



## CLASSIFICA FREE PRACTICE

POS	No	CONCORRENTE/CONDUETT.	NAZ	TEAM	AUTO	GR	CL	TEMPO	DIST	GIR/TOT	MEDIA	2°	G.V.
1	6	<b>STRETTON M.</b> (STRETTON Martin)			MARCH 742		C	<b>1'50.922</b>		7/9	188.013		1'51.755
2	2	<b>WATTS M.</b> (WATTS Matthew)			MARCH 772		C	<b>1'51.683</b>	0.761	8/9	186.732		1'52.598
3	11	<b>PETER H.</b> (PETER Hans)			RALT RT1		C	<b>1'54.957</b>	4.035	6/8	181.413		1'55.446
4	8	<b>MEINS R.</b> (MEINS Richard)			MARCH 762		C	<b>1'56.092</b>	5.170	9/10	179.640		1'57.031
5	62	<b>ASHLEY I.</b> (ASHLEY Ian)			MARCH 79B		A	<b>1'57.544</b>	6.622	8/9	177.421		1'58.172
6	24	<b>TROMANS G.</b> (TROMANS Grant)			CHEVRON B42		C	<b>1'58.686</b>	7.764	5/6	175.714		1'59.018
7	42	<b>GATHERCOLE D.</b> (GATHERCOLE David)			CHEVRON B25		C	<b>1'59.298</b>	8.376	1/1	174.812		
8	43	<b>NEF W.</b> (NEF Walter)			MARCH 712M		A	<b>2'00.218</b>	9.296	8/9	173.474		2'01.296
9	34	<b>FERRAO D.</b> (FERRAO Diogo)			MARCH 712		A	<b>2'01.511</b>	10.589	3/5	171.628		2'02.319
10	16	<b>TANDY S.</b> (TANDY Steve)			CHEVRON B40		C	<b>2'02.425</b>	11.503	5/8	170.347		2'02.533
11	50	<b>BASON P.</b> (BASON Paul)			MARCH 712		A	<b>2'04.869</b>	13.947	5/5	167.013		2'06.569
12	31	<b>ARNOLD L.</b> (ARNOLD Luciano)		FORMEL RENNSPORT C	BRABHAM BT36		A	<b>2'07.000</b>	16.078	8/8	164.211		2'07.800
13	85	<b>LILLINGSTONE-PR</b> (LILLINGSTONE-PRICE Chris)			TECNO T70		A	<b>2'07.538</b>	16.616	3/5	163.518		2'08.929
14	71	<b>SHARPLES C.</b> (SHARPLES Chris)			CHEVRON B29		B	<b>2'10.119</b>	19.197	6/6	160.274		2'13.958
15	20	<b>BROWN D.</b> (BROWN David)			BRABHAM BT30		A	<b>2'10.587</b>	19.665	6/7	159.700		2'11.051
16	37	<b>SMALL L.</b> (SMALL Lincoln)			BRABHAM BT30		A	<b>2'11.758</b>	20.836	8/8	158.281		2'12.344
17	22	<b>LAGACHE A.</b> (LAGACHE Alain)			MARCH 712M		A	<b>2'20.146</b>	29.224	1/1	148.807		

ORA INIZIO ( )

ORA FINE ( )

## ANALISI DEI TEMPI FREE PRACTICE

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
<b>2 WATTS Matthew</b>							<b>16 TANDY Steve</b>						
MARCH 772 C							CHEVRON B40 C						
1)	2'33.702	(238.4)	32.486	40.543	41.298	<b>2'03.851</b> B	1)	4'09.765	(208.4)	33.477	42.892	42.271	<b>2'08.656</b>
2)	1'02.542	(158.5)	33.797	38.971	39.206	<b>2'54.516</b>	2)	9.726	(235.2)	34.166	43.445	41.959	<b>2'09.296</b>
3)	9.435	(239.4)	30.236	40.823	42.819	<b>2'03.313</b> B	3)	9.698	(228.3)	32.478	42.535	41.201	<b>2'05.912</b>
4)	1'16.234	(157.6)	32.130	39.779	40.540	<b>3'08.683</b>	4)	9.768	(232.2)	32.126	41.396	40.465	<b>2'03.755</b>
5)	9.193	(244.3)	28.976	38.077	37.897	<b>1'54.143</b>	5)	9.642	(233.2)	31.873	40.199	40.711	<b>2'02.425</b>
6)	9.224	(243.2)	29.309	36.493	37.572	<b>1'52.598</b>	6)	9.601	(235.2)	31.592	41.480	42.460	<b>2'05.133</b>
7)	9.160	(246.0)	28.771	38.304	37.146	<b>1'53.381</b>	7)	9.710	(218.1)	32.028	40.686	40.109	<b>2'02.533</b>
8)	9.241	(242.6)	28.897	36.538	37.007	<b>1'51.683</b>	8)	9.726	(233.7)	31.263	41.386	44.290	<b>2'06.665</b> B
9)	9.536	(208.8)	35.016	37.506	39.471	<b>2'01.529</b> B							
<b>6 STRETTON Martin</b>							<b>20 BROWN David</b>						
MARCH 742 C							BRABHAM BT30 A						
1)	2'19.486	(238.4)		2'41.222	38.083	<b>1'57.098</b>	1)	3'03.104	(214.7)	35.112	45.901	45.664	<b>2'17.119</b>
2)	9.106	(245.4)	29.054	38.210	37.032	<b>1'53.402</b>	2)	10.522	(215.1)	33.579	44.362	45.673	<b>2'14.136</b>
3)	9.139	(244.3)	28.638	37.148	36.830	<b>1'51.755</b>	3)	10.497	(215.5)	33.608	46.927	44.776	<b>2'15.808</b>
4)	9.151	(243.7)	28.746	38.284	38.304	<b>1'54.485</b>	4)	10.497	(214.7)	35.030	44.671	44.177	<b>2'14.375</b>
5)	9.132	(244.8)	28.928	38.280	38.668	<b>1'55.008</b> B	5)	10.304	(215.1)	33.348	43.522	43.877	<b>2'11.051</b>
6)	1'24.287	(188.8)	30.774	37.644	36.809	<b>3'09.514</b>	6)	10.367	(214.7)	33.323	43.508	43.389	<b>2'10.587</b>
7)	9.006	(247.7)	28.743	36.605	36.568	<b>1'50.922</b>	7)	10.376	(217.3)			47.462	<b>2'13.736</b> B
8)	9.003	(247.7)	28.604	38.107	37.820	<b>1'53.534</b>							
9)	9.093	(246.5)	28.537	37.360	40.661	<b>1'55.651</b> B							
<b>8 MEINS Richard</b>							<b>22 LAGACHE Alain</b>						
MARCH 762 C							MARCH 712M A						
1)	2'33.227	(240.0)			43.655	<b>2'05.822</b>	1)	4'02.709	(194.9)	36.345	46.335	46.147	<b>2'20.146</b>
2)	9.566	(235.2)			39.335	<b>2'00.867</b>							
3)	9.270	(245.4)			40.831	<b>2'02.863</b>							
4)	9.142	(247.7)			38.937	<b>1'57.547</b>							
5)	9.146	(247.1)			39.155	<b>1'59.564</b>							
6)	9.121	(249.4)			38.918	<b>1'58.202</b>							
7)	9.157	(240.5)			38.368	<b>1'57.031</b>							
8)	9.086	(250.0)			39.661	<b>1'57.153</b>							
9)	9.101	(250.0)			38.644	<b>1'56.092</b>							
10)	10.264	(181.2)			51.896	<b>2'25.155</b> B							
<b>11 PETER Hans</b>							<b>24 TROMANS Grant</b>						
RALT RT1 C							CHEVRON B42 C						
1)				42.040	41.727	<b>2'04.574</b>	1)	4'07.699	(172.8)			42.432	<b>3'07.590</b>
2)	9.000	(251.7)	30.209	40.018	39.586	<b>1'58.813</b>	2)	9.473	(242.1)	30.613	41.211	42.123	<b>2'03.420</b>
3)	8.899	(230.2)	30.505	40.367	39.893	<b>1'59.664</b>	3)	9.486	(240.0)	30.401	47.037	45.126	<b>2'12.050</b> B
4)	8.916	(254.1)	29.343	39.148	39.250	<b>1'56.657</b>	4)	5'28.331	(169.8)			40.622	<b>7'24.245</b>
5)	8.862	(254.1)	29.108	38.642	38.834	<b>1'55.446</b>	5)	9.281	(244.3)			39.652	<b>1'58.686</b>
6)	8.694	(259.6)	29.771	38.154	38.338	<b>1'54.957</b>	6)	9.209	(246.0)	31.012	39.007	39.790	<b>1'59.018</b>
7)	8.764	(258.9)	29.181	41.492	41.149	<b>2'00.586</b> B							
8)	2'46.863	(181.2)	30.755	39.288	38.734	<b>4'35.640</b>							
<b>25 GLADMAN Philip</b>							<b>31 ARNOLD Luciano</b>						
CHEVRON B34 B							FORMEL RENNS BRABHAM BT36 A						
1)							1)	3'17.709	(226.8)	34.541	45.276	44.320	<b>2'14.109</b>
2)							2)	9.907	(224.0)	35.325	42.661	43.075	<b>2'10.968</b>
3)							3)	9.882	(227.3)	45.123	1'11.294	45.378	<b>2'51.677</b>
4)							4)	9.884	(228.3)	33.156	43.916	43.302	<b>2'10.258</b>
5)							5)	9.701	(232.2)	33.353	42.832	42.639	<b>2'08.525</b>
6)							6)	9.735	(229.2)	31.505	53.378	43.315	<b>2'17.933</b>
7)							7)	9.834	(228.8)	32.261	42.722	42.983	<b>2'07.800</b>
8)							8)	9.846	(224.0)	33.078	42.174	41.902	<b>2'07.000</b>

