023	+13.583	76.1	2	3:21.826	124.9
24	167 A. MOORE	TRIUMPH TR4	8	38:57.984	+13.730	86.1	8	3:21.973	124.8
25	177 T. WILSON SPRATT	WSM MG B	7	39:21.141	+15.192	74.6	7	3:23.435	123.9
26	175 N. LEONARD / R. SMITH	MG B	8	38:53.575	+15.242	86.3	8	3:23.485	123.9
27	63 G. BATES	MG B	8	38:58.776	+15.377	86.1	7	3:23.620	123.8
28	77 J. PEARSON	MG B	8	40:03.725	+15.688	83.7	7	3:23.931	123.6
29	53 K. SHERRY	MG B	8	39:14.749	+15.863	85.5	8	3:24.106	123.5
30	411 R. COBDEN	ELVA Courier	8	39:17.310	+16.105	85.4	2	3:24.348	123.4
31	125 N. SINCLAIR	MG B	8	39:30.755	+16.919	84.9	8	3:25.162	122.9
32	130 D. MOONEY	MG B	3	25:14.680	+17.563	49.6	2	3:25.806	122.5
33	14 N. VINCE / N. CREWDSON	MG B	7	37:53.837	+18.748	77.4	2	3:26.991	121.8
34	88 A. SOMERVILLE	TRIUMPH TR4	8	39:29.252	+19.280	85.0	7	3:27.523	121.5
35	72 J. MARSDEN / J. MARSDEN	MG B	8	39:47.812	+21.641	84.3	2	3:29.884	120.1
36	145 R. PINCHBECK	JAGUAR XK150 S-spec FHC	4	26:26.595	+27.411	63.3	2	3:35.654	116.9
37	768 I. CALDERWOOD	TRIUMPH GT6 MKI	6	41:28.739	+27.541	60.6	6	3:35.784	116.8
38	27 M. HOBLE	TURNER MKI Climax	1	5:41.335		72.6			
39	123 N. NICOLL	MG B							
40	152 R. WEST / O. WILKINSON	MG B							

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MOT									
1	66 T. TAYLOR / A. TAYLOR	MAZDA RX7	6	30:05.832		83.5	4	2:49.198	149.0
2	111 F. SECHAUD / E. SECHAUD	FORD Escort MK1	7	34:18.441	+1.767	85.5	5	2:50.965	147.5
3	1 T. BLAKE / A. BLAKE	PORSCHE 911	8	33:19.585	+4.412	100.7	6	2:53.610	145.2
4	13 G. WILSON / D. PITTARD	LOTUS Elan	6	31:01.327	+6.170	81.0	5	2:55.368	143.8
5	57 T. PAXMAN / W. CRABTREE	FORD Escort MK1	9	40:15.524	+11.264	93.8	9	3:00.462	139.7
6	75 M. WHITEHOUSE	MORGAN Plus 8	8	39:06.602	+12.803	85.8	6	3:02.001	138.5
7	6 R. FROST	JAGUAR XJS	8	37:01.041	+14.381	90.6	7	3:03.579	137.3
8	751 R. ELLIS	LOTUS Elan	9	40:45.014	+14.486	92.6	6	3:03.684	137.3
9	39 C. LIM / P. JAMES	RAM Shelby Cobra	5	28:44.912	+16.608	72.8	5	3:05.806	135.7
10	47 R. COOKE	VOLKSWAGEN Golf GTi	8	37:55.861	+18.149	88.4	7	3:07.347	134.6
11	139 C. BOON	JAGUAR XJS	9	40:26.001	+19.770	93.4	8	3:08.968	133.4
12	17 E. DOUART / G. CHRQUI	BWM 1800 TISA	9	40:51.785	+20.558	92.4	9	3:09.756	132.9
13	7 J. GOMM / G. ALDWORTH	FORD Anglia 105E	8	38:35.790	+21.631	86.9	5	3:10.829	132.1
14	114 L. BALL	JAGUAR XJS	8	38:23.957	+24.627	87.4	8	3:13.825	130.1
15	34 P. SARGEANT	MORGAN +8	8	38:23.688	+24.903	87.4	8	3:14.101	129.9
16	65 T. WHITE / G. PICONE	MG B V8 Roadster	8	38:54.404	+25.107	86.2	8	3:14.305	129.8
17	219 S. PEEREBOOM	MG B	2	7:19.978	+26.093	113.6	2	3:15.291	129.1
18	26 R. LONARDI / R. ROMOLO	ALFA ROMEO GTV 2000	7	36:42.280	+35.913	79.9	6	3:25.111	122.9
19	84 P. WYBROW	MG B	8	40:49.528	+40.178	82.2	8	3:29.376	120.4
20	12 J. WYMEERSCH	TVR 3000M							
21	99 J. PITT	MG B	1	5:20.951		77.2			

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