Round 4 of the Circuit Championship was also to be the fourth and final partnership event of the year with the VSCC. It will be interesting to see how they have found this arrangement, partnering with their new "Formula Vintage" initiative. The vintage Paddock did seem a bit emptier than in previous years, so perhaps they might be even more aware of what the 500 OA can bring.

After a week of miserable weather (which had also affected earlier rounds) it was a relief to find Mallory passably warm, wind-free (by Mallory standards) and at least dry (water seepage 'springs' all around the Paddock reminding us quite how lucky we were). In fact the clouds parted for both 500 sessions, meaning happy drivers and a nice warm \& sticky (read 'fast') track.

## Qualifying:

All fifteen entrants turned out with their usual mounts and no obvious changes to report, although such was the mix of entries, it was a nice sight to have a grid not dominated by late-model Coopers for once.

And it was something of a change of order at the front, with Xavier and Stuart (Staride and CooperJAP respectively) clearly setting a storming pace and closing out the front row. Xavier edged pole by just one hundredth of a second, but actually more frustrated that he missed a rare chance to break the minute mark here.

Stuart also would have loved to have got that sub-60 mark under his belt, but was still effusive with his car, talking of how he had finally got a handle or her. In fact pole might well have been his if his session hadn't been cut short by a nasty moment when the engine sprocket came adrift. The primary chain acted like David's sling and flicked the hot sprocket forward into Stuart's lap, distracting him from the mess carrying on behind as the primary chain flayed around, derailing the secondary chain which made quite a mess of the final drive sprocket but at least didn't lock up the rear axle. He rolled to halt, and impressively was able to repair and reuse everything except the circlip that had started it all.

Second row was a pair of Cooper - one Norton and one JAP - of fast peddlers Mike Fowler and Richard de la Roche. Both had been a bit slow away with an interest in the preceding Formula Junior practice - Mike doubling up with his Gemini, and Richard keeping an eye on son Peter in the Lola.

Darrell and Gordon made up row three, both still within what would normally be an impressive 62 second lap, while John Turner got early bragging rights over son Andrew, despite quitting early when the clutch cable snapped.

In fact the session somewhat turned to farce as just four cars were still running at the end of session, although curiously almost everyone managed to bring their car back to the rear Paddock entrance at the Esses, giving the poor girl on gate duty a workout (and the occasional surprise as drivers peeled off track at near full speed, careful now).

Despite that most cars needed just minor fettling. Best excuse was boss man Challis, who parked up early to make the Morgan 3-wheeler practice session that followed. Nigel and Anne duly rolled into Assembly well in time, only to discover the schedule had been revised and a completely different class were waiting for the off.

On a more serious note, a couple of cars were in trouble. Kerry's miserable year continued with more magneto trouble, forcing him to scratch for the fourth time in a row. Meanwhile Roy Hunt had been fairly positive at first that he had just got his Norton a little hot, but inspection once cool led him to conclude he had nipped up the piston. Attempting to run the race would likely prove fruitless and
expensive, so he too scratched. Of course, unable to leave the Mallory Paddock, he kicked back for a long afternoon.

Three final runs of note. Roy Wright posted a pretty decent time in the Flash Special, actually qualifying faster than Andrew Turner. Andy Raynor was back out after a pretty disastrous Cadwell a little smoky but driving pretty well (remember, Andy is a complete racing rookie, so learning lines as well as how handle a 500), and pretty desperate to just complete a full race lap at the third time of asking. A 1'09" lap is pretty impressive so early in your career. In a similar vein Alan Croft's 1' 11" might have left him on the back row, but would embarrass some if they checked their previous times. The car looked planted, was revving freely and shifting pretty well for such an early, and heavy car.

## Race:

As the penultimate race of the day, there followed an interminable wait, watching the clouds get darker and darker before changing their mind and opening to a proper summer blue sky. and a baker's dozen of cars set off on the formation lap. Inevitably a little gap formed as some cars were reluctant to fire, and Roy Wright surprised a cruising Nigel exiting Gerards as he pedalled up to the leaders - as things turned out, he should probably have memorised quite how he did this.