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
<b>34 FERRAO Diogo</b>							<b>71 SHARPLES Chris</b>						
MARCH 712						A	CHEVRON B29						B
1)	4'26.608	(225.0)			42.469	<b>2'07.090</b>	1)	4'37.097	(196.7)	36.685	44.265	46.605	<b>2'17.899</b> B
2)	9.903	(225.9)			40.784	<b>2'03.563</b>	2)	1'28.669	(143.6)	36.225	48.895	45.001	<b>3'38.790</b>
3)	9.884	(225.9)			40.551	<b>2'01.511</b>	3)	10.313	(209.3)	33.369	45.706	44.570	<b>2'13.958</b>
4)	9.824	(226.4)			40.405	<b>2'02.319</b>	4)	13.200	(144.9)	39.749	48.885	50.331	<b>2'32.165</b> B
5)	9.740	(227.8)			43.319	<b>2'03.131</b> B	5)	1'35.371	(140.4)	36.484	44.841	44.031	<b>3'40.727</b>
<b>37 SMALL Lincoln</b>							<b>85 LILLINGSTONE-PRICE Chris</b>						
BRABHAM BT30						A	TECNO T70						A
1)	3'13.032	(222.6)	37.552	45.045	45.278	<b>2'18.089</b>	1)	4'27.949	(219.5)	33.527	42.763	42.373	<b>2'08.929</b>
2)	10.162	(208.0)	36.476	45.240	45.519	<b>2'17.397</b>	2)	10.308	(218.1)	31.743	43.785	45.053	<b>2'10.889</b>
3)	10.142	(223.6)	33.743	46.364	50.055	<b>2'20.304</b> B	3)	10.393	(215.5)	31.844	43.197	42.104	<b>2'07.538</b>
4)	58.287	(124.5)	37.380	45.411	45.143	<b>3'06.221</b>	4)	10.411	(215.1)	32.056	41.820	45.989	<b>2'10.276</b>
5)	10.030	(225.4)	33.344	44.038	44.932	<b>2'12.344</b>	5)	10.355	(215.5)	34.395	44.437	1'17.921	<b>2'47.108</b> B
6)	10.082	(208.0)	33.939	44.320	44.819	<b>2'13.160</b>							
7)	10.104	(221.7)	34.146	44.015	44.706	<b>2'12.971</b>							
8)	10.109	(223.6)	33.138	43.763	44.748	<b>2'11.758</b>							
<b>42 GATHERCOLE David</b>							<b>43 NEF Walter</b>						
CHEVRON B25						C	MARCH 712M						A
1)	3'36.719	(240.5)	30.392	39.837	39.843	<b>1'59.298</b>	1)	3'27.622	(225.4)	31.174	42.198	41.615	<b>2'05.089</b>
<b>50 BASON Paul</b>							<b>62 ASHLEY Ian</b>						
MARCH 712						A	MARCH 79B						A
1)	3'23.841	(221.7)	32.339	42.497	43.706	<b>2'08.524</b>	1)	4'16.598	(227.8)		2'58.185	42.146	<b>2'06.622</b>
2)	9.989	(211.7)	36.848	47.134	50.250	<b>2'24.221</b> B	2)	9.738	(230.2)			40.988	<b>2'03.321</b>
3)	6'47.523	(166.4)	36.096	42.190	44.060	<b>8'49.869</b>	3)	9.757	(231.2)	31.183	40.815	40.551	<b>2'02.306</b>
4)	9.959	(222.2)	32.221	42.319	42.070	<b>2'06.569</b>	4)	9.769	(228.8)	32.770	39.573	39.908	<b>2'02.020</b>
5)	9.964	(225.0)	31.911	41.044	41.950	<b>2'04.869</b>	5)	9.673	(232.2)			39.543	<b>1'59.499</b>
<b>62 ASHLEY Ian</b>							<b>62 ASHLEY Ian</b>						
MARCH 79B						A	MARCH 79B						A
1)	4'16.598	(227.8)				<b>2'06.622</b>	6)	9.627	(232.7)			39.234	<b>1'59.307</b>
2)	9.738	(230.2)				<b>2'03.321</b>	7)	9.614	(233.7)			38.769	<b>1'58.172</b>
3)	9.757	(231.2)	31.183	40.815	40.551	<b>2'02.306</b>	8)	9.639	(233.2)	29.975	39.023	38.907	<b>1'57.544</b>
4)	9.769	(228.8)	32.770	39.573	39.908	<b>2'02.020</b>	9)	9.673	(232.2)			43.625	<b>2'02.189</b> B
5)	9.673	(232.2)				<b>1'59.499</b>							
6)	9.627	(232.7)				<b>1'59.307</b>							
7)	9.614	(233.7)				<b>1'58.172</b>							
8)	9.639	(233.2)	29.975	39.023	38.907	<b>1'57.544</b>							
9)	9.673	(232.2)				<b>2'02.189</b> B							

### QUALIFYING PRACTICE

POS	No	CONCORRENTE/CONDUTT.	NAZ	TEAM	AUTO	GR	CL	TEMPO	DIST	MEDIA	GIRO
1	2	<b>WATTS M.</b> (WATTS Matthew)			MARCH 772		C	<b>1'50.439</b>		188.835	9
2	6	<b>STRETTON M.</b> (STRETTON Martin)			MARCH 742		C	<b>1'50.528</b>	0.089	188.683	5
3	11	<b>PETER H.</b> (PETER Hans)			RALT RT1		C	<b>1'52.534</b>	2.095	185.319	9
4	42	<b>GATHERCOLE D.</b> (GATHERCOLE David)			CHEVRON B25		C	<b>1'54.012</b>	3.573	182.917	6
5	15	<b>SHAW R.</b> (SHAW Robert)			RALT RT1		C	<b>1'55.223</b>	4.784	180.995	9
6	23	<b>EYRE R.</b> (EYRE Richard)			MARCH 782		C	<b>1'56.085</b>	5.646	179.651	7
7	62	<b>ASHLEY I.</b> (ASHLEY Ian)			MARCH 79B		A	<b>1'56.690</b>	6.251	178.719	10
8	34	<b>FERRAO D.</b> (FERRAO Diogo)			MARCH 712		A	<b>1'56.701</b>	6.262	178.702	9
9	24	<b>TROMANS G.</b> (TROMANS Grant)			CHEVRON B42		C	<b>1'57.400</b>	6.961	177.638	6
10	25	<b>GLADMAN P.</b> (GLADMAN Philip)			CHEVRON B34		B	<b>1'59.162</b>	8.723	175.012	8
11	43	<b>NEF W.</b> (NEF Walter)			MARCH 712M		A	<b>1'59.527</b>	9.088	174.477	8
12	16	<b>TANDY S.</b> (TANDY Steve)			CHEVRON B40		C	<b>2'00.151</b>	9.712	173.571	8
13	48	<b>BARRINGTON T.</b> (BARRINGTON Tim)			LOLA T240		A	<b>2'00.636</b>	10.197	172.873	9
14	50	<b>BASON P.</b> (BASON Paul)			MARCH 712		A	<b>2'01.614</b>	11.175	171.483	9
15	85	<b>LILLINGSTONE-PR</b> (LILLINGSTONE-PRICE Chris)			TECNO T70		A	<b>2'03.222</b>	12.783	169.245	8
16	31	<b>ARNOLD L.</b> (ARNOLD Luciano)		FORMEL RENNSPORT CLU	BRABHAM BT36		A	<b>2'04.457</b>	14.018	167.566	8
17	71	<b>SHARPLES C.</b> (SHARPLES Chris)			CHEVRON B29		B	<b>2'05.390</b>	14.951	166.319	8
18	20	<b>BROWN D.</b> (BROWN David)			BRABHAM BT30		A	<b>2'07.414</b>	16.975	163.677	8
19	37	<b>SMALL L.</b> (SMALL Lincoln)			BRABHAM BT30		A	<b>2'09.378</b>	18.939	161.192	8

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis

ORA INIZIO ( )

ORA FINE ( )