Everyone was in tight formation as the cars came round the Devil's Elbow, the flag dropped and they hammered off towards the first corner. Mike Fowler got a belter, hugging pit wall and wondering whether he could command the inside line. When it come to it, he didn't quite have the distance to chance it, and first Stuart, then Xavier chopped across his bows. Mike hung on round Gerards, but as these things work out his exit was a bit compromised. Richard had a clear course and could carry more speed round the final third of the corner, which carried him halfway past Mike down Stebbe Straight and leaving Mike with no choice but to back out at the Esses.

Xavier looked for a chance at the Hairpin but Stuart closed the door firmly. And so at the completion of Lap 1 the top four were in close formation. As happens with a group like this at Mallory, they stormed through the Devil's Elbow in nose-to-tail, immediately fanning out four wide as they crossed the line. The first four were covered by less than three-quarters of a second, in the order Stuart-Xavier-Richard-Mike, with spectators not sure how that would change until they returned to line astern for Gerards.

These four had already made a gap over a second to Gordon's Mackson, who had Darrell's Cooper in his mirrors. A larger gap followed, closer to two seconds, as Turner père-et-fils came past as one, this time the lad leading the dad. They would be stuck together for the entire race with the gap opening and closing, and indulging in some fine synchronised drifting - John always perfectly in the tyre tracks of Andrew, whether or not it was the correct line, or even close to the line used the lap before...

JB was close to the Turners after a good start, and fractionally clear of Nigel and Roy in formation. One would assume on historic form that Roy would now drop away, but like Wright Jnr. he was feeling at one with the Flash Special for the first time and hung on well. And when JB made a booboo at the Hairpin on Lap 4, it became a three-way fight that would rival that for the lead.

Now perhaps eight seconds behind them, Andy had his wish and finally completed an official racing lap. He would convert that to a finish as well just one lap down on the leaders, setting a best lap of 1'07" ( 1.5 seconds better than qualifying) and impressively consistent until he had to make space for lapping cars. It may have been a quiet run with no-one to battle, but Andy should be pretty chuffed with not just seeing the chequered flag, but the performance that got him there.

Alan couldn't quite deliver as in practice, but was consistently lapping around 1' 12 ". Sadly his race would end a couple short of the flag, when the float chamber mounting snapped and fell away, starving the engine of fuel.

But back to the front. Stuart had established a small lead, but Richard was the man on the move, passing Xavier second time through, although it was barely visible as second to fourth were covered by 0.15 " at the line. Richard was the one with a nose in front, and the line through Gerards. He set off after Stuart, but that plan almost immediately came to an end, the JAP popping and banging. Best guess was the timing had slipped, but hoping it was a fuel problem that might clear he puttered round for another half lap before pulling off.

That should have left Stuart with a reasonable lead, but Xavier was on fire, closing straight back onto the tail of the Cooper. Mike couldn't quite hold this pace, and lap by lap he would drift back by half a second or so.

Fourth place was now being fought over by Gordon's Mackson and Darrell's Cooper, another swingaxle vs. wishbone battle. Gordon did a good job holding the presumably faster car off, Darrell close on the tail from the start but not quite able to challenge. He finally timed his attack right on lap 5, but the task to steal Mike's podium place was already a tricky four seconds up the road. For the next couple of laps Darrell seemed to be done for the day, maintaining a second lead over Gordon but not making any progress on the leaders. Then at mid-distance he seemed to be bored of that tactic, and dropped a second from his lap times. With a slight mistake by Mike at the same time, the gap dropped rapidly, Darrell had the scent, and dropped another second from his times. The gap dropped from four to three, then two, and contact was made on lap 10, as the pair lapped Andy Raynor. Game On.

Meanwhile, another titanic battle was underway. JB was keen to reassert his position over Nigel. They entered Gerards nose-to-tail, with Roy hanging on some 20 feet behind. JB carried much more speed to the exit and looked certain to complete the pass down the back straight. He pulled out, only to find Nigel still drifting onto his preferred line. Any thoughts swapping lines were squashed as an orange flash swept past on the inside. Roy had carried similar speed through the corner and had the clearer path. Forced to lift, JB dropped half a second, but Roy couldn't quite outdrag Nigel down the straight and was forced to drop back in line at the Esses.