### ANALISI DEI TEMPI QUALIFYING PRACTICE

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
<b>2 WATTS Matthew</b>							<b>16 TANDY Steve</b>						
MARCH 772 C							CHEVRON B40 C						
1)	2'07.321	(239.4)	29.154	38.102	37.113	<b>1'53.737</b>	1)	2'47.093	(230.2)	32.445	41.644	41.526	<b>2'05.536</b>
2)	9.312	(240.5)	29.426	37.049	36.743	<b>1'52.530</b>	2)	9.859	(230.7)	31.545	40.568	40.660	<b>2'02.632</b>
3)	9.268	(242.1)	28.320	36.906	36.592	<b>1'51.086</b>	3)	9.722	(235.2)	30.929	40.030	40.626	<b>2'01.307</b>
4)	9.269	(242.6)	28.767	36.769	36.699	<b>1'51.504</b>	4)	9.830	(230.7)	31.384	39.906	39.970	<b>2'01.090</b>
5)	9.197	(245.4)	28.657	36.527	36.794	<b>1'51.175</b>	5)	9.854	(230.2)	31.378	40.388	40.207	<b>2'01.827</b>
6)	9.219	(243.7)	28.297	36.289	36.634	<b>1'50.439</b>	6)	9.820	(230.7)	31.190	43.231	40.586	<b>2'04.827</b>
7)	9.262	(242.1)	28.709	36.304	36.775	<b>1'51.050</b>	7)	9.862	(229.2)	31.196	40.280	40.192	<b>2'01.530</b>
8)	9.232	(244.3)	28.295	37.686	36.799	<b>1'52.012</b>	8)	9.861	(230.2)	30.574	39.784	39.932	<b>2'00.151</b>
9)	9.285	(242.1)	31.239	40.830	43.933	<b>2'05.287 B</b>							
<b>6 STRETTON Martin</b>							<b>20 BROWN David</b>						
MARCH 742 C							BRABHAM BT30 A						
1)	2'04.047	(243.2)	28.523	36.601	36.540	<b>1'50.884</b>	1)	2'41.360	(213.4)	34.100	43.784	45.632	<b>2'14.231</b>
2)	9.144	(245.4)	28.631	36.277	36.476	<b>1'50.528</b>	2)	10.282	(217.7)	33.500	43.867	44.382	<b>2'12.031</b>
3)	9.141	(246.0)	29.257	38.085	41.778	<b>1'58.261 B</b>	3)	10.299	(217.3)	34.229	43.243	43.914	<b>2'11.685</b>
4)	6'49.706	(187.5)	31.009	38.237	37.494	<b>8'36.446 B</b>	4)	10.270	(219.0)			43.852	<b>2'10.049</b>
5)	10.622	(194.9)	32.301	46.130	55.763	<b>2'24.816 B</b>	5)	10.254	(216.4)			42.946	<b>2'09.076</b>
							6)	10.159	(221.3)	32.756	43.328	44.541	<b>2'10.784</b>
							7)	10.075	(221.7)			43.033	<b>2'08.595</b>
							8)	10.223	(216.0)	32.516	42.009	42.666	<b>2'07.414</b>
<b>8 MEINS Richard</b>							<b>23 EYRE Richard</b>						
MARCH 762 C							MARCH 782 C						
							1)	4'11.987	(234.7)			39.979	<b>1'58.226</b>
							2)	9.595	(234.2)			43.259	<b>2'01.875 B</b>
							3)	2'46.907	(183.3)			39.073	<b>4'38.850</b>
							4)	9.397	(238.9)			38.413	<b>1'56.085</b>
							5)	9.316	(240.0)	29.741	38.672	39.152	<b>1'56.881</b>
							6)	9.342	(240.0)	29.895	38.582	39.102	<b>1'56.921</b>
							7)	9.471	(239.4)	29.551	38.391	38.907	<b>1'56.320</b>
<b>11 PETER Hans</b>							<b>24 TROMANS Grant</b>						
RALT RT1 C							CHEVRON B42 C						
1)	2'06.532	(254.7)	32.899	39.756	38.566	<b>2'00.090</b>	1)	2'47.224	(246.0)	32.835	40.385	43.580	<b>2'06.117</b>
2)	8.868	(255.3)	28.454	38.020	38.011	<b>1'53.353</b>	2)	9.261	(247.7)			39.864	<b>2'00.061</b>
3)	8.875	(254.7)	28.425	37.749	37.879	<b>1'52.928</b>	3)	9.213	(246.0)	30.436	39.055	39.479	<b>1'58.183</b>
4)	8.882	(255.3)	28.265	37.395	38.234	<b>1'52.776</b>	4)	9.212	(245.4)			39.577	<b>1'57.400</b>
5)	8.889	(254.1)	28.503	37.775	38.958	<b>1'54.125</b>	5)	10.067	(212.5)			41.983	<b>2'06.222 B</b>
6)	8.916	(253.5)	28.581	37.805	38.836	<b>1'54.138</b>	6)	1'44.512	(175.8)			46.852	<b>3'42.381 B</b>
7)	8.868	(254.7)	28.132	38.542	38.587	<b>1'54.129</b>							
8)	8.914	(252.9)	28.267	37.555	37.798	<b>1'52.534</b>							
9)	8.873	(254.1)	28.217	37.517	38.286	<b>1'52.893</b>							
<b>15 SHAW Robert</b>							<b>25 GLADMAN Philip</b>						
RALT RT1 C							CHEVRON B34 B						
1)	3'30.714	(202.2)	35.233	40.532	39.489	<b>2'05.446</b>	1)	3'14.826	(223.1)	31.074	41.156	40.448	<b>2'02.816</b>
2)	9.316	(242.6)	30.674	39.707	39.174	<b>1'58.871</b>	2)	9.998	(225.0)	30.813	39.555	42.077	<b>2'02.443</b>
3)	9.380	(241.6)	29.893	38.441	39.907	<b>1'57.621</b>	3)	9.985	(226.4)	30.827	39.640	39.826	<b>2'00.278</b>
4)	9.358	(241.0)	29.583	38.815	38.791	<b>1'56.547</b>	4)	9.981	(225.0)	30.557	39.074	40.622	<b>2'00.234</b>
5)	9.322	(243.2)	29.340	37.882	38.679	<b>1'55.223</b>	5)	10.034	(224.0)	30.675	38.802	39.651	<b>1'59.162</b>
6)	9.372	(241.6)	29.675	38.282	38.498	<b>1'55.827</b>	6)	10.013	(224.0)	30.272	38.946	53.717	<b>2'12.948</b>
7)	9.404	(240.0)	29.788	38.305	38.137	<b>1'55.634</b>							
8)	9.353	(241.0)	29.828	38.041	38.303	<b>1'55.525</b>							
9)	9.390	(241.0)	29.295	38.084	38.651	<b>1'55.420</b>							

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
7)	10.046	(208.8)	38.882	43.488	49.073	<b>2'21.489</b> B							
8)	1'10.994	(163.1)	34.390	41.566	40.573	<b>3'07.523</b>							
<b>31 ARNOLD Luciano</b>							<b>48 BARRINGTON Tim</b>						
FORMEL RENNS BRABHAM BT36 A							LOLA T240 A						
1)	2'53.563	(230.7)	33.851	47.991	43.053	<b>2'14.713</b>	1)	3'24.790	(213.0)	32.327	45.256	41.638	<b>2'09.213</b>
2)	9.842	(225.9)	33.299	43.467	43.013	<b>2'09.621</b>	2)	9.967	(213.8)	31.611	40.457	40.486	<b>2'02.521</b>
3)	9.941	(227.3)	34.102	42.361	43.073	<b>2'09.477</b>	3)	9.990	(222.6)	30.995	40.032	40.411	<b>2'01.428</b>
4)	9.956	(226.4)	31.850	42.229	42.519	<b>2'06.554</b>	4)	9.798	(219.5)	31.804	41.217	41.495	<b>2'04.314</b>
5)	9.841	(228.8)	31.327	42.194	41.829	<b>2'05.191</b>	5)	9.867	(216.8)	30.931	39.749	41.271	<b>2'01.818</b>
6)	9.778	(230.2)	31.850	41.863	41.215	<b>2'04.706</b>	6)	9.675	(217.7)	31.241	39.975	41.576	<b>2'02.467</b>
7)	9.915	(227.3)	31.215	41.414	41.913	<b>2'04.457</b>	7)	9.882	(219.5)	30.583	40.296	42.081	<b>2'02.842</b>
8)	9.880	(227.8)	48.056	42.246	41.784	<b>2'21.966</b>	8)	9.900	(212.5)	32.178	40.312	40.070	<b>2'02.460</b>
							9)	9.880	(225.0)	30.511	39.637	40.608	<b>2'00.636</b>
<b>34 FERRAO Diogo</b>							<b>50 BASON Paul</b>						
MARCH 712 A							MARCH 712 A						
1)	2'58.464	(233.2)			39.032	<b>1'58.479</b>	1)	3'25.187	(220.8)	32.975	42.002	41.353	<b>2'06.155</b>
2)	9.574	(234.7)			39.173	<b>1'57.245</b>	2)	9.894	(225.4)	31.070	40.899	40.616	<b>2'02.479</b>
3)	9.577	(234.7)			39.188	<b>1'57.943</b>	3)	9.975	(224.5)	31.832	40.581	40.444	<b>2'02.832</b>
4)	9.628	(233.7)	29.958	38.484	39.393	<b>1'57.463</b>	4)	9.872	(219.9)	32.414	41.183	41.047	<b>2'04.516</b>
5)	10.081	(200.7)	31.701	39.032	39.138	<b>1'59.952</b>	5)	9.882	(226.4)	31.143	40.348	41.052	<b>2'02.425</b>
6)	9.709	(230.7)	30.144	38.503	38.651	<b>1'57.007</b>	6)	9.841	(226.4)	30.661	39.988	41.124	<b>2'01.614</b>
7)	9.701	(230.2)			38.834	<b>1'58.976</b>	7)	9.794	(228.3)	30.930	40.679	42.425	<b>2'03.828</b>
8)	9.585	(233.7)			38.758	<b>1'57.012</b>	8)	9.872	(225.0)	31.966	40.298	40.424	<b>2'02.560</b>
9)	9.635	(233.7)			38.752	<b>1'56.701</b>	9)	10.028	(209.3)	31.866	40.451	40.138	<b>2'02.483</b>
<b>37 SMALL Lincoln</b>							<b>62 ASHLEY Ian</b>						
BRABHAM BT30 A							MARCH 79B A						
1)	2'52.994	(224.5)	33.933	46.135	44.781	<b>2'15.006</b>	1)	2'10.360	(229.2)	32.515	39.701	40.209	<b>2'02.281</b>
2)	10.064	(212.1)			44.785	<b>2'14.036</b>	2)	9.665	(231.2)	31.857	39.003	38.913	<b>1'59.438</b>
3)	10.129	(220.4)			44.735	<b>2'13.631</b>	3)	9.747	(231.7)	30.719	38.768	39.069	<b>1'58.303</b>
4)	10.166	(207.2)			44.610	<b>2'12.265</b>	4)	9.830	(230.2)	30.267	38.497	39.015	<b>1'57.609</b>
5)	10.075	(224.5)	32.836	43.247	43.797	<b>2'09.955</b>	5)	9.748	(230.2)	30.732	38.401	39.138	<b>1'58.019</b>
6)	10.120	(223.6)			44.111	<b>2'11.124</b>	6)	9.722	(231.2)	30.192	38.080	38.723	<b>1'56.717</b>
7)	10.086	(224.5)	32.142	43.016	44.385	<b>2'09.629</b>	7)	9.677	(233.2)		38.666	<b>1'57.538</b>	
8)	10.143	(220.8)			43.643	<b>2'09.378</b>	8)	9.756	(230.7)	29.756	38.387	38.831	<b>1'56.730</b>
							9)	9.713	(231.7)	30.069	38.202	38.706	<b>1'56.690</b>
							10)	9.726	(232.7)	29.956	38.561	39.036	<b>1'57.279</b>
<b>42 GATHERCOLE David</b>							<b>71 SHARPLES Chris</b>						
CHEVRON B25 C							CHEVRON B29 B						
1)	3'31.780	(246.5)	30.043	38.124	38.259	<b>1'55.460</b>	1)	2'49.374	(221.7)	33.909	43.143	42.900	<b>2'10.099</b>
2)	9.013	(250.0)	29.214	38.036	55.283	<b>2'11.546</b> B	2)	10.102	(220.8)	32.891	41.824	41.811	<b>2'06.628</b>
3)	5'18.873	(117.0)	33.851	38.677	37.705	<b>7'09.106</b>	3)	10.458	(189.1)	33.698	41.968	42.415	<b>2'08.539</b>
4)	8.981	(236.3)	29.548	37.628	38.119	<b>1'54.276</b>	4)	10.278	(219.0)	32.709	42.069	42.232	<b>2'07.288</b>
5)	9.031	(238.9)	29.427	37.752	37.802	<b>1'54.012</b>	5)	10.225	(213.4)	32.102	42.612	41.778	<b>2'06.717</b>
6)	9.040	(248.2)	29.277	38.192	37.787	<b>1'54.296</b>	6)	10.165	(221.7)	31.717	41.830	41.678	<b>2'05.390</b>
<b>43 NEF Walter</b>							<b>85 LILLINGSTONE-PRICE Chris</b>						
MARCH 712M A							TECNO T70 A						
1)	3'00.821	(230.7)	30.572	42.435	42.255	<b>2'05.056</b>	1)	3'35.622	(219.9)	32.431	41.744	41.886	<b>2'06.361</b>
2)	9.863	(227.8)	30.548	40.194	40.157	<b>2'00.762</b>	2)	10.285	(219.0)	31.835	41.253	41.164	<b>2'04.537</b>
3)	9.921	(227.3)	30.522	40.181	39.580	<b>2'00.204</b>	3)	10.297	(219.0)	31.479	40.567	40.879	<b>2'03.222</b>
4)	9.964	(226.4)	31.276	40.269	39.811	<b>2'01.320</b>	4)	10.278	(218.1)	31.657	40.968	41.195	<b>2'04.098</b>
5)	9.916	(227.3)	30.367	39.788	39.456	<b>1'59.527</b>	5)	10.301	(218.1)	31.454	40.856	41.898	<b>2'04.509</b>
6)	9.782	(229.2)	30.235	40.023	39.492	<b>1'59.532</b>							
7)	9.831	(228.8)	30.024	40.170	39.572	<b>1'59.597</b>							
8)	9.778	(229.7)	30.371	39.681	41.127	<b>2'00.957</b> B							

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<i>GIRO</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TEMPO</i>	<i>GIRO</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TEMPO</i>
6)	10.266	(219.0)	32.734	40.745	40.923	<b>2'04.668</b>							
7)	10.252	(219.0)	31.366	40.389	41.221	<b>2'03.228</b>							
8)	10.245	(219.9)	31.064	40.575	41.542	<b>2'03.426</b>							

STARING GRID RACE 1  
SATURDAY 4TH JUNE 2011 (H 13.30) - 10 LAPS

FILA 1	1° 2 WATTS M. MARCH 772 1'50.439	2° 6 STRETTON M. MARCH 742 1'50.528
FILA 2	3° 11 PETER H. RALT RT1 1'52.534	4° 42 GATHERCOLE D. CHEVRON B25 1'54.012
FILA 3	5° 15 SHAW R. RALT RT1 1'55.223	6° 23 EYRE R. MARCH 782 1'56.085
FILA 4	7° 62 ASHLEY I. MARCH 79B 1'56.690	8° 34 FERRAO D. MARCH 712 1'56.701
FILA 5	9° 24 TROMANS G. CHEVRON B42 1'57.400	10° 25 GLADMAN P. CHEVRON B34 1'59.162
FILA 6	11° 43 NEF W. MARCH 712M 1'59.527	12° 16 TANDY S. CHEVRON B40 2'00.151
FILA 7	13° 48 BARRINGTON T. LOLA T240 2'00.636	14° 50 BASON P. MARCH 712 2'01.614
FILA 8	15° 85 LILLINGSTONE-PR TECNO T70 2'03.222	16° 31 ARNOLD L. BRABHAM BT36 2'04.457
FILA 9	17° 71 SHARPLES C. CHEVRON B29 2'05.390	18° 20 BROWN D. BRABHAM BT30 2'07.414
FILA 10	19° 37 SMALL L. BRABHAM BT30 2'09.378	20° 8 MEINS R. MARCH 762

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis



### CLASSIFICA RACE 1

POS	No	CONDUTTORE	NAZ	TEAM	AUTO	GR	CL	G	TEMPO	DISTACCO	VEL	GIRO	VELOCE
1	11	PETER H.			RALT RT1		C	10	19'08.453	181.590 Km/h	254.7	1'53.658	4
2	2	WATTS M.			MARCH 772		C	10	19'16.310	7.857	243.7	1'53.163	7
3	15	SHAW R.			RALT RT1		C	10	19'30.829	22.376	241.6	1'56.106	10
4	24	TROMANS G.			CHEVRON B42		C	10	20'05.572	57.119	250.0	1'58.575	5
5	34	FERRAO D.			MARCH 712		A	10	20'06.288	57.835	234.2	1'57.799	6
6	62	ASHLEY I.			MARCH 79B		B	10	20'07.017	58.564	235.2	1'58.732	4
7	48	BARRINGTON T.			LOLA T240		A	10	20'28.875	1'20.422	230.7	2'00.160	6
8	25	GLADMAN P.			CHEVRON B34		B	10	20'36.505	1'28.052	227.3	2'00.257	6
9	50	BASON P.			MARCH 712		A	10	20'39.707	1'31.254	229.2	2'00.733	4
10	71	SHARPLES C.			CHEVRON B29		B	10	21'00.385	1'51.932	224.0	2'04.143	10
11	85	LILLINGSTONE-PR			TECNO T70		A	10	21'00.973	1'52.520	222.6	2'04.126	4
12	31	ARNOLD L.		FORMEL RENNS	BRABHAM BT36		A	9	19'17.873	1 GIRO	230.2	2'05.145	4
13	37	SMALL L.			BRABHAM BT30		A	9	19'46.577	1 GIRO	226.8	2'08.527	6
14	6	STRETTON M.			MARCH 742		C	7	13'09.787	3 GIRI	245.4	1'51.797	5
15	42	GATHERCOLE D.			CHEVRON B25		C	7	14'32.298	3 GIRI	249.4	1'55.388	3
16	20	BROWN D.			BRABHAM BT30		A	7	15'13.862	3 GIRI	225.0	2'06.823	3
17	23	EYRE R.			MARCH 782		C	6	12'55.282	4 GIRI	240.5	1'59.089	3
18	16	TANDY S.			CHEVRON B40		C	6	12'57.846	4 GIRI	237.3	2'01.059	3
19	8	MEINS R.			MARCH 762		C	5	10'26.698	5 GIRI	248.2	1'55.991	4

NON CLASSIFICATI

RIT 43 NEF W. MARCH 712M A 161.1

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis

ORA INIZIO ( )

ORA FINE ( )

### CLASSIFICA RACE 1

POS No CONDUTTORE NAZ TEAM AUTO GR CL G TEMPO DISTACCO VEL GIRO VELOCE

#### CLASSE A

1	34	FERRAO D.		MARCH 712		A	10	20'06.288	172.884 Km/h	234.2	1'57.799	6
2	48	BARRINGTON T.		LOLA T240		A	10	20'28.875	22.587 230.7	230.7	2'00.160	6
3	50	BASON P.		MARCH 712		A	10	20'39.707	33.419 229.2	229.2	2'00.733	4
4	85	LILLINGSTONE-PR		TECNO T70		A	10	21'00.973	54.685 222.6	222.6	2'04.126	4
5	31	ARNOLD L.	FORMEL RENNS	BRABHAM BT36		A	9	19'17.873	1 GIRO 230.2	230.2	2'05.145	4
6	37	SMALL L.		BRABHAM BT30		A	9	19'46.577	1 GIRO 226.8	226.8	2'08.527	6
7	20	BROWN D.		BRABHAM BT30		A	7	15'13.862	3 GIRI 225.0	225.0	2'06.823	3

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RIT 43 NEF W. MARCH 712M A 161.1

#### CLASSE B

1	62	ASHLEY I.		MARCH 79B		B	10	20'07.017	172.779 Km/h	235.2	1'58.732	4
2	25	GLADMAN P.		CHEVRON B34		B	10	20'36.505	29.488 227.3	227.3	2'00.257	6
3	71	SHARPLES C.		CHEVRON B29		B	10	21'00.385	53.368 224.0	224.0	2'04.143	10

#### CLASSE C

1	11	PETER H.		RALT RT1		C	10	19'08.453	181.590 Km/h	254.7	1'53.658	4
2	2	WATTS M.		MARCH 772		C	10	19'16.310	7.857 243.7	243.7	1'53.163	7
3	15	SHAW R.		RALT RT1		C	10	19'30.829	22.376 241.6	241.6	1'56.106	10
4	24	TROMANS G.		CHEVRON B42		C	10	20'05.572	57.119 250.0	250.0	1'58.575	5
5	6	STRETTON M.		MARCH 742		C	7	13'09.787	3 GIRI 245.4	245.4	1'51.797	5
6	42	GATHERCOLE D.		CHEVRON B25		C	7	14'32.298	3 GIRI 249.4	249.4	1'55.388	3
7	23	EYRE R.		MARCH 782		C	6	12'55.282	4 GIRI 240.5	240.5	1'59.089	3
8	16	TANDY S.		CHEVRON B40		C	6	12'57.846	4 GIRI 237.3	237.3	2'01.059	3
9	8	MEINS R.		MARCH 762		C	5	10'26.698	5 GIRI 248.2	248.2	1'55.991	4

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis

ORA INIZIO ( )

ORA FINE ( )