Next time around, this little dance was repeated. This time it was Roy who latched onto the green Cooper, and looked to make the pass down Stebbe Straight. And this time it was Roy who caught Nigel just a bit early and was forced to lift. And this time it was JB who closed down a half-second gap and was right back in it. This would continue for the rest of the race - some 10 laps. Nigel wasn't driving dangerously or unfairly in any way, but was really struggling through the final third of the corner. One or other or both of the chasers would catch up rapidly, too rapidly, and be forced to lift, which may or may not allow the other past. Then, whether because of an exceptional engine or great traction, Nigel's Norton would give him prime position when it came to turning into the Esses.

At two-thirds distance - 10 laps, the race seemed to have found its pattern. The lead group was fairly well spread out now, with Stuart grinding out a 3 -second lead over Xavier, who in turn was a comfortable 4 seconds ahead of Mike, now busy defending from Darrell. Gordon was running alone, while the Turners were in formation. The Nigel-JB-Roy battle completed the unlapped runners, but Andy and Alan were still performing well.

Next battle royale was between Mike and Darrell. On lap 11 Darrell carried more speed through Gerards, carried the momentum down the straight, as had a nose ahead at the Esses. Mike begged to differ, and was back ahead at the Hairpin. Darrell regrouped and passed Mike as they crossed the line for the twelfth time. But it was Mike who braked later and repassed into Gerards. Finally, Darrell made it stick on Lap 13.

But by now, this was for second place. Having established a winning margin by Lap 12, Stuart's JAP began spluttering. Like Richard earlier, Stuart hoped at first that it would clear, then that he might drag it round for at least a finish. A wounded JAP, though, would never be that kind, and the Cooper rolled to a halt just over the start line. Stuart thumped the steering wheel in frustration and, being a big lad, made a bit of a mess of it.

If that wasn't enough, final victory was no longer certain. Xavier had a comfortable five second lead, but Darrell now had the red mist up. The gap was dropping rapidly. Three seconds, two seconds, until Xavier realised the silver car was catching. Then just at the wrong moment, Xavier came up to lap the bunfight that was Nigel, Roy and JB. Four- wide, Xavier raced down pit wall, just as the Darrell latched on to the back of the group. Could he hold on for one more lap? Well it turns out he didn't need to. Too busy finding a way past the others, he hadn't spotted the chequered flag with the blue. He managed to lap the three 'backmarkers' into Gerards, but of course, having managed to stay ahead across the line they were still racing. So Xavier pressed on for another lap, which no one, including the CoC, seemed to notice. Darrell meanwhile had seen the chequered flag, but was carrying so much speed he lapped JB exiting Gerards. He slowed and gave a courtesy wave to John, who of course was still racing but now totally confused.

When the dust settled, Xavier had won by just under a second. Mike was a distant third, and Gordon fourth. Andrew Turner led his father all the way, and while barely mentioned in this report both had run well. Nigel led Roy and JB for seventh, all three unlapped.

| P | Driver | Car | Time | Q | Time |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Xavier Kingsland | Staride Mk 3 | $\begin{array}{r} 15 \text { laps } \\ 15^{\prime} 27.53^{\prime \prime} \end{array}$ | 1 | 1'00.57" |
| 2 | Darrell Woods | Cooper Mk XII | + 0.83 " | 5 | 1'01.49" |
| 3 | Mike Fowler | Cooper Mk V | + 7.39" | 3 | 1'00.94" |
| 4 | Gordon Russell | Mackson | + 13.00 " | 6 | 1'01.78" |
| 5 | Andrew Turner | Cooper Mk VI | + $35.70{ }^{\prime \prime}$ | 10 | 1'03.33" |
| 6 | John Turner | Cooper Mk IX | + $37.41^{\prime \prime}$ | 7 | 1'02.72" |
| 7 | Nigel Challis | Cooper Mk VIII | + 1'03.75" | 11 | 1'04.44" |
| 8 | Roy Wright | Flash Special | + 1'04.23" | 9 | 1'03.17" |
| 9 | JB Jones | Cousy | + 1'06.57" | 12 | 1'05.05" |
| 10 | Andy Raynor | Cooper Mk V | 14 laps | 13 | 1'09.06" |
| R | Stuart Wright | Cooper Mk XI | 13 laps | 2 | 1'00.58" |
| R | Alan Croft | JP Mk 1 | 11 laps | 14 | 1' 11.91" |
| R | Richard de la Roche | Cooper Mk V | 3 laps | 4 | 1'00.99" |
| NS | Roy Hunt | Martin |  | 8 | 1'02.74" |
| NS | Kerry Horan | Trenberth |  | 15 | 1'12.02" |