### CLASSIFICA GIRI VELOCI RACE 1

POS	No	CONDUTTORE	NAZ	TEAM	AUTO	GR	CL	TEMPO	DIST	GIR/TOT	MEDIA	2°	G.V.
1	6	<b>STRETTON M.</b>			MARCH 742		C	<b>1'51.797</b>		5/7	186.541		1'51.975
2	2	<b>WATTS M.</b>			MARCH 772		C	<b>1'53.163</b>	1.366	7/10	184.289		1'53.486
3	11	<b>PETER H.</b>			RALT RT1		C	<b>1'53.658</b>	1.861	4/10	183.487		1'53.715
4	42	<b>GATHERCOLE D.</b>			CHEVRON B25		C	<b>1'55.388</b>	3.591	3/7	180.736		1'55.477
5	8	<b>MEINS R.</b>			MARCH 762		C	<b>1'55.991</b>	4.194	4/5	179.796		1'57.238
6	15	<b>SHAW R.</b>			RALT RT1		C	<b>1'56.106</b>	4.309	10/10	179.618		1'56.151
7	34	<b>FERRAO D.</b>			MARCH 712		A	<b>1'57.799</b>	6.002	6/10	177.037		1'58.009
8	24	<b>TROMANS G.</b>			CHEVRON B42		C	<b>1'58.575</b>	6.778	5/10	175.878		1'58.795
9	62	<b>ASHLEY I.</b>			MARCH 79B		B	<b>1'58.732</b>	6.935	4/10	175.645		1'58.932
10	23	<b>EYRE R.</b>			MARCH 782		C	<b>1'59.089</b>	7.292	3/6	175.119		1'59.426
11	48	<b>BARRINGTON T.</b>			LOLA T240		A	<b>2'00.160</b>	8.363	6/10	173.558		2'00.215
12	25	<b>GLADMAN P.</b>			CHEVRON B34		B	<b>2'00.257</b>	8.460	6/10	173.418		2'00.666
13	50	<b>BASON P.</b>			MARCH 712		A	<b>2'00.733</b>	8.936	4/10	172.734		2'00.976
14	16	<b>TANDY S.</b>			CHEVRON B40		C	<b>2'01.059</b>	9.262	3/6	172.269		2'01.287
15	85	<b>LILLINGSTONE-PR</b>			TECNO T70		A	<b>2'04.126</b>	12.329	4/10	168.013		2'04.262
16	71	<b>SHARPLES C.</b>			CHEVRON B29		B	<b>2'04.143</b>	12.346	10/10	167.990		2'04.278
17	31	<b>ARNOLD L.</b>	FORMEL	RENNSPORT C	BRABHAM BT36		A	<b>2'05.145</b>	13.348	4/9	166.645		2'05.271
18	20	<b>BROWN D.</b>			BRABHAM BT30		A	<b>2'06.823</b>	15.026	3/7	164.440		2'07.536
19	37	<b>SMALL L.</b>			BRABHAM BT30		A	<b>2'08.527</b>	16.730	6/9	162.260		2'09.253

ORA INIZIO ( )

ORA FINE ( )

### TABELLONE GIRI RACE 1

POS	GRI	1	2	3	4	5	6	7	8	9	10
1.	2	6	6	6	6	6	6	6	11	11	11
2.	6	2	2	11	11	11	11	11	2	2	2
3.	11	11	11	42	42	42	2	2	15	15	15
4.	42	42	42	2	2	2	42	15	24	24	24
5.	15	15	15	15	15	15	15	24	62	34	34
6.	23	24	23	23	23	24	24	62	34	62	62
7.	62	62	24	24	24	62	62	34	48	48	48
8.	34	23	62	62	8	34	34	48	50	25	25
9.	24	48	48	8	62	48	48	50	25	50	50
10.	25	16	8	48	34	50	50	25	85	85	71
11.	43	50	16	16	48	16	25	42	71	71	85
12.	16	31	50	34	16	25	85	85	31	31	
13.	48	8	34	50	50	8	71	71	37	37	
14.	50	71	31	31	25	85	31	31			
15.	85	85	71	25	31	31	23	20			
16.	31	34	85	85	85	71	16	37			
17.	71	37	25	71	71	23	20				
18.	20	25	37	37	37	20	37				
19.	37	20	20	20	20	37					
20.	8										

### ANALISI DEI TEMPI RACE 1

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
<b>2 WATTS Matthew</b>							4)	9.350	(241.6)	29.719	38.142	38.940	<b>1'56.151</b>
MARCH 772							5)	9.325	(241.0)	29.690	38.383	38.873	<b>1'56.271</b>
C							6)	9.327	(240.0)	30.045	38.335	39.062	<b>1'56.769</b>
1)	9.585	(179.7)	30.457	38.157	38.355	<b>1'56.554</b>	7)	9.356	(241.0)	29.641	38.418	38.739	<b>1'56.154</b>
2)	9.442	(236.8)	29.008	38.324	38.149	<b>1'54.923</b>	8)	9.373	(240.0)	29.653	38.342	38.799	<b>1'56.167</b>
3)	9.367	(238.9)	29.126	47.958	38.147	<b>2'04.598</b>	9)	9.432	(239.4)	29.858	38.173	39.074	<b>1'56.537</b>
4)	9.280	(242.1)	28.858	37.826	38.194	<b>1'54.158</b>	10)	9.389	(240.5)	29.597	38.417	38.703	<b>1'56.106</b>
5)	9.284	(241.6)	29.010	37.625	38.102	<b>1'54.021</b>							
6)	9.215	(243.7)	28.755	37.349	38.167	<b>1'53.486</b>							
7)	9.263	(242.6)	28.675	37.142	38.083	<b>1'53.163</b>							
8)	9.261	(242.1)	28.570	37.328	38.544	<b>1'53.703</b>							
9)	9.287	(242.6)	30.004	38.164	39.108	<b>1'56.563</b>							
10)	9.297	(242.1)	28.955	37.855	39.034	<b>1'55.141</b>							
<b>6 STRETTON Martin</b>							<b>16 TANDY Steve</b>						
MARCH 742							CHEVRON B40						
C							C						
1)	9.335	(190.1)	30.053	37.560	37.218	<b>1'54.166</b>	1)	12.173	(185.8)	32.880	41.031	40.711	<b>2'06.795</b>
2)	9.149	(243.7)	28.780	37.398	37.024	<b>1'52.351</b>	2)	9.591	(236.3)	31.613	40.575	41.802	<b>2'03.581</b>
3)	9.176	(244.3)			36.928	<b>1'52.413</b>	3)	9.706	(234.7)	31.369	40.018	39.966	<b>2'01.059</b>
4)	9.145	(245.4)	28.948	37.053	36.829	<b>1'51.975</b>	4)	9.596	(236.8)	30.776	40.096	40.819	<b>2'01.287</b>
5)	9.154	(243.7)	29.012	36.927	36.704	<b>1'51.797</b>	5)	9.549	(237.3)	30.770	40.017	49.911	<b>2'10.247</b>
6)	9.163	(243.7)	29.607	37.498	37.061	<b>1'53.329</b>	6)	9.801	(222.6)	38.726	49.247	57.103	<b>2'34.877 B</b>
7)	9.148	(245.4)	29.254	37.164	38.190	<b>1'53.756</b>							
<b>8 MEINS Richard</b>							<b>20 BROWN David</b>						
MARCH 762							BRABHAM BT30						
C							A						
1)	14.185	(157.8)	36.230	40.429	39.508	<b>2'10.352</b>	1)	13.985	(158.5)			43.835	<b>2'20.422</b>
2)	9.248	(244.8)	30.009	39.730	39.853	<b>1'58.840</b>	2)	9.982	(224.5)	32.474	44.055	43.385	<b>2'09.896</b>
3)	9.121	(248.2)			39.238	<b>1'57.238</b>	3)	10.118	(222.6)			43.041	<b>2'06.823</b>
4)	9.154	(247.7)			38.712	<b>1'55.991</b>	4)	10.020	(225.0)			43.631	<b>2'08.865</b>
5)	9.143	(247.1)			1'03.042	<b>2'24.277 B</b>	5)	10.184	(216.0)	32.916	44.168	43.444	<b>2'10.712</b>
							6)	10.283	(221.3)			42.593	<b>2'07.536</b>
							7)	10.174	(219.9)	32.003	43.244	44.187	<b>2'09.608</b>
<b>11 PETER Hans</b>							<b>23 EYRE Richard</b>						
RALT RT1							MARCH 782						
C							C						
1)	9.874	(193.5)	30.454	38.785	38.454	<b>1'57.567</b>	1)					39.392	<b>2'03.564</b>
2)	8.901	(252.9)	29.421	37.803	38.449	<b>1'54.574</b>	2)	9.335	(240.5)			40.614	<b>1'59.426</b>
3)	8.896	(239.4)	29.000	38.687	38.197	<b>1'54.780</b>	3)	9.380	(239.4)			39.693	<b>1'59.089</b>
4)	8.895	(254.7)	28.425	38.042	38.296	<b>1'53.658</b>	4)	9.396	(238.9)			41.579	<b>1'59.928 B</b>
5)	8.904	(252.9)	28.874	37.961	38.609	<b>1'54.348</b>	5)	53.076	(162.8)	33.468	40.464	40.113	<b>2'47.121</b>
6)	8.996	(251.7)	28.728	38.113	38.227	<b>1'54.064</b>	6)	9.392	(240.0)	29.722	39.399	47.641	<b>2'06.154 B</b>
7)	8.872	(254.1)	28.582	38.074	38.187	<b>1'53.715</b>							
8)	8.895	(252.3)	28.508	38.143	38.777	<b>1'54.323</b>							
9)	8.894	(252.9)	29.437	38.590	38.918	<b>1'55.839</b>							
10)	8.947	(252.9)	29.068	38.844	38.726	<b>1'55.585</b>							
<b>15 SHAW Robert</b>							<b>24 TROMANS Grant</b>						
RALT RT1							CHEVRON B42						
C							C						
1)	10.490	(180.9)	31.954	39.742	39.929	<b>2'02.115</b>	1)	10.707	(196.0)	31.349	39.777	41.227	<b>2'03.060</b>
2)	9.359	(240.5)	29.693	38.709	39.162	<b>1'56.923</b>	2)	9.161	(247.7)	30.020	40.458	41.316	<b>2'00.955</b>
3)	9.357	(241.0)	29.937	38.946	39.396	<b>1'57.636</b>	3)	9.136	(248.8)	30.586	39.676	40.031	<b>1'59.429</b>
							4)	9.101	(250.0)	29.738	39.399	40.557	<b>1'58.795</b>
							5)	9.134	(248.8)	30.076	39.278	40.087	<b>1'58.575</b>
							6)	9.140	(247.7)			40.048	<b>1'59.140</b>
							7)	9.160	(248.2)			41.605	<b>2'00.930</b>
							8)	9.617	(210.5)	31.724	40.550	41.550	<b>2'03.441</b>
							9)	9.343	(242.1)			41.200	<b>2'01.248</b>
							10)	9.254	(243.7)	30.373	39.808	40.564	<b>1'59.999</b>

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	
<b>25</b>	<b>GLADMAN Philip</b>						5)	9.196	(244.3)	29.938	38.502	38.571	38.571	<b>1'56.207</b>
	CHEVRON B34				B		6)	9.240	(242.6)	29.679	38.638	38.965	38.965	<b>1'56.522</b>
							7)	9.206	(243.7)	38.438	57.661	1'08.809	1'08.809	<b>2'54.114</b>
1)	19.352	(166.9)	35.571	43.030	41.789	<b>2'19.742</b>	<b>48 BARRINGTON Tim</b>							
2)	9.986	(225.4)	31.205	40.826	40.706	<b>2'02.723</b>	LOLA T240				A			
3)	9.926	(227.3)	30.584	39.694	40.936	<b>2'01.140</b>	1)	11.787	(185.8)	32.633	41.026	40.485	40.485	<b>2'05.931</b>
4)	9.935	(226.4)	30.745	39.861	40.125	<b>2'00.666</b>	2)	9.752	(222.2)	31.250	40.389	40.838	40.838	<b>2'02.229</b>
5)	9.987	(224.5)	31.236	40.215	40.459	<b>2'01.897</b>	3)	9.714	(229.7)	31.758	40.419	40.485	40.485	<b>2'02.376</b>
6)	9.937	(226.4)	30.813	39.488	40.019	<b>2'00.257</b>	4)	9.712	(228.8)	30.807	39.909	40.967	40.967	<b>2'01.395</b>
7)	9.963	(225.4)	30.498	39.481	42.377	<b>2'02.319</b>	5)	9.548	(219.9)	30.808	39.558	40.301	40.301	<b>2'00.215</b>
8)	10.076	(224.0)	31.340	41.538	41.956	<b>2'04.910</b>	6)	9.650	(226.8)	30.833	39.385	40.292	40.292	<b>2'00.160</b>
9)	10.058	(224.0)	30.976	39.879	41.111	<b>2'02.024</b>	7)	9.700	(230.7)	30.590	40.809	43.208	43.208	<b>2'04.307</b>
10)	10.049	(224.5)	30.741	39.533	40.504	<b>2'00.827</b>	8)	9.745	(228.3)	30.993	40.816	41.664	41.664	<b>2'03.218</b>
<b>31</b>	<b>ARNOLD Luciano</b>						9)	9.792	(228.8)	32.152	41.093	41.378	41.378	<b>2'04.415</b>
	FORMEL RENNS BRABHAM BT36				A		10)	9.761	(227.3)	31.589	41.408	41.871	41.871	<b>2'04.629</b>
1)	13.274	(181.5)	33.542	41.754	41.745	<b>2'10.315</b>	<b>50 BASON Paul</b>							
2)	9.911	(226.8)	32.138	41.571	41.651	<b>2'05.271</b>	MARCH 712				A			
3)	9.774	(230.2)	31.409	41.553	42.583	<b>2'05.319</b>	1)	12.461	(174.7)	33.367	41.750	40.722	40.722	<b>2'08.300</b>
4)	9.924	(225.0)	31.944	41.598	41.679	<b>2'05.145</b>	2)	9.765	(227.3)	31.196	41.809	41.359	41.359	<b>2'04.129</b>
5)	9.841	(229.2)	32.112	43.247	41.952	<b>2'07.152</b>	3)	9.761	(227.8)	30.935	40.642	40.636	40.636	<b>2'01.974</b>
6)	10.061	(212.1)	32.633	44.774	44.701	<b>2'12.169</b>	4)	9.788	(227.3)	30.752	39.883	40.310	40.310	<b>2'00.733</b>
7)	9.972	(228.3)	32.641	43.282	42.467	<b>2'08.362</b>	5)	9.722	(229.2)	30.949	40.137	40.322	40.322	<b>2'01.130</b>
8)	9.923	(227.3)	34.467	43.904	42.747	<b>2'11.041</b>	6)	9.753	(227.8)	30.661	40.416	40.146	40.146	<b>2'00.976</b>
9)	10.001	(226.4)	34.348	45.472	43.278	<b>2'13.099</b>	7)	9.817	(227.8)	30.921	39.791	44.361	44.361	<b>2'04.890</b>
<b>34</b>	<b>FERRAO Diogo</b>						8)	9.901	(224.5)	32.322	41.945	42.880	42.880	<b>2'07.048</b>
	MARCH 712				A		9)	9.928	(225.4)	32.290	41.785	43.194	43.194	<b>2'07.197</b>
1)	18.451	(161.1)			40.114	<b>2'15.237</b>	10)	9.932	(219.0)	31.496	40.699	41.203	41.203	<b>2'03.330</b>
2)	9.614	(232.2)			39.876	<b>1'59.307</b>	<b>62 ASHLEY Ian</b>							
3)	9.600	(234.2)			39.167	<b>1'58.009</b>	MARCH 79B				B			
4)	9.590	(233.7)			39.812	<b>1'59.082</b>	1)	11.051	(181.5)			40.238	40.238	<b>2'03.477</b>
5)	9.650	(231.2)	29.834	39.215	39.399	<b>1'58.098</b>	2)	9.630	(234.7)	30.878	39.413	41.045	41.045	<b>2'00.966</b>
6)	9.607	(232.7)			39.219	<b>1'57.799</b>	3)	9.659	(234.7)	30.470	39.636	39.985	39.985	<b>1'59.750</b>
7)	9.632	(233.2)			42.242	<b>2'00.789</b>	4)	9.612	(234.7)	30.240	38.950	39.930	39.930	<b>1'58.732</b>
8)	9.640	(232.2)	31.073	39.605	40.706	<b>2'01.024</b>	5)	9.632	(232.7)	31.926	39.407	41.530	41.530	<b>2'02.495</b>
9)	9.642	(233.7)			39.945	<b>1'58.608</b>	6)	9.667	(232.7)	31.015	39.295	39.509	39.509	<b>1'59.486</b>
10)	9.628	(232.2)			39.249	<b>1'58.335</b>	7)	9.693	(232.7)	30.104	39.122	41.936	41.936	<b>2'00.855</b>
<b>37</b>	<b>SMALL Lincoln</b>						8)	9.739	(229.7)	32.342	40.113	40.501	40.501	<b>2'02.695</b>
	BRABHAM BT30				A		9)	9.747	(231.7)			40.050	40.050	<b>1'59.629</b>
1)	13.797	(161.1)	36.642	43.590	42.641	<b>2'16.670</b>	10)	9.532	(235.2)			39.275	39.275	<b>1'58.932</b>
2)	9.900	(226.8)	32.174	43.854	43.325	<b>2'09.253</b>	<b>71 SHARPLES Chris</b>							
3)	9.959	(219.9)	32.661	43.391	44.187	<b>2'10.198</b>	CHEVRON B29				B			
4)	10.035	(225.9)	32.318	43.220	44.222	<b>2'09.795</b>	1)	13.269	(167.9)	35.651	41.310	41.441	41.441	<b>2'11.671</b>
5)	10.069	(223.6)	32.758	43.983	44.219	<b>2'11.029</b>	2)	10.035	(213.0)	32.566	42.037	41.353	41.353	<b>2'05.991</b>
6)	10.162	(222.6)	32.014	43.199	43.152	<b>2'08.527</b>	3)	10.048	(216.4)	32.508	42.326	42.606	42.606	<b>2'07.488</b>
7)	9.934	(224.5)	32.295	43.006	44.584	<b>2'09.819</b>	4)	10.063	(209.3)	32.116	41.054	41.515	41.515	<b>2'04.748</b>
8)	10.094	(222.6)	37.039	44.877	46.002	<b>2'18.012</b>	5)	10.001	(218.1)	32.617	40.836	41.358	41.358	<b>2'04.812</b>
9)	10.164	(217.7)	33.421	43.597	46.092	<b>2'13.274</b>	6)	9.991	(206.8)	31.886	43.474	41.201	41.201	<b>2'06.552</b>
<b>42</b>	<b>GATHERCOLE David</b>						7)	10.073	(224.0)	31.791	41.144	42.188	42.188	<b>2'05.196</b>
	CHEVRON B25				C		8)	10.071	(223.6)	31.781	40.647	41.779	41.779	<b>2'04.278</b>
1)	10.046	(195.2)	30.573	39.116	38.808	<b>1'58.543</b>	9)	10.202	(211.7)	32.205	41.731	41.368	41.368	<b>2'05.506</b>
2)	9.063	(247.7)	29.570	38.475	38.939	<b>1'56.047</b>	10)	10.008	(217.7)	31.947	41.106	41.082	41.082	<b>2'04.143</b>
3)	9.023	(248.2)	29.677	38.221	38.467	<b>1'55.388</b>								
4)	9.059	(249.4)	29.664	38.294	38.460	<b>1'55.477</b>								

**85 LILLINGSTONE-PRICE Chris**

TECNO T70

A

1)	14.085	(154.2)	37.189	41.906	41.389	<b>2'14.569</b>
2)	10.150	(220.8)	31.844	40.610	41.658	<b>2'04.262</b>
3)	10.130	(222.6)	31.935	40.955	41.808	<b>2'04.828</b>
4)	10.157	(222.2)	31.694	40.789	41.486	<b>2'04.126</b>
5)	10.228	(221.3)	31.496	41.375	41.846	<b>2'04.945</b>
6)	10.296	(219.5)	31.812	41.850	41.188	<b>2'05.146</b>
7)	10.271	(219.5)	31.518	40.976	43.086	<b>2'05.851</b>
8)	10.346	(218.1)	32.061	40.916	43.039	<b>2'06.362</b>
9)	10.363	(218.1)	31.976	40.694	42.189	<b>2'05.222</b>
10)	10.306	(218.6)	31.894	40.793	42.669	<b>2'05.662</b>