Fastest Lap: Darrell Woods, 1' 00.44 " ( $80.32 \mathrm{mph}, 128.51 \mathrm{kph}$ )
Race Distance: 15 minutes



FORMULA 3 (500) CARS
RESULT - RACE 11

| PI | No Cl | Name | Car | Laps | Time | Behind | MPH | Best La | on | MPH |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 59 | Xavier KINGSLAND | Staride MK3 | 15 | 15:27.53 |  | 78.50 | 1:00.92 | 9 | 79.68 |
| 2 | 6 | Darrell WOODS | Cooper MK12 | 15 | 15:28.36 | 0.83 | 78.43 | 1:00.44 | 9 | 80.32 |
| 3 | 31 | Mike FOWLER | Cooper MK5 | 15 | 15:34.92 | 7.39 | 77.88 | 1:01.25 | 4 | 79.25 |
| 4 | 67 | Gordon RUSSELL | Mackson F3 500 | 15 | 15:40.53 | 13.00 | 77.42 | 1:01.93 | 2 | 78.38 |
| 5 | 87 | Andrew TURNER | Cooper MK6 | 15 | 16:03.23 | 35.70 | 75.59 | 1:03.10 | 13 | 76.93 |
| 6 | 86 | John TURNER | Cooper MK9 | 15 | 16:04.94 | 37.41 | 75.46 | 1:03.22 | 10 | 76.78 |
| 7 | 7 | Nigel CHALLIS | Cooper MK8 | 15 | 16:31.28 | 1:03.75 | 73.45 | 1:04.53 | 4 | 75.22 |
| 8 | 4 | Roy WRIGHT | Flash Special | 15 | 16:31.76 | 1:04.23 | 73.42 | 1:04.88 | 10 | 74.82 |
| 9 | 15 | JB JONES | Cousy No 2 | 15 | 16:34.10 | 1:06.57 | 73.25 | 1:04.81 | 7 | 74.90 |
| 10 | 57 | Andy RAYNOR | Cooper MK5 | 14 | 16:37.81 | 1 Lap | 68.11 | 1:07.74 | 2 | 71.66 |
| Not-Classified |  |  |  |  |  |  |  |  |  |  |
|  | 16 | Stuart WRIGHT | Cooper MK11 | 13 | 13:39.42 | DNF | 77.01 | 1:00.62 | 9 | 80.08 |
|  | 51 | Alan CROFT | JP | 11 | 13:20.96 | DNF | 66.67 | 1:11.79 | 5 | 67.62 |
|  | 17 | Richard DE LA ROCHE | Cooper MK5 | 3 | 3:19.66 | DNF | 72.94 | 1:01.86 | 2 | 78.47 |
| Fastest Lap |  |  |  |  |  |  |  |  |  |  |
|  | 6 | Darrell WOODS | Cooper MK12 |  |  |  |  | 1:00.44 | 9 | 80.32 |

[^0]Chief Timekeeper:

THESE RESULTS ARE PROVISIONAL UNTIL THE CONCLUSION OF ANY JUDICIAL AND TECHNICAL MATTERS
Timing by HS Sports Ltd - Results and Lap Times at www.theresultslive.co.uk/vintage-sports-car-club

FORMULA 3 (500) CARS
RACE 11


## FORMULA 3 (500) CARS

## LAP TIMES - RACE 11

## 4 Roy WRIGHT

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: | ---: |
| 1 | $1: 12.98$ | $1: 05.41$ | $1: 05.05$ | $1: 05.19$ | $1: 04.98$ | $1: 05.87$ | $1: 06.06$ | $1: 06.84$ | $1: 05.63$ | $1: 04.88$ |
| 11 | $1: 06.14$ | $1: 05.77$ | $1: 05.95$ | $1: 05.66$ | $1: 05.35$ |  |  |  |  |  |

## 6 Darrell WOODS

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: | ---: |
| 1 | $1: 07.51$ | $1: 02.08$ | $1: 02.23$ | $1: 01.64$ | $1: 01.87$ | $1: 02.30$ | $1: 01.25$ | $1: 01.11$ | $1: 00.44$ | $1: 02.08$ |
| 11 | $1: 02.14$ | $1: 01.58$ | $1: 00.61$ | $1: 01.08$ | $1: 00.44$ |  |  |  |  |  |

## 7 Nigel CHALLIS

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: | ---: |
| 1 | $1: 12.40$ | $1: 05.43$ | $1: 05.02$ | $1: 04.53$ | $1: 05.60$ | $1: 06.22$ | $1: 05.89$ | $1: 06.47$ | $1: 06.23$ | $1: 04.91$ |
| 11 | $1: 05.99$ | $1: 05.88$ | $1: 05.38$ | $1: 06.09$ | $1: 05.24$ |  |  |  |  |  |

15 JB JONES

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $1: 10.83$ | $1: 05.70$ | $1: 04.94$ | $1: 05.10$ | $1: 06.90$ | $1: 06.78$ | $1: 04.81$ | $1: 07.33$ | $1: 06.04$ | $1: 05.17$ |
| 11 | $1: 05.20$ | $1: 06.60$ | $1: 05.60$ | $1: 06.00$ | $1: 07.10$ |  |  |  |  |  |

16 Stuart WRIGHT

| Lap | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 1:05.21 | 1:01.56 | 1:01.36 | 1:01.17 | 1:01.15 | 1:01.23 | 1:01.27 | 1:01.16 | 1:00.62 | 1:00.75 |
| 11 | 1:00.84 | 1:06.74 | 1:16.36 |  |  |  |  |  |  |  |
| Richard DE LA ROCHE |  |  |  |  |  |  |  |  |  |  |
| Lap | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1 | 1:05.79 | 1:01.86 | 1:12.01 |  |  |  |  |  |  |  |

## 31 Mike FOWLER

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :--- | :---: | ---: | :---: | :---: | ---: | :---: | ---: | ---: | ---: | ---: |
| 1 | $1: 05.94$ | $1: 01.86$ | $1: 01.64$ | $1: 01.25$ | $1: 01.30$ | $1: 01.92$ | $1: 02.24$ | $1: 01.93$ | $1: 02.12$ | $1: 01.97$ |
| 11 | $1: 02.40$ | $1: 01.62$ | $1: 03.00$ | $1: 02.64$ | $1: 03.09$ |  |  |  |  |  |

51 Alan CROFT

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1 | $1: 19.25$ | $1: 12.43$ | $1: 11.90$ | $1: 12.04$ | $1: 11.79$ | $1: 12.02$ | $1: 12.86$ | $1: 12.56$ | $1: 11.80$ | $1: 12.15$ |
| 11 | $1: 12.16$ |  |  |  |  |  |  |  |  |  |

57 Andy RAYNOR

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $1: 15.31$ | $1: 07.74$ | $1: 08.47$ | $1: 08.49$ | $1: 08.56$ | $1: 08.55$ | $1: 08.88$ | $1: 13.78$ | $1: 12.28$ | $1: 09.33$ |
| 11 | $1: 12.67$ | $1: 10.06$ | $1: 17.94$ | $1: 15.75$ |  |  |  |  |  |  |

59 Xavier KINGSLAND

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | 9 | 10 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | :---: | :---: |
| 1 | $1: 05.50$ | $1: 02.27$ | $1: 00.98$ | $1: 01.14$ | $1: 01.07$ | $1: 01.59$ | $1: 02.32$ | $1: 01.25$ | $1: 00.92$ | $1: 01.33$ |
| 11 | $1: 01.17$ | $1: 01.53$ | $1: 02.33$ | $1: 02.88$ | $1: 01.25$ |  |  |  |  |  |