STARTING GRID RACE 2  
SUNDAY 5TH JUNE 2011 (H 9.30) - 10 LAPS

FILA <b>1</b>	<b>1°</b> <b>2</b> <b>WATTS M.</b> MARCH 772 1'50.439	<b>2°</b> <b>6</b> <b>STRETTON M.</b> MARCH 742 1'50.528
FILA <b>2</b>	<b>3°</b> <b>11</b> <b>PETER H.</b> RALT RT1 1'52.534	<b>4°</b> <b>42</b> <b>GATHERCOLE D.</b> CHEVRON B25 1'54.012
FILA <b>3</b>	<b>5°</b> <b>15</b> <b>SHAW R.</b> RALT RT1 1'55.223	<b>6°</b> <b>23</b> <b>EYRE R.</b> MARCH 782 1'56.085
FILA <b>4</b>	<b>7°</b> <b>62</b> <b>ASHLEY I.</b> MARCH 79B 1'56.690	<b>8°</b> <b>34</b> <b>FERRAO D.</b> MARCH 712 1'56.701
FILA <b>5</b>	<b>9°</b> <b>24</b> <b>TROMANS G.</b> CHEVRON B42 1'57.400	<b>10°</b> <b>25</b> <b>GLADMAN P.</b> CHEVRON B34 1'59.162
FILA <b>6</b>	<b>11°</b> <b>43</b> <b>NEF W.</b> MARCH 712M 1'59.527	<b>12°</b> <b>16</b> <b>TANDY S.</b> CHEVRON B40 2'00.151
FILA <b>7</b>	<b>13°</b> <b>48</b> <b>BARRINGTON T.</b> LOLA T240 2'00.636	<b>14°</b> <b>50</b> <b>BASON P.</b> MARCH 712 2'01.614
FILA <b>8</b>	<b>15°</b> <b>85</b> <b>LILLINGSTONE-PR</b> TECNO T70 2'03.222	<b>16°</b> <b>31</b> <b>ARNOLD L.</b> BRABHAM BT36 2'04.457
FILA <b>9</b>	<b>17°</b> <b>71</b> <b>SHARPLES C.</b> CHEVRON B29 2'05.390	<b>18°</b> <b>20</b> <b>BROWN D.</b> BRABHAM BT30 2'07.414
FILA <b>10</b>	<b>19°</b> <b>37</b> <b>SMALL L.</b> BRABHAM BT30 2'09.378	<b>20°</b> <b>8</b> <b>MEINS R.</b> MARCH 762

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis



### CLASSIFICA RACE 2

POS	No	CONDUTTORE	NAZ	TEAM	AUTO	GR	CL	G	TEMPO	DISTACCO	VEL	GIRO	VELOCE
1	2	<b>WATTS M.</b>			MARCH 772		C	<b>10</b>	<b>22'38.909</b>	<b>153.467 Km/h</b>	225.4	2'12.680	8
2	6	<b>STRETTON M.</b>			MARCH 742		C	<b>10</b>	<b>22'43.975</b>	5.066	233.7	2'14.385	9
3	62	<b>ASHLEY I.</b>			MARCH 79B		B	<b>10</b>	<b>23'36.924</b>	58.015	214.2	2'18.736	9
4	25	<b>GLADMAN P.</b>			CHEVRON B34		B	<b>10</b>	<b>23'54.539</b>	1'15.630	210.1	2'18.804	8
5	34	<b>FERRAO D.</b>			MARCH 712		A	<b>10</b>	<b>24'06.226</b>	1'27.317	217.7	2'20.832	9
6	16	<b>TANDY S.</b>			CHEVRON B40		C	<b>10</b>	<b>24'51.974</b>	2'13.065	218.6	2'25.187	7
7	50	<b>BASON P.</b>			MARCH 712		A	<b>10</b>	<b>24'52.524</b>	2'13.615	208.4	2'25.611	8
8	71	<b>SHARPLES C.</b>			CHEVRON B29		B	<b>10</b>	<b>24'53.555</b>	2'14.646	207.6	2'22.286	10
9	85	<b>LILLINGSTONE-PR</b>			TECNO T70		A	<b>9</b>	<b>23'27.782</b>	1 GIRO	204.1	2'31.741	8
10	31	<b>ARNOLD L.</b>		FORMEL RENNS	BRABHAM BT36		A	<b>8</b>	<b>23'20.246</b>	2 GIRI	168.4	2'50.105	6
11	8	<b>MEINS R.</b>			MARCH 762		C	<b>7</b>	<b>17'44.780</b>	3 GIRI	222.2	2'26.726	5
12	23	<b>EYRE R.</b>			MARCH 782		C	<b>6</b>	<b>14'20.542</b>	4 GIRI	224.0	2'17.211	3

#### NON CLASSIFICATI

RIT	11	<b>PETER H.</b>			RALT RT1		C				156.9		
RIT	15	<b>SHAW R.</b>			RALT RT1		C				170.3		
NP	42	<b>GATHERCOLE D.</b>			CHEVRON B25		C						
NP	43	<b>NEF W.</b>			MARCH 712M		A						
NP	20	<b>BROWN D.</b>			BRABHAM BT30		A						
NP	24	<b>TROMANS G.</b>			CHEVRON B42		C						
NP	37	<b>SMALL L.</b>			BRABHAM BT30		A						
NP	48	<b>BARRINGTON T.</b>			LOLA T240		A						

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis

ORA INIZIO ( )

ORA FINE ( )

### CLASSIFICA RACE 2

POS No CONDUTTORE NAZ TEAM AUTO GR CL G TEMPO DISTACCO VEL GIRO VELOCE

#### CLASSE A

1	34	FERRAO D.		MARCH 712		A	10	24'06.226	144.201 Km/h	217.7	2'20.832	9
2	50	BASON P.		MARCH 712		A	10	24'52.524	46.298	208.4	2'25.611	8
3	85	LILLINGSTONE-PR		TECNO T70		A	9	23'27.782	1 GIRO	204.1	2'31.741	8
4	31	ARNOLD L.	FORMEL RENNS	BRABHAM BT36		A	8	23'20.246	2 GIRI	168.4	2'50.105	6

NON CLASSIFICATI

NP	43	NEF W.		MARCH 712M		A						
NP	20	BROWN D.		BRABHAM BT30		A						
NP	37	SMALL L.		BRABHAM BT30		A						
NP	48	BARRINGTON T.		LOLA T240		A						

#### CLASSE B

1	62	ASHLEY I.		MARCH 79B		B	10	23'36.924	147.183 Km/h	214.2	2'18.736	9
2	25	GLADMAN P.		CHEVRON B34		B	10	23'54.539	17.615	210.1	2'18.804	8
3	71	SHARPLES C.		CHEVRON B29		B	10	24'53.555	1'16.631	207.6	2'22.286	10

#### CLASSE C

1	2	WATTS M.		MARCH 772		C	10	22'38.909	153.467 Km/h	225.4	2'12.680	8
2	6	STRETTON M.		MARCH 742		C	10	22'43.975	5.066	233.7	2'14.385	9
3	16	TANDY S.		CHEVRON B40		C	10	24'51.974	2'13.065	218.6	2'25.187	7
4	8	MEINS R.		MARCH 762		C	7	17'44.780	3 GIRI	222.2	2'26.726	5
5	23	EYRE R.		MARCH 782		C	6	14'20.542	4 GIRI	224.0	2'17.211	3

NON CLASSIFICATI

RIT	11	PETER H.		RALT RT1		C					156.9	
RIT	15	SHAW R.		RALT RT1		C					170.3	
NP	42	GATHERCOLE D.		CHEVRON B25		C						
NP	24	TROMANS G.		CHEVRON B42		C						

Esposta alle ore:

IL DIRETTORE DI GARA: Daniele Galbiati

IL D.S. DI CRONOMETRAGGIO: Monza Timing - M. Destefanis

ORA INIZIO ( )

ORA FINE ( )

### CLASSIFICA GIRI VELOCI RACE 2

POS	No	CONDUTTORE	NAZ	TEAM	AUTO	GR	CL	TEMPO	DIST	GIR/TOT	MEDIA	2°	G.V.
1	2	WATTS M.			MARCH 772		C	<b>2'12.680</b>		8/10	157.181		2'12.868
2	6	STRETTON M.			MARCH 742		C	<b>2'14.385</b>	1.705	9/10	155.186		2'14.664
3	23	EYRE R.			MARCH 782		C	<b>2'17.211</b>	4.531	3/6	151.990		2'17.464
4	62	ASHLEY I.			MARCH 79B		B	<b>2'18.736</b>	6.056	9/10	150.320		2'19.149
5	25	GLADMAN P.			CHEVRON B34		B	<b>2'18.804</b>	6.124	8/10	150.246		2'19.368
6	34	FERRAO D.			MARCH 712		A	<b>2'20.832</b>	8.152	9/10	148.082		2'21.276
7	71	SHARPLES C.			CHEVRON B29		B	<b>2'22.286</b>	9.606	10/10	146.569		2'23.896
8	16	TANDY S.			CHEVRON B40		C	<b>2'25.187</b>	12.507	7/10	143.640		2'25.375
9	50	BASON P.			MARCH 712		A	<b>2'25.611</b>	12.931	8/10	143.222		2'26.510
10	8	MEINS R.			MARCH 762		C	<b>2'26.726</b>	14.046	5/7	142.134		2'26.894
11	85	LILLINGSTONE-PR			TECNO T70		A	<b>2'31.741</b>	19.061	8/9	137.436		2'32.707
12	31	ARNOLD L.	FORMEL	RENNSPORT C	BRABHAM BT36		A	<b>2'50.105</b>	37.425	6/8	122.599		2'52.915

ORA INIZIO ( )

ORA FINE ( )

### TABELLONE GIRI RACE 2

POS	GRI	1	2	3	4	5	6	7	8	9	10
1.	2	6	6	6	6	6	6	2	2	2	2
2.	6	2	2	2	2	2	6	6	6	6	6
3.	11	23	23	23	23	23	62	62	62	62	62
4.	42	62	62	62	62	62	25	25	25	25	25
5.	15	25	25	25	25	25	23	34	34	34	34
6.	23	34	34	34	34	34	34	16	16	50	16
7.	62	8	8	8	8	8	8	50	50	16	50
8.	34	85	50	50	50	50	16	71	71	71	71
9.	24	50	71	71	71	16	50	8	85	85	
10.	25	71	16	16	16	71	71	85	31		
11.	43	16	85	85	85	85	85	31			
12.	16	31	31	31	31	31	31				
13.	48										
14.	50										
15.	85										
16.	31										
17.	71										
18.	20										
19.	37										
20.	8										

### ANALISI DEI TEMPI RACE 2

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
<b>2 WATTS Matthew</b>							<b>23 EYRE Richard</b>						
MARCH 772							MARCH 782						
C							C						
1)	11.834	(170.8)	36.667	48.024	46.443	<b>2'22.968</b>	1)	11.997	(182.1)	35.809	48.037	47.457	<b>2'23.300</b>
2)	10.036	(221.3)	35.017	46.758	46.830	<b>2'18.641</b>	2)	10.035	(213.0)	35.767	46.649	47.945	<b>2'20.396</b>
3)	10.016	(222.2)	33.909	47.125	45.662	<b>2'16.712</b>	3)	10.057	(219.0)	34.362	46.126	46.666	<b>2'17.211</b>
4)	9.952	(223.6)	34.048	46.800	45.343	<b>2'16.143</b>	4)	10.026	(224.0)	33.596	47.009	47.035	<b>2'17.666</b>
5)	9.886	(225.4)	33.537	46.314	45.611	<b>2'15.348</b>	5)	10.022	(222.2)	34.290	46.288	46.864	<b>2'17.464</b>
6)	9.928	(225.0)	33.567	46.712	44.926	<b>2'15.133</b>	6)	10.051	(223.1)	40.275	49.802	1'04.377	<b>2'44.505</b> B
7)	9.810	(225.4)	32.777	46.148	44.133	<b>2'12.868</b>							
8)	9.814	(225.4)			44.045	<b>2'12.680</b>							
9)	9.929	(223.1)	33.420	45.541	44.597	<b>2'13.487</b>							
10)	10.012	(223.1)			45.016	<b>2'14.929</b>							
<b>6 STRETTON Martin</b>							<b>25 GLADMAN Philip</b>						
MARCH 742							CHEVRON B34						
C							B						
1)	11.178	(182.4)	36.354	47.809	46.405	<b>2'21.746</b>	1)	13.700	(165.1)	39.812	49.858	50.467	<b>2'33.837</b>
2)	9.673	(216.4)	34.785	47.360	46.896	<b>2'18.714</b>	2)	10.931	(187.5)	36.766	48.137	48.782	<b>2'24.616</b>
3)	9.644	(215.5)	34.331	47.055	45.997	<b>2'17.027</b>	3)	10.762	(202.6)	35.920	47.510	47.917	<b>2'22.109</b>
4)	9.635	(220.4)	33.996	46.243	45.860	<b>2'15.734</b>	4)	10.744	(208.4)	35.515	46.786	47.908	<b>2'20.953</b>
5)	9.600	(220.4)	34.026	46.278	45.224	<b>2'15.128</b>	5)	10.801	(208.8)	34.745	46.668	47.353	<b>2'19.567</b>
6)	9.570	(233.7)	33.268	46.685	45.817	<b>2'15.340</b>	6)	10.717	(210.1)	34.552	46.918	47.181	<b>2'19.368</b>
7)	9.560	(232.2)	33.253	46.429	45.422	<b>2'14.664</b>	7)	10.742	(210.1)	34.412	59.564	46.692	<b>2'31.410</b>
8)	9.523	(229.7)	33.712	46.763	45.672	<b>2'15.670</b>	8)	10.738	(208.0)	35.344	45.692	47.030	<b>2'18.804</b>
9)	9.564	(216.0)	33.732	46.073	45.016	<b>2'14.385</b>	9)	10.776	(204.9)	36.053	47.614	47.836	<b>2'22.279</b>
10)	9.610	(213.0)	33.773	46.504	45.680	<b>2'15.567</b>	10)	10.877	(206.1)	36.259	47.095	47.365	<b>2'21.596</b>
<b>8 MEINS Richard</b>							<b>31 ARNOLD Luciano</b>						
MARCH 762							FORMEL RENNS BRABHAM BT36						
C							A						
1)	16.767	(154.7)	40.580	51.628	51.399	<b>2'40.374</b>	1)	18.318	(128.7)	45.485	59.730	1'01.571	<b>3'05.104</b>
2)	10.030	(210.5)			53.816	<b>2'33.836</b>	2)	12.785	(132.0)	45.853	57.327	1'00.030	<b>2'55.995</b>
3)	10.197	(213.0)			50.751	<b>2'26.894</b>	3)	12.023	(146.3)	44.833	56.473	1'00.006	<b>2'53.335</b>
4)	9.973	(213.0)			49.860	<b>2'28.047</b>	4)	11.753	(143.8)	43.939	59.650	57.613	<b>2'52.955</b>
5)	9.907	(213.0)			50.745	<b>2'26.726</b>	5)	11.575	(154.0)	43.479	1'00.474	57.387	<b>2'52.915</b>
6)	9.831	(222.2)			51.413	<b>2'28.283</b>	6)	12.462	(168.4)	42.981	55.814	58.848	<b>2'50.105</b>
7)	10.002	(219.0)			59.587	<b>2'40.620</b> B	7)	12.548	(161.1)	44.890	1'00.248	57.643	<b>2'55.329</b>
							8)	12.327	(140.0)	45.729	58.619	57.833	<b>2'54.508</b>
<b>16 TANDY Steve</b>							<b>34 FERRAO Diogo</b>						
CHEVRON B40							MARCH 712						
C							A						
1)	20.997	(141.5)	39.893	51.487	53.601	<b>2'45.978</b>	1)	13.281	(153.6)	41.107	50.085	50.913	<b>2'35.386</b>
2)	10.815	(174.1)	39.587	51.461	50.490	<b>2'32.353</b>	2)	10.281	(193.8)	36.757	48.464	50.504	<b>2'26.006</b>
3)	10.282	(201.4)	37.597	49.514	51.150	<b>2'28.543</b>	3)	10.392	(190.4)	36.765	49.144	50.236	<b>2'26.537</b>
4)	10.369	(197.4)	37.043	49.921	49.071	<b>2'26.404</b>	4)	10.351	(212.1)	36.679	48.897	49.286	<b>2'25.213</b>
5)	10.373	(200.0)	37.303	49.442	49.804	<b>2'26.922</b>	5)	10.319	(217.7)	35.746	48.549	48.890	<b>2'23.504</b>
6)	10.304	(217.3)	36.798	48.913	49.360	<b>2'25.375</b>	6)	10.353	(216.4)	35.471	48.345	49.262	<b>2'23.431</b>
7)	10.367	(218.6)	36.472	49.334	49.014	<b>2'25.187</b>	7)	10.366	(216.4)	35.086	49.395	47.812	<b>2'22.659</b>
8)	10.411	(199.2)	36.606	49.868	49.386	<b>2'26.271</b>	8)	10.330	(216.0)	34.793	48.106	48.153	<b>2'21.382</b>
9)	10.767	(205.3)			51.011	<b>2'27.979</b>	9)	10.365	(215.5)	35.001	48.031	47.435	<b>2'20.832</b>
10)	11.278	(188.8)			49.544	<b>2'26.962</b>	10)	10.308	(216.4)	34.828	48.063	48.077	<b>2'21.276</b>
<b>50 BASON Paul</b>													
MARCH 712													
A													
1)	14.384	(142.1)	43.250	52.878	53.020	<b>2'43.532</b>							

GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO	GIRO	T-1	MAX-VEL	T-2	T-3	ARRIVO	TEMPO
2)	10.694	(180.6)	39.225	50.153	51.955	<b>2'32.027</b>							
3)	10.700	(183.9)	38.056	50.074	50.666	<b>2'29.496</b>							
4)	10.638	(208.4)	37.217	49.696	49.906	<b>2'27.457</b>							
5)	10.597	(204.9)	37.289	49.700	49.230	<b>2'26.816</b>							
6)	10.601	(204.5)	36.831	48.994	50.105	<b>2'26.531</b>							
7)	10.758	(194.9)	37.190	50.125	48.506	<b>2'26.579</b>							
8)	10.641	(177.0)	37.053	49.013	48.904	<b>2'25.611</b>							
9)	10.662	(190.4)	37.894	49.253	48.701	<b>2'26.510</b>							
10)	10.733	(195.6)	37.720	50.817	48.695	<b>2'27.965</b>							

## 62 ASHLEY Ian

MARCH 79B

B

1)	12.442	(173.3)	37.453	48.981	48.199	<b>2'27.075</b>
2)	10.485	(213.0)	35.617	49.487	49.477	<b>2'25.066</b>
3)	10.534	(203.0)	36.219	48.470	48.296	<b>2'23.519</b>
4)	10.597	(208.0)	35.176	47.938	47.760	<b>2'21.471</b>
5)	10.504	(211.7)	35.135	47.735	47.822	<b>2'21.196</b>
6)	10.460	(212.1)	35.379	48.114	47.146	<b>2'21.099</b>
7)	10.484	(213.8)	34.510	47.977	47.335	<b>2'20.306</b>
8)	10.503	(213.4)	34.728	47.399	46.677	<b>2'19.307</b>
9)	10.507	(213.4)	34.225	46.904	47.100	<b>2'18.736</b>
10)	10.484	(214.2)	34.252	47.230	47.183	<b>2'19.149</b>

## 71 SHARPLES Chris

CHEVRON B29

B

1)	16.211	(128.8)	42.643	52.677	53.057	<b>2'44.588</b>
2)	11.004	(191.8)	39.054	50.467	51.420	<b>2'31.945</b>
3)	10.884	(181.2)	37.526	49.983	50.917	<b>2'29.310</b>
4)	10.616	(202.6)	36.928	49.760	49.678	<b>2'26.982</b>
5)	11.185	(177.3)	37.728	50.421	57.547	<b>2'36.881</b>
6)	10.780	(193.5)	36.454	49.262	50.294	<b>2'26.790</b>
7)	10.691	(200.3)	36.585	49.961	48.655	<b>2'25.892</b>
8)	10.602	(207.6)	36.311	49.832	48.240	<b>2'24.985</b>
9)	10.614	(198.1)	36.405	48.263	48.614	<b>2'23.896</b>
10)	10.575	(196.7)	36.119	48.079	47.513	<b>2'22.286</b>

## 85 LILLINGSTONE-PRICE Chris

TECNO T70

A

1)	14.505	(154.9)	41.299	53.431	54.218	<b>2'43.453</b>
2)	11.109	(182.7)	40.672	53.788	54.099	<b>2'39.668</b>
3)	11.027	(191.8)	40.400	53.268	54.131	<b>2'38.826</b>
4)	11.145	(200.3)	39.866	53.171	52.742	<b>2'36.924</b>
5)	11.081	(201.1)	38.996	52.578	52.486	<b>2'35.141</b>
6)	11.099	(204.1)	38.543	51.498	52.298	<b>2'33.438</b>
7)	11.191	(202.2)	37.938	54.525	52.230	<b>2'35.884</b>
8)	11.147	(202.6)	37.173	51.448	51.973	<b>2'31.741</b>
9)	11.191	(201.8)	37.948	51.519	52.049	<b>2'32.707</b>