## 67 Gordon RUSSELL

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $1: 07.13$ | $1: 01.93$ | $1: 02.32$ | $1: 01.97$ | $1: 02.78$ | $1: 02.44$ | $1: 02.41$ | $1: 02.67$ | $1: 02.48$ | $1: 02.46$ |
| 11 | $1: 02.37$ | $1: 02.57$ | $1: 02.42$ | $1: 02.46$ | $1: 02.12$ |  |  |  |  |  |

## 86 John TURNER

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :--- | :---: | ---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $1: 09.23$ | $1: 04.62$ | $1: 05.55$ | $1: 03.68$ | $1: 03.98$ | $1: 03.46$ | $1: 03.57$ | $1: 03.47$ | $1: 04.41$ | $1: 03.22$ |
| 11 | $1: 03.36$ | $1: 04.55$ | $1: 04.02$ | $1: 04.29$ | $1: 03.53$ |  |  |  |  |  |

87 Andrew TURNER

| Lap | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: | ---: |
| 1 | $1: 09.48$ | $1: 04.49$ | $1: 04.82$ | $1: 03.32$ | $1: 03.12$ | $1: 03.77$ | $1: 03.74$ | $1: 03.79$ | $1: 03.56$ | $1: 03.51$ |
| 11 | $1: 04.36$ | $1: 03.31$ | $1: 03.10$ | $1: 04.59$ | $1: 04.27$ |  |  |  |  |  |


|  | Lap 1 |  | Lap 2 |  | Lap 3 |  | Lap 4 |  | Lap 5 |  | Lap 6 |  | Lap 7 |  |  | Lap 8 |  | Lap 9 |  |  | Lap 10 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No | Time | No | Time | No | Time | No | Time | No | Time | No | Time | No | Time |  | No | Time |  | No | Time |  | No | Time |
| 16 | 1:05.21 | 16 | 2:06.77 | 16 | 3:08.13 | 16 | 4:09.30 | 16 | 5:10.45 | 16 | 6:11.68 | 16 | 7:12.95 |  | 16 | 8:14.11 |  | 16 | 9:14.73 |  | 16 | 10:15.48 |
| 59 | 1:05.50 | 17 | 2:07.65 | 59 | 3:08.75 | 59 | 4:09.89 | 59 | 5:10.96 | 59 | 6:12.55 | 59 | 7:14.87 |  | 59 | 8:16.12 |  | 59 | 9:17.04 |  | 59 | 10:18.37 |
| 17 | 1:05.79 | 59 | 2:07.77 | 31 | 3:09.44 | 31 | 4:10.69 | 31 | 5:11.99 | 31 | 6:13.91 | 31 | 7:16.15 |  | 31 | 8:18.08 |  | 57 | 9:19.78 | *1 | 31 | 10:22.17 |
| 31 | 1:05.94 | 31 | 2:07.80 | 67 | 3:11.38 | 67 | 4:13.35 | 6 | 5:15.33 | 6 | 6:17.63 | 6 | 7:18.88 |  | 6 | 8:19.99 |  | 31 | 9:20.20 |  | 6 | 10:22.51 |
| 67 | 1:07.13 | 67 | 2:09.06 | 6 | 3:11.82 | 6 | 4:13.46 | 67 | 5:16.13 | 67 | 6:18.57 | 51 | 7:19.43 | *1 | 67 | 8:23.65 |  | 6 | 9:20.43 |  | 67 | 10:28.59 |
| 6 | 1:07.51 | 6 | 2:09.59 | 87 | 3:18.79 | 87 | 4:22.11 | 87 | 5:25.23 | 87 | 6:29.00 | 67 | 7:20.98 |  | 51 | 8:32.29 | *1 | 67 | 9:26.13 |  | 57 | 10:32.06 *1 |
| 86 | 1:09.23 | 86 | 2:13.85 | 86 | 3:19.40 | 86 | 4:23.08 | 86 | 5:27.06 | 86 | 6:30.52 | 87 | 7:32.74 |  | 87 | 8:36.53 |  | 87 | 9:40.09 |  | 87 | 10:43.60 |
| 87 | 1:09.48 | 87 | 2:13.97 | 17 | 3:19.66 | 15 | 4:26.57 | 7 | 5:32.98 | 7 | 6:39.20 | 86 | 7:34.09 |  | 86 | 8:37.56 |  | 86 | 9:41.97 |  | 86 | 10:45.19 |
| 15 | 1:10.83 | 15 | 2:16.53 | 15 | 3:21.47 | 7 | 4:27.38 | 15 | 5:33.47 | 4 | 6:39.48 | 15 | 7:45.06 |  | 7 | 8:51.56 |  | 51 | 9:44.85 | *1 | 51 | 10:56.65 *1 |
| 7 | 1:12.40 | 7 | 2:17.83 | 7 | 3:22.85 | 4 | 4:28.63 | 4 | 5:33.61 | 15 | 6:40.25 | 7 | 7:45.09 |  | 4 | 8:52.38 |  | 7 | 9:57.79 |  | 7 | 11:02.70 |
| 4 | 1:12.98 | 4 | 2:18.39 | 4 | 3:23.44 | 57 | 4:40.01 | 57 | 5:48.57 | 57 | 6:57.12 | 4 | 7:45.54 |  | 15 | 8:52.39 |  | 4 | 9:58.01 |  | 4 | 11:02.89 |
| 57 | 1:15.31 | 57 | 2:23.05 | 57 | 3:31.52 | 51 | 4:55.62 | 51 | 6:07.41 |  |  | 57 | 8:06.00 |  |  |  |  | 15 | 9:58.43 |  | 15 | 11:03.60 |
| 51 | 1:19.25 | 51 | 2:31.68 | 51 | 3:43.58 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Lap Chart

| Lap 11 |  | Lap 12 |  | Lap 13 |  | Lap 14 |  | Lap 15 |  | Lap 16 |  | Lap 17 |  | Lap 18 |  | Lap 19 |  | Lap 20 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No | Time | No | Time | No | Time | No | Time | No | Time | No | Time | No | Time | No | Time | No | Time | No | Time |
| 16 | 11:16.32 | 59 | 12:21.07 | 59 | 13:23.40 | 59 | 14:26.28 | 59 | 15:27.53 |  |  |  |  |  |  |  |  |  |  |
| 59 | 11:19.54 | 16 | 12:23.06 | 6 | 13:26.84 | 6 | 14:27.92 | 6 | 15:28.36 |  |  |  |  |  |  |  |  |  |  |
| 31 | 11:24.57 | 31 | 12:26.19 | 31 | 13:29.19 | 31 | 14:31.83 | 31 | 15:34.92 |  |  |  |  |  |  |  |  |  |  |
| 6 | 11:24.65 | 6 | 12:26.23 | 67 | 13:35.95 | 67 | 14:38.41 | 67 | 15:40.53 |  |  |  |  |  |  |  |  |  |  |
| 67 | 11:30.96 | 67 | 12:33.53 | 16 | 13:39.42 | 87 | 14:58.96 | 87 | 16:03.23 |  |  |  |  |  |  |  |  |  |  |
| 57 | 11:41.39 *1 | 87 | 12:51.27 | 87 | 13:54.37 | 86 | 15:01.41 | 86 | 16:04.94 |  |  |  |  |  |  |  |  |  |  |
| 87 | 11:47.96 | 86 | 12:53.10 | 86 | 13:57.12 | 57 | 15:22.06*1 | 7 | 16:31.28 |  |  |  |  |  |  |  |  |  |  |
| 86 | 11:48.55 | 57 | 12:54.06*1 | 57 | 14:04.12 *1 | 7 | 15:26.04 | 4 | 16:31.76 |  |  |  |  |  |  |  |  |  |  |
| 7 | 12:08.69 | 7 | 13:14.57 | 7 | 14:19.95 | 4 | 15:26.41 | 15 | 16:34.10 |  |  |  |  |  |  |  |  |  |  |
| 15 | 12:08.80 | 4 | 13:14.80 | 4 | 14:20.75 | 15 | 15:27.00 | 57 | 16:37.81 * 1 |  |  |  |  |  |  |  |  |  |  |
| 51 | 12:08.80 *1 | 15 | 13:15.40 | 15 | 14:21.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | 12:09.03 | 51 | 13:20.96*1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


[^0]:    Time Issued:

