



# PURE MICHIGAN MUSTANG CELEBRATION TROPHY

Road-going mass production saloons built prior to 1966

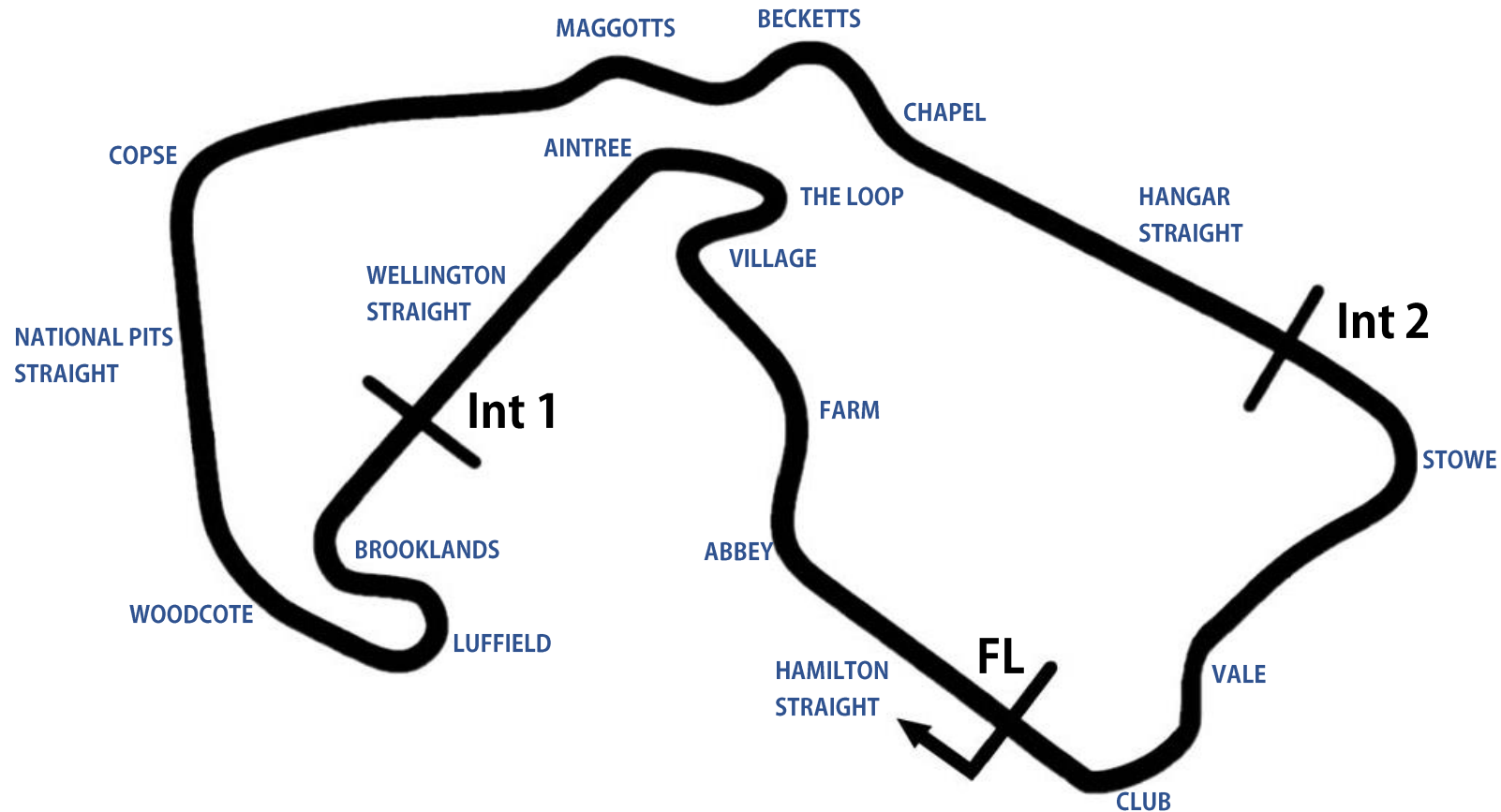


Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Silverstone GP Circuit

Silverstone, Towcester, Northamptonshire, UK



|                          |                                    |            |           |
|--------------------------|------------------------------------|------------|-----------|
| Length                   | 3.6393 miles   5.857 km   5857.0 m |            |           |
| FL                       |                                    | 52.06826 N | 1.02344 W |
| Start Line Offset        | 132.3m                             |            |           |
| Int 1                    | 1932m                              | 52.07603 N | 1.01669 W |
| Int 2                    | 4756m                              | 52.06559 N | 1.01486 W |
| Pit Entry - Pit Exit     | 512m, 36.9s @ 50kph, 30.7s @ 60kph |            |           |
| NAT Pit Entry - Pit Exit | 336m, 24.2s @ 50kph, 20.2s @ 60kph |            |           |



## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### QUALIFYING - RACE 19 - CLASSIFICATION - FINAL

| Sheet No: | Issue Time: |
|-----------|-------------|
|-----------|-------------|

| POS | NO   | CL  | PIC | NAME                      | ENTRY                        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|-----|-----|---------------------------|------------------------------|----------|----|------|--------|-------|-------|
| 1   | 600  | THA | 1   | Sam TORDOFF               | Ford Falcon Sprint           | 2:27.406 | 6  | 10   |        |       | 88.88 |
| 2   | 41   | THA | 2   | BROADBENT / MARDENBOROUGH | Ford Mustang                 | 2:28.713 | 4  | 10   | 1.307  | 1.307 | 88.10 |
| 3   | 179  | THA | 3   | SPIERS / GREENSALL        | Ford Mustang                 | 2:29.425 | 5  | 10   | 2.019  | 0.712 | 87.68 |
| 4   | 63   | THA | 4   | John DAVISON              | Ford Mustang                 | 2:29.531 | 10 | 10   | 2.125  | 0.106 | 87.61 |
| 5   | 99   | THA | 5   | TAYLOR / PRIAULX          | Ford Mustang                 | 2:29.932 | 5  | 10   | 2.526  | 0.401 | 87.38 |
| 6   | 49   | THA | 6   | Michael WHITAKER JNR      | Ford Mustang                 | 2:30.221 | 6  | 10   | 2.815  | 0.289 | 87.21 |
| 7   | 10   | THA | 7   | Tom SHARP                 | Ford Falcon                  | 2:30.548 | 6  | 11   | 3.142  | 0.327 | 87.02 |
| 8   | 192  | THA | 8   | Julian THOMAS             | Ford Falcon                  | 2:30.634 | 6  | 9    | 3.228  | 0.086 | 86.97 |
| 9   | 198  | THC | 1   | GIDDINGS / STREATHER      | Ford Lotus Cortina           | 2:31.630 | 4  | 10   | 4.224  | 0.996 | 86.40 |
| 10  | 3    | THC | 2   | Richard DUTTON            | Ford Lotus Cortina           | 2:31.846 | 7  | 11   | 4.440  | 0.216 | 86.28 |
| 11  | 711  | THC | 3   | Guy SMITH                 | Ford Lotus Cortina           | 2:31.902 | 9  | 10   | 4.496  | 0.056 | 86.25 |
| 12  | 168  | THA | 9   | RUSSELL / CHILLEYSTONE    | Ford Mustang                 | 2:31.999 | 4  | 10   | 4.593  | 0.097 | 86.19 |
| 13  | 777  | THA | 10  | ZISER / WEBB              | Ford Mustang                 | 2:32.112 | 6  | 9    | 4.706  | 0.113 | 86.13 |
| 14  | 47   | THA | 11  | SHEPHERD / SHEPHERD       | Ford Mustang                 | 2:32.308 | 8  | 10   | 4.902  | 0.196 | 86.02 |
| 15  | 170  | THC | 4   | Jonathan MITCHELL         | Ford Lotus cortina           | 2:32.402 | 6  | 10   | 4.996  | 0.094 | 85.96 |
| 16  | 119  | THA | 12  | Jack RUDELL               | Ford Mustang                 | 2:32.578 | 4  | 9    | 5.172  | 0.176 | 85.86 |
| 17  | 9    | THA | 13  | Craig DAVIES              | Ford Mustang                 | 2:32.610 | 6  | 7    | 5.204  | 0.032 | 85.85 |
| 18  | 16   | THA | 14  | JOHNSON / ROSS            | Ford Mustang                 | 2:33.023 | 4  | 9    | 5.617  | 0.413 | 85.61 |
| 19  | 79   | THC | 5   | DRAIN / GRIFFITHS         | Ford Lotus Cortina           | 2:33.083 | 8  | 10   | 5.677  | 0.060 | 85.58 |
| 20  | 116  | THA | 15  | MATHIESON / MANN          | Ford Mustang                 | 2:34.112 | 4  | 10   | 6.706  | 1.029 | 85.01 |
| 21  | 149  | THA | 16  | NYBLAEUS / WELCH          | Ford Falcon Sprint           | 2:34.123 | 3  | 9    | 6.717  | 0.011 | 85.00 |
| 22  | 135  | THC | 6   | REYNOLDS / QUINTERO       | Ford Lotus Cortina           | 2:34.337 | 9  | 9    | 6.931  | 0.214 | 84.89 |
| 23  | 66   | THA | 17  | Rob FENN                  | Ford Mustang                 | 2:34.448 | 9  | 10   | 7.042  | 0.111 | 84.82 |
| 24  | 213* | THC | 7   | WOLFE / TINKLER           | Ford Lotus Cortina           | 2:34.514 | 2  | 8    | 7.108  | 0.066 | 84.79 |
| 25  | 96   | THA | 18  | Tim SCOTT ANDREWS         | Ford Falcon                  | 2:34.591 | 8  | 10   | 7.185  | 0.077 | 84.75 |
| 26  | 60   | THA | 19  | Neil FISHER               | Ford Mustang                 | 2:34.802 | 6  | 9    | 7.396  | 0.211 | 84.63 |
| 27  | 34*  | THC | 8   | BALFE / ASHTON            | Ford Lotus Cortina           | 2:34.861 | 7  | 10   | 7.455  | 0.059 | 84.60 |
| 28  | 712  | THC | 9   | Peter SMITH               | Ford Lotus Cortina           | 2:35.174 | 9  | 10   | 7.768  | 0.313 | 84.43 |
| 29  | 19   | THA | 20  | Richard MCALPINE          | Ford Falcon                  | 2:35.302 | 8  | 9    | 7.896  | 0.128 | 84.36 |
| 30  | 18   | THB | 1   | Harry BARTON              | BMW 1800 Tisa                | 2:35.498 | 7  | 10   | 8.092  | 0.196 | 84.25 |
| 31  | 113  | THC | 10  | LYNN / LUNDY              | Ford Lotus Cortina           | 2:35.766 | 9  | 10   | 8.360  | 0.268 | 84.11 |
| 32  | 17   | THC | 11  | David TOMLIN              | Ford Lotus Cortina           | 2:35.773 | 10 | 10   | 8.367  | 0.007 | 84.10 |
| 33  | 44   | THA | 21  | KJALLGREN G / KJALLGREN S | Ford Mustang                 | 2:36.044 | 6  | 7    | 8.638  | 0.271 | 83.96 |
| 34  | 193  | THD | 1   | Phil BULLEN-BROWN         | Austin Mini Cooper S         | 2:36.168 | 7  | 8    | 8.762  | 0.124 | 83.89 |
| 35  | 71   | THC | 12  | THOMPSON / NEWAY          | Ford Lotus Cortina           | 2:36.181 | 4  | 10   | 8.775  | 0.013 | 83.88 |
| 36  | 69   | THA | 22  | WILLS R / WILLS G         | Mercury Comet Cyclone        | 2:36.594 | 3  | 10   | 9.188  | 0.413 | 83.66 |
| 37  | 26   | THA | 23  | Colin SOWTER              | Ford Mustang                 | 2:37.124 | 6  | 9    | 9.718  | 0.530 | 83.38 |
| 38  | 56   | THC | 13  | Adam CUNNINGTON           | Ford Lotus Cortina           | 2:37.797 | 7  | 9    | 10.391 | 0.673 | 83.02 |
| 39  | 223  | THC | 14  | Garry TOWNSEND            | Ford Lotus Cortina           | 2:37.844 | 9  | 10   | 10.438 | 0.047 | 83.00 |
| 40  | 888  | THD | 2   | Daniel WHEELER            | Austin Mini Cooper S         | 2:38.326 | 7  | 10   | 10.920 | 0.482 | 82.75 |
| 41  | 13   | THC | 15  | MCGURK / LAW              | Ford Lotus Cortina           | 2:38.819 | 8  | 9    | 11.413 | 0.493 | 82.49 |
| 42  | 23*  | THD | 3   | HACK A / HACK F           | Morris Mini Cooper S         | 2:38.933 | 6  | 8    | 11.527 | 0.114 | 82.43 |
| 43  | 7    | THD | 4   | Mark BURNETT              | Austin Mini Cooper S         | 2:39.195 | 5  | 9    | 11.789 | 0.262 | 82.29 |
| 44  | 155  | THD | 5   | Christopher EDMUNDS       | Morris Mini Cooper S         | 2:40.955 | 8  | 10   | 13.549 | 1.760 | 81.39 |
| 45  | 101  | THD | 6   | WOODROW S / WOODROW A     | Morris Mini Cooper S         | 2:42.349 | 3  | 9    | 14.943 | 1.394 | 80.70 |
| 46  | 14   | THC | 16  | HORROBIN / PALMER         | Ford Lotus Cortina           | 2:42.629 | 4  | 9    | 15.223 | 0.280 | 80.56 |
| 47  | 151  | THC | 17  | Allan THOM                | Ford Lotus Cortina           | 2:42.634 | 7  | 9    | 15.228 | 0.005 | 80.55 |
| 48  | 15   | THC | 18  | Andreas HALUSA            | Alfa Romeo 1600 GTA          | 2:42.904 | 8  | 9    | 15.498 | 0.270 | 80.42 |
| 49  | 54   | THD | 7   | NAIRN B / NAIRN C         | Morris Mini Cooper S         | 2:43.163 | 3  | 9    | 15.757 | 0.259 | 80.29 |
| 50  | 102  | THD | 8   | TURNER / GALLIFORD        | Morris Mini Cooper S         | 2:43.570 | 3  | 10   | 16.164 | 0.407 | 80.09 |
| 51  | 163  | THA | 24  | SIMPSON / KEARNEY         | Studebaker 62V Lark V3       | 2:48.254 | 3  | 4    | 20.848 | 4.684 | 77.86 |
| 52  | 22   | THD | 9   | BIRCHENHOUGH / TOPLISS    | Austin Mini Cooper S         | 2:48.626 | 8  | 8    | 21.220 | 0.372 | 77.69 |
| 53  | 123  | THC | 19  | POULTON M / POULTON A     | Alfa Romeo Giulia Super      | 2:51.463 | 5  | 9    | 24.057 | 2.837 | 76.41 |
| 54  | 82   | THC | 20  | COMPTON GODDARD / GODDARD | Alfa Romeo Giulia TI Super   | 2:53.233 | 7  | 7    | 25.827 | 1.770 | 75.63 |
| 55  | 27   | THC | 21  | Charles NEARBURG          | Alfa Romeo Giulia Sprint GTA |          |    | 2    |        |       |       |

#### Comments:

\*Cars 34 & 213 require working transponders - Regulation Q12.8.1 refers.

\*Car 23 - transponder working intermittently, please check position. - Regulation Q12.8.1 refers.

Weather / Track : Bright / Dry

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

Date: 23/08/2024 Start: 17:49 Finish: 18:17

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

Stewards:

Timekeeper: Nick Palmer





## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### QUALIFYING - RACE 19 - CLASSIFICATION - PROVISIONAL

|           |             |
|-----------|-------------|
| Sheet No: | Issue Time: |
|-----------|-------------|

| POS | NO   | CL  | PIC | NAME                      | ENTRY                        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|-----|-----|---------------------------|------------------------------|----------|----|------|--------|-------|-------|
| 1   | 600  | THA | 1   | Sam TORDOFF               | Ford Falcon Sprint           | 2:27.406 | 6  | 10   |        |       | 88.88 |
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| 53  | 123  | THC | 19  | POULTON M / POULTON A     | Alfa Romeo Giulia Super      | 2:51.463 | 5  | 9    | 24.057 | 2.837 | 76.41 |
| 54  | 82   | THC | 20  | COMPTON GODDARD / GODDARD | Alfa Romeo Giulia TI Super   | 2:53.233 | 7  | 7    | 25.827 | 1.770 | 75.63 |
| 55  | 27   | THC | 21  | Charles NEARBURG          | Alfa Romeo Giulia Sprint GTA |          |    | 2    |        |       |       |

#### Comments:

\*Cars 34 & 213 require working transponders - Regulation Q12.8.1 refers.

\*Car 23 - transponder working intermittently, please check position. - Regulation Q12.8.1 refers.

Weather / Track : Bright / Dry

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Date: 23/08/2024 Start: 17:49 Finish: 18:17

Silverstone Historic GP: 3.6393 miles

Clerk Of Course: Julian Floyd

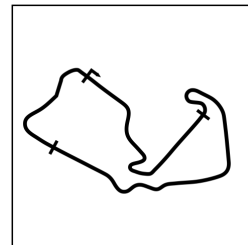
Stewards:

Timekeeper: Nick Palmer



# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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 600 THA Sam TORDOFF    |               | Ford Falcon Sprint       |                 |                    |               |             |                     |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|---------------------|
| IDEAL LAP TIME : 2:27.316 |               | BEST LAP TIME : 2:27.406 |                 | DIFFERENCE : 0.090 |               |             |                     |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                     |
| 1 -                       | OUTLAP        | 109.8                    | 1:18.033        | 130.0              | 29.024        | 84.0        | 17:53:33.127        |                     |
| 2 -                       | 46.313        | 125.6                    | 1:14.194        | 133.6              | 28.232        | 89.2        | 2:28.739            | 17:56:01.866        |
| 3 -                       | <b>46.006</b> | 131.5                    | 1:13.898        | 135.5              | 28.150        | 88.8        | 2:28.054 (3)        | 17:58:29.920        |
| 4 -                       | 46.802        | 105.1                    | 1:16.684        | 119.4              | 29.048        | 88.6        | 2:32.534            | 18:01:02.454        |
| 5 -                       | 46.106        | 127.8                    | 1:13.678        | <b>137.7</b>       | 28.725        | 88.0        | 2:28.509            | 18:03:30.963        |
| 6 -                       | 46.096        | 132.3                    | <b>1:13.367</b> | 136.9              | <b>27.943</b> | <b>89.7</b> | <b>2:27.406 (1)</b> | <b>18:05:58.369</b> |
| 7 -                       | 50.384        | 113.5                    | 1:18.156        | 127.8              | IN PIT        |             | 2:42.364 P          | 18:08:40.733        |
| 8 -                       | OUTLAP        | 66.6                     | 1:47.454        | 117.1              | 36.031        | 88.7        | 5:03.811            | 18:13:44.544        |
| 9 -                       | 46.053        | 130.8                    | 1:13.445        | 136.9              | 28.222        | 88.6        | 2:27.720 (2)        | 18:16:12.264        |
| 10 -                      | 46.068        | <b>132.6</b>             | 1:14.601        | 110.1              | IN PIT        |             | 2:41.873 P          | 18:18:54.137        |

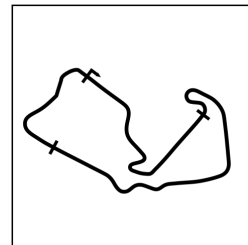
| P2 41 THA BROADBENT / MARDENBOROUGH |               | Ford Mustang             |                 |                    |               |             |                     |                     |
|-------------------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|---------------------|
| IDEAL LAP TIME : 2:28.426           |               | BEST LAP TIME : 2:28.713 |                 | DIFFERENCE : 0.287 |               |             |                     |                     |
| LAP                                 | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                     |
| 1 -                                 | OUTLAP        | 119.1                    | 1:15.914        | 133.6              | 31.606        | 90.1        | 17:53:15.275        |                     |
| 2 -                                 | 46.527        | 128.5                    | 1:14.127        | 134.7              | 28.735        | <b>91.5</b> | 2:29.389 (3)        | 17:55:44.664        |
| 3 -                                 | <b>45.923</b> | <b>130.3</b>             | 1:14.251        | 132.8              | 29.038        | 89.9        | 2:29.212 (2)        | 17:58:13.876        |
| 4 -                                 | 46.210        | 127.5                    | <b>1:13.940</b> | <b>135.0</b>       | <b>28.563</b> | 90.0        | <b>2:28.713 (1)</b> | <b>18:00:42.589</b> |
| 5 -                                 | 47.472        | 121.1                    | 1:15.893        | 100.4              | IN PIT        |             | 2:40.462 P          | 18:03:23.051        |
| 6 -                                 | OUTLAP        | 113.3                    | 1:16.782        | 129.5              | 29.429        | 89.2        | 4:33.759            | 18:07:56.810        |
| 7 -                                 | 47.485        | 115.1                    | 1:15.946        | 134.2              | 29.096        | 89.3        | 2:32.527            | 18:10:29.337        |
| 8 -                                 | 47.157        | 113.9                    | 1:16.487        | 133.4              | 30.448        | 90.4        | 2:34.092            | 18:13:03.429        |
| 9 -                                 | 47.561        | 121.3                    | 1:17.985        | 128.5              | 29.224        | 90.0        | 2:34.770            | 18:15:38.199        |
| 10 -                                | 47.480        | 114.5                    | 1:16.391        | 133.4              | 29.117        | 89.9        | 2:32.988            | 18:18:11.187        |

| P3 179 THA SPIERS / GREENSALL |               | Ford Mustang             |                 |                    |               |             |                     |                     |
|-------------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|---------------------|
| IDEAL LAP TIME : 2:29.373     |               | BEST LAP TIME : 2:29.425 |                 | DIFFERENCE : 0.052 |               |             |                     |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                     |
| 1 -                           | OUTLAP        | 110.1                    | 1:16.905        | 134.7              | 28.861        | 89.5        | 17:53:19.302        |                     |
| 2 -                           | 46.933        | <b>125.9</b>             | 1:14.496        | <b>135.2</b>       | <b>28.560</b> | <b>89.8</b> | 2:29.989 (2)        | 17:55:49.291        |
| 3 -                           | 47.222        | 124.7                    | 1:14.555        | 133.1              | 29.167        | 83.8        | 2:30.944            | 17:58:20.235        |
| 4 -                           | 47.064        | 125.2                    | 1:14.869        | <b>135.2</b>       | 28.675        | <b>89.8</b> | 2:30.608 (3)        | 18:00:50.843        |
| 5 -                           | <b>46.601</b> | 123.3                    | <b>1:14.212</b> | <b>135.2</b>       | 28.612        | 87.2        | <b>2:29.425 (1)</b> | <b>18:03:20.268</b> |
| 6 -                           | 46.858        | 117.7                    | 1:15.628        | 112.5              | IN PIT        |             | 2:36.114 P          | 18:05:56.382        |
| 7 -                           | OUTLAP        | 117.7                    | 1:17.930        | 131.0              | 31.201        | 70.1        | 4:15.504            | 18:10:11.886        |
| 8 -                           | 49.716        | 108.5                    | 1:18.083        | 120.6              | 30.631        | 83.8        | 2:38.430            | 18:12:50.316        |
| 9 -                           | 51.081        | 118.3                    | 1:16.582        | 133.9              | 29.424        | 88.5        | 2:37.087            | 18:15:27.403        |
| 10 -                          | 47.640        | 124.2                    | 1:16.828        | 120.9              | 29.868        | 86.0        | 2:34.336            | 18:18:01.739        |

| P4 63 THA John DAVISON    |               | Ford Mustang             |                 |                    |               |             |                     |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|---------------------|
| IDEAL LAP TIME : 2:28.854 |               | BEST LAP TIME : 2:29.531 |                 | DIFFERENCE : 0.677 |               |             |                     |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                     |
| 1 -                       | OUTLAP        | 114.7                    | 1:18.755        | 131.3              | 30.807        | 87.8        | 17:53:45.377        |                     |
| 2 -                       | 47.187        | 122.6                    | 1:15.565        | 134.7              | 28.624        | 89.0        | 2:31.376            | 17:56:16.753        |
| 3 -                       | 47.556        | 117.5                    | 1:16.685        | 133.1              | 29.425        | 85.7        | 2:33.666            | 17:58:50.419        |
| 4 -                       | 48.025        | 121.3                    | 1:15.881        | 131.3              | 29.227        | 88.6        | 2:33.133            | 18:01:23.552        |
| 5 -                       | 46.646        | 122.4                    | 1:15.013        | 136.1              | <b>28.275</b> | <b>89.7</b> | 2:29.934 (2)        | 18:03:53.486        |
| 6 -                       | 48.554        | 124.5                    | 1:20.516        | 107.3              | 32.249        | 89.0        | 2:41.319            | 18:06:34.805        |
| 7 -                       | 51.263        | 93.4                     | 1:21.239        | 92.3               | 36.357        | 88.5        | 2:48.859            | 18:09:23.664        |
| 8 -                       | <b>46.512</b> | <b>128.0</b>             | 1:14.850        | <b>136.6</b>       | 29.299        | 89.0        | 2:30.661 (3)        | 18:11:54.325        |
| 9 -                       | 47.572        | 125.4                    | 1:22.291        | 87.0               | 32.424        | 89.0        | 2:42.287            | 18:14:36.612        |
| 10 -                      | 47.023        | 127.0                    | <b>1:14.067</b> | 133.1              | 28.441        | 88.4        | <b>2:29.531 (1)</b> | <b>18:17:06.143</b> |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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 99 THA TAYLOR / PRIAULX |               | Ford Mustang             |                 |                    |               |             |                     |                                  |
|----------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|----------------------------------|
| IDEAL LAP TIME : 2:29.519  |               | BEST LAP TIME : 2:29.932 |                 | DIFFERENCE : 0.413 |               |             |                     |                                  |
| LAP                        | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                                  |
| 1 -                        | OUTLAP        | 119.1                    | 1:17.018        | <b>136.3</b>       | 29.416        | <b>89.9</b> |                     | 17:53:13.178                     |
| 2 -                        | 46.789        | 124.5                    | 1:15.233        | 131.5              | 28.572        | 87.7        | 2:30.594 (3)        | 87.00 0.662 17:55:43.772         |
| 3 -                        | 46.616        | <b>129.8</b>             | 1:15.260        | 133.1              | 28.880        | 88.6        | 2:30.756            | 86.90 0.824 17:58:14.528         |
| 4 -                        | 47.086        | 128.0                    | <b>1:14.655</b> | 134.2              | 28.427        | 89.8        | 2:30.168 (2)        | 87.24 0.236 18:00:44.696         |
| 5 -                        | <b>46.533</b> | 127.5                    | 1:15.068        | 133.9              | <b>28.331</b> | 88.1        | <b>2:29.932 (1)</b> | <b>87.38</b> <b>18:03:14.628</b> |
| 6 -                        | 47.120        | 128.3                    | 1:15.935        | 129.3              | IN PIT        |             | 2:39.011 P          | 82.39 9.079 18:05:53.639         |
| 7 -                        | OUTLAP        | 116.5                    | 1:16.334        | 133.4              | 30.952        | 89.0        | 4:03.436            | 53.82 1:33.504 18:09:57.075      |
| 8 -                        | 48.168        | 113.7                    | 1:16.618        | 135.2              | 31.601        | 89.5        | 2:36.387            | 83.77 6.455 18:12:33.462         |
| 9 -                        | 47.645        | 123.5                    | 1:16.061        | 135.2              | 29.058        | 89.4        | 2:32.764            | 85.76 2.832 18:15:06.226         |
| 10 -                       | 47.278        | 121.5                    | 1:17.169        | 134.2              | 28.743        | 86.7        | 2:33.190            | 85.52 3.258 18:17:39.416         |

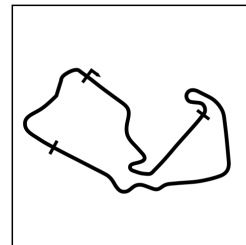
| P6 49 THA Michael WHITAKER JNR |               | Ford Mustang             |                 |                    |               |             |                     |                                  |
|--------------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|----------------------------------|
| IDEAL LAP TIME : 2:29.499      |               | BEST LAP TIME : 2:30.221 |                 | DIFFERENCE : 0.722 |               |             |                     |                                  |
| LAP                            | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                                  |
| 1 -                            | OUTLAP        | 100.9                    | 1:17.749        | 132.3              | 29.249        | <b>90.1</b> |                     | 17:53:39.846                     |
| 2 -                            | 48.005        | 117.9                    | 1:15.625        | 134.2              | 29.112        | 89.1        | 2:32.742            | 85.77 2.521 17:56:12.588         |
| 3 -                            | 48.149        | 109.8                    | 1:15.888        | 133.4              | 28.791        | 89.2        | 2:32.828            | 85.72 2.607 17:58:45.416         |
| 4 -                            | 46.605        | 118.3                    | 1:15.021        | <b>136.6</b>       | 29.036        | 84.2        | 2:30.662 (2)        | 86.96 0.441 18:01:16.078         |
| 5 -                            | 47.876        | 115.9                    | 1:15.013        | 135.8              | 28.470        | 89.0        | 2:31.359            | 86.56 1.138 18:03:47.437         |
| 6 -                            | 46.655        | 120.9                    | 1:15.123        | 135.5              | <b>28.443</b> | 89.4        | <b>2:30.221 (1)</b> | <b>87.21</b> <b>18:06:17.658</b> |
| 7 -                            | 48.488        | 114.5                    | 1:18.415        | 118.1              | 30.267        | 89.3        | 2:37.170            | 83.36 6.949 18:08:54.828         |
| 8 -                            | 46.749        | 110.5                    | 1:16.413        | 129.0              | IN PIT        |             | 2:36.805 P          | 83.55 6.584 18:11:31.633         |
| 9 -                            | OUTLAP        | 118.9                    | 1:15.667        | 135.8              | 28.687        | 89.8        | 3:40.461            | 59.42 1:10.240 18:15:12.094      |
| 10 -                           | <b>46.596</b> | <b>122.9</b>             | <b>1:14.460</b> | 135.2              | 29.615        | 81.2        | 2:30.671 (3)        | 86.95 0.450 18:17:42.765         |

| P7 10 THA Tom SHARP       |               | Ford Falcon              |                 |                    |               |             |                     |                                  |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|----------------------------------|
| IDEAL LAP TIME : 2:30.473 |               | BEST LAP TIME : 2:30.548 |                 | DIFFERENCE : 0.075 |               |             |                     |                                  |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                                  |
| 1 -                       | OUTLAP        | 112.5                    | 1:21.074        | 107.0              | 32.128        | 87.4        |                     | 17:53:48.958                     |
| 2 -                       | 47.203        | 127.0                    | 1:19.741        | 112.7              | 30.886        | 87.0        | 2:37.830            | 83.01 7.282 17:56:26.788         |
| 3 -                       | 47.203        | 128.3                    | 1:15.660        | 134.2              | 28.727        | 87.6        | 2:31.590 (3)        | 86.42 1.042 17:58:58.378         |
| 4 -                       | 50.697        | 101.8                    | 1:22.682        | 78.5               | 32.171        | 87.9        | 2:45.550            | 79.14 15.002 18:01:43.928        |
| 5 -                       | 46.966        | 130.0                    | 1:16.208        | 133.1              | 28.694        | 86.5        | 2:31.868            | 86.27 1.320 18:04:15.796         |
| 6 -                       | <b>46.547</b> | <b>131.0</b>             | 1:15.360        | 134.2              | <b>28.641</b> | 88.3        | <b>2:30.548 (1)</b> | <b>87.02</b> <b>18:06:46.344</b> |
| 7 -                       | 46.707        | 129.0                    | <b>1:15.285</b> | <b>134.4</b>       | 30.423        | 87.9        | 2:32.415            | 85.96 1.867 18:09:18.759         |
| 8 -                       | 47.498        | 120.4                    | 1:17.785        | 132.8              | 29.321        | 87.4        | 2:34.604            | 84.74 4.056 18:11:53.363         |
| 9 -                       | 47.088        | 129.0                    | 1:15.295        | 133.6              | 28.706        | <b>88.4</b> | 2:31.089 (2)        | 86.71 0.541 18:14:24.452         |
| 10 -                      | 47.943        | 114.7                    | 1:17.952        | 131.3              | 30.727        | 82.7        | 2:36.622            | 83.65 6.074 18:17:01.074         |
| 11 -                      | 47.342        | 130.0                    | 1:19.903        | 109.4              | IN PIT        |             | 2:39.729 P          | 82.02 9.181 18:19:40.803         |

| P8 192 THA Julian THOMAS  |               | Ford Falcon              |                 |                    |               |             |                     |                                  |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|----------------------------------|
| IDEAL LAP TIME : 2:30.429 |               | BEST LAP TIME : 2:30.634 |                 | DIFFERENCE : 0.205 |               |             |                     |                                  |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                                  |
| 1 -                       | OUTLAP        | 126.8                    | 1:18.330        | 136.3              | 29.498        | 87.0        |                     | 17:53:44.387                     |
| 2 -                       | 47.481        | 127.5                    | 1:15.717        | <b>137.2</b>       | 28.808        | 86.9        | 2:32.006            | 86.19 1.372 17:56:16.393         |
| 3 -                       | 47.186        | 127.3                    | 1:16.615        | 135.5              | 29.172        | 85.2        | 2:32.973            | 85.64 2.339 17:58:49.366         |
| 4 -                       | 48.473        | 122.0                    | <b>1:15.027</b> | 136.6              | 29.330        | 87.7        | 2:32.830            | 85.72 2.196 18:01:22.196         |
| 5 -                       | 47.150        | 126.1                    | 1:17.670        | 136.6              | <b>28.498</b> | 87.6        | 2:33.318            | 85.45 2.684 18:03:55.514         |
| 6 -                       | <b>46.904</b> | 126.6                    | 1:15.230        | 136.9              | 28.500        | <b>88.3</b> | <b>2:30.634 (1)</b> | <b>86.97</b> <b>18:06:26.148</b> |
| 7 -                       | 47.362        | 129.3                    | 1:15.546        | <b>137.2</b>       | 28.873        | 85.0        | 2:31.781 (3)        | 86.31 1.147 18:08:57.929         |
| 8 -                       | 47.678        | <b>130.3</b>             | 1:15.180        | 136.9              | 28.645        | 87.6        | 2:31.503 (2)        | 86.47 0.869 18:11:29.432         |
| 9 -                       | 48.807        | 117.3                    | 1:18.563        | 111.4              | IN PIT        |             | 2:39.834 P          | 81.97 9.200 18:14:09.266         |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P9 198 THC                |          | GIDDINGS / STREATHER     |          |          |        |          | Ford Lotus Cortina |       |                       |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|--------------------|-------|-----------------------|
| IDEAL LAP TIME : 2:31.409 |          | BEST LAP TIME : 2:31.630 |          |          |        |          | DIFFERENCE : 0.221 |       |                       |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY           |
| 1 -                       | OUTLAP   | 116.1                    | 1:21.046 | 116.3    | 28.873 | 87.3     |                    |       | 17:53:25.600          |
| 2 -                       | 47.324   | 117.1                    | 1:16.730 | 117.5    | 28.537 | 87.0     | 2:32.591 (3)       | 85.86 | 0.961 17:55:58.191    |
| 3 -                       | 47.297   | 117.5                    | 1:17.162 | 117.5    | 28.393 | 87.9     | 2:32.852           | 85.71 | 1.222 17:58:31.043    |
| 4 -                       | 47.297   | 117.3                    | 1:16.085 | 117.9    | 28.248 | 88.3     | 2:31.630 (1)       | 86.40 | 18:01:02.673          |
| 5 -                       | 47.076   | 118.7                    | 1:16.624 | 117.9    | IN PIT |          | 2:36.793 P         | 83.56 | 5.163 18:03:39.466    |
| 6 -                       | OUTLAP   | 116.9                    | 1:17.835 | 117.5    | 28.590 | 88.8     | 3:48.159           | 57.42 | 1:16.529 18:07:27.625 |
| 7 -                       | 47.804   | 116.5                    | 1:18.524 | 109.6    | 29.031 | 86.4     | 2:35.359           | 84.33 | 3.729 18:10:02.984    |
| 8 -                       | 47.837   | 116.5                    | 1:16.812 | 117.3    | 28.610 | 88.0     | 2:33.259           | 85.48 | 1.629 18:12:36.243    |
| 9 -                       | 47.573   | 117.5                    | 1:16.454 | 118.1    | 28.336 | 88.3     | 2:32.363 (2)       | 85.99 | 0.733 18:15:08.606    |
| 10 -                      | 47.678   | 116.9                    | 1:16.974 | 118.3    | 30.097 | 81.4     | 2:34.749           | 84.66 | 3.119 18:17:43.355    |

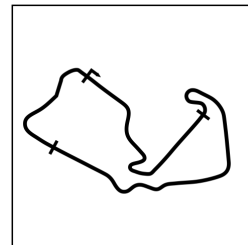
| P10 3 THC                 |          | Richard DUTTON           |          |          |        |          | Ford Lotus Cortina |       |                    |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|--------------------|-------|--------------------|
| IDEAL LAP TIME : 2:31.142 |          | BEST LAP TIME : 2:31.846 |          |          |        |          | DIFFERENCE : 0.704 |       |                    |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY        |
| 1 -                       | OUTLAP   | 113.9                    | 1:18.140 | 118.5    | 28.689 | 86.4     |                    |       | 17:53:39.187       |
| 2 -                       | 48.691   | 116.1                    | 1:17.782 | 118.9    | 28.298 | 88.7     | 2:34.771           | 84.65 | 2.925 17:56:13.958 |
| 3 -                       | 48.138   | 118.1                    | 1:18.055 | 121.1    | 29.696 | 86.2     | 2:35.889           | 84.04 | 4.043 17:58:49.847 |
| 4 -                       | 48.889   | 117.1                    | 1:17.390 | 122.2    | 28.964 | 79.2     | 2:35.243           | 84.39 | 3.397 18:01:25.090 |
| 5 -                       | 47.892   | 117.3                    | 1:16.051 | 120.4    | 28.273 | 88.3     | 2:32.216 (2)       | 86.07 | 0.370 18:03:57.306 |
| 6 -                       | 47.669   | 118.9                    | 1:16.690 | 118.9    | 28.225 | 85.9     | 2:32.584 (3)       | 85.86 | 0.738 18:06:29.890 |
| 7 -                       | 47.550   | 119.1                    | 1:16.377 | 119.1    | 27.919 | 87.9     | 2:31.846 (1)       | 86.28 | 18:09:01.736       |
| 8 -                       | 47.437   | 118.5                    | 1:17.162 | 121.5    | 29.312 | 76.6     | 2:33.911           | 85.12 | 2.065 18:11:35.647 |
| 9 -                       | 49.068   | 111.4                    | 1:17.913 | 119.6    | 28.792 | 86.5     | 2:35.773           | 84.10 | 3.927 18:14:11.420 |
| 10 -                      | 47.264   | 116.1                    | 1:16.804 | 116.3    | 28.582 | 87.0     | 2:32.650           | 85.82 | 0.804 18:16:44.070 |
| 11 -                      | 47.172   | 117.9                    | 1:22.808 | 100.6    | 29.000 | 84.7     | 2:38.980           | 82.41 | 7.134 18:19:23.050 |

| P11 711 THC               |          | Guy SMITH                |          |          |        |          | Ford Lotus Cortina |       |                       |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|--------------------|-------|-----------------------|
| IDEAL LAP TIME : 2:31.411 |          | BEST LAP TIME : 2:31.902 |          |          |        |          | DIFFERENCE : 0.491 |       |                       |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY           |
| 1 -                       | OUTLAP   | 68.0                     | 1:35.173 | 62.7     | 30.469 | 87.1     |                    |       | 17:54:50.238          |
| 2 -                       | 48.911   | 115.1                    | 1:17.548 | 116.5    | 29.319 | 86.1     | 2:35.778           | 84.10 | 3.876 17:57:26.016    |
| 3 -                       | 47.714   | 116.1                    | 1:16.707 | 116.7    | 28.371 | 88.7     | 2:32.792 (3)       | 85.74 | 0.890 17:59:58.808    |
| 4 -                       | 53.992   | 66.7                     | 1:19.563 | 117.3    | 29.106 | 87.7     | 2:42.661           | 80.54 | 10.759 18:02:41.469   |
| 5 -                       | 47.796   | 115.5                    | 1:17.437 | 105.0    | IN PIT |          | 2:41.069 P         | 81.34 | 9.167 18:05:22.538    |
| 6 -                       | OUTLAP   | 115.9                    | 1:17.011 | 116.9    | 28.199 | 87.1     | 3:44.188           | 58.44 | 1:12.286 18:09:06.726 |
| 7 -                       | 47.670   | 116.9                    | 1:16.794 | 117.1    | 28.199 | 88.1     | 2:32.663 (2)       | 85.82 | 0.761 18:11:39.389    |
| 8 -                       | 47.593   | 117.9                    | 1:18.566 | 117.3    | 28.326 | 83.5     | 2:34.485           | 84.80 | 2.583 18:14:13.874    |
| 9 -                       | 47.516   | 117.1                    | 1:16.240 | 117.5    | 28.146 | 88.4     | 2:31.902 (1)       | 86.25 | 18:16:45.776          |
| 10 -                      | 47.025   | 117.9                    | 1:25.396 | 112.0    | 28.922 | 87.1     | 2:41.343           | 81.20 | 9.441 18:19:27.119    |

| P12 168 THA               |          | RUSSELL / CHILLEYSTONE   |          |          |        |          | Ford Mustang       |       |                       |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|--------------------|-------|-----------------------|
| IDEAL LAP TIME : 2:31.759 |          | BEST LAP TIME : 2:31.999 |          |          |        |          | DIFFERENCE : 0.240 |       |                       |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY           |
| 1 -                       | OUTLAP   | 118.1                    | 1:17.611 | 125.4    | 29.677 | 81.9     |                    |       | 17:54:19.825          |
| 2 -                       | 48.105   | 117.3                    | 1:20.164 | 79.1     | 33.628 | 89.8     | 2:41.897           | 80.92 | 9.898 17:57:01.722    |
| 3 -                       | 48.052   | 119.6                    | 1:16.544 | 133.6    | 29.182 | 89.1     | 2:33.778 (2)       | 85.19 | 1.779 17:59:35.500    |
| 4 -                       | 47.179   | 124.9                    | 1:15.398 | 135.0    | 29.422 | 90.3     | 2:31.999 (1)       | 86.19 | 18:02:07.499          |
| 5 -                       | 48.249   | 114.7                    | 1:17.345 | 132.8    | IN PIT |          | 2:40.505 P         | 81.62 | 8.506 18:04:48.004    |
| 6 -                       | OUTLAP   | 111.6                    | 1:19.963 | 126.8    | 30.239 | 81.2     | 4:09.440           | 52.52 | 1:37.441 18:08:57.444 |
| 7 -                       | 49.911   | 115.5                    | 1:17.907 | 132.1    | 30.260 | 77.1     | 2:38.078           | 82.88 | 6.079 18:11:35.522    |
| 8 -                       | 51.032   | 116.9                    | 1:19.490 | 123.3    | 30.176 | 78.9     | 2:40.698           | 81.53 | 8.699 18:14:16.220    |
| 9 -                       | 48.727   | 124.0                    | 1:18.027 | 130.3    | 30.320 | 86.2     | 2:37.074 (3)       | 83.41 | 5.075 18:16:53.294    |
| 10 -                      | 49.237   | 121.5                    | 1:22.343 | 129.8    | 30.633 | 83.4     | 2:42.213           | 80.76 | 10.214 18:19:35.507   |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P13 777 THA               |          | ZISER / WEBB |                          | Ford Mustang |          |                    |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|--------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.722 |          |              | BEST LAP TIME : 2:32.112 |              |          | DIFFERENCE : 0.390 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 105.5        | 1:22.048                 | 117.3        | 30.640   | 85.4               |              |       |          | 17:55:05.355 |
| 2 -                       | 48.448   | 120.0        | 1:18.946                 | 127.3        | 29.844   | 82.3               | 2:37.238     | 83.32 | 5.126    | 17:57:42.593 |
| 3 -                       | 48.705   | 120.6        | 1:17.601                 | 127.3        | 29.694   | 85.3               | 2:36.000 (3) | 83.98 | 3.888    | 18:00:18.593 |
| 4 -                       | 48.966   | 110.0        | 1:27.712                 | 104.5        | IN PIT   |                    | 2:54.338 P   | 75.15 | 22.226   | 18:03:12.931 |
| 5 -                       | OUTLAP   | 114.1        | 1:16.470                 | 127.3        | 30.664   | 85.1               | 4:46.286     | 45.76 | 2:14.174 | 18:07:59.217 |
| 6 -                       | 47.577   | 115.5        | 1:15.846                 | 130.5        | 28.689   | 87.0               | 2:32.112 (1) | 86.13 |          | 18:10:31.329 |
| 7 -                       | 47.633   | 122.2        | 1:19.659                 | 103.5        | 35.244   | 86.0               | 2:42.536     | 80.60 | 10.424   | 18:13:13.865 |
| 8 -                       | 47.187   | 121.5        | 1:16.252                 | 122.9        | 32.424   | 88.6               | 2:35.863 (2) | 84.05 | 3.751    | 18:15:49.728 |
| 9 -                       | 47.606   | 122.4        | 1:19.166                 | 116.9        | IN PIT   |                    | 2:40.506 P   | 81.62 | 8.394    | 18:18:30.234 |

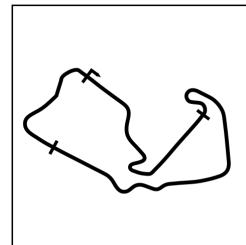
| P14 47 THA                |               | SHEPHERD / SHEPHERD |                          |              |               | Ford Mustang       |                     |              |          |                     |
|---------------------------|---------------|---------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:31.632 |               |                     | BEST LAP TIME : 2:32.308 |              |               | DIFFERENCE : 0.676 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                     | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 114.5               | 1:18.097                 | <b>135.5</b> | 29.684        | 83.6               |                     |              |          | 17:53:35.296        |
| 2 -                       | 48.109        | <b>130.5</b>        | 1:16.876                 | 132.3        | 29.159        | 84.2               | 2:34.144            | 84.99        | 1.836    | 17:56:09.440        |
| 3 -                       | 47.592        | 126.1               | 1:16.267                 | 133.6        | <b>28.890</b> | 88.1               | 2:32.749 (2)        | 85.77        | 0.441    | 17:58:42.189        |
| 4 -                       | 47.364        | 123.3               | 1:16.687                 | 133.9        | 29.729        | 82.7               | 2:33.780            | 85.19        | 1.472    | 18:01:15.969        |
| 5 -                       | 48.500        | 120.6               | 1:16.774                 | 135.0        | IN PIT        |                    | 2:38.946 P          | 82.42        | 6.638    | 18:03:54.915        |
| 6 -                       | OUTLAP        | 103.8               | 1:17.400                 | 132.3        | 29.532        | 85.5               | 3:51.757            | 56.53        | 1:19.449 | 18:07:46.672        |
| 7 -                       | 47.170        | 119.1               | 1:16.724                 | 126.3        | 29.896        | 82.1               | 2:33.790            | 85.19        | 1.482    | 18:10:20.462        |
| 8 -                       | 46.950        | 122.6               | <b>1:16.052</b>          | 127.5        | 29.306        | 85.2               | <b>2:32.308 (1)</b> | <b>86.02</b> |          | <b>18:12:52.770</b> |
| 9 -                       | 49.315        | 110.9               | 1:17.463                 | 133.1        | 29.213        | 88.0               | 2:35.991            | 83.99        | 3.683    | 18:15:28.761        |
| 10 -                      | <b>46.690</b> | 120.2               | 1:16.879                 | 115.3        | 29.672        | <b>88.7</b>        | 2:33.241 (3)        | 85.49        | 0.933    | 18:18:02.002        |

| P15 170 THC               |          | Jonathan MITCHELL |                          | Ford Lotus cortina |          |                    |              |       |        |              |
|---------------------------|----------|-------------------|--------------------------|--------------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:32.112 |          |                   | BEST LAP TIME : 2:32.402 |                    |          | DIFFERENCE : 0.290 |              |       |        |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 110.1             | 1:20.525                 | 96.5               | 30.380   | 86.5               |              |       |        | 17:54:09.353 |
| 2 -                       | 48.350   | 115.7             | 1:17.381                 | 116.3              | 29.083   | 79.8               | 2:34.814     | 84.62 | 2.412  | 17:56:44.167 |
| 3 -                       | 48.025   | 115.3             | 1:16.640                 | 118.3              | 28.382   | 88.0               | 2:33.047 (3) | 85.60 | 0.645  | 17:59:17.214 |
| 4 -                       | 48.355   | 115.3             | 1:16.573                 | 116.7              | 28.284   | 86.8               | 2:33.212     | 85.51 | 0.810  | 18:01:50.426 |
| 5 -                       | 47.779   | 116.7             | 1:16.341                 | 119.1              | 28.545   | 87.2               | 2:32.665 (2) | 85.82 | 0.263  | 18:04:23.091 |
| 6 -                       | 47.487   | 116.1             | 1:16.542                 | 117.3              | 28.373   | 85.9               | 2:32.402 (1) | 85.96 |        | 18:06:55.493 |
| 7 -                       | 51.582   | 91.5              | 1:25.529                 | 100.6              | 31.474   | 84.8               | 2:48.585     | 77.71 | 16.183 | 18:09:44.078 |
| 8 -                       | 47.618   | 115.3             | 1:19.964                 | 103.4              | 29.885   | 86.1               | 2:37.467     | 83.20 | 5.065  | 18:12:21.545 |
| 9 -                       | 47.617   | 115.1             | 1:16.682                 | 117.5              | 29.242   | 79.4               | 2:33.541     | 85.33 | 1.139  | 18:14:55.086 |
| 10 -                      | 52.356   | 93.0              | 1:25.868                 | 102.6              | IN PIT   |                    | 2:57.601 P   | 73.77 | 25.199 | 18:17:52.687 |

| P16 119 THA               |               | Jack RUDELL  |                          | Ford Mustang |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.023 |               |              | BEST LAP TIME : 2:32.578 |              |               | DIFFERENCE : 0.555 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 113.5        | 1:18.643                 | 130.0        | 29.725        | 87.3               |                     |              |        | 17:53:36.482        |
| 2 -                       | 47.582        | <b>126.1</b> | 1:16.867                 | 127.8        | 29.079        | 88.6               | 2:33.528            | 85.33        | 0.950  | 17:56:10.010        |
| 3 -                       | 47.847        | 123.3        | 1:19.347                 | 116.1        | 30.360        | 88.7               | 2:37.554            | 83.15        | 4.976  | 17:58:47.564        |
| 4 -                       | 47.319        | 120.4        | <b>1:15.869</b>          | 131.5        | 29.390        | <b>89.1</b>        | <b>2:32.578 (1)</b> | <b>85.86</b> |        | <b>18:01:20.142</b> |
| 5 -                       | 47.777        | 123.5        | 1:15.950                 | <b>132.1</b> | <b>28.945</b> | 89.0               | 2:32.672 (2)        | 85.81        | 0.094  | 18:03:52.814        |
| 6 -                       | 52.680        | 87.4         | 1:24.009                 | 91.1         | 32.600        | 89.0               | 2:49.289            | 77.39        | 16.711 | 18:06:42.103        |
| 7 -                       | 47.312        | <b>126.1</b> | 1:16.336                 | 130.8        | 29.137        | 87.1               | 2:32.785 (3)        | 85.75        | 0.207  | 18:09:14.888        |
| 8 -                       | 49.121        | 114.9        | 1:17.148                 | 127.3        | 29.628        | 88.7               | 2:35.897            | 84.04        | 3.319  | 18:11:50.785        |
| 9 -                       | <b>47.209</b> | 123.8        | 1:20.361                 | 100.0        | IN PIT        |                    | 2:47.251 P          | 78.33        | 14.673 | 18:14:38.036        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P17 9 THA                 |               | Craig DAVIES |                          | Ford Mustang |               |                    |                     |              |        |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.301 |               |              | BEST LAP TIME : 2:32.610 |              |               | DIFFERENCE : 0.309 |                     |              |        |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 87.8         | 1:22.133                 | 131.8        | 29.983        | 88.1               |                     |              |        | 18:00:12.276        |
| 2 -                       | 47.713        | 123.3        | 1:16.308                 | 136.3        | 29.023        | <b>88.6</b>        | 2:33.044 (3)        | 85.60        | 0.434  | 18:02:45.320        |
| 3 -                       | 47.552        | 122.4        | 1:16.459                 | 131.0        | 29.686        | 86.0               | 2:33.697            | 85.24        | 1.087  | 18:05:19.017        |
| 4 -                       | 47.844        | 123.8        | 1:16.245                 | 136.6        | <b>28.853</b> | 84.6               | 2:32.942 (2)        | 85.66        | 0.332  | 18:07:51.959        |
| 5 -                       | <b>47.517</b> | 117.5        | 1:16.350                 | <b>137.5</b> | 29.620        | 86.8               | 2:33.487            | 85.36        | 0.877  | 18:10:25.446        |
| 6 -                       | 47.518        | <b>125.2</b> | <b>1:15.931</b>          | 136.1        | 29.161        | 88.0               | <b>2:32.610 (1)</b> | <b>85.85</b> |        | <b>18:12:58.056</b> |
| 7 -                       | 49.067        | 117.3        | 1:18.692                 | 127.5        | IN PIT        |                    | 2:43.722 P          | 80.02        | 11.112 | 18:15:41.778        |

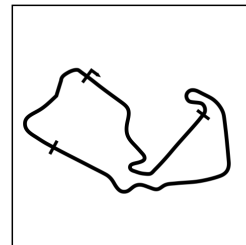
| P18 16 THA                |          | JOHNSON / ROSS |                          | Ford Mustang |          |                    |              |       |          |              |
|---------------------------|----------|----------------|--------------------------|--------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:32.617 |          |                | BEST LAP TIME : 2:33.023 |              |          | DIFFERENCE : 0.406 |              |       |          |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 86.3           | 1:31.254                 | 100.9        | 32.371   | 84.9               |              |       |          | 17:55:04.482 |
| 2 -                       | 48.107   | 121.1          | 1:18.838                 | 132.6        | 29.088   | 86.4               | 2:36.033     | 83.96 | 3.010    | 17:57:40.515 |
| 3 -                       | 47.479   | 127.0          | 1:16.361                 | 133.1        | 29.403   | 84.7               | 2:33.243 (2) | 85.49 | 0.220    | 18:00:13.758 |
| 4 -                       | 47.748   | 125.2          | 1:16.298                 | 135.2        | 28.977   | 86.3               | 2:33.023 (1) | 85.61 |          | 18:02:46.781 |
| 5 -                       | 51.244   | 114.3          | 1:22.389                 | 107.2        | IN PIT   |                    | 2:48.276 P   | 77.85 | 15.253   | 18:05:35.057 |
| 6 -                       | OUTLAP   | 126.3          | 1:16.563                 | 134.7        | 29.981   | 86.0               | 3:53.824     | 56.03 | 1:20.801 | 18:09:28.881 |
| 7 -                       | 47.937   | 123.3          | 1:16.329                 | 135.2        | 30.378   | 82.3               | 2:34.644     | 84.72 | 1.621    | 18:12:03.525 |
| 8 -                       | 48.016   | 123.8          | 1:16.311                 | 133.9        | 29.700   | 84.8               | 2:34.027     | 85.06 | 1.004    | 18:14:37.552 |
| 9 -                       | 47.342   | 122.2          | 1:16.399                 | 131.3        | 29.862   | 87.6               | 2:33.603 (3) | 85.29 | 0.580    | 18:17:11.155 |

| P19 79 THC                |          | DRAIN / GRIFFITHS |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.849 |          |                   | BEST LAP TIME : 2:33.083 |                    |          | DIFFERENCE : 1.234 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 99.5              | 1:23.743                 | 112.5              | 30.580   | 83.0               |              |       |          | 17:53:28.387 |
| 2 -                       | 51.887   | 112.0             | 1:20.034                 | 114.3              | 31.028   | 77.0               | 2:42.949     | 80.40 | 9.866    | 17:56:11.336 |
| 3 -                       | 50.760   | 107.3             | 1:21.272                 | 116.7              | 30.317   | 80.0               | 2:42.349     | 80.70 | 9.266    | 17:58:53.685 |
| 4 -                       | 51.259   | 109.8             | 1:19.994                 | 114.7              | IN PIT   |                    | 2:44.540 P   | 79.62 | 11.457   | 18:01:38.225 |
| 5 -                       | OUTLAP   | 114.9             | 1:17.429                 | 118.7              | 28.834   | 86.3               | 3:56.643     | 55.36 | 1:23.560 | 18:05:34.868 |
| 6 -                       | 48.253   | 118.1             | 1:17.342                 | 120.0              | 28.653   | 84.6               | 2:34.248     | 84.93 | 1.165    | 18:08:09.116 |
| 7 -                       | 48.944   | 118.1             | 1:16.960                 | 117.1              | 28.104   | 87.7               | 2:34.008 (3) | 85.07 | 0.925    | 18:10:43.124 |
| 8 -                       | 47.555   | 117.3             | 1:16.582                 | 119.1              | 28.946   | 84.7               | 2:33.083 (1) | 85.58 |          | 18:13:16.207 |
| 9 -                       | 47.872   | 118.1             | 1:16.190                 | 119.1              | 30.364   | 86.2               | 2:34.426     | 84.84 | 1.343    | 18:15:50.633 |
| 10 -                      | 47.689   | 122.2             | 1:17.421                 | 117.5              | 28.481   | 86.1               | 2:33.591 (2) | 85.30 | 0.508    | 18:18:24.224 |

| P20 116 THA               |          | MATHIESON / MANN |                          |       |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:34.030 |          |                  | BEST LAP TIME : 2:34.112 |       |          | DIFFERENCE : 0.082 |              |       |          |              |
| LAP                       | SECTOR 1 |                  | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 102.9            | 1:19.236                 | 123.8 | 30.707   | 84.3               |              |       |          | 17:54:01.437 |
| 2 -                       | 48.415   | 110.3            | 1:17.364                 | 132.6 | 30.145   | 87.7               | 2:35.924 (2) | 84.02 | 1.812    | 17:56:37.361 |
| 3 -                       | 49.295   | 108.9            | 1:17.232                 | 123.5 | 29.555   | 86.5               | 2:36.082 (3) | 83.94 | 1.970    | 17:59:13.443 |
| 4 -                       | 47.900   | 115.3            | 1:16.575                 | 133.9 | 29.637   | 86.3               | 2:34.112 (1) | 85.01 |          | 18:01:47.555 |
| 5 -                       | 48.247   | 117.3            | 1:18.106                 | 124.0 | IN PIT   |                    | 2:38.347 P   | 82.74 | 4.235    | 18:04:25.902 |
| 6 -                       | OUTLAP   | 114.7            | 1:18.923                 | 127.5 | 30.284   | 83.8               | 4:18.039     | 50.77 | 1:43.927 | 18:08:43.941 |
| 7 -                       | 48.294   | 119.4            | 1:18.717                 | 130.3 | 30.503   | 85.1               | 2:37.514     | 83.17 | 3.402    | 18:11:21.455 |
| 8 -                       | 49.184   | 119.1            | 1:19.355                 | 120.2 | 30.510   | 84.9               | 2:39.049     | 82.37 | 4.937    | 18:14:00.504 |
| 9 -                       | 48.825   | 123.3            | 1:17.680                 | 127.3 | 30.556   | 86.3               | 2:37.061     | 83.41 | 2.949    | 18:16:37.565 |
| 10 -                      | 48.597   | 122.9            | 1:18.548                 | 132.1 | 30.016   | 87.3               | 2:37.161     | 83.36 | 3.049    | 18:19:14.726 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P21 149 THA               |               | NYBLAEUS / WELCH         |                 |              |               |             | Ford Falcon Sprint  |              |                       |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : 2:34.123 |               | BEST LAP TIME : 2:34.123 |                 |              |               |             | DIFFERENCE : 0.000  |              |                       |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                       |
| 1 -                       | OUTLAP        | 114.1                    | 1:19.838        | 129.8        | 29.882        | 84.6        |                     |              | 17:54:11.308          |
| 2 -                       | 48.201        | 121.1                    | 1:17.651        | 130.5        | 29.253        | <b>86.2</b> | 2:35.105 (2)        | 84.47        | 0.982 17:56:46.413    |
| 3 -                       | <b>47.939</b> | <b>123.8</b>             | <b>1:17.017</b> | <b>131.5</b> | <b>29.167</b> | 85.8        | <b>2:34.123 (1)</b> | <b>85.00</b> | <b>17:59:20.536</b>   |
| 4 -                       | 48.400        | 118.3                    | 1:18.968        | 122.4        | IN PIT        |             | 2:41.878 P          | 80.93        | 7.755 18:02:02.414    |
| 5 -                       | OUTLAP        | 102.4                    | 1:23.258        | 117.5        | 32.598        | 79.3        | 4:22.627            | 49.88        | 1:48.504 18:06:25.041 |
| 6 -                       | 52.355        | 102.4                    | 1:22.156        | 108.7        | 31.808        | 78.3        | 2:46.319 (3)        | 78.77        | 12.196 18:09:11.360   |
| 7 -                       | 55.887        | 90.5                     | 1:22.626        | 116.7        | 32.802        | 79.2        | 2:51.315            | 76.47        | 17.192 18:12:02.675   |
| 8 -                       | 52.811        | 95.5                     | 1:23.802        | 108.7        | 32.295        | 82.2        | 2:48.908            | 77.56        | 14.785 18:14:51.583   |
| 9 -                       | 51.591        | 99.8                     | 1:23.249        | 118.3        | 32.326        | 82.4        | 2:47.166            | 78.37        | 13.043 18:17:38.749   |

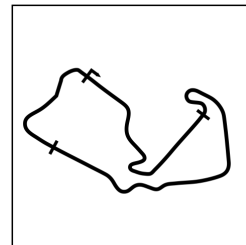
| P22 135 THC               |               | REYNOLDS / QUINTERO      |                 |              |               |             | Ford Lotus Cortina  |              |                       |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : 2:34.337 |               | BEST LAP TIME : 2:34.337 |                 |              |               |             | DIFFERENCE : 0.000  |              |                       |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                       |
| 1 -                       | OUTLAP        | 107.2                    | 1:21.228        | 110.5        | 30.662        | 84.5        |                     |              | 17:54:44.899          |
| 2 -                       | 49.608        | 112.4                    | 1:20.652        | 112.7        | 30.741        | 82.5        | 2:41.001            | 81.37        | 6.664 17:57:25.900    |
| 3 -                       | 49.910        | 112.0                    | 1:21.069        | 114.1        | 30.834        | 83.5        | 2:41.813            | 80.96        | 7.476 18:00:07.713    |
| 4 -                       | 50.072        | 111.8                    | 1:20.578        | <b>115.7</b> | 30.553        | 83.4        | 2:41.203            | 81.27        | 6.866 18:02:48.916    |
| 5 -                       | 51.815        | 81.7                     | 1:24.510        | 111.8        | IN PIT        |             | 2:52.117 P          | 76.12        | 17.780 18:05:41.033   |
| 6 -                       | OUTLAP        | 112.5                    | 1:18.280        | 114.1        | 29.071        | 86.1        | 5:41.358            | 38.38        | 3:07.021 18:11:22.391 |
| 7 -                       | 49.024        | 113.7                    | 1:17.918        | 113.5        | 29.041        | 85.4        | 2:35.983 (3)        | 83.99        | 1.646 18:13:58.374    |
| 8 -                       | 48.220        | 112.9                    | 1:17.679        | 113.9        | 28.962        | <b>87.0</b> | 2:34.861 (2)        | 84.60        | 0.524 18:16:33.235    |
| 9 -                       | <b>47.845</b> | <b>114.7</b>             | <b>1:17.532</b> | 114.1        | <b>28.960</b> | 86.3        | <b>2:34.337 (1)</b> | <b>84.89</b> | <b>18:19:07.572</b>   |

| P23 66 THA                |               | Rob FENN                 |                 |              |               |             | Ford Mustang        |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:33.556 |               | BEST LAP TIME : 2:34.448 |                 |              |               |             | DIFFERENCE : 0.892  |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                     |
| 1 -                       | OUTLAP        | 102.2                    | 1:21.602        | 119.6        | 31.723        | 84.6        |                     |              | 17:54:15.594        |
| 2 -                       | 49.546        | 119.8                    | 1:18.452        | 128.3        | 29.721        | 86.2        | 2:37.719            | 83.07        | 3.271 17:56:53.313  |
| 3 -                       | 48.606        | 122.4                    | 1:19.142        | 122.4        | 31.163        | 86.7        | 2:38.911            | 82.44        | 4.463 17:59:32.224  |
| 4 -                       | 48.098        | 119.6                    | 1:17.520        | 129.5        | 29.177        | <b>87.8</b> | 2:34.795 (3)        | 84.63        | 0.347 18:02:07.019  |
| 5 -                       | 48.018        | 117.1                    | 1:18.424        | 121.3        | 31.695        | 86.7        | 2:38.137            | 82.85        | 3.689 18:04:45.156  |
| 6 -                       | <b>47.464</b> | 123.1                    | 1:18.303        | 127.0        | 29.675        | 86.1        | 2:35.442            | 84.28        | 0.994 18:07:20.598  |
| 7 -                       | 48.018        | 122.2                    | 1:17.017        | <b>130.8</b> | 29.707        | 86.4        | 2:34.742 (2)        | 84.66        | 0.294 18:09:55.340  |
| 8 -                       | 48.262        | 116.5                    | 1:17.998        | 129.8        | <b>29.152</b> | 86.8        | 2:35.412            | 84.30        | 0.964 18:12:30.752  |
| 9 -                       | 47.992        | 123.8                    | <b>1:16.940</b> | 129.8        | 29.516        | 85.7        | <b>2:34.448 (1)</b> | <b>84.82</b> | <b>18:15:05.200</b> |
| 10 -                      | 47.782        | <b>124.2</b>             | 1:19.534        | 116.5        | IN PIT        |             | 2:45.505 P          | 79.16        | 11.057 18:17:50.705 |

| P24 213 THC      |          | WOLFE / TINKLER          |          |          |              |       | Ford Lotus Cortina  |              |                       |
|------------------|----------|--------------------------|----------|----------|--------------|-------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:34.514 |          |          |              |       | DIFFERENCE :        |              |                       |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME | MPH          | DIFF  | TIME OF DAY         |              |                       |
| 1 -              |          |                          |          |          |              |       |                     |              | 17:55:59.488          |
| 2 -              |          |                          |          |          |              |       | <b>2:34.514 (1)</b> | <b>84.79</b> | <b>17:58:34.002</b>   |
| 3 -              |          |                          |          |          | 6:26.354     | 33.91 |                     |              | 3:51.840 18:05:00.356 |
| 4 -              |          |                          |          |          | 2:35.166     | 84.43 |                     |              | 0.652 18:07:35.522    |
| 5 -              |          |                          |          |          | 2:35.831     | 84.07 |                     |              | 1.317 18:10:11.353    |
| 6 -              |          |                          |          |          | 2:36.421     | 83.75 |                     |              | 1.907 18:12:47.774    |
| 7 -              |          |                          |          |          | 2:35.099 (3) | 84.47 |                     |              | 0.585 18:15:22.873    |
| 8 -              |          |                          |          |          | 2:34.953 (2) | 84.55 |                     |              | 0.439 18:17:57.826    |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P25 96 THA                |          | Tim SCOTT ANDREWS        |          |                    |          | Ford Falcon |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.591 |          | BEST LAP TIME : 2:34.591 |          | DIFFERENCE : 0.000 |          |             |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |             | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 108.5                    | 1:19.765 | 131.8              | 30.791   | 83.2        |              |       |        | 17:54:29.130 |
| 2 -                       | 48.839   | 120.6                    | 1:18.692 | 134.7              | 29.791   | 82.9        | 2:37.322     | 83.27 | 2.731  | 17:57:06.452 |
| 3 -                       | 48.509   | 123.8                    | 1:17.657 | 135.5              | 29.946   | 86.0        | 2:36.112 (2) | 83.92 | 1.521  | 17:59:42.564 |
| 4 -                       | 48.668   | 123.5                    | 1:17.622 | 134.7              | 30.167   | 87.9        | 2:36.457 (3) | 83.74 | 1.866  | 18:02:19.021 |
| 5 -                       | 49.114   | 126.8                    | 1:18.638 | 134.4              | 29.724   | 85.3        | 2:37.476     | 83.19 | 2.885  | 18:04:56.497 |
| 6 -                       | 48.879   | 123.1                    | 1:19.691 | 122.9              | 30.933   | 75.3        | 2:39.503     | 82.14 | 4.912  | 18:07:36.000 |
| 7 -                       | 55.597   | 77.3                     | 1:23.796 | 135.8              | 31.028   | 84.9        | 2:50.421     | 76.87 | 15.830 | 18:10:26.421 |
| 8 -                       | 48.261   | 125.6                    | 1:16.741 | 138.0              | 29.589   | 86.3        | 2:34.591 (1) | 84.75 |        | 18:13:01.012 |
| 9 -                       | 48.615   | 127.0                    | 1:19.094 | 136.9              | 30.551   | 83.8        | 2:38.260     | 82.78 | 3.669  | 18:15:39.272 |
| 10 -                      | 52.350   | 103.7                    | 1:25.873 | 106.1              | 32.472   | 78.9        | 2:50.695     | 76.75 | 16.104 | 18:18:29.967 |

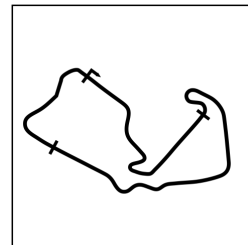
| P26 60 THA                |               | Neil FISHER  |                          | Ford Mustang |                    |             |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|--------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:34.438 |               |              | BEST LAP TIME : 2:34.802 |              | DIFFERENCE : 0.364 |             |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3           |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        | 106.6        | 1:19.231                 | <b>129.5</b> | 29.731             | 83.4        |                     |              |       | 17:53:52.438        |
| 2 -                       | 49.234        | 122.6        | 1:18.550                 | 126.8        | 29.283             | 85.7        | 2:37.067            | 83.41        | 2.265 | 17:56:29.505        |
| 3 -                       | 48.588        | 122.4        | 1:17.545                 | 127.3        | 29.473             | 83.7        | 2:35.606 <b>(3)</b> | 84.19        | 0.804 | 17:59:05.111        |
| 4 -                       | 48.742        | 122.2        | <b>1:17.215</b>          | 129.0        | 29.555             | 83.2        | 2:35.512 <b>(2)</b> | 84.24        | 0.710 | 18:01:40.623        |
| 5 -                       | 48.459        | <b>123.5</b> | 1:18.587                 | 126.8        | <b>29.140</b>      | <b>86.1</b> | 2:36.186            | 83.88        | 1.384 | 18:04:16.809        |
| <b>6 -</b>                | <b>48.083</b> | 121.3        | 1:17.533                 | 127.8        | 29.186             | 83.7        | <b>2:34.802 (1)</b> | <b>84.63</b> |       | <b>18:06:51.611</b> |
| 7 -                       | 48.759        | 123.1        | 1:17.799                 | 128.0        | 29.304             | 86.0        | 2:35.862            | 84.05        | 1.060 | 18:09:27.473        |
| 8 -                       | 48.133        | 122.9        | 1:18.853                 | <b>129.5</b> | 29.592             | 84.9        | 2:36.578            | 83.67        | 1.776 | 18:12:04.051        |
| 9 -                       | 48.602        | 119.6        | 1:17.564                 | 127.3        | 30.075             | 62.0        | 2:36.241            | 83.85        | 1.439 | 18:14:40.292        |

| P27 34 THC       |          | BALFE / ASHTON           |          | Ford Lotus Cortina |       |          |              |
|------------------|----------|--------------------------|----------|--------------------|-------|----------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:34.861 |          | DIFFERENCE :       |       |          |              |
| LAP              | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH   | DIFF     | TIME OF DAY  |
| 1 -              |          |                          |          |                    |       |          | 17:54:23.315 |
| 2 -              |          |                          |          | 2:37.348           | 83.26 | 2.487    | 17:57:00.663 |
| 3 -              |          |                          |          | 2:40.471           | 81.64 | 5.610    | 17:59:41.134 |
| 4 -              |          |                          | IN PIT   | 3:10.806 P         | 68.66 | 35.945   | 18:02:51.940 |
| 5 -              |          |                          |          | 3:44.007           | 58.48 | 1:09.146 | 18:06:35.948 |
| 6 -              |          |                          |          | 2:35.740           | 84.12 | 0.879    | 18:09:11.688 |
| 7 -              |          |                          |          | 2:34.861 (1)       | 84.60 |          | 18:11:46.549 |
| 8 -              |          |                          |          | 2:35.136           | 84.45 | 0.275    | 18:14:21.685 |
| 9 -              |          |                          |          | 2:34.893 (2)       | 84.58 | 0.032    | 18:16:56.578 |
| 10 -             |          |                          |          | 2:35.011 (3)       | 84.52 | 0.150    | 18:19:31.589 |

| P28 712 THC               |          | Peter SMITH |          | Ford Lotus Cortina       |          |                    |              |       |       |              |
|---------------------------|----------|-------------|----------|--------------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:35.174 |          |             |          | BEST LAP TIME : 2:35.174 |          | DIFFERENCE : 0.000 |              |       |       |              |
| LAP                       | SECTOR 1 |             | SECTOR 2 |                          | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 67.4        | 1:28.296 | 87.8                     | 32.281   | 85.1               |              |       |       | 17:54:45.610 |
| 2 -                       | 53.686   | 78.8        | 1:19.139 | 116.9                    | 29.457   | 86.2               | 2:42.282     | 80.73 | 7.108 | 17:57:27.892 |
| 3 -                       | 48.890   | 116.5       | 1:19.102 | 116.5                    | 30.023   | 84.6               | 2:38.015     | 82.91 | 2.841 | 18:00:05.907 |
| 4 -                       | 49.337   | 114.9       | 1:18.732 | 117.5                    | 29.585   | 86.0               | 2:37.654 (2) | 83.10 | 2.480 | 18:02:43.561 |
| 5 -                       | 48.764   | 114.9       | 1:18.985 | 117.5                    | 29.921   | 87.8               | 2:37.670 (3) | 83.09 | 2.496 | 18:05:21.231 |
| 6 -                       | 48.868   | 115.7       | 1:19.061 | 118.1                    | 30.270   | 86.7               | 2:38.199     | 82.81 | 3.025 | 18:07:59.430 |
| 7 -                       | 49.017   | 115.9       | 1:18.877 | 117.7                    | 29.913   | 85.1               | 2:37.807     | 83.02 | 2.633 | 18:10:37.237 |
| 8 -                       | 49.175   | 111.4       | 1:20.409 | 117.1                    | 29.778   | 84.7               | 2:39.362     | 82.21 | 4.188 | 18:13:16.599 |
| 9 -                       | 48.163   | 117.3       | 1:17.683 | 117.7                    | 29.328   | 87.7               | 2:35.174 (1) | 84.43 |       | 18:15:51.773 |
| 10 -                      | 48.613   | 117.3       | 1:19.797 | 117.3                    | 30.050   | 85.7               | 2:38.460     | 82.68 | 3.286 | 18:18:30.233 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P29 19 THA                |          | Richard MCALPINE         |          | Ford Falcon        |          |      |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:34.612 |          | BEST LAP TIME : 2:35.302 |          | DIFFERENCE : 0.690 |          |      |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 100.3                    | 1:23.181 | 123.8              | 30.374   | 89.3 |              |       |        | 17:55:05.957 |
| 2 -                       | 49.260   | 125.4                    | 1:19.522 | 131.8              | 29.770   | 89.9 | 2:38.552     | 82.63 | 3.250  | 17:57:44.509 |
| 3 -                       | 48.365   | 124.2                    | 1:17.347 | 131.5              | 30.171   | 88.0 | 2:35.883     | 84.04 | 0.581  | 18:00:20.392 |
| 4 -                       | 47.831   | 117.7                    | 1:17.538 | 131.5              | 30.084   | 88.8 | 2:35.453 (3) | 84.28 | 0.151  | 18:02:55.845 |
| 5 -                       | 47.834   | 124.0                    | 1:17.449 | 129.8              | 30.149   | 88.7 | 2:35.432 (2) | 84.29 | 0.130  | 18:05:31.277 |
| 6 -                       | 48.195   | 122.0                    | 1:19.186 | 135.2              | 29.782   | 79.0 | 2:37.163     | 83.36 | 1.861  | 18:08:08.440 |
| 7 -                       | 49.948   | 96.5                     | 1:18.648 | 133.1              | 29.990   | 84.8 | 2:38.586     | 82.61 | 3.284  | 18:10:47.026 |
| 8 -                       | 48.521   | 126.3                    | 1:17.047 | 134.4              | 29.734   | 86.3 | 2:35.302 (1) | 84.36 |        | 18:13:22.328 |
| 9 -                       | 54.076   | 107.0                    | 1:20.269 | 97.6               | IN PIT   |      | 2:54.385 P   | 75.13 | 19.083 | 18:16:16.713 |

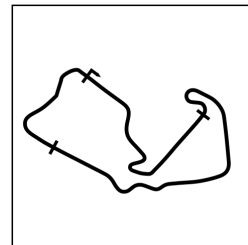
| P30 18 THB                |          | Harry BARTON |                          | BMW 1800 Tisa |          |                    |              |       |        |              |
|---------------------------|----------|--------------|--------------------------|---------------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:35.045 |          |              | BEST LAP TIME : 2:35.498 |               |          | DIFFERENCE : 0.453 |              |       |        |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |               | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 85.9         | 1:21.954                 | 111.8         | 29.748   | 85.0               |              |       |        | 17:54:42.628 |
| 2 -                       | 50.344   | 108.0        | 1:19.877                 | 112.7         | 29.550   | 85.2               | 2:39.771     | 82.00 | 4.273  | 17:57:22.399 |
| 3 -                       | 53.306   | 76.0         | 1:28.312                 | 99.8          | 31.810   | 86.7               | 2:53.428     | 75.54 | 17.930 | 18:00:15.827 |
| 4 -                       | 49.042   | 112.7        | 1:18.356                 | 115.7         | 28.851   | 86.0               | 2:36.249 (2) | 83.85 | 0.751  | 18:02:52.076 |
| 5 -                       | 49.232   | 112.0        | 1:18.550                 | 113.3         | 29.242   | 85.7               | 2:37.024 (3) | 83.43 | 1.526  | 18:05:29.100 |
| 6 -                       | 50.749   | 83.2         | 1:25.389                 | 114.1         | 28.956   | 86.7               | 2:45.094     | 79.35 | 9.596  | 18:08:14.194 |
| 7 -                       | 48.681   | 112.0        | 1:18.160                 | 114.9         | 28.657   | 86.2               | 2:35.498 (1) | 84.25 |        | 18:10:49.692 |
| 8 -                       | 48.842   | 112.2        | 1:17.707                 | 116.1         | 31.989   | 75.5               | 2:38.538     | 82.64 | 3.040  | 18:13:28.230 |
| 9 -                       | 49.868   | 111.4        | 1:20.657                 | 103.7         | 34.755   | 76.6               | 2:45.280     | 79.26 | 9.782  | 18:16:13.510 |
| 10 -                      | 49.507   | 111.6        | 1:18.775                 | 113.5         | IN PIT   |                    | 2:45.431 P   | 79.19 | 9.933  | 18:18:58.941 |

| P31 113 THC               |          | LYNN / LUNDY |                          | Ford Lotus Cortina |                     |      |          |           |          |              |
|---------------------------|----------|--------------|--------------------------|--------------------|---------------------|------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:22.160 |          |              | BEST LAP TIME : 2:35.766 |                    | DIFFERENCE : 13.606 |      |          |           |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |                    | SECTOR 3            |      | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 107.7        | 1:21.774                 | 114.1              | 15.555              |      |          |           |          | 17:53:23.957 |
| 2 -                       | 50.418   | 111.8        | 1:19.333                 | 114.7              | 29.238              | 85.7 | 2:53.343 | 75.58     | 17.577   | 17:56:17.300 |
| 3 -                       | 49.249   | 112.5        | 1:18.967                 | 115.3              | 29.260              | 85.3 | 2:37.476 | 83.19     | 1.710    | 17:58:54.776 |
| 4 -                       | 49.783   | 109.6        | 1:19.278                 | 112.9              | 29.094              | 84.6 | 2:38.155 | 82.84     | 2.389    | 18:01:32.931 |
| 5 -                       | 49.202   | 111.1        | 1:19.510                 | 112.0              | IN PIT              |      | 2:41.475 | P 81.13   | 5.709    | 18:04:14.406 |
| 6 -                       | OUTLAP   | 110.7        | 1:18.814                 | 113.5              | 28.699              | 84.8 | 3:36.456 | 60.52     | 1:00.690 | 18:07:50.862 |
| 7 -                       | 48.686   | 111.2        | 1:18.962                 | 114.1              | 29.305              | 78.6 | 2:36.953 | (3) 83.47 | 1.187    | 18:10:27.815 |
| 8 -                       | 48.950   | 111.4        | 1:18.342                 | 115.3              | 29.171              | 85.2 | 2:36.463 | (2) 83.73 | 0.697    | 18:13:04.278 |
| 9 -                       | 48.977   | 111.1        | 1:17.919                 | 115.1              | 28.870              | 83.6 | 2:35.766 | (1) 84.11 |          | 18:15:40.044 |
| 10 -                      | 50.153   | 109.8        | 1:18.302                 | 115.5              | 29.700              | 78.0 | 2:38.155 | 82.84     | 2.389    | 18:18:18.199 |

| P32 17 THC                |          | David TOMLIN |                          | Ford Lotus Cortina |          |                    |              |       |       |              |
|---------------------------|----------|--------------|--------------------------|--------------------|----------|--------------------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:33.946 |          |              | BEST LAP TIME : 2:35.773 |                    |          | DIFFERENCE : 1.827 |              |       |       |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 105.3        | 1:20.794                 | 117.1              | 30.582   | 85.7               |              |       |       | 17:54:32.273 |
| 2 -                       | 48.524   | 115.7        | 1:18.555                 | 116.1              | 29.174   | 86.0               | 2:36.253     | 83.84 | 0.480 | 17:57:08.526 |
| 3 -                       | 49.081   | 113.7        | 1:17.783                 | 117.3              | 29.066   | 82.7               | 2:35.930 (3) | 84.02 | 0.157 | 17:59:44.456 |
| 4 -                       | 49.169   | 112.2        | 1:18.199                 | 116.5              | 28.732   | 86.0               | 2:36.100     | 83.93 | 0.327 | 18:02:20.556 |
| 5 -                       | 48.713   | 115.9        | 1:18.388                 | 115.5              | 29.168   | 82.6               | 2:36.269     | 83.84 | 0.496 | 18:04:56.825 |
| 6 -                       | 49.089   | 114.1        | 1:18.080                 | 116.1              | 28.673   | 86.0               | 2:35.842 (2) | 84.07 | 0.069 | 18:07:32.667 |
| 7 -                       | 50.074   | 109.2        | 1:19.599                 | 117.1              | 29.538   | 78.4               | 2:39.211     | 82.29 | 3.438 | 18:10:11.878 |
| 8 -                       | 48.921   | 115.5        | 1:18.755                 | 116.9              | 28.968   | 84.5               | 2:36.644     | 83.64 | 0.871 | 18:12:48.522 |
| 9 -                       | 50.861   | 113.3        | 1:17.250                 | 116.9              | 28.633   | 86.3               | 2:36.744     | 83.58 | 0.971 | 18:15:25.266 |
| 10 -                      | 48.063   | 117.3        | 1:18.761                 | 116.5              | 28.949   | 84.4               | 2:35.773 (1) | 84.10 |       | 18:18:01.039 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P33 44 THA                |          | KJALLGREN G / KJALLGREN S |          |          |        |          | Ford Mustang       |          |              |
|---------------------------|----------|---------------------------|----------|----------|--------|----------|--------------------|----------|--------------|
| IDEAL LAP TIME : 2:36.044 |          | BEST LAP TIME : 2:36.044  |          |          |        |          | DIFFERENCE : 0.000 |          |              |
| LAP                       | SECTOR 1 | SECTOR 2                  |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 101.6                     | 1:22.275 | 117.7    | 32.591 | 83.5     |                    |          | 17:54:33.432 |
| 2 -                       | 51.851   | 102.2                     | 1:24.946 | 87.0     | IN PIT | 2:56.617 | P 74.18            | 20.573   | 17:57:30.049 |
| 3 -                       | OUTLAP   | 101.9                     | 1:25.348 | 112.5    | IN PIT | 6:17.161 | P 34.73            | 3:41.117 | 18:03:47.210 |
| 4 -                       | OUTLAP   | 112.0                     | 1:21.442 | 123.1    | 30.633 | 76.9     | 4:22.432           | 49.92    | 1:46.388     |
| 5 -                       | 49.459   | 110.0                     | 1:18.682 | 130.8    | 29.812 | 85.4     | 2:37.953 (2)       | 82.94    | 1.909        |
| 6 -                       | 49.007   | 120.0                     | 1:17.737 | 128.5    | 29.300 | 86.9     | 2:36.044 (1)       | 83.96    | 18:13:23.639 |
| 7 -                       | 51.176   | 110.9                     | 1:20.749 | 108.4    | IN PIT | 2:49.286 | P 77.39            | 13.242   | 18:16:12.925 |

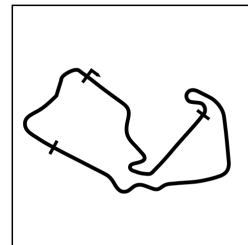
| P34 193 THD               |          | Phil BULLEN-BROWN        |          |          |        |          | Austin Mini Cooper S |        |              |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|----------------------|--------|--------------|
| IDEAL LAP TIME : 2:35.765 |          | BEST LAP TIME : 2:36.168 |          |          |        |          | DIFFERENCE : 0.403   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                  | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 88.4                     | 1:23.944 | 92.6     | IN PIT |          | P                    |        | 17:54:20.713 |
| 2 -                       | OUTLAP   | 104.2                    | 1:19.871 | 102.6    | 29.276 | 84.2     | 3:16.420             | 66.70  | 40.252       |
| 3 -                       | 48.603   | 106.5                    | 1:18.708 | 109.1    | 29.958 | 83.8     | 2:37.269 (3)         | 83.30  | 1.101        |
| 4 -                       | 48.805   | 108.4                    | 1:18.607 | 108.7    | 29.145 | 81.2     | 2:36.557 (2)         | 83.68  | 0.389        |
| 5 -                       | 53.703   | 75.6                     | 1:32.153 | 103.2    | 32.210 | 83.9     | 2:58.066             | 73.57  | 21.898       |
| 6 -                       | 48.978   | 106.3                    | 1:19.207 | 104.2    | 29.541 | 83.6     | 2:37.726             | 83.06  | 1.558        |
| 7 -                       | 48.636   | 106.5                    | 1:18.977 | 108.2    | 28.555 | 83.5     | 2:36.168 (1)         | 83.89  | 18:11:02.919 |
| 8 -                       | 52.367   | 90.6                     | 1:26.840 | 103.5    | IN PIT | 2:58.553 | P 73.37              | 22.385 | 18:14:01.472 |

| P35 71 THC                |          | THOMPSON / NEWHEY        |          |          |        |          | Ford Lotus Cortina |       |              |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:35.248 |          | BEST LAP TIME : 2:36.181 |          |          |        |          | DIFFERENCE : 0.933 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 107.5                    | 1:20.562 | 111.1    | 30.017 | 86.1     |                    |       | 17:53:18.750 |
| 2 -                       | 49.843   | 114.3                    | 1:18.842 | 114.9    | 29.358 | 87.2     | 2:38.043           | 82.89 | 1.862        |
| 3 -                       | 48.437   | 113.5                    | 1:18.928 | 116.1    | 28.988 | 87.4     | 2:36.353 (2)       | 83.79 | 0.172        |
| 4 -                       | 48.296   | 114.5                    | 1:18.263 | 114.7    | 29.622 | 85.1     | 2:36.181 (1)       | 83.88 | 18:01:09.327 |
| 5 -                       | 48.229   | 114.5                    | 1:18.031 | 115.7    | IN PIT | 2:43.027 | P 80.36            | 6.846 | 18:03:52.354 |
| 6 -                       | OUTLAP   | 113.7                    | 1:18.964 | 116.3    | 30.183 | 84.9     | 3:33.791           | 61.28 | 57.610       |
| 7 -                       | 50.145   | 114.1                    | 1:19.878 | 117.3    | 32.991 | 84.5     | 2:43.014           | 80.37 | 6.833        |
| 8 -                       | 48.996   | 115.9                    | 1:21.306 | 116.5    | 30.356 | 84.5     | 2:40.658           | 81.55 | 4.477        |
| 9 -                       | 51.127   | 114.3                    | 1:19.965 | 116.9    | 29.563 | 85.0     | 2:40.655           | 81.55 | 4.474        |
| 10 -                      | 49.442   | 114.7                    | 1:18.396 | 116.5    | 29.802 | 85.8     | 2:37.640 (3)       | 83.11 | 1.459        |

| P36 69 THA                |          | WILLS R / WILLS G        |          |          |        |          | Mercury Comet Cyclone |        |              |
|---------------------------|----------|--------------------------|----------|----------|--------|----------|-----------------------|--------|--------------|
| IDEAL LAP TIME : 2:35.877 |          | BEST LAP TIME : 2:36.594 |          |          |        |          | DIFFERENCE : 0.717    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |          | SECTOR 3 |        | LAP TIME | MPH                   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 85.5                     | 1:22.623 | 122.4    | 30.285 | 84.2     |                       |        | 17:53:34.573 |
| 2 -                       | 48.800   | 120.2                    | 1:18.988 | 119.8    | 29.936 | 83.9     | 2:37.724 (2)          | 83.06  | 1.130        |
| 3 -                       | 49.378   | 109.4                    | 1:17.805 | 125.6    | 29.411 | 86.3     | 2:36.594 (1)          | 83.66  | 17:58:48.891 |
| 4 -                       | 49.016   | 112.0                    | 1:17.666 | 123.3    | IN PIT | 2:40.168 | P 81.79               | 3.574  | 18:01:29.059 |
| 5 -                       |          |                          |          |          | IN PIT | 3:12.111 | P 68.19               | 35.517 | 18:04:41.170 |
| 6 -                       |          | 117.5                    | 1:22.400 | 123.1    | 31.467 | 80.3     | 2:43.549              | 80.10  | 6.955        |
| 7 -                       | 50.230   | 120.6                    | 1:20.471 | 124.5    | 31.122 | 79.3     | 2:41.823 (3)          | 80.96  | 5.229        |
| 8 -                       | 50.741   | 119.8                    | 1:21.911 | 126.3    | 32.072 | 79.5     | 2:44.724              | 79.53  | 8.130        |
| 9 -                       | 51.706   | 120.4                    | 1:19.873 | 127.5    | 31.234 | 75.1     | 2:42.813              | 80.47  | 6.219        |
| 10 -                      | 50.507   | 120.2                    | 1:22.539 | 123.1    | 30.938 | 76.1     | 2:43.984              | 79.89  | 7.390        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P37 26 THA                |          | Colin SOWTER |                          | Ford Mustang |          |                    |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|--------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:35.818 |          |              | BEST LAP TIME : 2:37.124 |              |          | DIFFERENCE : 1.306 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 99.5         | 1:23.376                 | 118.9        | 30.650   | 86.2               |              |       |          | 17:55:02.398 |
| 2 -                       | 49.405   | 112.7        | 1:21.853                 | 126.3        | 30.191   | 83.1               | 2:41.449     | 81.15 | 4.325    | 17:57:43.847 |
| 3 -                       | 49.786   | 116.9        | 1:19.238                 | 129.3        | 29.960   | 84.0               | 2:38.984 (3) | 82.40 | 1.860    | 18:00:22.831 |
| 4 -                       | 48.794   | 120.6        | 1:20.322                 | 129.5        | 29.822   | 85.0               | 2:38.938 (2) | 82.43 | 1.814    | 18:03:01.769 |
| 5 -                       | 49.016   | 121.1        | 1:20.510                 | 129.5        | 29.760   | 87.9               | 2:39.286     | 82.25 | 2.162    | 18:05:41.055 |
| 6 -                       | 47.996   | 121.1        | 1:18.599                 | 127.0        | 30.529   | 80.6               | 2:37.124 (1) | 83.38 |          | 18:08:18.179 |
| 7 -                       | 54.494   | 91.0         | 1:19.593                 | 130.0        | 29.386   | 85.1               | 2:43.473     | 80.14 | 6.349    | 18:11:01.652 |
| 8 -                       | 47.833   | 119.6        | 1:20.801                 | 112.4        | IN PIT   |                    | 2:42.776 P   | 80.48 | 5.652    | 18:13:44.428 |
| 9 -                       | OUTLAP   | 114.7        | 1:20.543                 | 119.1        | 29.908   | 85.7               | 4:18.679     | 50.64 | 1:41.555 | 18:18:03.107 |

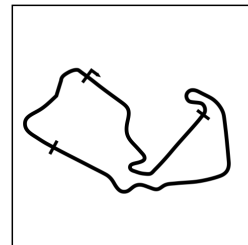
| P38 56 THC                |          | Adam CUNNINGTON |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|-----------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:37.127 |          |                 | BEST LAP TIME : 2:37.797 |                    |          | DIFFERENCE : 0.670 |              |       |          |              |
| LAP                       | SECTOR 1 |                 | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 72.4            | 1:28.871                 | 82.3               | 31.536   | 79.2               |              |       |          | 17:54:49.381 |
| 2 -                       | 50.640   | 111.8           | 1:20.863                 | 113.1              | 29.387   | 80.4               | 2:40.890     | 81.43 | 3.093    | 17:57:30.271 |
| 3 -                       | 49.294   | 114.9           | 1:21.153                 | 113.5              | IN PIT   |                    | 2:45.035 P   | 79.38 | 7.238    | 18:00:15.306 |
| 4 -                       | OUTLAP   | 110.5           | 1:21.654                 | 116.3              | 29.893   | 84.0               | 4:42.798     | 46.32 | 2:05.001 | 18:04:58.104 |
| 5 -                       | 48.757   | 114.7           | 1:20.294                 | 116.7              | 29.181   | 82.0               | 2:38.232 (3) | 82.80 | 0.435    | 18:07:36.336 |
| 6 -                       | 50.439   | 113.1           | 1:21.211                 | 113.5              | 29.455   | 85.0               | 2:41.105     | 81.32 | 3.308    | 18:10:17.441 |
| 7 -                       | 48.958   | 111.1           | 1:19.554                 | 115.7              | 29.285   | 84.6               | 2:37.797 (1) | 83.02 |          | 18:12:55.238 |
| 8 -                       | 48.947   | 114.3           | 1:19.509                 | 118.7              | 30.373   | 78.0               | 2:38.829     | 82.48 | 1.032    | 18:15:34.067 |
| 9 -                       | 49.173   | 114.5           | 1:19.783                 | 115.3              | 28.861   | 82.9               | 2:37.817 (2) | 83.01 | 0.020    | 18:18:11.884 |

| P39 223 THC               |               | Garry TOWNSEND |                          | Ford Lotus Cortina |               |                    |                     |              |        |                     |
|---------------------------|---------------|----------------|--------------------------|--------------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:37.576 |               |                | BEST LAP TIME : 2:37.844 |                    |               | DIFFERENCE : 0.268 |                     |              |        |                     |
| LAP                       | SECTOR 1      |                | SECTOR 2                 |                    | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 109.6          | 1:21.888                 | 113.7              | 30.369        | 85.0               |                     |              |        | 17:53:55.033        |
| 2 -                       | 50.018        | <b>113.7</b>   | 1:20.850                 | 112.9              | 30.384        | 84.6               | 2:41.252            | 81.25        | 3.408  | 17:56:36.285        |
| 3 -                       | 49.863        | 112.2          | 1:20.325                 | 113.9              | 30.078        | 84.7               | 2:40.266            | 81.74        | 2.422  | 17:59:16.551        |
| 4 -                       | 49.934        | <b>113.7</b>   | <b>1:19.249</b>          | 113.7              | 29.813        | 85.5               | 2:38.996 (3)        | 82.40        | 1.152  | 18:01:55.547        |
| 5 -                       | 49.589        | 113.1          | 1:19.544                 | 113.5              | 29.446        | 84.6               | 2:38.579 (2)        | 82.61        | 0.735  | 18:04:34.126        |
| 6 -                       | 50.661        | 101.0          | 1:26.207                 | 76.5               | 31.723        | 85.0               | 2:48.591            | 77.71        | 10.747 | 18:07:22.717        |
| 7 -                       | 49.961        | 107.0          | 1:21.103                 | <b>114.7</b>       | 30.258        | 84.0               | 2:41.322            | 81.21        | 3.478  | 18:10:04.039        |
| 8 -                       | 49.407        | 112.7          | 1:20.233                 | 113.5              | 30.568        | 84.7               | 2:40.208            | 81.77        | 2.364  | 18:12:44.247        |
| 9 -                       | <b>48.964</b> | 113.1          | 1:19.517                 | 113.7              | <b>29.363</b> | <b>85.9</b>        | <b>2:37.844 (1)</b> | <b>83.00</b> |        | <b>18:15:22.091</b> |
| 10 -                      | 49.564        | 112.4          | 1:20.525                 | 107.8              | 32.145        | 83.8               | 2:42.234            | 80.75        | 4.390  | 18:18:04.325        |

| P40 888 THD               |          | Daniel WHEELER |                          |       | Austin Mini Cooper S |                    |              |       |        |              |
|---------------------------|----------|----------------|--------------------------|-------|----------------------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:38.305 |          |                | BEST LAP TIME : 2:38.326 |       |                      | DIFFERENCE : 0.021 |              |       |        |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |       | SECTOR 3             |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 94.7           | 1:25.827                 | 108.5 | IN PIT               |                    | P            |       |        | 17:53:54.211 |
| 2 -                       | OUTLAP   | 105.5          | 1:20.943                 | 105.8 | 29.291               | 83.7               | 3:20.253     | 65.42 | 41.927 | 17:57:14.464 |
| 3 -                       | 49.807   | 105.1          | 1:20.102                 | 107.0 | 29.537               | 82.9               | 2:39.446 (2) | 82.17 | 1.120  | 17:59:53.910 |
| 4 -                       | 50.344   | 104.6          | 1:26.435                 | 80.5  | 33.643               | 83.6               | 2:50.422     | 76.87 | 12.096 | 18:02:44.332 |
| 5 -                       | 54.662   | 96.2           | 1:27.368                 | 85.4  | 31.115               | 81.9               | 2:53.145     | 75.66 | 14.819 | 18:05:37.477 |
| 6 -                       | 50.274   | 106.0          | 1:19.861                 | 108.9 | 29.754               | 83.4               | 2:39.889 (3) | 81.94 | 1.563  | 18:08:17.366 |
| 7 -                       | 49.320   | 105.8          | 1:19.757                 | 107.0 | 29.249               | 83.3               | 2:38.326 (1) | 82.75 |        | 18:10:55.692 |
| 8 -                       | 52.270   | 93.8           | 1:28.219                 | 91.0  | 32.692               | 83.3               | 2:53.181     | 75.65 | 14.855 | 18:13:48.873 |
| 9 -                       | 49.721   | 105.8          | 1:22.354                 | 106.1 | 29.875               | 84.0               | 2:41.950     | 80.89 | 3.624  | 18:16:30.823 |
| 10 -                      | 49.299   | 107.0          | 1:23.578                 | 106.6 | 29.661               | 78.1               | 2:42.538     | 80.60 | 4.212  | 18:19:13.361 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P41 13 THC                |          | MCGURK / LAW             |          | Ford Lotus Cortina |        |      |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|------|--------------|--------------|
| IDEAL LAP TIME : 2:38.137 |          | BEST LAP TIME : 2:38.819 |          | DIFFERENCE : 0.682 |        |      |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF | TIME OF DAY  |              |
| 1 -                       | OUTLAP   | 102.4                    | 1:21.649 | 112.7              | 30.541 | 82.1 | 17:54:28.393 |              |
| 2 -                       | 49.891   | 109.1                    | 1:19.972 | 114.7              | 29.946 | 84.8 | 2:39.809     | 17:57:08.202 |
| 3 -                       | 50.177   | 112.5                    | 1:19.408 | 115.7              | 29.639 | 84.5 | 2:39.224 (3) | 17:59:47.426 |
| 4 -                       | 49.683   | 112.0                    | 1:19.366 | 114.3              | 29.816 | 83.4 | 2:38.865 (2) | 18:02:26.291 |
| 5 -                       | 49.980   | 110.7                    | 1:20.141 | 113.7              | IN PIT |      | 2:46.227 P   | 18:05:12.518 |
| 6 -                       | OUTLAP   | 113.5                    | 1:19.544 | 115.9              | 30.222 | 84.5 | 4:00.482     | 18:09:13.000 |
| 7 -                       | 51.485   | 110.0                    | 1:19.055 | 117.9              | 30.227 | 84.8 | 2:40.767     | 18:11:53.767 |
| 8 -                       | 50.161   | 114.9                    | 1:19.259 | 117.1              | 29.399 | 85.5 | 2:38.819 (1) | 18:14:32.586 |
| 9 -                       | 50.670   | 111.1                    | 1:21.189 | 109.4              | 30.032 | 82.4 | 2:41.891     | 18:17:14.477 |

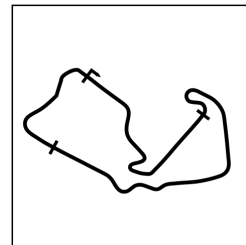
| P42 23 THD                |          | HACK A / HACK F          |          | Morris Mini Cooper S |        |      |              |              |
|---------------------------|----------|--------------------------|----------|----------------------|--------|------|--------------|--------------|
| IDEAL LAP TIME : 2:38.343 |          | BEST LAP TIME : 2:38.933 |          | DIFFERENCE : 0.590   |        |      |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF | TIME OF DAY  |              |
| 1 -                       | OUTLAP   | 101.2                    | 1:22.770 | 105.6                | 29.628 | 83.2 | 17:53:56.593 |              |
| 2 -                       | 50.127   | 105.1                    |          |                      |        |      | 2:41.140 (3) | 17:56:37.733 |
| 3 -                       |          |                          |          |                      |        |      | 2:40.571 (2) | 17:59:18.304 |
| 4 -                       |          |                          | IN PIT   |                      |        |      | 3:14.087 P   | 18:02:32.391 |
| 5 -                       | OUTLAP   | 104.6                    | 1:20.123 | 107.2                | 28.875 | 82.2 | 3:59.724     | 18:06:32.116 |
| 6 -                       | 49.896   | 104.0                    | 1:19.572 | 107.5                | 29.465 | 78.2 | 2:38.933 (1) | 18:09:11.049 |
| 7 -                       | 51.940   | 97.1                     | 1:24.492 | 102.4                | 30.034 | 81.6 | 2:46.466     | 18:11:57.515 |
| 8 -                       | 56.570   | 50.0                     | 1:39.587 | 70.3                 | IN PIT |      | 3:22.470 P   | 18:15:19.985 |

| P43 7 THD                 |          | Mark BURNETT             |          | Austin Mini Cooper S |        |      |              |              |
|---------------------------|----------|--------------------------|----------|----------------------|--------|------|--------------|--------------|
| IDEAL LAP TIME : 2:38.530 |          | BEST LAP TIME : 2:39.195 |          | DIFFERENCE : 0.665   |        |      |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF | TIME OF DAY  |              |
| 1 -                       | OUTLAP   | 104.2                    | 1:23.239 | 107.7                | 30.631 | 81.8 | 17:54:26.838 |              |
| 2 -                       | 50.529   | 107.0                    | 1:22.376 | 99.5                 | 29.973 | 82.5 | 2:42.878     | 17:57:09.716 |
| 3 -                       | 49.877   | 109.2                    | 1:20.155 | 110.0                | 29.451 | 83.7 | 2:39.483 (2) | 17:59:49.199 |
| 4 -                       | 51.100   | 106.8                    | 1:19.945 | 110.0                | 29.595 | 83.0 | 2:40.640     | 18:02:29.839 |
| 5 -                       | 49.837   | 107.0                    | 1:19.998 | 109.4                | 29.360 | 81.5 | 2:39.195 (1) | 18:05:09.034 |
| 6 -                       | 49.952   | 106.8                    | 1:20.910 | 109.6                | 29.061 | 83.4 | 2:39.923     | 18:07:48.957 |
| 7 -                       | 49.524   | 107.3                    | 1:20.162 | 110.1                | 30.183 | 79.0 | 2:39.869 (3) | 18:10:28.826 |
| 8 -                       | 50.036   | 108.5                    | 1:20.596 | 110.5                | 29.286 | 82.9 | 2:39.918     | 18:13:08.744 |
| 9 -                       | 49.542   | 107.5                    | 1:21.536 | 109.8                | IN PIT |      | 2:49.256 P   | 18:15:58.000 |

| P44 155 THD               |          | Christopher EDMUNDS      |          | Morris Mini Cooper S |        |      |              |              |
|---------------------------|----------|--------------------------|----------|----------------------|--------|------|--------------|--------------|
| IDEAL LAP TIME : 2:40.859 |          | BEST LAP TIME : 2:40.955 |          | DIFFERENCE : 0.096   |        |      |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME             | MPH    | DIFF | TIME OF DAY  |              |
| 1 -                       | OUTLAP   | 99.8                     | 1:25.459 | 102.1                | 36.476 | 78.3 | 17:54:17.142 |              |
| 2 -                       | 51.815   | 104.5                    | 1:21.873 | 105.8                | 30.488 | 81.9 | 2:44.176     | 17:57:01.318 |
| 3 -                       | 51.365   | 104.6                    | 1:24.269 | 83.2                 | 31.719 | 81.1 | 2:47.353     | 17:59:48.671 |
| 4 -                       | 57.679   | 100.9                    | 1:24.076 | 104.8                | 30.733 | 79.9 | 2:52.488     | 18:02:41.159 |
| 5 -                       | 51.393   | 104.0                    | 1:22.395 | 105.6                | 29.897 | 81.5 | 2:43.685     | 18:05:24.844 |
| 6 -                       | 1:01.604 | 70.8                     | 1:33.563 | 104.3                | 30.600 | 81.1 | 3:05.767     | 18:08:30.611 |
| 7 -                       | 50.922   | 102.9                    | 1:21.311 | 104.6                | 29.678 | 81.8 | 2:41.911 (3) | 18:11:12.522 |
| 8 -                       | 50.593   | 102.1                    | 1:21.054 | 104.8                | 29.308 | 82.2 | 2:40.955 (1) | 18:13:53.477 |
| 9 -                       | 58.508   | 77.6                     | 1:32.701 | 96.4                 | 30.300 | 82.5 | 3:01.509     | 18:16:54.986 |
| 10 -                      | 50.497   | 105.0                    | 1:21.659 | 107.5                | 29.581 | 81.5 | 2:41.737 (2) | 18:19:36.723 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P45 101 THD               |               | WOODROW S / WOODROW A    |                 |              |               |             | Morris Mini Cooper S |              |                       |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|----------------------|--------------|-----------------------|
| IDEAL LAP TIME : 2:39.917 |               | BEST LAP TIME : 2:42.349 |                 |              |               |             | DIFFERENCE : 2.432   |              |                       |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY          |              |                       |
| 1 -                       | OUTLAP        | 105.0                    | 1:22.205        | 108.5        | 29.944        | 82.9        |                      |              | 17:53:53.393          |
| 2 -                       | 51.059        | <b>106.6</b>             | 1:21.380        | 106.5        | 30.748        | <b>83.3</b> | 2:43.187 (3)         | 80.28        | 0.838 17:56:36.580    |
| 3 -                       | 52.316        | 102.7                    | <b>1:20.353</b> | 107.7        | 29.680        | 82.6        | <b>2:42.349 (1)</b>  | <b>80.70</b> | <b>17:59:18.929</b>   |
| 4 -                       | 50.194        | 89.0                     | 1:21.924        | 103.8        | 30.513        | 81.5        | 2:42.631 (2)         | 80.56        | 0.282 18:02:01.560    |
| 5 -                       | 50.735        | 102.4                    | 1:21.682        | 103.2        | IN PIT        |             | 2:47.615 P           | 78.16        | 5.266 18:04:49.175    |
| 6 -                       | OUTLAP        | 101.9                    | 1:23.892        | 108.4        | 31.302        | 74.1        | 3:59.492             | 54.70        | 1:17.143 18:08:48.667 |
| 7 -                       | 51.245        | 104.5                    | 1:23.086        | 100.1        | 30.650        | 79.0        | 2:44.981             | 79.41        | 2.632 18:11:33.648    |
| 8 -                       | 52.070        | 104.8                    | 1:22.102        | <b>110.1</b> | <b>29.474</b> | <b>83.3</b> | 2:43.646             | 80.06        | 1.297 18:14:17.294    |
| 9 -                       | <b>50.090</b> | 106.0                    | 1:20.491        | 109.1        | 41.452        | 69.8        | 2:52.033             | 76.15        | 9.684 18:17:09.327    |

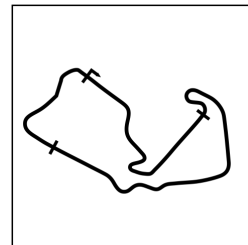
| P46 14 THC                |               | HORROBIN / PALMER        |                 |              |               |             | Ford Lotus Cortina  |              |                       |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : 2:41.719 |               | BEST LAP TIME : 2:42.629 |                 |              |               |             | DIFFERENCE : 0.910  |              |                       |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                       |
| 1 -                       | OUTLAP        | 106.8                    | 1:23.924        | 112.5        | 30.273        | 82.7        |                     |              | 17:54:29.812          |
| 2 -                       | <b>50.575</b> | <b>110.3</b>             | 1:21.243        | 111.8        | 31.002        | 74.8        | 2:42.820 (2)        | 80.46        | 0.191 17:57:12.632    |
| 3 -                       | 51.979        | 104.8                    | 1:21.893        | 112.2        | 30.102        | 82.2        | 2:43.974 (3)        | 79.90        | 1.345 17:59:56.606    |
| 4 -                       | 51.485        | 108.7                    | <b>1:21.087</b> | 112.0        | <b>30.057</b> | <b>83.0</b> | <b>2:42.629 (1)</b> | <b>80.56</b> | <b>18:02:39.235</b>   |
| 5 -                       | 51.047        | 109.8                    | 1:21.193        | 111.6        | IN PIT        |             | 2:48.251 P          | 77.87        | 5.622 18:05:27.486    |
| 6 -                       | OUTLAP        | 105.5                    | 1:26.923        | 111.6        | 34.118        | 74.7        | 4:24.446            | 49.54        | 1:41.817 18:09:51.932 |
| 7 -                       | 55.884        | 106.8                    | 1:26.468        | 112.2        | 33.325        | 71.7        | 2:55.677            | 74.57        | 13.048 18:12:47.609   |
| 8 -                       | 56.340        | 106.0                    | 1:25.243        | <b>112.9</b> | 33.281        | 78.3        | 2:54.864            | 74.92        | 12.235 18:15:42.473   |
| 9 -                       | 53.434        | 107.8                    | 1:24.905        | <b>112.9</b> | 32.329        | 79.4        | 2:50.668            | 76.76        | 8.039 18:18:33.141    |

| P47 151 THC               |               | Allan THOM               |                 |              |               |             | Ford Lotus Cortina  |              |                       |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : 2:41.638 |               | BEST LAP TIME : 2:42.634 |                 |              |               |             | DIFFERENCE : 0.996  |              |                       |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                       |
| 1 -                       | OUTLAP        | 107.5                    | 1:23.746        | 110.7        | 31.008        | <b>84.7</b> |                     |              | 17:55:04.984          |
| 2 -                       | 51.991        | <b>110.9</b>             | 1:22.349        | 109.6        | <b>30.355</b> | 83.5        | 2:44.695            | 79.55        | 2.061 17:57:49.679    |
| 3 -                       | 50.561        | 108.5                    | 1:22.290        | 108.4        | 30.743        | 81.8        | 2:43.594            | 80.08        | 0.960 18:00:33.273    |
| 4 -                       | 50.970        | 106.8                    | 1:22.709        | 105.8        | IN PIT        |             | 2:51.453 P          | 76.41        | 8.819 18:03:24.726    |
| 5 -                       | OUTLAP        | 103.4                    | 1:21.209        | <b>111.8</b> | 30.506        | 83.1        | 3:57.175            | 55.24        | 1:14.541 18:07:21.901 |
| 6 -                       | 50.412        | 107.7                    | 1:21.416        | 110.9        | 30.982        | 81.7        | 2:42.810 (2)        | 80.47        | 0.176 18:10:04.711    |
| 7 -                       | 50.398        | 109.8                    | <b>1:21.049</b> | 108.9        | 31.187        | 73.7        | <b>2:42.634 (1)</b> | <b>80.55</b> | <b>18:12:47.345</b>   |
| 8 -                       | 52.140        | 107.7                    | 1:21.552        | 111.6        | 30.443        | 82.9        | 2:44.135            | 79.82        | 1.501 18:15:31.480    |
| 9 -                       | <b>50.234</b> | 107.7                    | 1:21.824        | 110.7        | 30.892        | 81.4        | 2:42.950 (3)        | 80.40        | 0.316 18:18:14.430    |

| P48 15 THC                |               | Andreas HALUSA           |                 |              |               |             | Alfa Romeo 1600 GTA |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 2:42.387 |               | BEST LAP TIME : 2:42.904 |                 |              |               |             | DIFFERENCE : 0.517  |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH           | DIFF        | TIME OF DAY         |              |                     |
| 1 -                       | OUTLAP        | 86.0                     | 1:30.797        | 109.2        | 31.695        | 78.7        |                     |              | 17:55:13.218        |
| 2 -                       | 52.172        | 107.0                    | 1:24.260        | 110.1        | 31.551        | 79.8        | 2:47.983            | 77.99        | 5.079 17:58:01.201  |
| 3 -                       | 51.158        | 108.5                    | 1:22.841        | 111.6        | 31.508        | 77.6        | 2:45.507            | 79.16        | 2.603 18:00:46.708  |
| 4 -                       | 51.209        | 108.9                    | 1:22.661        | 111.6        | 30.178        | 80.4        | 2:44.048 (2)        | 79.86        | 1.144 18:03:30.756  |
| 5 -                       | 50.538        | 109.2                    | 1:22.848        | 112.4        | 31.239        | 79.4        | 2:44.625            | 79.58        | 1.721 18:06:15.381  |
| 6 -                       | 51.514        | 106.8                    | 1:23.321        | <b>115.1</b> | 30.670        | 79.0        | 2:45.505            | 79.16        | 2.601 18:09:00.886  |
| 7 -                       | 51.628        | 109.6                    | 1:22.715        | 113.1        | <b>30.080</b> | <b>81.4</b> | 2:44.423            | 79.68        | 1.519 18:11:45.309  |
| 8 -                       | 50.193        | 109.1                    | <b>1:22.245</b> | 114.5        | 30.466        | 81.0        | <b>2:42.904 (1)</b> | <b>80.42</b> | <b>18:14:28.213</b> |
| 9 -                       | <b>50.062</b> | <b>110.1</b>             | 1:22.346        | 109.8        | 31.975        | 78.4        | 2:44.383 (3)        | 79.70        | 1.479 18:17:12.596  |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - 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

| P49 54 THD                |               | NAIRN B / NAIRN C        |                 | Morris Mini Cooper S |               |             |                     |                             |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|-----------------------------|
| IDEAL LAP TIME : 2:43.017 |               | BEST LAP TIME : 2:43.163 |                 | DIFFERENCE : 0.146   |               |             |                     |                             |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY         |                             |
| 1 -                       | OUTLAP        | 98.9                     | 1:24.659        | 108.9                | 31.908        | 79.3        | 17:54:16.374        |                             |
| 2 -                       | 51.310        | 107.3                    | 1:22.422        | 107.5                | <b>30.404</b> | <b>81.5</b> | 2:44.136 (3)        | 79.82 0.973 17:57:00.510    |
| 3 -                       | <b>51.142</b> | 106.6                    | <b>1:21.471</b> | <b>109.4</b>         | 30.550        | 78.8        | <b>2:43.163 (1)</b> | <b>80.29 17:59:43.673</b>   |
| 4 -                       | 51.210        | <b>108.4</b>             | 1:21.915        | <b>109.4</b>         | 30.593        | 80.5        | 2:43.718 (2)        | 80.02 0.555 18:02:27.391    |
| 5 -                       | 54.681        | 101.5                    | 1:25.332        | 97.1                 | IN PIT        |             | 2:59.042 P          | 73.17 15.879 18:05:26.433   |
| 6 -                       | OUTLAP        | 100.0                    | 1:30.623        | 105.6                | 35.281        | 72.6        | 5:02.566            | 43.30 2:19.403 18:10:28.999 |
| 7 -                       | 55.830        | 100.7                    | 1:29.270        | 108.2                | 33.961        | 70.8        | 2:59.061            | 73.16 15.898 18:13:28.060   |
| 8 -                       | 55.931        | 102.7                    | 1:27.001        | 107.5                | 33.279        | 76.4        | 2:56.211            | 74.35 13.048 18:16:24.271   |
| 9 -                       | 54.785        | 102.7                    | 1:28.606        | 108.7                | 32.713        | 77.8        | 2:56.104            | 74.39 12.941 18:19:20.375   |

| P50 102 THD               |               | TURNER / GALLIFORD       |                 | Morris Mini Cooper S |               |             |                     |                             |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|-----------------------------|
| IDEAL LAP TIME : 2:42.335 |               | BEST LAP TIME : 2:43.570 |                 | DIFFERENCE : 1.235   |               |             |                     |                             |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY         |                             |
| 1 -                       | OUTLAP        | 102.4                    | 1:24.778        | 106.1                | 30.192        | 79.5        | 17:53:27.456        |                             |
| 2 -                       | 51.680        | 106.5                    | 1:22.210        | 108.0                | 30.464        | 79.0        | 2:44.354 (3)        | 79.71 0.784 17:56:11.810    |
| 3 -                       | 52.112        | 104.5                    | 1:21.536        | <b>109.2</b>         | <b>29.922</b> | <b>81.3</b> | <b>2:43.570 (1)</b> | <b>80.09 17:58:55.380</b>   |
| 4 -                       | 51.648        | 106.5                    | 1:22.794        | 106.6                | IN PIT        |             | 2:53.316 P          | 75.59 9.746 18:01:48.696    |
| 5 -                       | OUTLAP        | 104.6                    | 1:24.874        | 109.1                | 32.471        | 78.8        | 4:04.134            | 53.66 1:20.564 18:05:52.830 |
| 6 -                       | 51.794        | 105.1                    | 1:22.792        | 108.9                | 31.535        | 77.4        | 2:46.121            | 78.86 2.551 18:08:38.951    |
| 7 -                       | 51.838        | 106.0                    | 1:23.924        | 107.3                | 31.602        | 75.8        | 2:47.364            | 78.28 3.794 18:11:26.315    |
| 8 -                       | 52.094        | 105.1                    | 1:24.006        | 107.7                | 31.250        | 73.8        | 2:47.350            | 78.28 3.780 18:14:13.665    |
| 9 -                       | <b>51.299</b> | 106.3                    | 1:23.057        | 107.0                | 31.853        | 74.7        | 2:46.209            | 78.82 2.639 18:16:59.874    |
| 10 -                      | 51.591        | <b>107.8</b>             | <b>1:21.114</b> | <b>109.2</b>         | 31.161        | 75.6        | 2:43.866 (2)        | 79.95 0.296 18:19:43.740    |

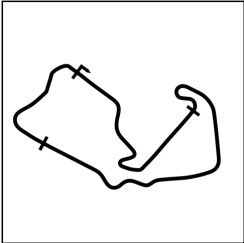
| P51 163 THA               |               | SIMPSON / KEARNEY        |                 | Studebaker 62V Lark V3 |               |             |                     |                           |
|---------------------------|---------------|--------------------------|-----------------|------------------------|---------------|-------------|---------------------|---------------------------|
| IDEAL LAP TIME : 2:48.254 |               | BEST LAP TIME : 2:48.254 |                 | DIFFERENCE : 0.000     |               |             |                     |                           |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME               | MPH           | DIFF        | TIME OF DAY         |                           |
| 1 -                       | OUTLAP        | 100.4                    | 1:27.547        | 95.8                   | 33.752        | 77.4        | 17:54:58.245        |                           |
| 2 -                       | 52.984        | <b>110.5</b>             | 1:24.444        | <b>114.5</b>           | 31.898        | <b>80.9</b> | 2:49.326 (2)        | 77.37 1.072 17:57:47.571  |
| 3 -                       | <b>51.955</b> | 109.1                    | <b>1:24.423</b> | 111.1                  | <b>31.876</b> | 77.8        | <b>2:48.254 (1)</b> | <b>77.86 18:00:35.825</b> |
| 4 -                       | 55.387        | 98.3                     | 1:31.836        | 76.2                   | IN PIT        |             | 3:08.620 P          | 69.46 20.366 18:03:44.445 |

| P52 22 THD                |               | BIRCHENHOUGH / TOPLISS   |                 | Austin Mini Cooper S |               |             |                     |                             |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|---------------------|-----------------------------|
| IDEAL LAP TIME : 2:48.082 |               | BEST LAP TIME : 2:48.626 |                 | DIFFERENCE : 0.544   |               |             |                     |                             |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY         |                             |
| 1 -                       | OUTLAP        | 86.0                     | 1:32.188        | 97.2                 | 35.156        | 72.0        | 17:55:17.432        |                             |
| 2 -                       | 54.934        | 94.9                     | 1:31.353        | 96.1                 | 34.595        | 73.9        | 3:00.882            | 72.43 12.256 17:58:18.314   |
| 3 -                       | 56.272        | 94.3                     | 1:28.696        | 102.7                | 32.631        | 75.7        | 2:57.599            | 73.77 8.973 18:01:15.913    |
| 4 -                       | 53.765        | 93.4                     | 1:26.900        | 103.7                | 31.842        | 78.6        | 2:52.507 (3)        | 75.94 3.881 18:04:08.420    |
| 5 -                       | 55.100        | 86.8                     | 1:28.941        | 97.8                 | IN PIT        |             | 3:08.041 P          | 69.67 19.415 18:07:16.461   |
| 6 -                       | OUTLAP        | 94.3                     | 1:26.025        | <b>107.7</b>         | 32.616        | 78.7        | 4:46.935            | 45.66 1:58.309 18:12:03.396 |
| 7 -                       | 54.205        | 97.9                     | 1:25.806        | 105.8                | <b>31.199</b> | <b>82.1</b> | 2:51.210 (2)        | 76.52 2.584 18:14:54.606    |
| 8 -                       | <b>52.007</b> | <b>105.0</b>             | <b>1:24.876</b> | 107.3                | 31.743        | 77.4        | <b>2:48.626 (1)</b> | <b>77.69 18:17:43.232</b>   |

| P53 123 THC               |               | POULTON M / POULTON A    |                 | Alfa Romeo Giulia Super |               |             |                     |                             |
|---------------------------|---------------|--------------------------|-----------------|-------------------------|---------------|-------------|---------------------|-----------------------------|
| IDEAL LAP TIME : 2:50.784 |               | BEST LAP TIME : 2:51.463 |                 | DIFFERENCE : 0.679      |               |             |                     |                             |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME                | MPH           | DIFF        | TIME OF DAY         |                             |
| 1 -                       | OUTLAP        | 94.9                     | 1:28.178        | 102.4                   | 33.019        | 77.6        | 17:53:50.598        |                             |
| 2 -                       | 55.254        | 99.1                     | 1:26.266        | 101.5                   | 31.856        | 77.3        | 2:53.376 (3)        | 75.56 1.913 17:56:43.974    |
| 3 -                       | 54.536        | 98.8                     | 1:27.771        | 101.6                   | 31.695        | 75.2        | 2:54.002            | 75.29 2.539 17:59:37.976    |
| 4 -                       | 54.890        | 99.2                     | 1:26.356        | 104.2                   | <b>31.510</b> | <b>78.5</b> | 2:52.756 (2)        | 75.83 1.293 18:02:30.732    |
| 5 -                       | <b>53.043</b> | 99.4                     | <b>1:26.231</b> | 103.8                   | 32.189        | 76.9        | <b>2:51.463 (1)</b> | <b>76.41 18:05:22.195</b>   |
| 6 -                       | 53.564        | <b>100.0</b>             | 1:27.358        | <b>104.5</b>            | IN PIT        |             | 3:01.273 P          | 72.27 9.810 18:08:23.468    |
| 7 -                       | OUTLAP        | 96.5                     | 1:29.789        | 103.2                   | 34.054        | 73.0        | 4:22.600            | 49.89 1:31.137 18:12:46.068 |
| 8 -                       | 56.837        | 99.1                     | 1:28.300        | <b>104.5</b>            | 32.444        | 74.7        | 2:57.581            | 73.77 6.118 18:15:43.649    |
| 9 -                       | 55.468        | 99.1                     | 1:28.029        | 102.9                   | 32.899        | 77.9        | 2:56.396            | 74.27 4.933 18:18:40.045    |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

QUALIFYING - RACE 19 - 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

| P54                       |  | 82       |  | THC      |                          | COMPTON GODDARD / GODDARD |  |          |  |                    | Alfa Romeo Giulia TI Super |        |  |              |  |
|---------------------------|--|----------|--|----------|--------------------------|---------------------------|--|----------|--|--------------------|----------------------------|--------|--|--------------|--|
| IDEAL LAP TIME : 2:52.771 |  |          |  |          | BEST LAP TIME : 2:53.233 |                           |  |          |  | DIFFERENCE : 0.462 |                            |        |  |              |  |
| LAP                       |  | SECTOR 1 |  | SECTOR 2 |                          | SECTOR 3                  |  | LAP TIME |  | MPH                |                            | DIFF   |  | TIME OF DAY  |  |
| 1 -                       |  |          |  |          |                          |                           |  |          |  |                    |                            |        |  | 17:55:12.678 |  |
| 2 -                       |  | OUTLAP   |  |          |                          |                           |  | 3:08.522 |  | 69.49              |                            | 15.289 |  | 17:58:21.200 |  |
| 3 -                       |  |          |  |          |                          |                           |  | 3:04.048 |  | 71.18              |                            | 10.815 |  | 18:01:25.248 |  |
| 4 -                       |  | OUTLAP   |  | 99.7     |                          | 1:28.927                  |  | 98.9     |  | 34.565             |                            | 76.2   |  | 8:34.191     |  |
| 5 -                       |  | 56.041   |  | 99.7     |                          | 1:28.867                  |  | 100.0    |  | 33.315             |                            | 74.5   |  | 2:58.223 (3) |  |
| 6 -                       |  | 56.396   |  | 100.9    |                          | 1:26.330                  |  | 102.1    |  | 33.318             |                            | 76.7   |  | 2:56.044 (2) |  |
| 7 -                       |  | 53.823   |  | 101.5    |                          | 1:26.792                  |  | 96.0     |  | 32.618             |                            | 75.5   |  | 2:53.233 (1) |  |
|                           |  |          |  |          |                          |                           |  |          |  | 75.63              |                            |        |  | 18:18:46.939 |  |

| P55              |  | 27       |  | THC      |                 | Charles NEARBURG |  |          |  |              | Alfa Romeo Giulia Sprint GTA |            |  |              |  |
|------------------|--|----------|--|----------|-----------------|------------------|--|----------|--|--------------|------------------------------|------------|--|--------------|--|
| IDEAL LAP TIME : |  |          |  |          | BEST LAP TIME : |                  |  |          |  | DIFFERENCE : |                              |            |  |              |  |
| LAP              |  | SECTOR 1 |  | SECTOR 2 |                 | SECTOR 3         |  | LAP TIME |  | MPH          |                              | DIFF       |  | TIME OF DAY  |  |
| 1 -              |  | OUTLAP   |  | 89.9     |                 | 1:38.906         |  | 78.5     |  | IN PIT       |                              | P          |  | 17:54:44.143 |  |
| 2 -              |  | OUTLAP   |  | 93.7     |                 | 1:33.188         |  | 98.9     |  | IN PIT       |                              | 7:45.518 P |  | 28.14        |  |
|                  |  |          |  |          |                 |                  |  |          |  |              |                              |            |  | 18:02:29.661 |  |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

QUALIFYING - RACE 19 - 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 |          | 2:14.845 |  |
| 1        | 41  | BROADBENT / MAR   | 45.923 | 600      | TORDOFF           | 1:13.367 | 113 | LYNN / LUNDY      | 15.555 | 1   | 113 | LYNN / LUNDY            | 2:22.160    | 2:35.766 | 13.606   |  |
| 2        | 600 | TORDOFF           | 46.006 | 41       | BROADBENT / MAR   | 1:13.940 | 3   | DUTTON            | 27.919 | 2   | 600 | TORDOFF                 | 2:27.316    | 2:27.406 | 0.090    |  |
| 3        | 63  | DAVISON           | 46.512 | 63       | DAVISON           | 1:14.067 | 600 | TORDOFF           | 27.943 | 3   | 41  | BROADBENT / MARD        | 2:28.426    | 2:28.713 | 0.287    |  |
| 4        | 99  | TAYLOR / PRIAULX  | 46.533 | 179      | SPIERS / GREENS   | 1:14.212 | 79  | DRAIN / GRIFFITHS | 28.104 | 4   | 63  | DAVISON                 | 2:28.854    | 2:29.531 | 0.677    |  |
| 5        | 10  | SHARP             | 46.547 | 49       | WHITAKER JNR      | 1:14.460 | 711 | SMITH             | 28.146 | 5   | 179 | SPIERS / GREENS         | 2:29.373    | 2:29.425 | 0.052    |  |
| 6        | 49  | WHITAKER JNR      | 46.596 | 99       | TAYLOR / PRIAULX  | 1:14.655 | 198 | GIDDINGS / STREA  | 28.248 | 6   | 49  | WHITAKER JNR            | 2:29.499    | 2:30.221 | 0.722    |  |
| 7        | 179 | SPIERS / GREENS   | 46.601 | 192      | THOMAS            | 1:15.027 | 63  | DAVISON           | 28.275 | 7   | 99  | TAYLOR / PRIAULX        | 2:29.519    | 2:29.932 | 0.413    |  |
| 8        | 47  | SHEPHERD / SHEP   | 46.690 | 10       | SHARP             | 1:15.285 | 170 | MITCHELL          | 28.284 | 8   | 192 | THOMAS                  | 2:30.429    | 2:30.634 | 0.205    |  |
| 9        | 192 | THOMAS            | 46.904 | 168      | RUSSELL / CHILLE  | 1:15.398 | 99  | TAYLOR / PRIAULX  | 28.331 | 9   | 10  | SHARP                   | 2:30.473    | 2:30.548 | 0.075    |  |
| 10       | 711 | SMITH             | 47.025 | 777      | ZISER / WEBB      | 1:15.846 | 49  | WHITAKER JNR      | 28.443 | 10  | 3   | DUTTON                  | 2:31.142    | 2:31.846 | 0.704    |  |
| 11       | 198 | GIDDINGS / STREA  | 47.076 | 119      | RUDDELL           | 1:15.869 | 192 | THOMAS            | 28.498 | 11  | 198 | GIDDINGS / STREAT       | 2:31.409    | 2:31.630 | 0.221    |  |
| 12       | 3   | DUTTON            | 47.172 | 9        | DAVIES            | 1:15.931 | 193 | BULLEN-BROWN      | 28.555 | 12  | 711 | SMITH                   | 2:31.411    | 2:31.902 | 0.491    |  |
| 13       | 168 | RUSSELL / CHILLE  | 47.179 | 3        | DUTTON            | 1:16.051 | 179 | SPIERS / GREENS   | 28.560 | 13  | 47  | SHEPHERD / SHEPHI       | 2:31.632    | 2:32.308 | 0.676    |  |
| 14       | 777 | ZISER / WEBB      | 47.187 | 47       | SHEPHERD / SHEP   | 1:16.052 | 41  | BROADBENT / MAR   | 28.563 | 14  | 777 | ZISER / WEBB            | 2:31.722    | 2:32.112 | 0.390    |  |
| 15       | 119 | RUDDELL           | 47.209 | 198      | GIDDINGS / STREA  | 1:16.085 | 17  | TOMLIN            | 28.633 | 15  | 168 | RUSSELL / CHILLEYS      | 2:31.759    | 2:31.999 | 0.240    |  |
| 16       | 16  | JOHNSON / ROSS    | 47.342 | 79       | DRAIN / GRIFFITHS | 1:16.190 | 10  | SHARP             | 28.641 | 16  | 79  | DRAIN / GRIFFITHS       | 2:31.849    | 2:33.083 | 1.234    |  |
| 17       | 66  | FENN              | 47.464 | 711      | SMITH             | 1:16.240 | 18  | BARTON            | 28.657 | 17  | 119 | RUDDELL                 | 2:32.023    | 2:32.578 | 0.555    |  |
| 18       | 170 | MITCHELL          | 47.487 | 16       | JOHNSON / ROSS    | 1:16.298 | 777 | ZISER / WEBB      | 28.689 | 18  | 170 | MITCHELL                | 2:32.112    | 2:32.402 | 0.290    |  |
| 19       | 9   | DAVIES            | 47.517 | 170      | MITCHELL          | 1:16.341 | 9   | DAVIES            | 28.853 | 19  | 9   | DAVIES                  | 2:32.301    | 2:32.610 | 0.309    |  |
| 20       | 79  | DRAIN / GRIFFITHS | 47.555 | 116      | MATHIESON / MANI  | 1:16.575 | 56  | CUNNINGTON        | 28.861 | 20  | 16  | JOHNSON / ROSS          | 2:32.617    | 2:33.023 | 0.406    |  |
| 21       | 19  | MCALPINE          | 47.831 | 96       | SCOTT ANDREWS     | 1:16.741 | 23  | HACK A / HACK F   | 28.875 | 21  | 66  | FENN                    | 2:33.556    | 2:34.448 | 0.892    |  |
| 22       | 26  | SOWTER            | 47.833 | 66       | FENN              | 1:16.940 | 47  | SHEPHERD / SHEP   | 28.890 | 22  | 17  | TOMLIN                  | 2:33.946    | 2:35.773 | 1.827    |  |
| 23       | 135 | REYNOLDS / QUIN   | 47.845 | 149      | NYBLAEUS / WELC   | 1:17.017 | 119 | RUDDELL           | 28.945 | 23  | 116 | MATHIESON / MANN        | 2:34.030    | 2:34.112 | 0.082    |  |
| 24       | 116 | MATHIESON / MANI  | 47.900 | 19       | MCALPINE          | 1:17.047 | 135 | REYNOLDS / QUIN   | 28.960 | 24  | 149 | NYBLAEUS / WELCH        | 2:34.123    | 2:34.123 | 0.000    |  |
| 25       | 149 | NYBLAEUS / WELC   | 47.939 | 60       | FISHER            | 1:17.215 | 16  | JOHNSON / ROSS    | 28.977 | 25  | 135 | REYNOLDS / QUINTE       | 2:34.337    | 2:34.337 | 0.000    |  |
| 26       | 17  | TOMLIN            | 48.063 | 17       | TOMLIN            | 1:17.250 | 71  | THOMPSON / NEWI   | 28.988 | 26  | 60  | FISHER                  | 2:34.438    | 2:34.802 | 0.364    |  |
| 27       | 60  | FISHER            | 48.083 | 135      | REYNOLDS / QUIN   | 1:17.532 | 7   | BURNETT           | 29.061 | 27  | 96  | SCOTT ANDREWS           | 2:34.591    | 2:34.591 | 0.000    |  |
| 28       | 712 | SMITH             | 48.163 | 69       | WILLS R / WILLS G | 1:17.666 | 60  | FISHER            | 29.140 | 28  | 19  | MCALPINE                | 2:34.612    | 2:35.302 | 0.690    |  |
| 29       | 71  | THOMPSON / NEWI   | 48.229 | 712      | SMITH             | 1:17.683 | 66  | FENN              | 29.152 | 29  | 18  | BARTON                  | 2:35.045    | 2:35.498 | 0.453    |  |
| 30       | 96  | SCOTT ANDREWS     | 48.261 | 18       | BARTON            | 1:17.707 | 149 | NYBLAEUS / WELC   | 29.167 | 30  | 712 | SMITH                   | 2:35.174    | 2:35.174 | 0.000    |  |
| 31       | 193 | BULLEN-BROWN      | 48.603 | 44       | KJALLGREN G / KJ  | 1:17.737 | 168 | RUSSELL / CHILLE  | 29.182 | 31  | 71  | THOMPSON / NEWI         | 2:35.248    | 2:36.181 | 0.933    |  |
| 32       | 18  | BARTON            | 48.681 | 113      | LYNN / LUNDY      | 1:17.919 | 888 | WHEELER           | 29.249 | 32  | 193 | BULLEN-BROWN            | 2:35.765    | 2:36.168 | 0.403    |  |
| 33       | 113 | LYNN / LUNDY      | 48.686 | 71       | THOMPSON / NEWI   | 1:18.031 | 44  | KJALLGREN G / KJ  | 29.300 | 33  | 26  | SOWTER                  | 2:35.818    | 2:37.124 | 1.306    |  |
| 34       | 56  | CUNNINGTON        | 48.757 | 26       | SOWTER            | 1:18.599 | 155 | EDMUNDS           | 29.308 | 34  | 69  | WILLS R / WILLS G       | 2:35.877    | 2:36.594 | 0.717    |  |
| 35       | 69  | WILLS R / WILLS G | 48.800 | 193      | BULLEN-BROWN      | 1:18.607 | 712 | SMITH             | 29.328 | 35  | 44  | KJALLGREN G / KJAL      | 2:36.044    | 2:36.044 | 0.000    |  |
| 36       | 223 | TOWNSEND          | 48.964 | 13       | MCGURK / LAW      | 1:19.055 | 223 | TOWNSEND          | 29.363 | 36  | 56  | CUNNINGTON              | 2:37.127    | 2:37.797 | 0.670    |  |
| 37       | 44  | KJALLGREN G / KJ  | 49.007 | 223      | TOWNSEND          | 1:19.249 | 26  | SOWTER            | 29.386 | 37  | 223 | TOWNSEND                | 2:37.576    | 2:37.844 | 0.268    |  |
| 38       | 888 | WHEELER           | 49.299 | 56       | CUNNINGTON        | 1:19.509 | 13  | MCGURK / LAW      | 29.399 | 38  | 13  | MCGURK / LAW            | 2:38.137    | 2:38.819 | 0.682    |  |
| 39       | 7   | BURNETT           | 49.524 | 23       | HACK A / HACK F   | 1:19.572 | 69  | WILLS R / WILLS G | 29.411 | 39  | 888 | WHEELER                 | 2:38.305    | 2:38.326 | 0.021    |  |
| 40       | 13  | MCGURK / LAW      | 49.683 | 888      | WHEELER           | 1:19.757 | 101 | WOODROW S / WO    | 29.474 | 40  | 23  | HACK A / HACK F         | 2:38.343    | 2:38.933 | 0.590    |  |
| 41       | 23  | HACK A / HACK F   | 49.896 | 7        | BURNETT           | 1:19.945 | 116 | MATHIESON / MANI  | 29.555 | 41  | 7   | BURNETT                 | 2:38.530    | 2:39.195 | 0.665    |  |
| 42       | 15  | HALUSA            | 50.062 | 101      | WOODROW S / WO    | 1:20.353 | 96  | SCOTT ANDREWS     | 29.589 | 42  | 101 | WOODROW S / WOO         | 2:39.917    | 2:42.349 | 2.432    |  |
| 43       | 101 | WOODROW S / WO    | 50.090 | 151      | THOM              | 1:21.049 | 19  | MCALPINE          | 29.734 | 43  | 155 | EDMUNDS                 | 2:40.859    | 2:40.955 | 0.096    |  |
| 44       | 151 | THOM              | 50.234 | 155      | EDMUNDS           | 1:21.054 | 102 | TURNER / GALLIFO  | 29.922 | 44  | 151 | THOM                    | 2:41.638    | 2:42.634 | 0.996    |  |
| 45       | 155 | EDMUNDS           | 50.497 | 14       | HORROBIN / PALMI  | 1:21.087 | 14  | HORROBIN / PALMI  | 30.057 | 45  | 14  | HORROBIN / PALMEF       | 2:41.719    | 2:42.629 | 0.910    |  |
| 46       | 14  | HORROBIN / PALMI  | 50.575 | 102      | TURNER / GALLIFO  | 1:21.114 | 15  | HALUSA            | 30.080 | 46  | 102 | TURNER / GALLIFOR       | 2:42.335    | 2:43.570 | 1.235    |  |
| 47       | 54  | NAIRN B / NAIRN C | 51.142 | 54       | NAIRN B / NAIRN C | 1:21.471 | 151 | THOM              | 30.355 | 47  | 15  | HALUSA                  | 2:42.387    | 2:42.904 | 0.517    |  |
| 48       | 102 | TURNER / GALLIFO  | 51.299 | 15       | HALUSA            | 1:22.245 | 54  | NAIRN B / NAIRN C | 30.404 | 48  | 54  | NAIRN B / NAIRN C       | 2:43.017    | 2:43.163 | 0.146    |  |
| 49       | 163 | SIMPSON / KEARNI  | 51.955 | 163      | SIMPSON / KEARNI  | 1:24.423 | 22  | BIRCHENHOUGH /    | 31.199 | 49  | 22  | BIRCHENHOUGH / T        | 2:48.082    | 2:48.626 | 0.544    |  |
| 50       | 22  | BIRCHENHOUGH /    | 52.007 | 22       | BIRCHENHOUGH /    | 1:24.876 | 123 | POULTON M / POUI  | 31.510 | 50  | 163 | SIMPSON / KEARNEY       | 2:48.254    | 2:48.254 | 0.000    |  |
| 51       | 123 | POULTON M / POUI  | 53.043 | 123      | POULTON M / POUI  | 1:26.231 | 163 | SIMPSON / KEARNI  | 31.876 | 51  | 123 | POULTON M / POULT       | 2:50.784    | 2:51.463 | 0.679    |  |
| 52       | 82  | COMPTON GODDA     | 53.823 | 82       | COMPTON GODDA     | 1:26.330 | 82  | COMPTON GODDA     | 32.618 | 52  | 82  | COMPTON GODDARI         | 2:52.771    | 2:53.233 | 0.462    |  |
| 53       |     |                   |        | 27       | NEARBURG          | 1:33.188 |     |                   |        | 53  | 27  | NEARBURG                |             |          |          |  |
| 54       |     |                   |        |          |                   |          |     |                   |        | 54  | 213 | WOLFE / TINKLER         |             | 2:34.514 |          |  |
| 55       |     |                   |        |          |                   |          |     |                   |        | 55  | 34  | BALFE / ASHTON          |             | 2:34.861 |          |  |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## QUALIFYING - RACE 19 - BEST SPEEDS

| INTERMEDIATE 1 |     |                           |       | INTERMEDIATE 2 |                           |       | FINISH LINE |                           |      |
|----------------|-----|---------------------------|-------|----------------|---------------------------|-------|-------------|---------------------------|------|
| POS            | NO  | NAME                      | MPH   | NO             | NAME                      | MPH   | NO          | NAME                      | MPH  |
| 1              | 600 | TORDOFF                   | 132.6 | 96             | SCOTT ANDREWS             | 138.0 | 41          | BROADBENT / MARDENBOROU   | 91.5 |
| 2              | 10  | SHARP                     | 131.0 | 600            | TORDOFF                   | 137.7 | 168         | RUSSELL / CHILLEYSTONE    | 90.3 |
| 3              | 47  | SHEPHERD / SHEPHERD       | 130.5 | 9              | DAVIES                    | 137.5 | 49          | WHITAKER JNR              | 90.1 |
| 4              | 41  | BROADBENT / MARDENBOROU   | 130.3 | 192            | THOMAS                    | 137.2 | 99          | TAYLOR / PRIAULX          | 89.9 |
| 5              | 192 | THOMAS                    | 130.3 | 63             | DAVISON                   | 136.6 | 19          | MCALPINE                  | 89.9 |
| 6              | 99  | TAYLOR / PRIAULX          | 129.8 | 49             | WHITAKER JNR              | 136.6 | 179         | SPIERS / GREENSALL        | 89.8 |
| 7              | 63  | DAVISON                   | 128.0 | 99             | TAYLOR / PRIAULX          | 136.3 | 600         | TORDOFF                   | 89.7 |
| 8              | 16  | JOHNSON / ROSS            | 127.0 | 47             | SHEPHERD / SHEPHERD       | 135.5 | 63          | DAVISON                   | 89.7 |
| 9              | 96  | SCOTT ANDREWS             | 127.0 | 179            | SPIERS / GREENSALL        | 135.2 | 119         | RUDDELL                   | 89.1 |
| 10             | 19  | MCALPINE                  | 126.3 | 16             | JOHNSON / ROSS            | 135.2 | 198         | GIDDINGS / STREATHER      | 88.8 |
| 11             | 119 | RUDDELL                   | 126.1 | 19             | MCALPINE                  | 135.2 | 3           | DUTTON                    | 88.7 |
| 12             | 179 | SPIERS / GREENSALL        | 125.9 | 41             | BROADBENT / MARDENBOROU   | 135.0 | 711         | SMITH                     | 88.7 |
| 13             | 9   | DAVIES                    | 125.2 | 168            | RUSSELL / CHILLEYSTONE    | 135.0 | 47          | SHEPHERD / SHEPHERD       | 88.7 |
| 14             | 168 | RUSSELL / CHILLEYSTONE    | 124.9 | 10             | SHARP                     | 134.4 | 777         | ZISER / WEBB              | 88.6 |
| 15             | 66  | FENN                      | 124.2 | 116            | MATHIESON / MANN          | 133.9 | 9           | DAVIES                    | 88.6 |
| 16             | 149 | NYBLAEUS / WELCH          | 123.8 | 119            | RUDDELL                   | 132.1 | 10          | SHARP                     | 88.4 |
| 17             | 60  | FISHER                    | 123.5 | 149            | NYBLAEUS / WELCH          | 131.5 | 192         | THOMAS                    | 88.3 |
| 18             | 116 | MATHIESON / MANN          | 123.3 | 66             | FENN                      | 130.8 | 170         | MITCHELL                  | 88.0 |
| 19             | 49  | WHITAKER JNR              | 122.9 | 44             | KJALLGREN G / KJALLGREN S | 130.8 | 96          | SCOTT ANDREWS             | 87.9 |
| 20             | 777 | ZISER / WEBB              | 122.4 | 777            | ZISER / WEBB              | 130.5 | 26          | SOWTER                    | 87.9 |
| 21             | 79  | DRAIN / GRIFFITHS         | 122.2 | 26             | SOWTER                    | 130.0 | 66          | FENN                      | 87.8 |
| 22             | 26  | SOWTER                    | 121.1 | 60             | FISHER                    | 129.5 | 712         | SMITH                     | 87.8 |
| 23             | 69  | WILLS R / WILLS G         | 120.6 | 69             | WILLS R / WILLS G         | 127.5 | 79          | DRAIN / GRIFFITHS         | 87.7 |
| 24             | 44  | KJALLGREN G / KJALLGREN S | 120.0 | 3              | DUTTON                    | 122.2 | 116         | MATHIESON / MANN          | 87.7 |
| 25             | 3   | DUTTON                    | 119.1 | 79             | DRAIN / GRIFFITHS         | 120.0 | 16          | JOHNSON / ROSS            | 87.6 |
| 26             | 198 | GIDDINGS / STREATHER      | 118.7 | 170            | MITCHELL                  | 119.1 | 71          | THOMPSON / NEWHEY         | 87.4 |
| 27             | 711 | SMITH                     | 117.9 | 56             | CUNNINGTON                | 118.7 | 135         | REYNOLDS / QUINTERO       | 87.0 |
| 28             | 712 | SMITH                     | 117.3 | 198            | GIDDINGS / STREATHER      | 118.3 | 44          | KJALLGREN G / KJALLGREN S | 86.9 |
| 29             | 17  | TOMLIN                    | 117.3 | 712            | SMITH                     | 118.1 | 18          | BARTON                    | 86.7 |
| 30             | 170 | MITCHELL                  | 116.7 | 13             | MCGURK / LAW              | 117.9 | 17          | TOMLIN                    | 86.3 |
| 31             | 71  | THOMPSON / NEWHEY         | 115.9 | 711            | SMITH                     | 117.5 | 69          | WILLS R / WILLS G         | 86.3 |
| 32             | 56  | CUNNINGTON                | 114.9 | 17             | TOMLIN                    | 117.3 | 149         | NYBLAEUS / WELCH          | 86.2 |
| 33             | 13  | MCGURK / LAW              | 114.9 | 71             | THOMPSON / NEWHEY         | 117.3 | 60          | FISHER                    | 86.1 |
| 34             | 135 | REYNOLDS / QUINTERO       | 114.7 | 18             | BARTON                    | 116.1 | 223         | TOWNSEND                  | 85.9 |
| 35             | 223 | TOWNSEND                  | 113.7 | 135            | REYNOLDS / QUINTERO       | 115.7 | 113         | LYNN / LUNDY              | 85.7 |
| 36             | 18  | BARTON                    | 112.7 | 113            | LYNN / LUNDY              | 115.5 | 13          | MCGURK / LAW              | 85.5 |
| 37             | 113 | LYNN / LUNDY              | 112.5 | 15             | HALUSA                    | 115.1 | 56          | CUNNINGTON                | 85.0 |
| 38             | 151 | THOM                      | 110.9 | 223            | TOWNSEND                  | 114.7 | 151         | THOM                      | 84.7 |
| 39             | 163 | SIMPSON / KEARNEY         | 110.5 | 163            | SIMPSON / KEARNEY         | 114.5 | 193         | BULLEN-BROWN              | 84.2 |
| 40             | 14  | HORROBIN / PALMER         | 110.3 | 14             | HORROBIN / PALMER         | 112.9 | 888         | WHEELER                   | 84.0 |
| 41             | 15  | HALUSA                    | 110.1 | 151            | THOM                      | 111.8 | 7           | BURNETT                   | 83.7 |
| 42             | 7   | BURNETT                   | 109.2 | 7              | BURNETT                   | 110.5 | 101         | WOODROW S / WOODROW A     | 83.3 |
| 43             | 193 | BULLEN-BROWN              | 108.4 | 101            | WOODROW S / WOODROW A     | 110.1 | 23          | HACK A / HACK F           | 83.2 |
| 44             | 54  | NAIRN B / NAIRN C         | 108.4 | 54             | NAIRN B / NAIRN C         | 109.4 | 14          | HORROBIN / PALMER         | 83.0 |
| 45             | 102 | TURNER / GALLIFORD        | 107.8 | 102            | TURNER / GALLIFORD        | 109.2 | 155         | EDMUNDS                   | 82.5 |
| 46             | 888 | WHEELER                   | 107.0 | 193            | BULLEN-BROWN              | 109.1 | 22          | BIRCHENHOUGH / TOPLISS    | 82.1 |
| 47             | 101 | WOODROW S / WOODROW A     | 106.6 | 888            | WHEELER                   | 108.9 | 54          | NAIRN B / NAIRN C         | 81.5 |
| 48             | 23  | HACK A / HACK F           | 105.1 | 22             | BIRCHENHOUGH / TOPLISS    | 107.7 | 15          | HALUSA                    | 81.4 |
| 49             | 155 | EDMUNDS                   | 105.0 | 23             | HACK A / HACK F           | 107.5 | 102         | TURNER / GALLIFORD        | 81.3 |
| 50             | 22  | BIRCHENHOUGH / TOPLISS    | 105.0 | 155            | EDMUNDS                   | 107.5 | 163         | SIMPSON / KEARNEY         | 80.9 |
| 51             | 82  | COMPTON GODDARD / GODDAI  | 101.5 | 123            | POULTON M / POULTON A     | 104.5 | 123         | POULTON M / POULTON A     | 78.5 |
| 52             | 123 | POULTON M / POULTON A     | 100.0 | 82             | COMPTON GODDARD / GODDAI  | 102.1 | 82          | COMPTON GODDARD / GODDAI  | 76.7 |
| 53             | 27  | NEARBURG                  | 93.7  | 27             | NEARBURG                  | 98.9  |             |                           |      |
| 54             |     |                           |       |                |                           |       |             |                           |      |
| 55             |     |                           |       |                |                           |       |             |                           |      |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

QUALIFYING - RACE 19 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 55                        |
| Planned Start          | 2024-08-23 @ 17:50:00.000 |
| Actual Start           | 2024-08-23 @ 17:49:58.745 |
| Finish Time            | 2024-08-23 @ 18:17:02.310 |
| Track Length           | 3.6393mi.                 |
| Total Laps             | 503                       |
| Total Distance Covered | 1830.6036mi.              |

Session Fastest Lap History

| NO  | CL  | NAME                      | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----|---------------------------|----------|--------------|-----|--------------------|
| 99  | THA | TAYLOR / PRIAULX          | 2:30.594 | 17:55:43.773 | 2   | Ford Mustang       |
| 41  | THA | BROADBENT / MARDENBOROUGH | 2:29.389 | 17:55:44.722 | 2   | Ford Mustang       |
| 600 | THA | Sam TORDOFF               | 2:28.739 | 17:56:01.865 | 2   | Ford Falcon Sprint |
| 600 | THA | Sam TORDOFF               | 2:28.054 | 17:58:29.920 | 3   | Ford Falcon Sprint |
| 600 | THA | Sam TORDOFF               | 2:27.406 | 18:05:58.369 | 6   | Ford Falcon Sprint |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:49:58.745 |
| FINISH | 18:17:02.310 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 11         | 31:02.370  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)  
QUALIFYING - RACE 19 - STATISTICS

CLASS : THC 21 Starters

Fastest Lap History

| NO  | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----------------------|----------|--------------|-----|--------------------|
| 71  | THOMPSON / NEWHEY    | 2:38.043 | 17:55:56.806 | 2   | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 2:32.591 | 17:55:58.194 | 2   | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 2:31.630 | 18:01:02.677 | 4   | Ford Lotus Cortina |

## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### QUALIFYING - RACE 19 - STATISTICS

CLASS : THA

24 Starters

#### Fastest Lap History

| NO  | NAME                      | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|---------------------------|----------|--------------|-----|--------------------|
| 99  | TAYLOR / PRIAULX          | 2:30.594 | 17:55:43.773 | 2   | Ford Mustang       |
| 41  | BROADBENT / MARDENBOROUGH | 2:29.389 | 17:55:44.722 | 2   | Ford Mustang       |
| 600 | Sam TORDOFF               | 2:28.739 | 17:56:01.865 | 2   | Ford Falcon Sprint |
| 600 | Sam TORDOFF               | 2:28.054 | 17:58:29.920 | 3   | Ford Falcon Sprint |
| 600 | Sam TORDOFF               | 2:27.406 | 18:05:58.369 | 6   | Ford Falcon Sprint |

## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### QUALIFYING - RACE 19 - STATISTICS

CLASS : THD

9 Starters

#### Fastest Lap History

| NO  | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE              |
|-----|-----------------------|----------|--------------|-----|----------------------|
| 102 | TURNER / GALLIFORD    | 2:44.354 | 17:56:11.810 | 2   | Morris Mini Cooper S |
| 101 | WOODROW S / WOODROW A | 2:43.187 | 17:56:36.581 | 2   | Morris Mini Cooper S |
| 23  | HACK A / HACK F       | 2:41.140 | 17:56:37.733 | 2   | Morris Mini Cooper S |
| 23  | HACK A / HACK F       | 2:40.571 | 17:59:18.304 | 3   | Morris Mini Cooper S |
| 7   | Mark BURNETT          | 2:39.483 | 17:59:49.199 | 3   | Austin Mini Cooper S |
| 888 | Daniel WHEELER        | 2:39.446 | 17:59:53.910 | 3   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN     | 2:37.269 | 18:00:14.400 | 3   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN     | 2:36.557 | 18:02:50.956 | 4   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN     | 2:36.168 | 18:11:02.917 | 7   | Austin Mini Cooper S |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

QUALIFYING - RACE 19 - STATISTICS

CLASS : THB 1 Starters

Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|--------------|----------|--------------|-----|---------------|
| 18 | Harry BARTON | 2:39.771 | 17:57:22.404 | 2   | BMW 1800 Tisa |
| 18 | Harry BARTON | 2:36.249 | 18:02:52.081 | 4   | BMW 1800 Tisa |
| 18 | Harry BARTON | 2:35.498 | 18:10:49.697 | 7   | BMW 1800 Tisa |



## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### RACE 19 - GRID (45 minutes) - AMENDED

| Sheet No: | Issue Time: |
|-----------|-------------|
|-----------|-------------|

|                                                                                      |    |                                              |    |                                                 |
|--------------------------------------------------------------------------------------|----|----------------------------------------------|----|-------------------------------------------------|
| ROW 27                                                                               | 53 | <b>27</b> Charles NEARBURG                   |    |                                                 |
| ROW 26                                                                               | 51 | 2:51.463<br><b>123</b> POULTON A / POULTON M | 52 | 2:53.233<br><b>82</b> GODDARD / COMPTON GODDARD |
| ROW 25                                                                               | 49 | 2:48.254<br><b>163</b> SIMPSON / KEARNEY     | 50 | 2:48.626<br><b>22</b> BIRCHENHOUGH / TOPLISS    |
| ROW 24                                                                               | 47 | 2:43.163<br><b>54</b> NAIRN B / NAIRN C      | 48 | 2:43.570<br><b>102</b> TURNER / GALLIFORD       |
| ROW 23                                                                               | 45 | 2:38.933<br><b>23</b> HACK A / HACK F        | 46 | 2:42.904<br><b>15</b> Andreas HALUSA            |
| ROW 22                                                                               | 43 | 2:42.629<br><b>14</b> HORROBIN / PALMER      | 44 | 2:42.634<br><b>151</b> Allan THOM               |
| ROW 21                                                                               | 41 | 2:40.955<br><b>155</b> Christopher EDMUNDS   | 42 | 2:42.349<br><b>101</b> WOODROW S / WOODROW A    |
| ROW 20                                                                               | 39 | 2:38.326<br><b>888</b> Daniel WHEELER        | 40 | 2:39.195<br><b>7</b> Mark BURNETT               |
| ROW 19                                                                               | 37 | 2:37.797<br><b>56</b> Adam CUNNINGTON        | 38 | 2:37.844<br><b>223</b> Garry TOWNSEND           |
| ROW 18                                                                               | 35 | 2:36.594<br><b>69</b> WILLS R / WILLS G      | 36 | 2:37.124<br><b>26</b> Colin SOWTER              |
| ROW 17                                                                               | 33 | 2:36.168<br><b>193</b> Phil BULLEN-BROWN     | 34 | 2:36.181<br><b>71</b> THOMPSON / NEWEY          |
| ROW 16                                                                               | 31 | 2:35.773<br><b>17</b> David TOMLIN           | 32 | 2:36.044<br><b>44</b> KJALLGREN G / KJALLGREN S |
| ROW 15                                                                               | 29 | 2:35.498<br><b>18</b> Harry BARTON           | 30 | 2:35.766<br><b>113</b> LYNN / LUNDY             |
| ROW 14                                                                               | 27 | 2:35.174<br><b>712</b> Peter SMITH           | 28 | 2:35.302<br><b>19</b> Richard MCALPINE          |
| ROW 13                                                                               | 25 | 2:34.591<br><b>96</b> Tim SCOTT ANDREWS      | 26 | 2:34.802<br><b>60</b> Neil FISHER               |
| ROW 12                                                                               | 23 | 2:34.448<br><b>66</b> Rob FENN               | 24 | 2:34.514<br><b>213</b> WOLFE / TINKLER          |
| ROW 11                                                                               | 21 | 2:34.123<br><b>149</b> NYBLAEUS / WELCH      | 22 | 2:34.337<br><b>135</b> REYNOLDS / QUINTERO      |
| ROW 10                                                                               | 19 | 2:33.083<br><b>79</b> DRAIN / GRIFFITHS      | 20 | 2:34.112<br><b>116</b> MATHIESON / MANN         |
| ROW 9                                                                                | 17 | 2:32.610<br><b>9</b> Craig DAVIES            | 18 | 2:33.023<br><b>16</b> ROSS / JOHNSON            |
| ROW 8                                                                                | 15 | 2:32.402<br><b>170</b> Jonathan MITCHELL     | 16 | 2:32.578<br><b>119</b> Jack RUDELL              |
| ROW 7                                                                                | 13 | 2:32.112<br><b>777</b> ZISER / WEBB          | 14 | 2:32.308<br><b>47</b> SHEPHERD B / SHEPHERD F   |
| ROW 6                                                                                | 11 | 2:31.902<br><b>711</b> Guy SMITH             | 12 | 2:31.999<br><b>168</b> RUSSELL / CHILLEYSTONE   |
| ROW 5                                                                                | 9  | 2:31.630<br><b>198</b> GIDDINGS / STREATHER  | 10 | 2:31.846<br><b>3</b> Richard DUTTON             |
| ROW 4                                                                                | 7  | 2:30.548<br><b>10</b> Tom SHARP              | 8  | 2:30.634<br><b>192</b> Julian THOMAS            |
| ROW 3                                                                                | 5  | 2:29.932<br><b>99</b> TAYLOR / PRIAULX       | 6  | 2:30.221<br><b>49</b> Michael WHITAKER JNR      |
| ROW 2                                                                                | 3  | 2:29.425<br><b>179</b> GREENSALL / SPIERS    | 4  | 2:29.531<br><b>63</b> John DAVISON              |
| ROW 1                                                                                | 1  | 2:27.406<br><b>600</b> Sam TORDOFF           | 2  | 2:28.713<br><b>41</b> MARDENBOROUGH / BROADBENT |
| Pole                                                                                 |    |                                              |    |                                                 |
|  |    |                                              |    |                                                 |

#### Comments:

Car 23 - 5 position grid place penalty for causing a collision in qualifying.  
Cars 13 & 34 - withdrawn.

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

Silverstone Historic GP: 3.6393 miles

|                               |           |                         |  |
|-------------------------------|-----------|-------------------------|--|
| Clerk Of Course: Julian Floyd | Stewards: | Timekeeper: Nick Palmer |  |
|-------------------------------|-----------|-------------------------|--|



## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### RACE 19 - GRID (45 minutes)

| Sheet No: | Issue Time: |
|-----------|-------------|
|-----------|-------------|

|        |    |            |                                   |    |                                                 |
|--------|----|------------|-----------------------------------|----|-------------------------------------------------|
| ROW 27 | 53 | <b>27</b>  | Charles NEARBURG                  |    |                                                 |
| ROW 26 | 51 | <b>123</b> | 2:51.463<br>POULTON M / POULTON A | 52 | <b>82</b> 2:53.233<br>COMPTON GODDARD / GODDARD |
| ROW 25 | 49 | <b>163</b> | 2:48.254<br>SIMPSON / KEARNEY     | 50 | <b>22</b> 2:48.626<br>BIRCHENHOUGH / TOPLISS    |
| ROW 24 | 47 | <b>54</b>  | 2:43.163<br>NAIRN B / NAIRN C     | 48 | <b>102</b> 2:43.570<br>TURNER / GALLIFORD       |
| ROW 23 | 45 | <b>151</b> | 2:42.634<br>Allan THOM            | 46 | <b>15</b> 2:42.904<br>Andreas HALUSA            |
| ROW 22 | 43 | <b>101</b> | 2:42.349<br>WOODROW S / WOODROW A | 44 | <b>14</b> 2:42.629<br>HORROBIN / PALMER         |
| ROW 21 | 41 | <b>7</b>   | 2:39.195<br>Mark BURNETT          | 42 | <b>155</b> 2:40.955<br>Christopher EDMUNDS      |
| ROW 20 | 39 | <b>888</b> | 2:38.326<br>Daniel WHEELER        | 40 | <b>23</b> 2:38.933<br>HACK A / HACK F           |
| ROW 19 | 37 | <b>56</b>  | 2:37.797<br>Adam CUNNINGTON       | 38 | <b>223</b> 2:37.844<br>Garry TOWNSEND           |
| ROW 18 | 35 | <b>69</b>  | 2:36.594<br>WILLS R / WILLS G     | 36 | <b>26</b> 2:37.124<br>Colin SOWTER              |
| ROW 17 | 33 | <b>193</b> | 2:36.168<br>Phil BULLEN-BROWN     | 34 | <b>71</b> 2:36.181<br>THOMPSON / NEWHEY         |
| ROW 16 | 31 | <b>17</b>  | 2:35.773<br>David TOMLIN          | 32 | <b>44</b> 2:36.044<br>KJALLGREN G / KJALLGREN S |
| ROW 15 | 29 | <b>18</b>  | 2:35.498<br>Harry BARTON          | 30 | <b>113</b> 2:35.766<br>LYNN / LUNDY             |
| ROW 14 | 27 | <b>712</b> | 2:35.174<br>Peter SMITH           | 28 | <b>19</b> 2:35.302<br>Richard MCALPINE          |
| ROW 13 | 25 | <b>96</b>  | 2:34.591<br>Tim SCOTT ANDREWS     | 26 | <b>60</b> 2:34.802<br>Neil FISHER               |
| ROW 12 | 23 | <b>66</b>  | 2:34.448<br>Rob FENN              | 24 | <b>213</b> 2:34.514<br>WOLFE / TINKLER          |
| ROW 11 | 21 | <b>149</b> | 2:34.123<br>NYBLAEUS / WELCH      | 22 | <b>135</b> 2:34.337<br>REYNOLDS / QUINTERO      |
| ROW 10 | 19 | <b>79</b>  | 2:33.083<br>DRAIN / GRIFFITHS     | 20 | <b>116</b> 2:34.112<br>MATHIESON / MANN         |
| ROW 9  | 17 | <b>9</b>   | 2:32.610<br>Craig DAVIES          | 18 | <b>16</b> 2:33.023<br>JOHNSON / ROSS            |
| ROW 8  | 15 | <b>170</b> | 2:32.402<br>Jonathan MITCHELL     | 16 | <b>119</b> 2:32.578<br>Jack RUDELL              |
| ROW 7  | 13 | <b>777</b> | 2:32.112<br>ZISER / WEBB          | 14 | <b>47</b> 2:32.308<br>SHEPHERD / SHEPHERD       |
| ROW 6  | 11 | <b>711</b> | 2:31.902<br>Guy SMITH             | 12 | <b>168</b> 2:31.999<br>RUSSELL / CHILLEYSTONE   |
| ROW 5  | 9  | <b>198</b> | 2:31.630<br>GIDDINGS / STREATHER  | 10 | <b>3</b> 2:31.846<br>Richard DUTTON             |
| ROW 4  | 7  | <b>10</b>  | 2:30.548<br>Tom SHARP             | 8  | <b>192</b> 2:30.634<br>Julian THOMAS            |
| ROW 3  | 5  | <b>99</b>  | 2:29.932<br>TAYLOR / PRIAULX      | 6  | <b>49</b> 2:30.221<br>Michael WHITAKER JNR      |
| ROW 2  | 3  | <b>179</b> | 2:29.425<br>SPIERS / GREENSALL    | 4  | <b>63</b> 2:29.531<br>John DAVISON              |
| ROW 1  | 1  | <b>600</b> | 2:27.406<br>Sam TORDOFF           | 2  | <b>41</b> 2:28.713<br>BROADBENT / MARDENBOROUGH |
| Pole   |    |            |                                   |    |                                                 |
|        |    |            |                                   |    |                                                 |

Comments:  
Cars 13 & 34 - withdrawn.

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

Silverstone Historic GP: 3.6393 miles

|                               |           |                         |  |
|-------------------------------|-----------|-------------------------|--|
| Clerk Of Course: Julian Floyd | Stewards: | Timekeeper: Nick Palmer |  |
|-------------------------------|-----------|-------------------------|--|



Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - CLASSIFICATION

Race Distance: 18 Laps / 65.50 miles

|           |             |
|-----------|-------------|
| Sheet No: | Issue Time: |
|-----------|-------------|

| POS | NO  | CL  | PIC | NAME                      | ENTRY                      | LAPS | TIME      | GAP      | DIFF     | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|-----|-----|---------------------------|----------------------------|------|-----------|----------|----------|-------|----------|----|-----|-----|
| 1   | 600 | THA | 1   | Sam TORDOFF               | Ford Falcon Sprint         | 18   | 46:41.556 |          |          | 84.17 | 2:27.746 | 4  | 1   | 0   |
| 2   | 192 | THA | 2   | Julian THOMAS             | Ford Falcon                | 18   | 46:53.329 | 11.773   | 11.773   | 83.82 | 2:30.264 | 14 | 8   | 6   |
| 3   | 41  | THA | 3   | MARDENBOROUGH / BROADBENT | Ford Mustang               | 18   | 46:53.601 | 12.045   | 0.272    | 83.81 | 2:28.265 | 3  | 2   | -1  |
| 4   | 179 | THA | 4   | GREENSALL / SPIERS        | Ford Mustang               | 18   | 46:55.333 | 13.777   | 1.732    | 83.76 | 2:27.922 | 4  | 3   | -1  |
| 5   | 63  | THA | 5   | John DAVISON              | Ford Mustang               | 18   | 46:55.683 | 14.127   | 0.350    | 83.75 | 2:30.532 | 16 | 4   | -1  |
| 6   | 49  | THA | 6   | Michael WHITAKER JNR      | Ford Mustang               | 18   | 47:08.933 | 27.377   | 13.250   | 83.36 | 2:30.323 | 3  | 6   | 0   |
| 7   | 47  | THA | 7   | SHEPHERD B / SHEPHERD F   | Ford Mustang               | 18   | 47:10.148 | 28.592   | 1.215    | 83.32 | 2:30.969 | 10 | 14  | 7   |
| 8   | 99  | THA | 8   | TAYLOR / PRIAULX          | Ford Mustang               | 18   | 47:19.209 | 37.653   | 9.061    | 83.06 | 2:30.795 | 11 | 5   | -3  |
| 9   | 9   | THA | 9   | Craig DAVIES              | Ford Mustang               | 18   | 47:30.699 | 49.143   | 11.490   | 82.72 | 2:31.637 | 5  | 17  | 8   |
| 10  | 198 | THC | 1   | GIDDINGS / STREATHER      | Ford Lotus Cortina         | 18   | 47:31.821 | 50.265   | 1.122    | 82.69 | 2:32.107 | 5  | 9   | -1  |
| 11  | 170 | THC | 2   | Jonathan MITCHELL         | Ford Lotus cortina         | 18   | 47:40.428 | 58.872   | 8.607    | 82.44 | 2:32.295 | 4  | 15  | 4   |
| 12  | 711 | THC | 3   | Guy SMITH                 | Ford Lotus Cortina         | 18   | 47:46.053 | 1:04.497 | 5.625    | 82.28 | 2:31.599 | 4  | 11  | -1  |
| 13  | 16  | THA | 10  | ROSS / JOHNSON            | Ford Mustang               | 18   | 47:53.940 | 1:12.384 | 7.887    | 82.05 | 2:31.819 | 5  | 18  | 5   |
| 14  | 66  | THA | 11  | Rob FENN                  | Ford Mustang               | 18   | 48:06.084 | 1:24.528 | 12.144   | 81.71 | 2:34.273 | 11 | 23  | 9   |
| 15  | 777 | THA | 12  | ZISER / WEBB              | Ford Mustang               | 18   | 48:22.337 | 1:40.781 | 16.253   | 81.25 | 2:32.535 | 12 | 13  | -2  |
| 16  | 168 | THA | 13  | RUSSELL / CHILLEYSTONE    | Ford Mustang               | 18   | 48:24.863 | 1:43.307 | 2.526    | 81.18 | 2:31.127 | 5  | 12  | -4  |
| 17  | 60  | THA | 14  | Neil FISHER               | Ford Mustang               | 18   | 48:25.278 | 1:43.722 | 0.415    | 81.17 | 2:34.355 | 6  | 26  | 9   |
| 18  | 213 | THC | 4   | WOLFE / TINKLER           | Ford Lotus Cortina         | 18   | 48:25.624 | 1:44.068 | 0.346    | 81.16 | 2:34.216 | 5  | 24  | 6   |
| 19  | 116 | THA | 15  | MATHIESON / MANN          | Ford Mustang               | 18   | 48:40.827 | 1:59.271 | 15.203   | 80.74 | 2:34.916 | 6  | 20  | 1   |
| 20  | 19  | THA | 16  | Richard MCALPINE          | Ford Falcon                | 18   | 48:41.189 | 1:59.633 | 0.362    | 80.73 | 2:34.289 | 18 | 28  | 8   |
| 21  | 17  | THC | 5   | David TOMLIN              | Ford Lotus Cortina         | 18   | 48:46.888 | 2:05.332 | 5.699    | 80.57 | 2:33.820 | 16 | 31  | 10  |
| 22  | 712 | THC | 6   | Peter SMITH               | Ford Lotus Cortina         | 18   | 48:54.289 | 2:12.733 | 7.401    | 80.37 | 2:35.721 | 6  | 27  | 5   |
| 23  | 71  | THC | 7   | THOMPSON / NEWEY          | Ford Lotus Cortina         | 18   | 48:54.841 | 2:13.285 | 0.552    | 80.35 | 2:33.799 | 15 | 34  | 11  |
| 24  | 113 | THC | 8   | LYNN / LUNDY              | Ford Lotus Cortina         | 18   | 48:59.446 | 2:17.890 | 4.605    | 80.22 | 2:35.410 | 3  | 30  | 6   |
| 25  | 56  | THC | 9   | Adam CUNNINGTON           | Ford Lotus Cortina         | 18   | 49:00.075 | 2:18.519 | 0.629    | 80.21 | 2:36.764 | 7  | 37  | 12  |
| 26  | 119 | THA | 17  | Jack RUDELL               | Ford Mustang               | 18   | 49:12.792 | 2:31.236 | 12.717   | 79.86 | 2:32.153 | 3  | 16  | -10 |
| 27  | 888 | THD | 1   | Daniel WHEELER            | Austin Mini Cooper S       | 18   | 49:18.132 | 2:36.576 | 5.340    | 79.72 | 2:37.384 | 5  | 39  | 12  |
| 28  | 223 | THC | 10  | Garry TOWNSEND            | Ford Lotus Cortina         | 17   | 46:42.078 | 1 Lap    | 1 Lap    | 79.48 | 2:36.586 | 5  | 38  | 10  |
| 29  | 7   | THD | 2   | Mark BURNETT              | Austin Mini Cooper S       | 17   | 46:56.203 | 1 Lap    | 14.125   | 79.08 | 2:38.242 | 14 | 40  | 11  |
| 30  | 149 | THA | 18  | NYBLAEUS / WELCH          | Ford Falcon Sprint         | 17   | 46:56.761 | 1 Lap    | 0.558    | 79.07 | 2:33.880 | 4  | 21  | -9  |
| 31  | 101 | THD | 3   | WOODROW S / WOODROW A     | Morris Mini Cooper S       | 17   | 46:57.069 | 1 Lap    | 0.308    | 79.06 | 2:36.618 | 5  | 42  | 11  |
| 32  | 23  | THD | 4   | HACK A / HACK F           | Morris Mini Cooper S       | 17   | 47:03.733 | 1 Lap    | 6.664    | 78.87 | 2:38.516 | 15 | 45  | 13  |
| 33  | 69  | THA | 19  | WILLS R / WILLS G         | Mercury Comet Cyclone      | 17   | 47:21.333 | 1 Lap    | 17.600   | 78.38 | 2:34.944 | 6  | 35  | 2   |
| 34  | 44  | THA | 20  | KJALLGREN G / KJALLGREN S | Ford Mustang               | 17   | 47:34.879 | 1 Lap    | 13.546   | 78.01 | 2:36.666 | 4  | 32  | -2  |
| 35  | 155 | THD | 5   | Christopher EDMUNDS       | Morris Mini Cooper S       | 17   | 47:35.264 | 1 Lap    | 0.385    | 78.00 | 2:40.255 | 4  | 41  | 6   |
| 36  | 151 | THC | 11  | Allan THOM                | Ford Lotus Cortina         | 17   | 48:24.114 | 1 Lap    | 48.850   | 76.69 | 2:42.821 | 4  | 44  | 8   |
| 37  | 14  | THC | 12  | HORROBIN / PALMER         | Ford Lotus Cortina         | 17   | 48:43.723 | 1 Lap    | 19.609   | 76.18 | 2:39.929 | 6  | 43  | 6   |
| 38  | 15  | THC | 13  | Andreas HALUSA            | Alfa Romeo 1600 GTA        | 17   | 48:54.075 | 1 Lap    | 10.352   | 75.91 | 2:43.304 | 11 | 46  | 8   |
| 39  | 102 | THD | 6   | TURNER / GALLIFORD        | Morris Mini Cooper S       | 17   | 49:21.186 | 1 Lap    | 27.111   | 75.21 | 2:40.909 | 6  | 48  | 9   |
| 40  | 54  | THD | 7   | NAIRN B / NAIRN C         | Morris Mini Cooper S       | 16   | 47:02.569 | 2 Laps   | 1 Lap    | 74.26 | 2:39.669 | 14 | 47  | 7   |
| 41  | 123 | THC | 14  | POULTON A / POULTON M     | Alfa Romeo Giulia Super    | 16   | 47:58.243 | 2 Laps   | 55.674   | 72.83 | 2:50.204 | 6  | 51  | 10  |
| 42  | 82  | THC | 15  | GODDARD / COMPTON GODDARD | Alfa Romeo Giulia TI Super | 16   | 49:09.846 | 2 Laps   | 1:11.603 | 71.06 | 2:52.550 | 16 | 52  | 10  |
| 43  | 163 | THA | 21  | SIMPSON / KEARNEY         | Studebaker 62V Lark V3     | 16   | 49:20.652 | 2 Laps   | 10.806   | 70.80 | 2:49.942 | 4  | 49  | 6   |
| 44  | 96  | THA | 22  | Tim SCOTT ANDREWS         | Ford Falcon                | 15   | 40:27.342 | 3 Laps   | 1 Lap    | 80.96 | 2:34.343 | 4  | 25  | -19 |
| 45  | 18  | THB | 1   | Harry BARTON              | BMW 1800 Tisa              | 7    | 22:17.615 | 11 Laps  | 8 Laps   | 68.56 | 2:38.183 | 3  | 29  | -16 |

NOT CLASSIFIED

|    |     |     |  |                        |                              |    |           |         |        |       |          |   |    |  |
|----|-----|-----|--|------------------------|------------------------------|----|-----------|---------|--------|-------|----------|---|----|--|
| NC | 193 | THD |  | Phil BULLEN-BROWN      | Austin Mini Cooper S         | 11 | 30:29.723 | 7 Laps  | 0.000  | 78.76 | 2:36.816 | 9 | 33 |  |
| NC | 26  | THA |  | Colin SOWTER           | Ford Mustang                 | 11 | 31:20.815 | 7 Laps  | 51.092 | 76.62 | 2:38.004 | 8 | 36 |  |
| NC | 79  | THC |  | DRAIN / GRIFFITHS      | Ford Lotus Cortina           | 9  | 25:35.794 | 9 Laps  | 2 Laps | 76.77 | 2:37.205 | 4 | 19 |  |
| NC | 3   | THC |  | Richard DUTTON         | Ford Lotus Cortina           | 8  | 22:00.191 | 10 Laps | 1 Lap  | 79.39 | 2:32.451 | 5 | 10 |  |
| NC | 10  | THA |  | Tom SHARP              | Ford Falcon                  | 7  | 17:43.259 | 11 Laps | 1 Lap  | 86.25 | 2:30.740 | 2 | 7  |  |
| NC | 22  | THD |  | BIRCHENHOUGH / TOPLISS | Austin Mini Cooper S         | 5  | 14:36.642 | 13 Laps | 2 Laps | 74.72 | 2:51.041 | 5 | 50 |  |
| NC | 135 | THC |  | REYNOLDS / QUINTERO    | Ford Lotus Cortina           | 1  | 2:50.984  | 17 Laps | 4 Laps | 76.62 |          |   | 22 |  |
| NC | 27  | THC |  | Charles NEARBURG       | Alfa Romeo Giulia Sprint GTA | 1  | 3:26.041  | 17 Laps | 35.057 | 63.58 |          |   | 53 |  |

FASTEST LAP

|     |     |  |  |                       |                      |   |          |  |  |           |  |  |            |  |
|-----|-----|--|--|-----------------------|----------------------|---|----------|--|--|-----------|--|--|------------|--|
| 600 | THA |  |  | Sam TORDOFF           | Ford Falcon Sprint   | 4 | 2:27.746 |  |  | 88.67 mph |  |  | 142.71 kph |  |
| 711 | THC |  |  | Guy SMITH             | Ford Lotus Cortina   | 4 | 2:31.599 |  |  | 86.42 mph |  |  | 139.08 kph |  |
| 101 | THD |  |  | WOODROW S / WOODROW A | Morris Mini Cooper S | 5 | 2:36.618 |  |  | 83.65 mph |  |  | 134.62 kph |  |
| 18  | THB |  |  | Harry BARTON          | BMW 1800 Tisa        | 3 | 2:38.183 |  |  | 82.82 mph |  |  | 133.29 kph |  |

Weather / Track : Cloudy / Dry  
These results are provisional until the conclusion of any judicial and technical matters.

Date: 25/08/2024 Start: 17:16 Finish: 18:02  
Silverstone Historic GP: 3.6393 miles

|                               |           |                         |  |
|-------------------------------|-----------|-------------------------|--|
| Clerk Of Course: Julian Floyd | Stewards: | Timekeeper: Nick Palmer |  |
|-------------------------------|-----------|-------------------------|--|

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - LAP CHART

| LAP 1 @ 17:18:35.050 |        |            | LAP 2 @ 17:21:04.132 |          |          | LAP 3 @ 17:23:32.278 |          |          | LAP 4 @ 17:26:00.024 |          |          | LAP 5 @ 17:28:28.639 |          |          |
|----------------------|--------|------------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 600                  |        | 2:28.011   | 600                  |          | 2:29.082 | 600                  |          | 2:28.146 | 600                  |          | 2:27.746 | 600                  |          | 2:28.615 |
| 179                  | 1.016  | 2:29.027   | 179                  | 0.630    | 2:28.696 | 179                  | 0.900    | 2:28.416 | 179                  | 1.076    | 2:27.922 | 179                  | 0.887    | 2:28.426 |
| 41                   | 2.599  | 2:30.610   | 41                   | 2.458    | 2:28.941 | 41                   | 2.577    | 2:28.265 | 41                   | 3.473    | 2:28.642 | 82                   | 1 Lap    | 2:58.743 |
| 63                   | 3.719  | 2:31.730   | 10                   | 5.953    | 2:30.740 | 10                   | 8.564    | 2:30.757 | 49                   | 13.084   | 2:32.055 | 41                   | 3.608    | 2:28.750 |
| 10                   | 4.295  | 2:32.306   | 49                   | 6.598    | 2:31.107 | 49                   | 8.775    | 2:30.323 | 10                   | 13.426   | 2:32.608 | 49                   | 15.579   | 2:31.110 |
| 49                   | 4.573  | 2:32.584   | 63                   | 7.497    | 2:32.860 | 63                   | 10.222   | 2:30.871 | 192                  | 14.156   | 2:31.290 | 10                   | 15.921   | 2:31.110 |
| 192                  | 4.914  | 2:32.925   | 192                  | 7.877    | 2:32.045 | 192                  | 10.612   | 2:30.881 | 63                   | 14.634   | 2:32.158 | 192                  | 16.335   | 2:30.794 |
| 99                   | 7.931  | 2:35.942   | 99                   | 10.901   | 2:32.052 | 99                   | 14.928   | 2:32.173 | 9                    | 19.386   | 2:31.938 | 63                   | 16.894   | 2:30.875 |
| 9                    | 8.209  | 2:36.220   | 9                    | 11.194   | 2:32.067 | 9                    | 15.194   | 2:32.146 | 99                   | 20.026   | 2:32.844 | 9                    | 22.408   | 2:31.637 |
| 47                   | 8.525  | 2:36.536   | 47                   | 12.001   | 2:32.558 | 47                   | 16.395   | 2:32.540 | 47                   | 20.603   | 2:31.954 | 99                   | 23.443   | 2:32.032 |
| 198                  | 8.724  | 2:36.735   | 711                  | 13.042   | 2:32.379 | 711                  | 16.991   | 2:32.095 | 711                  | 20.844   | 2:31.599 | 47                   | 23.962   | 2:31.974 |
| 168                  | 9.507  | 2:37.518   | 198                  | 13.237   | 2:33.595 | 198                  | 17.978   | 2:32.887 | 168                  | 22.825   | 2:31.977 | 711                  | 24.160   | 2:31.931 |
| 711                  | 9.745  | 2:37.756   | 168                  | 14.063   | 2:33.638 | 168                  | 18.594   | 2:32.677 | 16                   | 23.595   | 2:31.955 | 168                  | 25.337   | 2:31.127 |
| 16                   | 10.366 | 2:38.377   | 16                   | 14.937   | 2:33.653 | 16                   | 19.386   | 2:32.595 | 198                  | 23.744   | 2:33.512 | 16                   | 26.799   | 2:31.819 |
| 3                    | 10.635 | 2:38.646   | 3                    | 15.271   | 2:33.718 | 3                    | 19.648   | 2:32.523 | 3                    | 24.395   | 2:32.493 | 198                  | 27.236   | 2:32.107 |
| 170                  | 10.991 | 2:39.002   | 170                  | 15.908   | 2:33.999 | 170                  | 20.412   | 2:32.650 | 170                  | 24.961   | 2:32.295 | 3                    | 28.231   | 2:32.451 |
| 66                   | 12.389 | 2:40.400   | 66                   | 20.883   | 2:37.576 | 66                   | 27.743   | 2:35.006 | 66                   | 34.658   | 2:34.661 | 170                  | 28.802   | 2:32.456 |
| 213                  | 12.855 | 2:40.866   | 213                  | 22.307   | 2:38.534 | 149                  | 29.562   | 2:35.202 | 149                  | 35.696   | 2:33.880 | 66                   | 41.090   | 2:35.047 |
| 712                  | 14.321 | 2:42.332   | 149                  | 22.506   | 2:35.807 | 213                  | 29.813   | 2:35.652 | 213                  | 36.411   | 2:34.344 | 149                  | 41.419   | 2:34.338 |
| 149                  | 15.781 | 2:43.792   | 712                  | 22.818   | 2:37.579 | 96                   | 31.206   | 2:35.814 | 96                   | 37.803   | 2:34.343 | 213                  | 42.012   | 2:34.216 |
| 96                   | 16.482 | 2:44.493   | 96                   | 23.538   | 2:36.138 | 712                  | 32.400   | 2:37.728 | 777                  | 40.661   | 2:35.477 | 96                   | 44.139   | 2:34.951 |
| 777                  | 16.901 | 2:44.912   | 777                  | 23.839   | 2:36.020 | 777                  | 32.930   | 2:37.237 | 60                   | 41.139   | 2:35.419 | 777                  | 47.318   | 2:35.272 |
| 60                   | 17.962 | 2:45.973   | 60                   | 24.449   | 2:35.569 | 60                   | 33.466   | 2:37.163 | 712                  | 41.601   | 2:36.947 | 60                   | 47.648   | 2:35.124 |
| 116                  | 18.240 | 2:46.251   | 116                  | 25.572   | 2:36.414 | 116                  | 34.265   | 2:36.839 | 116                  | 42.500   | 2:35.981 | 116                  | 49.068   | 2:35.183 |
| 69                   | 18.456 | 2:46.467   | 69                   | 25.921   | 2:36.547 | 69                   | 34.637   | 2:36.862 | 69                   | 43.075   | 2:36.184 | 712                  | 49.355   | 2:36.369 |
| 44                   | 18.935 | 2:46.946   | 44                   | 27.034   | 2:37.181 | 19                   | 35.161   | 2:34.627 | 19                   | 43.801   | 2:36.386 | 69                   | 51.170   | 2:36.710 |
| 19                   | 19.431 | 2:47.442   | 19                   | 28.680   | 2:38.331 | 44                   | 36.520   | 2:37.632 | 44                   | 45.440   | 2:36.666 | 19                   | 51.776   | 2:36.590 |
| 79                   | 19.930 | 2:47.941   | 113                  | 29.694   | 2:38.510 | 113                  | 36.958   | 2:35.410 | 113                  | 46.167   | 2:36.955 | 44                   | 53.509   | 2:36.684 |
| 17                   | 20.115 | 2:48.126   | 79                   | 30.133   | 2:39.285 | 17                   | 37.547   | 2:35.317 | 17                   | 47.012   | 2:37.211 | 113                  | 54.469   | 2:36.917 |
| 113                  | 20.266 | 2:48.277   | 17                   | 30.376   | 2:39.343 | 56                   | 40.996   | 2:38.249 | 56                   | 50.066   | 2:36.816 | 17                   | 54.682   | 2:36.285 |
| 56                   | 22.397 | 2:50.408   | 56                   | 30.893   | 2:37.578 | 79                   | 41.373   | 2:39.386 | 79                   | 50.832   | 2:37.205 | 56                   | 59.132   | 2:37.681 |
| 71                   | 22.560 | 2:50.571   | 193                  | 31.247   | 2:37.596 | 193                  | 41.699   | 2:38.598 | 193                  | 51.034   | 2:37.081 | 79                   | 59.584   | 2:37.367 |
| 193                  | 22.733 | 2:50.744   | 71                   | 33.525   | 2:40.047 | 71                   | 43.175   | 2:37.796 | 71                   | 52.849   | 2:37.420 | 193                  | 59.854   | 2:37.435 |
| 135                  | 22.973 | 2:50.984   | 101                  | 33.900   | 2:39.835 | 223                  | 43.496   | 2:37.433 | 223                  | 53.457   | 2:37.707 | 223                  | 1:01.428 | 2:36.586 |
| 101                  | 23.147 | 2:51.158   | 223                  | 34.209   | 2:39.803 | 101                  | 44.334   | 2:38.580 | 101                  | 54.472   | 2:37.884 | 71                   | 1:02.003 | 2:37.769 |
| 223                  | 23.488 | 2:51.499   | 888                  | 35.190   | 2:40.243 | 888                  | 45.154   | 2:38.110 | 888                  | 54.983   | 2:37.575 | 101                  | 1:02.475 | 2:36.618 |
| 18                   | 23.759 | 2:51.770   | 7                    | 38.144   | 2:42.471 | 14                   | 51.684   | 2:41.280 | 7                    | 1:04.090 | 2:39.635 | 888                  | 1:03.752 | 2:37.384 |
| 888                  | 24.029 | 2:52.040   | 26                   | 38.249   | 2:42.865 | 7                    | 52.201   | 2:42.203 | 14                   | 1:05.528 | 2:41.590 | 7                    | 1:14.261 | 2:38.786 |
| 26                   | 24.466 | 2:52.477   | 14                   | 38.550   | 2:43.120 | 23                   | 53.303   | 2:40.149 | 23                   | 1:05.918 | 2:40.361 | 14                   | 1:17.370 | 2:40.457 |
| 14                   | 24.512 | 2:52.523   | 155                  | 41.065   | 2:42.335 | 155                  | 54.654   | 2:41.735 | 155                  | 1:07.163 | 2:40.255 | 23                   | 1:17.859 | 2:40.556 |
| 7                    | 24.755 | 2:52.766   | 23                   | 41.300   | 2:44.964 | 26                   | 55.371   | 2:45.268 | 26                   | 1:08.609 | 2:40.984 | 26                   | 1:19.609 | 2:39.615 |
| 23                   | 25.418 | 2:53.429   | 151                  | 44.047   | 2:44.559 | 18                   | 57.845   | 2:38.183 | 18                   | 1:08.805 | 2:38.706 | 18                   | 1:19.698 | 2:39.508 |
| 155                  | 27.812 | 2:55.823   | 18                   | 47.808   | 2:53.131 | 151                  | 59.198   | 2:43.297 | 151                  | 1:14.273 | 2:42.821 | 155                  | 1:20.394 | 2:41.846 |
| 151                  | 28.570 | 2:56.581   | 102                  | 55.208   | 2:44.482 | 102                  | 1:09.080 | 2:42.018 | 102                  | 1:23.073 | 2:41.739 | 151                  | 1:29.366 | 2:43.708 |
| 119                  | 30.703 | 2:58.714 P | 15                   | 56.391   | 2:49.584 | 15                   | 1:13.598 | 2:45.353 | 15                   | 1:34.838 | 2:48.986 | 102                  | 1:36.439 | 2:41.981 |
| 54                   | 35.465 | 3:03.476   | 54                   | 59.492   | 2:53.109 | 54                   | 1:21.211 | 2:49.865 | 163                  | 1:44.223 | 2:49.942 | 15                   | 1:53.545 | 2:47.322 |
| 15                   | 35.889 | 3:03.900   | 163                  | 1:00.169 | 2:52.079 | 163                  | 1:22.027 | 2:50.004 | 54                   | 1:44.954 | 2:51.489 | 119                  | 1:55.248 | 2:33.941 |
| 163                  | 37.172 | 3:05.183   | 123                  | 1:01.133 | 2:52.779 | 123                  | 1:23.603 | 2:50.616 | 123                  | 1:46.606 | 2:50.749 | 163                  | 2:06.300 | 2:50.692 |
| 123                  | 37.436 | 3:05.447   | 22                   | 1:02.956 | 2:52.851 | 22                   | 1:27.615 | 2:52.805 | 119                  | 1:49.922 | 2:32.449 | 54                   | 2:07.109 | 2:50.770 |
| 22                   | 39.187 | 3:07.198   | 82                   | 1:27.523 | 3:05.487 | 119                  | 1:45.219 | 2:32.153 | 22                   | 1:52.616 | 2:52.747 | 123                  | 2:08.431 | 2:50.440 |
| 102                  | 39.808 | 3:07.819   | 119                  | 1:41.212 | 3:39.591 | 82                   | 2:00.708 | 3:01.331 |                      |          |          | 22                   | 2:15.042 | 2:51.041 |
| 82                   | 51.118 | 3:19.129   |                      |          |          |                      |          |          |                      |          |          |                      |          |          |
| 27                   | 58.030 | 3:26.041 P |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - LAP CHART

| LAP 6 @ 17:30:56.740 |          |            | LAP 7 @ 17:33:25.076 |          |            | LAP 8 @ 17:35:54.069 |          |            | LAP 9 @ 17:38:26.050 |          |            | LAP 10 @ 17:40:59.331 |          |            |
|----------------------|----------|------------|----------------------|----------|------------|----------------------|----------|------------|----------------------|----------|------------|-----------------------|----------|------------|
| NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME   | NO                    | BEHIND   | LAP TIME   |
| 600                  |          | 2:28.101   | 600                  |          | 2:28.336   | 600                  |          | 2:28.993   | 179                  |          | 2:29.432   | 179                   |          | 2:33.281 P |
| 179                  | 0.956    | 2:28.170   | 123                  | 1 Lap    | 2:50.204   | 179                  | 2.549    | 2:29.019   | 600                  | 1.141    | 2:33.122 P | 41                    | 3.072    | 2:32.807 P |
| 41                   | 4.651    | 2:29.144   | 179                  | 2.523    | 2:29.903   | 41                   | 6.283    | 2:29.340   | 41                   | 3.546    | 2:29.244   | 60                    | 1 Lap    | 3:59.669   |
| 49                   | 18.790   | 2:31.312   | 54                   | 1 Lap    | 2:54.347   | 15                   | 1 Lap    | 2:54.008 P | 712                  | 1 Lap    | 4:02.926   | 712                   | 1 Lap    | 2:38.865   |
| 10                   | 19.525   | 2:31.705   | 163                  | 1 Lap    | 2:55.947   | 49                   | 26.395   | 2:33.649   | 193                  | 1 Lap    | 3:57.149   | 19                    | 1 Lap    | 4:10.210   |
| 192                  | 19.781   | 2:31.547   | 41                   | 5.936    | 2:29.621   | 63                   | 26.944   | 2:32.557   | 777                  | 1 Lap    | 4:12.037   | 777                   | 1 Lap    | 2:34.463   |
| 63                   | 20.415   | 2:31.622   | 49                   | 21.739   | 2:31.285   | 192                  | 27.251   | 2:33.731   | 17                   | 1 Lap    | 4:04.943   | 193                   | 1 Lap    | 2:36.816   |
| 9                    | 26.715   | 2:32.408   | 192                  | 22.513   | 2:31.068   | 54                   | 1 Lap    | 2:53.206   | 69                   | 1 Lap    | 4:16.044   | 17                    | 1 Lap    | 2:35.580   |
| 47                   | 28.638   | 2:32.777   | 63                   | 23.380   | 2:31.301   | 123                  | 1 Lap    | 2:58.150   | 888                  | 1 Lap    | 4:01.258   | 56                    | 1 Lap    | 4:00.933   |
| 168                  | 30.218   | 2:32.982   | 10                   | 25.222   | 2:34.033   | 9                    | 34.953   | 2:32.966   | 192                  | 28.472   | 2:33.202   | 192                   | 29.063   | 2:33.872 P |
| 711                  | 30.406   | 2:34.347   | 9                    | 30.980   | 2:32.601   | 168                  | 38.677   | 2:33.658   | 49                   | 30.527   | 2:36.113 P | 163                   | 2 Laps   | 4:56.909   |
| 16                   | 31.076   | 2:32.378   | 168                  | 34.012   | 2:32.130   | 163                  | 1 Lap    | 3:02.237 P | 63                   | 32.444   | 2:37.481 P | 888                   | 1 Lap    | 2:41.301   |
| 198                  | 32.108   | 2:32.973   | 47                   | 34.862   | 2:34.560 P | 16                   | 39.567   | 2:32.383   | 44                   | 1 Lap    | 4:17.992   | 69                    | 1 Lap    | 2:45.235   |
| 99                   | 32.274   | 2:36.932 P | 16                   | 36.177   | 2:33.437   | 198                  | 40.255   | 2:32.678   | 79                   | 1 Lap    | 4:09.715   | 9                     | 40.245   | 2:36.777 P |
| 3                    | 32.749   | 2:32.619   | 198                  | 36.570   | 2:32.798   | 149                  | 1:03.647 | 2:35.113   | 223                  | 1 Lap    | 4:09.457   | 223                   | 1 Lap    | 2:39.513   |
| 82                   | 1 Lap    | 2:58.747   | 711                  | 39.234   | 2:37.164 P | 213                  | 1:03.862 | 2:34.417   | 9                    | 36.749   | 2:33.777   | 16                    | 42.674   | 2:35.398   |
| 170                  | 34.003   | 2:33.302   | 3                    | 42.444   | 2:38.031 P | 66                   | 1:06.041 | 2:38.511 P | 16                   | 40.557   | 2:32.971   | 79                    | 1 Lap    | 2:43.189 P |
| 66                   | 47.295   | 2:34.306   | 170                  | 43.349   | 2:37.682 P | 96                   | 1:06.249 | 2:35.652   | 101                  | 1 Lap    | 4:15.520   | 44                    | 1 Lap    | 2:46.276   |
| 149                  | 47.645   | 2:34.327   | 66                   | 56.523   | 2:37.564   | 60                   | 1:10.037 | 2:37.834 P | 168                  | 43.919   | 2:37.223 P | 71                    | 1 Lap    | 4:12.657   |
| 213                  | 48.235   | 2:34.324   | 149                  | 57.527   | 2:38.218   | 116                  | 1:14.568 | 2:35.690   | 198                  | 46.573   | 2:38.299 P | 101                   | 1 Lap    | 2:40.241   |
| 96                   | 51.043   | 2:35.005   | 213                  | 58.438   | 2:38.539   | 19                   | 1:16.573 | 2:38.779 P | 54                   | 1 Lap    | 2:52.363   | 23                    | 1 Lap    | 2:39.639   |
| 60                   | 53.902   | 2:34.355   | 96                   | 59.590   | 2:36.883   | 113                  | 1:21.157 | 2:37.552   | 123                  | 1 Lap    | 2:50.583   | 123                   | 1 Lap    | 2:56.602 P |
| 116                  | 55.883   | 2:34.916   | 60                   | 1:01.196 | 2:35.630   | 56                   | 1:28.988 | 2:40.893 P | 23                   | 1 Lap    | 4:04.599   | 54                    | 1 Lap    | 2:58.754 P |
| 777                  | 56.379   | 2:37.162   | 82                   | 1 Lap    | 2:58.794   | 82                   | 1 Lap    | 3:00.520   | 96                   | 1:08.912 | 2:34.644   | 96                    | 1:16.609 | 2:40.978 P |
| 712                  | 56.975   | 2:35.721   | 19                   | 1:06.787 | 2:36.300   | 71                   | 1:39.071 | 2:45.939 P | 149                  | 1:11.178 | 2:39.512 P | 151                   | 1 Lap    | 4:09.651   |
| 69                   | 58.013   | 2:34.944   | 116                  | 1:07.871 | 2:40.324   | 7                    | 1:46.875 | 2:39.355   | 213                  | 1:12.305 | 2:40.424 P | 113                   | 1:34.395 | 2:40.634 P |
| 19                   | 58.823   | 2:35.148   | 777                  | 1:10.315 | 2:42.272 P | 26                   | 1:52.999 | 2:38.004   | 113                  | 1:27.042 | 2:37.866   | 102                   | 1 Lap    | 4:14.320   |
| 44                   | 1:02.448 | 2:37.040   | 712                  | 1:11.178 | 2:42.539 P | 14                   | 1:53.680 | 2:41.348   | 116                  | 1:28.756 | 2:46.169 P | 600                   | 1:43.161 | 4:15.301   |
| 113                  | 1:02.693 | 2:36.325   | 69                   | 1:11.921 | 2:42.244 P | 155                  | 1:57.095 | 2:40.688   | 15                   | 1 Lap    | 4:12.778   | 63                    | 1:50.225 | 3:51.062   |
| 17                   | 1:04.576 | 2:37.995   | 113                  | 1:12.598 | 2:38.241   | 47                   | 2:00.854 | 3:54.985   | 7                    | 1:55.276 | 2:40.382   | 49                    | 1:53.686 | 3:56.440   |
| 56                   | 1:08.660 | 2:37.629   | 44                   | 1:16.181 | 2:42.069 P | 119                  | 2:08.426 | 2:32.816   | 47                   | 2:02.236 | 2:33.363   | 15                    | 1 Lap    | 2:45.418   |
| 193                  | 1:08.933 | 2:37.180   | 56                   | 1:17.088 | 2:36.764   | 99                   | 2:10.177 | 2:32.546   | 155                  | 2:06.563 | 2:41.449   | 47                    | 1:59.924 | 2:30.969   |
| 79                   | 1:09.783 | 2:38.300   | 17                   | 1:17.798 | 2:41.558 P | 170                  | 2:11.631 | 3:57.275   | 82                   | 1 Lap    | 3:03.302 P | 198                   | 2:02.616 | 3:49.324   |
| 71                   | 1:11.981 | 2:38.079   | 71                   | 1:22.125 | 2:38.480   | 3                    | 2:13.161 | 3:59.710   | 14                   | 2:08.316 | 2:46.617 P | 7                     | 2:04.775 | 2:42.780 P |
| 101                  | 1:13.247 | 2:38.873   | 193                  | 1:23.228 | 2:42.631 P | 151                  | 2:22.709 | 2:48.210 P | 119                  | 2:08.980 | 2:32.535   | 99                    | 2:07.649 | 2:31.626   |
| 223                  | 1:13.780 | 2:40.453   | 79                   | 1:24.853 | 2:43.406 P | 711                  | 2:26.851 | 4:16.610   | 99                   | 2:09.304 | 2:31.108   | 170                   | 2:12.969 | 2:33.475   |
| 888                  | 1:14.506 | 2:38.855   | 223                  | 1:25.535 | 2:40.091 P | 102                  | 2:26.980 | 2:51.974 P | 26                   | 2:10.691 | 2:49.673 P | 119                   | 2:13.671 | 2:37.972 P |
| 7                    | 1:25.218 | 2:39.058   | 101                  | 1:26.859 | 2:41.948 P | 18                   | 1 Lap    | 5:42.224 P | 170                  | 2:12.775 | 2:33.125   | 168                   | 2:18.445 | 4:07.807   |
| 14                   | 1:29.198 | 2:39.929   | 888                  | 1:27.612 | 2:41.442 P |                      |          |            | 711                  | 2:28.398 | 2:33.528   | 155                   | 2:20.223 | 2:46.941 P |
| 23                   | 1:30.619 | 2:40.861   | 7                    | 1:36.513 | 2:39.631   |                      |          |            | 66                   | 2:28.946 | 3:54.886   | 711                   | 2:27.427 | 2:32.310   |
| 26                   | 1:31.939 | 2:40.431   | 14                   | 1:41.325 | 2:40.463   |                      |          |            |                      |          |            | 66                    | 2:30.495 | 2:34.830   |
| 155                  | 1:33.260 | 2:40.967   | 26                   | 1:43.988 | 2:40.385   |                      |          |            |                      |          |            | 213                   | 2:37.136 | 3:58.112   |
| 18                   | 1:45.690 | 2:54.093 P | 155                  | 1:45.400 | 2:40.476   |                      |          |            |                      |          |            | 60                    | 2:39.276 | 2:34.832   |
| 151                  | 1:46.004 | 2:44.739   | 23                   | 1:47.151 | 2:44.868 P |                      |          |            |                      |          |            | 149                   | 2:51.764 | 4:13.867   |
| 102                  | 1:49.247 | 2:40.909   | 151                  | 2:03.492 | 2:45.824   |                      |          |            |                      |          |            | 712                   | 2:55.739 | 2:33.179   |
| 119                  | 2:00.069 | 2:32.922   | 102                  | 2:03.999 | 2:43.088   |                      |          |            |                      |          |            | 777                   | 2:56.212 | 2:37.498   |
| 15                   | 2:09.829 | 2:44.385   | 119                  | 2:04.603 | 2:32.870   |                      |          |            |                      |          |            | 19                    | 2:56.940 | 2:35.419   |
|                      |          |            | 99                   | 2:06.624 | 4:02.686   |                      |          |            |                      |          |            | 116                   | 2:58.075 | 4:02.600   |
|                      |          |            |                      |          |            |                      |          |            |                      |          |            | 17                    | 2:58.491 | 2:34.425   |
|                      |          |            |                      |          |            |                      |          |            |                      |          |            | 193                   | 3:00.102 | 2:37.164   |
|                      |          |            |                      |          |            |                      |          |            |                      |          |            | 56                    | 3:01.453 | 2:36.794   |
|                      |          |            |                      |          |            |                      |          |            |                      |          |            | 888                   | 3:14.803 | 2:38.887   |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - LAP CHART

| LAP 11 @ 17:44:19.088 |          |            | LAP 12 @ 17:47:38.298 |          |          | LAP 13 @ 17:50:13.462 |          |          | LAP 14 @ 17:52:43.415 |          |          | LAP 15 @ 17:55:13.386 |          |          |
|-----------------------|----------|------------|-----------------------|----------|----------|-----------------------|----------|----------|-----------------------|----------|----------|-----------------------|----------|----------|
| NO                    | BEHIND   | LAP TIME   | NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 16                    |          | 2:37.083 P | 179                   |          | 2:34.235 | 600                   |          | 2:30.070 | 600                   |          | 2:29.953 | 600                   |          | 2:29.971 |
| 223                   | 1 Lap    | 2:41.602   | 600                   | 5.094    | 2:31.379 | 179                   | 0.853    | 2:36.017 | 179                   | 4.263    | 2:33.363 | 23                    | 1 Lap    | 2:40.591 |
| 69                    | 1 Lap    | 2:43.897   | 14                    | 1 Lap    | 2:51.411 | 41                    | 5.246    | 2:32.434 | 41                    | 7.235    | 2:31.942 | 69                    | 1 Lap    | 2:43.770 |
| 71                    | 1 Lap    | 2:36.697   | 41                    | 7.976    | 2:32.288 | 192                   | 7.248    | 2:32.111 | 192                   | 7.559    | 2:30.264 | 179                   | 8.197    | 2:33.905 |
| 44                    | 1 Lap    | 2:43.646   | 192                   | 10.301   | 2:30.690 | 63                    | 9.986    | 2:32.305 | 155                   | 1 Lap    | 2:44.276 | 192                   | 8.659    | 2:31.071 |
| 101                   | 1 Lap    | 2:42.091   | 82                    | 2 Laps   | 2:55.511 | 49                    | 17.235   | 2:35.718 | 63                    | 11.137   | 2:31.104 | 41                    | 10.079   | 2:32.815 |
| 163                   | 2 Laps   | 3:02.993   | 63                    | 12.845   | 2:30.570 | 163                   | 2 Laps   | 3:01.067 | 49                    | 20.021   | 2:32.739 | 63                    | 12.569   | 2:31.403 |
| 23                    | 1 Lap    | 2:39.334   | 151                   | 1 Lap    | 2:44.498 | 14                    | 1 Lap    | 2:50.667 | 47                    | 25.414   | 2:32.366 | 123                   | 2 Laps   | 2:55.913 |
| 26                    | 1 Lap    | 4:06.771   | 49                    | 16.681   | 2:31.098 | 47                    | 23.001   | 2:34.307 | 99                    | 33.414   | 2:32.387 | 44                    | 1 Lap    | 2:45.295 |
| 14                    | 1 Lap    | 4:19.825   | 47                    | 23.858   | 2:31.550 | 151                   | 1 Lap    | 2:44.715 | 9                     | 36.483   | 2:34.491 | 155                   | 1 Lap    | 2:41.105 |
| 82                    | 2 Laps   | 4:21.826   | 102                   | 1 Lap    | 2:45.266 | 99                    | 30.980   | 2:35.019 | 198                   | 36.884   | 2:34.551 | 49                    | 22.787   | 2:32.737 |
| 179                   | 44.975   | 4:04.732   | 9                     | 30.806   | 2:33.967 | 82                    | 2 Laps   | 2:54.496 | 14                    | 1 Lap    | 2:52.010 | 47                    | 27.081   | 2:31.638 |
| 151                   | 1 Lap    | 2:43.103   | 99                    | 31.125   | 2:31.648 | 9                     | 31.945   | 2:36.303 | 151                   | 1 Lap    | 2:50.041 | 99                    | 35.004   | 2:31.561 |
| 600                   | 52.925   | 2:29.521   | 198                   | 31.990   | 2:33.665 | 198                   | 32.286   | 2:35.460 | 170                   | 46.763   | 2:35.697 | 9                     | 40.508   | 2:33.996 |
| 41                    | 54.898   | 4:11.583   | 170                   | 41.254   | 2:33.721 | 170                   | 41.019   | 2:34.929 | 163                   | 2 Laps   | 3:01.975 | 198                   | 41.168   | 2:34.255 |
| 192                   | 58.821   | 3:49.515   | 15                    | 1 Lap    | 2:43.304 | 102                   | 1 Lap    | 2:48.513 | 82                    | 2 Laps   | 2:53.458 | 170                   | 52.257   | 2:35.465 |
| 63                    | 1:01.485 | 2:31.017   | 16                    | 51.522   | 4:10.732 | 16                    | 51.252   | 2:34.894 | 711                   | 56.926   | 2:35.474 | 711                   | 1:00.770 | 2:33.815 |
| 102                   | 1 Lap    | 2:47.092   | 711                   | 52.402   | 2:32.295 | 711                   | 51.405   | 2:34.167 | 16                    | 57.358   | 2:36.059 | 14                    | 1 Lap    | 2:49.362 |
| 49                    | 1:04.793 | 2:30.864   | 168                   | 57.680   | 2:39.285 | 15                    | 1 Lap    | 2:46.458 | 102                   | 1 Lap    | 2:53.268 | 16                    | 1:04.396 | 2:37.009 |
| 47                    | 1:11.518 | 2:31.351   | 66                    | 1:00.764 | 2:34.963 | 66                    | 1:00.789 | 2:35.189 | 66                    | 1:06.698 | 2:35.862 | 151                   | 1 Lap    | 2:49.418 |
| 9                     | 1:16.049 | 3:55.561   | 96                    | 1:07.183 | 2:35.631 | 168                   | 1:01.882 | 2:39.366 | 168                   | 1:09.462 | 2:37.533 | 66                    | 1:11.774 | 2:35.047 |
| 198                   | 1:17.535 | 2:34.676   | 213                   | 1:07.923 | 2:35.383 | 96                    | 1:08.394 | 2:36.375 | 96                    | 1:14.272 | 2:35.831 | 163                   | 2 Laps   | 2:57.752 |
| 99                    | 1:18.687 | 2:30.795   | 60                    | 1:10.530 | 2:35.131 | 213                   | 1:09.335 | 2:36.576 | 15                    | 1 Lap    | 2:46.241 | 168                   | 1:20.280 | 2:40.789 |
| 15                    | 1 Lap    | 2:44.321   | 777                   | 1:22.345 | 2:32.535 | 60                    | 1:10.232 | 2:34.866 | 60                    | 1:16.101 | 2:35.822 | 82                    | 2 Laps   | 2:55.763 |
| 170                   | 1:26.743 | 2:33.531   | 116                   | 1:33.383 | 2:36.145 | 777                   | 1:20.472 | 2:33.291 | 213                   | 1:16.284 | 2:36.902 | 96                    | 1:20.995 | 2:36.694 |
| 168                   | 1:37.605 | 2:38.917   | 17                    | 1:33.917 | 2:38.133 | 17                    | 1:34.891 | 2:36.138 | 777                   | 1:23.781 | 2:33.262 | 60                    | 1:22.865 | 2:36.735 |
| 711                   | 1:39.317 | 2:31.647   | 712                   | 1:34.823 | 2:39.351 | 116                   | 1:36.176 | 2:37.957 | 116                   | 1:42.108 | 2:35.885 | 213                   | 1:23.048 | 2:36.735 |
| 66                    | 1:45.011 | 2:34.273   | 19                    | 1:36.024 | 2:37.584 | 19                    | 1:36.816 | 2:35.956 | 19                    | 1:43.327 | 2:36.464 | 777                   | 1:27.100 | 2:33.290 |
| 96                    | 1:50.762 | 3:53.910   | 56                    | 1:41.450 | 2:39.097 | 712                   | 1:37.223 | 2:37.564 | 712                   | 1:45.708 | 2:38.438 | 102                   | 1 Lap    | 2:52.474 |
| 213                   | 1:51.750 | 2:34.371   | 113                   | 1:41.531 | 2:39.017 | 56                    | 1:43.585 | 2:37.299 | 17                    | 1:46.197 | 2:41.259 | 15                    | 1 Lap    | 2:43.670 |
| 60                    | 1:54.609 | 2:35.090   | 149                   | 1:45.919 | 2:44.658 | 113                   | 1:44.112 | 2:37.745 | 113                   | 1:51.282 | 2:37.123 | 116                   | 1:47.835 | 2:35.698 |
| 777                   | 2:09.020 | 2:33.038   | 888                   | 1:52.479 | 2:38.990 | 149                   | 1:55.715 | 2:44.960 | 56                    | 1:51.783 | 2:38.151 | 19                    | 1:48.942 | 2:35.586 |
| 712                   | 2:14.682 | 2:38.227   | 71                    | 1:55.358 | 2:34.826 | 71                    | 1:55.924 | 2:35.730 | 71                    | 2:00.742 | 2:34.771 | 17                    | 1:52.217 | 2:35.991 |
| 17                    | 2:14.994 | 2:36.260   | 123                   | 1 Lap    | 2:54.617 | 888                   | 1:56.203 | 2:38.888 | 888                   | 2:06.258 | 2:40.008 | 712                   | 1:53.193 | 2:37.456 |
| 116                   | 2:16.448 | 2:38.130   | 223                   | 1:58.417 | 2:37.294 | 223                   | 2:02.271 | 2:39.018 | 149                   | 2:10.147 | 2:44.385 | 113                   | 1:58.882 | 2:37.571 |
| 19                    | 2:17.650 | 2:40.467   | 7                     | 2:06.542 | 2:40.479 | 119                   | 2:07.893 | 2:34.739 | 223                   | 2:10.406 | 2:38.088 | 56                    | 1:59.258 | 2:37.446 |
| 193                   | 2:17.674 | 2:37.329   | 119                   | 2:08.318 | 2:34.969 | 7                     | 2:10.556 | 2:39.178 | 119                   | 2:11.776 | 2:33.836 | 71                    | 2:04.570 | 2:33.799 |
| 149                   | 2:20.471 | 2:48.464   | 54                    | 1 Lap    | 2:41.688 | 101                   | 2:13.494 | 2:37.821 | 7                     | 2:18.845 | 2:38.242 | 888                   | 2:15.288 | 2:39.001 |
| 123                   | 1 Lap    | 4:27.857   | 69                    | 2:10.703 | 2:44.777 | 54                    | 1 Lap    | 2:40.350 | 101                   | 2:21.744 | 2:38.203 | 119                   | 2:17.932 | 2:36.127 |
| 56                    | 2:21.563 | 2:39.867   | 101                   | 2:10.837 | 2:39.906 | 123                   | 1 Lap    | 2:56.170 | 54                    | 1 Lap    | 2:39.921 | 223                   | 2:19.548 | 2:39.113 |
| 113                   | 2:21.724 | 4:07.086   | 23                    | 2:16.179 | 2:39.346 | 69                    | 2:19.117 | 2:43.578 |                       |          |          | 149                   | 2:24.686 | 2:44.510 |
| 888                   | 2:32.699 | 2:37.653   | 44                    | 2:20.192 | 2:45.128 | 23                    | 2:19.613 | 2:38.598 |                       |          |          | 7                     | 2:27.303 | 2:38.429 |
| 71                    | 2:39.742 | 2:36.336   | 155                   | 2:29.753 | 2:41.895 | 44                    | 2:29.587 | 2:44.559 |                       |          |          |                       |          |          |
| 223                   | 2:40.333 | 2:38.238   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 69                    | 2:45.136 | 2:42.051   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 7                     | 2:45.273 | 4:00.255   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 54                    | 1 Lap    | 4:51.178   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 101                   | 2:50.141 | 2:39.442   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 119                   | 2:52.559 | 3:58.645   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 44                    | 2:54.274 | 2:44.191   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 23                    | 2:56.043 | 2:39.332   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 155                   | 3:07.068 | 4:06.602   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 26                    | 3:08.766 | 2:44.342   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |
| 163                   | 1 Lap    | 2:59.712   |                       |          |          |                       |          |          |                       |          |          |                       |          |          |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - LAP CHART

| LAP 16 @ 17:57:43.287 |          |          | LAP 17 @ 18:00:15.460 |          |          | LAP 18 @ 18:02:48.595 |          |          |
|-----------------------|----------|----------|-----------------------|----------|----------|-----------------------|----------|----------|
| NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 600                   |          | 2:29.901 | 600                   |          | 2:32.173 | 600                   |          | 2:33.135 |
| 101                   | 1 Lap    | 2:39.015 | 149                   | 1 Lap    | 2:41.898 | 223                   | 1 Lap    | 2:37.779 |
| 54                    | 2 Laps   | 2:39.669 | 7                     | 1 Lap    | 2:39.830 | 192                   | 11.773   | 2:34.111 |
| 23                    | 1 Lap    | 2:38.516 | 101                   | 1 Lap    | 2:37.781 | 41                    | 12.045   | 2:32.420 |
| 192                   | 11.324   | 2:32.566 | 192                   | 10.797   | 2:31.646 | 179                   | 13.777   | 2:32.748 |
| 179                   | 12.209   | 2:33.913 | 41                    | 12.760   | 2:32.549 | 63                    | 14.127   | 2:32.534 |
| 41                    | 12.384   | 2:32.206 | 54                    | 2 Laps   | 2:41.514 | 7                     | 1 Lap    | 2:42.723 |
| 63                    | 13.200   | 2:30.532 | 179                   | 14.164   | 2:34.128 | 149                   | 1 Lap    | 2:43.830 |
| 69                    | 1 Lap    | 2:43.037 | 63                    | 14.728   | 2:33.701 | 101                   | 1 Lap    | 2:42.153 |
| 49                    | 26.472   | 2:33.586 | 23                    | 1 Lap    | 2:40.054 | 54                    | 2 Laps   | 2:40.870 |
| 47                    | 29.569   | 2:32.389 | 69                    | 1 Lap    | 2:42.720 | 23                    | 1 Lap    | 2:38.536 |
| 44                    | 1 Lap    | 2:45.007 | 49                    | 27.235   | 2:32.936 | 49                    | 27.377   | 2:33.277 |
| 155                   | 1 Lap    | 2:41.417 | 47                    | 29.643   | 2:32.247 | 47                    | 28.592   | 2:32.084 |
| 99                    | 36.451   | 2:31.348 | 99                    | 38.048   | 2:33.770 | 99                    | 37.653   | 2:32.740 |
| 123                   | 2 Laps   | 2:52.689 | 44                    | 1 Lap    | 2:42.860 | 69                    | 1 Lap    | 2:46.266 |
| 9                     | 44.489   | 2:33.882 | 155                   | 1 Lap    | 2:42.523 | 9                     | 49.143   | 2:35.731 |
| 198                   | 44.768   | 2:33.501 | 9                     | 46.547   | 2:34.231 | 198                   | 50.265   | 2:36.459 |
| 170                   | 56.168   | 2:33.812 | 198                   | 46.941   | 2:34.346 | 44                    | 1 Lap    | 2:45.707 |
| 711                   | 1:03.047 | 2:32.178 | 170                   | 58.016   | 2:34.021 | 155                   | 1 Lap    | 2:44.931 |
| 16                    | 1:08.452 | 2:33.957 | 123                   | 2 Laps   | 2:53.747 | 170                   | 58.872   | 2:33.991 |
| 66                    | 1:17.148 | 2:35.275 | 711                   | 1:04.469 | 2:33.595 | 711                   | 1:04.497 | 2:33.163 |
| 151                   | 1 Lap    | 2:44.694 | 16                    | 1:11.330 | 2:35.051 | 16                    | 1:12.384 | 2:34.189 |
| 14                    | 1 Lap    | 2:48.992 | 66                    | 1:21.745 | 2:36.770 | 123                   | 2 Laps   | 2:51.680 |
| 168                   | 1:28.186 | 2:37.807 | 151                   | 1 Lap    | 2:44.009 | 66                    | 1:24.528 | 2:35.918 |
| 777                   | 1:31.281 | 2:34.082 | 168                   | 1:37.215 | 2:41.202 | 777                   | 1:40.781 | 2:36.463 |
| 60                    | 1:31.976 | 2:39.012 | 777                   | 1:37.453 | 2:38.345 | 151                   | 1 Lap    | 2:44.246 |
| 213                   | 1:32.224 | 2:39.077 | 213                   | 1:37.742 | 2:37.691 | 168                   | 1:43.307 | 2:39.227 |
| 82                    | 2 Laps   | 2:54.652 | 60                    | 1:39.296 | 2:39.493 | 60                    | 1:43.722 | 2:37.561 |
| 15                    | 1 Lap    | 2:46.539 | 14                    | 1 Lap    | 2:52.735 | 213                   | 1:44.068 | 2:39.461 |
| 163                   | 2 Laps   | 2:57.476 | 116                   | 1:57.457 | 2:36.573 | 116                   | 1:59.271 | 2:34.949 |
| 102                   | 1 Lap    | 2:50.164 | 19                    | 1:58.479 | 2:36.608 | 19                    | 1:59.633 | 2:34.289 |
| 116                   | 1:53.057 | 2:35.123 | 15                    | 1 Lap    | 2:47.782 | 14                    | 1 Lap    | 2:51.394 |
| 19                    | 1:54.044 | 2:35.003 | 17                    | 2:02.833 | 2:38.870 | 17                    | 2:05.332 | 2:35.634 |
| 17                    | 1:56.136 | 2:33.820 | 712                   | 2:06.934 | 2:39.533 | 15                    | 1 Lap    | 2:44.026 |
| 712                   | 1:59.574 | 2:36.282 | 82                    | 2 Laps   | 2:55.536 | 712                   | 2:12.733 | 2:38.934 |
| 56                    | 2:06.620 | 2:37.263 | 71                    | 2:11.394 | 2:35.090 | 71                    | 2:13.285 | 2:35.026 |
| 113                   | 2:06.763 | 2:37.782 | 56                    | 2:11.945 | 2:37.498 | 113                   | 2:17.890 | 2:38.216 |
| 71                    | 2:08.477 | 2:33.808 | 113                   | 2:12.809 | 2:38.219 | 56                    | 2:18.519 | 2:39.709 |
| 119                   | 2:23.418 | 2:35.387 | 163                   | 2 Laps   | 2:57.354 | 82                    | 2 Laps   | 2:52.550 |
| 888                   | 2:23.798 | 2:38.411 | 102                   | 1 Lap    | 2:57.314 | 119                   | 2:31.236 | 2:37.905 |
| 223                   | 2:28.051 | 2:38.404 | 119                   | 2:26.466 | 2:35.221 | 888                   | 2:36.576 | 2:39.858 |
|                       |          |          | 888                   | 2:29.853 | 2:38.228 | 163                   | 2 Laps   | 2:59.330 |
|                       |          |          |                       |          |          | 102                   | 1 Lap    | 2:58.765 |

## RACE 19 - POSITION CHART WITH INTERMEDIATES

Printed - 18:06 Sunday, 25 August 2024

## RACE 19 - POSITION CHART WITH INTERMEDIATES

Printed - 18:06 Sunday, 25 August 2024

## RACE 19 - POSITION CHART WITH INTERMEDIATES

Printed - 18:06 Sunday, 25 August 2024

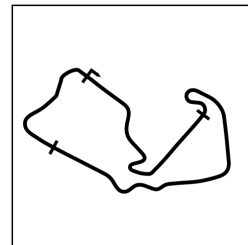
Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - POSITION CHART WITH INTERMEDIATES

|     |                    | Lap |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
|-----|--------------------|-----|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| No  | Name               | Pos | L11 - Finish | L11 - Int1-M | L11 - Int2-M | L12 - Finish | L12 - Int1-M | L12 - Int2-M | L13 - Finish | L13 - Int1-M | L13 - Int2-M | L14 - Finish | L14 - Int1-M | L14 - Int2-M | L15 - Finish | L15 - Int1-M | L15 - Int2-M | L16 - Finish | L16 - Int1-M | L16 - Int2-M | L17 - Finish | L17 - Int1-M | L17 - Int2-M | L18 - Finish |
| 15  | HALUSA             | 46  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 54  | NAIRN B / NAIRN C  | 47  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 102 | TURNER / GALLIFORD | 48  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 163 | SIMPSON / KEARNEY  | 49  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 22  | BIRCHENHOUGH / TO  | 50  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 123 | POULTON A / POULTO | 51  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 82  | GODDARD / COMPTON  | 52  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| 27  | NEARBURG           | 53  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



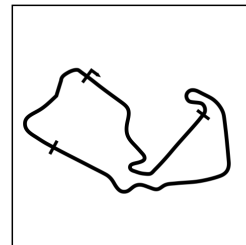
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 600 THA Sam TORDOFF    |               | Ford Falcon Sprint       |                 |              |                    |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:27.591 |               | BEST LAP TIME : 2:27.746 |                 |              | DIFFERENCE : 0.155 |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH                | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       |               | 129.8                    | 1:14.303        | 134.4        | 28.649             | 88.1        | 2:28.011            | 88.51        | 0.265    | 17:18:35.050        |
| 2 -                       | 46.316        | 128.8                    | 1:14.262        | 134.4        | 28.504             | <b>89.4</b> | 2:29.082            | 87.88        | 1.336    | 17:21:04.132        |
| 3 -                       | 46.018        | 130.0                    | 1:13.861        | 135.0        | <b>28.267</b>      | 89.1        | 2:28.146 (3)        | 88.43        | 0.400    | 17:23:32.278        |
| 4 -                       | 45.848        | 132.1                    | <b>1:13.578</b> | 136.6        | 28.320             | 88.6        | <b>2:27.746 (1)</b> | <b>88.67</b> |          | <b>17:26:00.024</b> |
| 5 -                       | 46.149        | <b>132.8</b>             | 1:13.883        | <b>137.2</b> | 28.583             | 87.8        | 2:28.615            | 88.15        | 0.869    | 17:28:28.639        |
| 6 -                       | 45.997        | 128.8                    | 1:13.807        | 136.3        | 28.297             | 88.8        | 2:28.101 (2)        | 88.46        | 0.355    | 17:30:56.740        |
| 7 -                       | <b>45.746</b> | 130.5                    | 1:14.074        | 135.8        | 28.516             | 88.4        | 2:28.336            | 88.32        | 0.590    | 17:33:25.076        |
| 8 -                       | 45.979        | 130.3                    | 1:14.370        | 135.8        | 28.644             | 88.1        | 2:28.993            | 87.93        | 1.247    | 17:35:54.069        |
| 9 -                       | 46.250        | 131.8                    | 1:14.286        | 136.9        | IN PIT             |             | 2:33.122 P          | 85.56        | 5.376    | 17:38:27.191        |
| 10 -                      | OUTLAP        | 129.3                    | 1:14.611        | 135.5        | 28.722             | 87.7        | 4:15.301            | 51.31        | 1:47.555 | 17:42:42.492        |
| 11 -                      | 46.275        | 130.3                    | 1:14.622        | 136.6        | 28.624             | 88.5        | 2:29.521            | 87.62        | 1.775    | 17:45:12.013        |
| 12 -                      | 46.894        | 126.1                    | 1:15.474        | 136.6        | 29.011             | 88.0        | 2:31.379            | 86.54        | 3.633    | 17:47:43.392        |
| 13 -                      | 46.316        | 128.5                    | 1:14.685        | 135.8        | 29.069             | 87.0        | 2:30.070            | 87.30        | 2.324    | 17:50:13.462        |
| 14 -                      | 46.284        | 124.7                    | 1:14.697        | 136.3        | 28.972             | 88.8        | 2:29.953            | 87.37        | 2.207    | 17:52:43.415        |
| 15 -                      | 46.508        | 126.3                    | 1:14.860        | 136.3        | 28.603             | 88.7        | 2:29.971            | 87.36        | 2.225    | 17:55:13.386        |
| 16 -                      | 46.303        | 128.5                    | 1:14.793        | 136.6        | 28.805             | 88.3        | 2:29.901            | 87.40        | 2.155    | 17:57:43.287        |
| 17 -                      | 46.631        | 127.5                    | 1:16.272        | 132.8        | 29.270             | 85.7        | 2:32.173            | 86.09        | 4.427    | 18:00:15.460        |
| 18 -                      | 46.951        | 118.9                    | 1:16.555        | 135.0        | 29.629             | 87.0        | 2:33.135            | 85.55        | 5.389    | 18:02:48.595        |

| P2 192 THA Julian THOMAS  |               | Ford Falcon              |                 |              |                    |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:29.811 |               | BEST LAP TIME : 2:30.264 |                 |              | DIFFERENCE : 0.453 |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME     | MPH                | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       |               | 124.7                    | 1:15.281        | <b>138.0</b> | 28.782             | 87.9        | 2:32.925            | 85.67        | 2.661    | 17:18:39.964        |
| 2 -                       | 47.296        | 124.5                    | 1:15.941        | <b>138.0</b> | 28.808             | 87.6        | 2:32.045            | 86.17        | 1.781    | 17:21:12.009        |
| 3 -                       | 47.077        | 124.2                    | 1:15.231        | 136.6        | 28.573             | 88.8        | 2:30.881            | 86.83        | 0.617    | 17:23:42.890        |
| 4 -                       | 46.975        | 121.7                    | 1:15.425        | 136.9        | 28.890             | 87.8        | 2:31.290            | 86.60        | 1.026    | 17:26:14.180        |
| 5 -                       | 46.662        | 124.5                    | 1:15.371        | 137.7        | 28.761             | 88.8        | 2:30.794 (3)        | 86.88        | 0.530    | 17:28:44.974        |
| 6 -                       | 46.804        | 121.5                    | 1:16.337        | 137.7        | <b>28.406</b>      | 88.8        | 2:31.547            | 86.45        | 1.283    | 17:31:16.521        |
| 7 -                       | 47.027        | 122.2                    | 1:15.492        | 136.3        | 28.549             | 88.3        | 2:31.068            | 86.72        | 0.804    | 17:33:47.589        |
| 8 -                       | 46.651        | 129.3                    | 1:17.012        | 135.0        | 30.068             | 87.8        | 2:33.731            | 85.22        | 3.467    | 17:36:21.320        |
| 9 -                       | 46.958        | 125.2                    | 1:17.403        | 136.6        | 28.841             | 87.6        | 2:33.202            | 85.51        | 2.938    | 17:38:54.522        |
| 10 -                      | 47.386        | 130.3                    | 1:15.368        | 137.5        | IN PIT             |             | 2:33.872 P          | 85.14        | 3.608    | 17:41:28.394        |
| 11 -                      | OUTLAP        | 126.1                    | 1:15.725        | 136.3        | 28.681             | 88.7        | 3:49.515            | 57.08        | 1:19.251 | 17:45:17.909        |
| 12 -                      | <b>46.558</b> | 131.3                    | 1:15.083        | 137.2        | 29.049             | 86.7        | 2:30.690 (2)        | 86.94        | 0.426    | 17:47:48.599        |
| 13 -                      | 47.493        | 127.3                    | 1:15.647        | 135.2        | 28.971             | 87.1        | 2:32.111            | 86.13        | 1.847    | 17:50:20.710        |
| 14 -                      | 46.770        | <b>132.3</b>             | <b>1:14.847</b> | 137.7        | 28.647             | <b>89.1</b> | <b>2:30.264 (1)</b> | <b>87.19</b> |          | <b>17:52:50.974</b> |
| 15 -                      | 46.920        | 130.8                    | 1:15.421        | 137.7        | 28.730             | 88.7        | 2:31.071            | 86.72        | 0.807    | 17:55:22.045        |
| 16 -                      | 47.039        | 129.8                    | 1:16.596        | 136.6        | 28.931             | 87.8        | 2:32.566            | 85.87        | 2.302    | 17:57:54.611        |
| 17 -                      | 46.896        | 126.3                    | 1:15.945        | 137.2        | 28.805             | 86.1        | 2:31.646            | 86.39        | 1.382    | 18:00:26.257        |
| 18 -                      | 47.065        | 127.3                    | 1:17.676        | 135.5        | 29.370             | 83.7        | 2:34.111            | 85.01        | 3.847    | 18:03:00.368        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



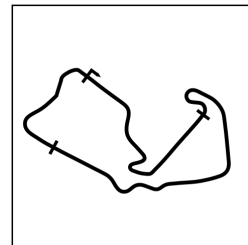
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P3 41 THA                 |          | MARDENBOROUGH / BROADBENT |                          |       |          |                    | Ford Mustang |       |          |              |
|---------------------------|----------|---------------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:28.062 |          |                           | BEST LAP TIME : 2:28.265 |       |          | DIFFERENCE : 0.203 |              |       |          |              |
| LAP                       | SECTOR 1 |                           | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 124.0                     | 1:14.949                 | 134.7 | 28.468   | 89.2               | 2:30.610     | 86.99 | 2.345    | 17:18:37.649 |
| 2 -                       | 46.333   | 126.6                     | 1:14.076                 | 135.0 | 28.532   | 90.4               | 2:28.941     | 87.96 | 0.676    | 17:21:06.590 |
| 3 -                       | 46.066   | 127.5                     | 1:13.996                 | 134.4 | 28.203   | 91.0               | 2:28.265 (1) | 88.36 |          | 17:23:34.855 |
| 4 -                       | 46.072   | 130.3                     | 1:13.802                 | 135.8 | 28.768   | 88.7               | 2:28.642 (2) | 88.14 | 0.377    | 17:26:03.497 |
| 5 -                       | 46.325   | 128.3                     | 1:14.231                 | 135.5 | 28.194   | 90.9               | 2:28.750 (3) | 88.07 | 0.485    | 17:28:32.247 |
| 6 -                       | 46.325   | 127.5                     | 1:14.334                 | 135.2 | 28.485   | 91.5               | 2:29.144     | 87.84 | 0.879    | 17:31:01.391 |
| 7 -                       | 46.624   | 130.0                     | 1:14.241                 | 133.9 | 28.756   | 89.1               | 2:29.621     | 87.56 | 1.356    | 17:33:31.012 |
| 8 -                       | 46.163   | 129.5                     | 1:14.676                 | 134.4 | 28.501   | 90.4               | 2:29.340     | 87.73 | 1.075    | 17:36:00.352 |
| 9 -                       | 46.305   | 128.0                     | 1:14.285                 | 134.7 | 28.654   | 90.9               | 2:29.244     | 87.78 | 0.979    | 17:38:29.596 |
| 10 -                      | 46.887   | 128.5                     | 1:14.088                 | 134.4 | IN PIT   |                    | 2:32.807 P   | 85.74 | 4.542    | 17:41:02.403 |
| 11 -                      | OUTLAP   | 114.5                     | 1:16.255                 | 133.9 | 28.895   | 89.9               | 4:11.583     | 52.07 | 1:43.318 | 17:45:13.986 |
| 12 -                      | 47.039   | 117.9                     | 1:16.325                 | 134.4 | 28.924   | 89.7               | 2:32.288     | 86.03 | 4.023    | 17:47:46.274 |
| 13 -                      | 47.303   | 123.3                     | 1:16.085                 | 133.6 | 29.046   | 90.4               | 2:32.434     | 85.95 | 4.169    | 17:50:18.708 |
| 14 -                      | 46.923   | 126.1                     | 1:15.961                 | 133.9 | 29.058   | 89.0               | 2:31.942     | 86.22 | 3.677    | 17:52:50.650 |
| 15 -                      | 47.246   | 122.0                     | 1:16.983                 | 134.7 | 28.586   | 90.8               | 2:32.815     | 85.73 | 4.550    | 17:55:23.465 |
| 16 -                      | 46.986   | 121.7                     | 1:16.039                 | 135.2 | 29.181   | 89.8               | 2:32.206     | 86.07 | 3.941    | 17:57:55.671 |
| 17 -                      | 47.529   | 121.7                     | 1:15.687                 | 134.7 | 29.333   | 90.6               | 2:32.549     | 85.88 | 4.284    | 18:00:28.220 |
| 18 -                      | 47.579   | 120.0                     | 1:15.865                 | 135.0 | 28.976   | 87.1               | 2:32.420     | 85.95 | 4.155    | 18:03:00.640 |

| P4 179 THA                |          | GREENSALL / SPIERS |                          |       |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|--------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:27.839 |          |                    | BEST LAP TIME : 2:27.922 |       |          | DIFFERENCE : 0.083 |              |       |          |              |
| LAP                       | SECTOR 1 |                    | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 121.5              | 1:14.928                 | 133.9 | 28.624   | 89.3               | 2:29.027     | 87.91 | 1.105    | 17:18:36.066 |
| 2 -                       | 46.293   | 125.2              | 1:14.144                 | 134.2 | 28.259   | 90.4               | 2:28.696     | 88.11 | 0.774    | 17:21:04.762 |
| 3 -                       | 45.922   | 124.2              | 1:14.249                 | 134.4 | 28.245   | 89.4               | 2:28.416 (3) | 88.27 | 0.494    | 17:23:33.178 |
| 4 -                       | 45.774   | 126.6              | 1:13.940                 | 135.2 | 28.208   | 89.3               | 2:27.922 (1) | 88.57 |          | 17:26:01.100 |
| 5 -                       | 45.823   | 127.3              | 1:13.993                 | 135.2 | 28.610   | 89.8               | 2:28.426     | 88.27 | 0.504    | 17:28:29.526 |
| 6 -                       | 46.077   | 122.6              | 1:13.857                 | 135.5 | 28.236   | 87.8               | 2:28.170 (2) | 88.42 | 0.248    | 17:30:57.696 |
| 7 -                       | 45.852   | 128.3              | 1:15.316                 | 134.7 | 28.735   | 88.4               | 2:29.903     | 87.40 | 1.981    | 17:33:27.599 |
| 8 -                       | 45.947   | 127.3              | 1:14.603                 | 135.2 | 28.469   | 88.5               | 2:29.019     | 87.91 | 1.097    | 17:35:56.618 |
| 9 -                       | 46.125   | 127.0              | 1:14.614                 | 135.2 | 28.693   | 90.1               | 2:29.432     | 87.67 | 1.510    | 17:38:26.050 |
| 10 -                      | 46.618   | 123.1              | 1:14.416                 | 133.1 | IN PIT   |                    | 2:33.281 P   | 85.47 | 5.359    | 17:40:59.331 |
| 11 -                      | OUTLAP   | 117.9              | 1:16.886                 | 133.6 | 29.166   | 86.4               | 4:04.732     | 53.53 | 1:36.810 | 17:45:04.063 |
| 12 -                      | 47.371   | 115.7              | 1:17.758                 | 133.6 | 29.106   | 85.5               | 2:34.235     | 84.94 | 6.313    | 17:47:38.298 |
| 13 -                      | 49.236   | 120.9              | 1:16.967                 | 131.8 | 29.814   | 89.1               | 2:36.017     | 83.97 | 8.095    | 17:50:14.315 |
| 14 -                      | 47.278   | 120.2              | 1:16.904                 | 134.4 | 29.181   | 86.9               | 2:33.363     | 85.42 | 5.441    | 17:52:47.678 |
| 15 -                      | 47.151   | 112.9              | 1:17.728                 | 133.9 | 29.026   | 87.2               | 2:33.905     | 85.12 | 5.983    | 17:55:21.583 |
| 16 -                      | 47.306   | 125.2              | 1:16.716                 | 135.5 | 29.891   | 84.8               | 2:33.913     | 85.12 | 5.991    | 17:57:55.496 |
| 17 -                      | 48.066   | 124.5              | 1:17.027                 | 135.2 | 29.035   | 88.6               | 2:34.128     | 85.00 | 6.206    | 18:00:29.624 |
| 18 -                      | 47.414   | 128.3              | 1:16.011                 | 134.4 | 29.323   | 86.7               | 2:32.748     | 85.77 | 4.826    | 18:03:02.372 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



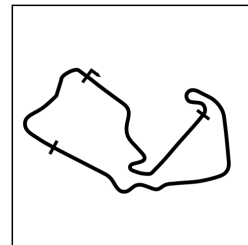
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P5 63 THA John DAVISON    |               | Ford Mustang |                          |              |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:30.188 |               |              | BEST LAP TIME : 2:30.532 |              |               | DIFFERENCE : 0.344 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 121.7        | 1:16.230                 | 134.2        | 28.687        | 88.0               | 2:31.730            | 86.34        | 1.198    | 17:18:38.769        |
| 2 -                       | 47.928        | 125.2        | 1:16.261                 | 134.7        | 28.671        | 87.2               | 2:32.860            | 85.71        | 2.328    | 17:21:11.629        |
| 3 -                       | 47.032        | 122.9        | <b>1:15.151</b>          | 133.4        | 28.688        | 88.1               | 2:30.871 (3)        | 86.84        | 0.339    | 17:23:42.500        |
| 4 -                       | 47.200        | 124.2        | 1:16.076                 | 135.0        | 28.882        | 87.9               | 2:32.158            | 86.10        | 1.626    | 17:26:14.658        |
| 5 -                       | 46.944        | 122.0        | 1:15.524                 | <b>136.6</b> | 28.407        | 88.8               | 2:30.875            | 86.83        | 0.343    | 17:28:45.533        |
| 6 -                       | 47.191        | 124.0        | 1:15.791                 | <b>136.6</b> | 28.640        | 88.1               | 2:31.622            | 86.41        | 1.090    | 17:31:17.155        |
| 7 -                       | 47.007        | 124.2        | 1:15.801                 | 134.7        | 28.493        | <b>89.3</b>        | 2:31.301            | 86.59        | 0.769    | 17:33:48.456        |
| 8 -                       | 46.900        | 127.3        | 1:16.142                 | 134.2        | 29.515        | 88.0               | 2:32.557            | 85.88        | 2.025    | 17:36:21.013        |
| 9 -                       | 48.003        | 123.1        | 1:17.036                 | 132.6        | IN PIT        |                    | 2:37.481 P          | 83.19        | 6.949    | 17:38:58.494        |
| 10 -                      | OUTLAP        | 124.5        | 1:16.316                 | 133.1        | 28.508        | 88.3               | 3:51.062            | 56.70        | 1:20.530 | 17:42:49.556        |
| 11 -                      | 46.850        | 125.6        | 1:15.267                 | 134.4        | 28.900        | 87.8               | 2:31.017            | 86.75        | 0.485    | 17:45:20.573        |
| 12 -                      | 46.874        | 127.0        | 1:15.240                 | 135.2        | 28.456        | 89.0               | 2:30.570 (2)        | 87.01        | 0.038    | 17:47:51.143        |
| 13 -                      | 47.480        | 125.4        | 1:16.148                 | 133.1        | 28.677        | 87.8               | 2:32.305            | 86.02        | 1.773    | 17:50:23.448        |
| 14 -                      | 46.920        | 127.5        | 1:15.701                 | 133.4        | 28.483        | 87.0               | 2:31.104            | 86.70        | 0.572    | 17:52:54.552        |
| 15 -                      | 47.060        | 126.8        | 1:15.632                 | 134.7        | 28.711        | 88.7               | 2:31.403            | 86.53        | 0.871    | 17:55:25.955        |
| 16 -                      | <b>46.711</b> | <b>129.8</b> | 1:15.495                 | 135.2        | <b>28.326</b> | 88.7               | <b>2:30.532 (1)</b> | <b>87.03</b> |          | <b>17:57:56.487</b> |
| 17 -                      | 47.627        | 124.2        | 1:17.336                 | 135.5        | 28.738        | 88.1               | 2:33.701            | 85.24        | 3.169    | 18:00:30.188        |
| 18 -                      | 47.273        | 126.6        | 1:15.791                 | 135.0        | 29.470        | 83.0               | 2:32.534            | 85.89        | 2.002    | 18:03:02.722        |

| P6 49 THA Michael WHITAKER JNR |               | Ford Mustang |                          |              |               |                    |                     |              |          |                     |
|--------------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:29.873      |               |              | BEST LAP TIME : 2:30.323 |              |               | DIFFERENCE : 0.450 |                     |              |          |                     |
| LAP                            | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                            |               | 114.5        | 1:15.329                 | 135.8        | 28.900        | <b>90.1</b>        | 2:32.584            | 85.86        | 2.261    | 17:18:39.623        |
| 2 -                            | 47.389        | 115.5        | 1:15.238                 | 135.8        | 28.480        | 89.8               | 2:31.107            | 86.70        | 0.784    | 17:21:10.730        |
| 3 -                            | <b>46.649</b> | 114.5        | <b>1:14.790</b>          | <b>136.3</b> | 28.884        | 89.2               | <b>2:30.323 (1)</b> | <b>87.15</b> |          | <b>17:23:41.053</b> |
| 4 -                            | 47.121        | 127.5        | 1:15.456                 | <b>136.3</b> | 29.478        | 83.1               | 2:32.055            | 86.16        | 1.732    | 17:26:13.108        |
| 5 -                            | 46.840        | 120.2        | 1:15.565                 | 135.8        | 28.705        | 89.3               | 2:31.110            | 86.70        | 0.787    | 17:28:44.218        |
| 6 -                            | 46.796        | 112.4        | 1:15.971                 | 135.8        | 28.545        | 89.7               | 2:31.312            | 86.58        | 0.989    | 17:31:15.530        |
| 7 -                            | 46.864        | <b>129.0</b> | 1:15.871                 | 133.6        | 28.550        | 88.4               | 2:31.285            | 86.60        | 0.962    | 17:33:46.815        |
| 8 -                            | 46.683        | 128.3        | 1:17.508                 | 130.8        | 29.458        | 89.7               | 2:33.649            | 85.27        | 3.326    | 17:36:20.464        |
| 9 -                            | 47.147        | 127.0        | 1:16.176                 | 133.4        | IN PIT        |                    | 2:36.113 P          | 83.92        | 5.790    | 17:38:56.577        |
| 10 -                           | OUTLAP        | 121.7        | 1:15.897                 | 133.9        | 28.579        | 88.3               | 3:56.440            | 55.41        | 1:26.117 | 17:42:53.017        |
| 11 -                           | 46.932        | 121.5        | 1:15.498                 | 135.8        | <b>28.434</b> | 87.7               | 2:30.864 (2)        | 86.84        | 0.541    | 17:45:23.881        |
| 12 -                           | 47.140        | 124.5        | 1:15.307                 | 136.1        | 28.651        | 86.8               | 2:31.098 (3)        | 86.71        | 0.775    | 17:47:54.979        |
| 13 -                           | 48.446        | 117.7        | 1:17.462                 | 133.1        | 29.810        | 88.5               | 2:35.718            | 84.13        | 5.395    | 17:50:30.697        |
| 14 -                           | 47.677        | 121.1        | 1:16.107                 | 132.6        | 28.955        | 89.5               | 2:32.739            | 85.77        | 2.416    | 17:53:03.436        |
| 15 -                           | 47.239        | 117.3        | 1:16.493                 | 136.1        | 29.005        | 88.8               | 2:32.737            | 85.77        | 2.414    | 17:55:36.173        |
| 16 -                           | 47.138        | 116.5        | 1:17.404                 | 135.2        | 29.044        | 89.2               | 2:33.586            | 85.30        | 3.263    | 17:58:09.759        |
| 17 -                           | 47.097        | 113.5        | 1:16.810                 | 135.0        | 29.029        | 87.8               | 2:32.936            | 85.66        | 2.613    | 18:00:42.695        |
| 18 -                           | 47.440        | 115.9        | 1:16.862                 | 134.2        | 28.975        | 88.7               | 2:33.277            | 85.47        | 2.954    | 18:03:15.972        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



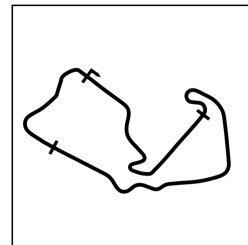
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P7 47 THA                 |               | SHEPHERD B / SHEPHERD F  |                 | Ford Mustang       |               |             |                     |                  |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|------------------|----------|---------------------|
| IDEAL LAP TIME : 2:30.400 |               | BEST LAP TIME : 2:30.969 |                 | DIFFERENCE : 0.569 |               |             |                     |                  |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                  |          |                     |
| 1 -                       |               | 115.5                    | 1:16.768        | <b>138.0</b>       | 29.204        | 87.9        | 2:36.536            | 83.69            | 5.567    | 17:18:43.575        |
| 2 -                       | 48.303        | 124.0                    | <b>1:15.392</b> | 136.1              | 28.863        | <b>89.4</b> | 2:32.558            | 85.88            | 1.589    | 17:21:16.133        |
| 3 -                       | 48.159        | 128.0                    | 1:15.764        | 134.7              | 28.617        | 88.7        | 2:32.540            | 85.89            | 1.571    | 17:23:48.673        |
| 4 -                       | 46.949        | 126.3                    | 1:15.783        | 135.2              | 29.222        | 87.6        | 2:31.954            | 86.22            | 0.985    | 17:26:20.627        |
| 5 -                       | 47.651        | 124.9                    | 1:15.483        | 135.5              | 28.840        | 88.0        | 2:31.974            | 86.21            | 1.005    | 17:28:52.601        |
| 6 -                       | 46.856        | <b>129.8</b>             | 1:16.692        | 134.7              | 29.229        | 84.7        | 2:32.777            | 85.75            | 1.808    | 17:31:25.378        |
| 7 -                       | 47.161        | 124.0                    | 1:16.550        | 135.0              | IN PIT        |             | 2:34.560            | <b>P</b> 84.76   | 3.591    | 17:33:59.938        |
| 8 -                       | OUTLAP        | 124.2                    | 1:16.588        | 130.8              | 28.832        | 87.3        | 3:54.985            | 55.75            | 1:24.016 | 17:37:54.923        |
| 9 -                       | 47.315        | 120.2                    | 1:17.071        | 132.3              | 28.977        | 88.3        | 2:33.363            | 85.42            | 2.394    | 17:40:28.286        |
| <b>10 -</b>               | <b>46.394</b> | 124.7                    | 1:15.594        | 134.7              | 28.981        | 87.6        | <b>2:30.969 (1)</b> | <b>86.78</b>     |          | <b>17:42:59.255</b> |
| 11 -                      | 46.932        | 121.7                    | 1:15.805        | 134.4              | <b>28.614</b> | 87.2        | 2:31.351            | <b>(2)</b> 86.56 | 0.382    | 17:45:30.606        |
| 12 -                      | 46.683        | 126.3                    | 1:15.799        | 135.2              | 29.068        | 86.9        | 2:31.550            | <b>(3)</b> 86.45 | 0.581    | 17:48:02.156        |
| 13 -                      | 47.149        | 124.0                    | 1:17.283        | 132.3              | 29.875        | 85.5        | 2:34.307            | 84.90            | 3.338    | 17:50:36.463        |
| 14 -                      | 47.544        | 127.0                    | 1:15.958        | 133.1              | 28.864        | 86.9        | 2:32.366            | 85.98            | 1.397    | 17:53:08.829        |
| 15 -                      | 46.680        | 124.0                    | 1:16.155        | 134.4              | 28.803        | 88.0        | 2:31.638            | 86.40            | 0.669    | 17:55:40.467        |
| 16 -                      | 46.514        | 126.1                    | 1:16.469        | 134.7              | 29.406        | 83.7        | 2:32.389            | 85.97            | 1.420    | 17:58:12.856        |
| 17 -                      | 46.939        | 124.7                    | 1:16.494        | 134.2              | 28.814        | 89.3        | 2:32.247            | 86.05            | 1.278    | 18:00:45.103        |
| 18 -                      | 47.084        | 122.0                    | 1:16.006        | 135.2              | 28.994        | 88.3        | 2:32.084            | 86.14            | 1.115    | 18:03:17.187        |

| P8 99 THA                 |               | TAYLOR / PRIAULX         |                 | Ford Mustang       |               |             |                     |                  |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|------------------|----------|---------------------|
| IDEAL LAP TIME : 2:30.455 |               | BEST LAP TIME : 2:30.795 |                 | DIFFERENCE : 0.340 |               |             |                     |                  |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |                  |          |                     |
| 1 -                       |               | 120.6                    | 1:16.740        | 133.6              | 29.086        | 89.4        | 2:35.942            | 84.01            | 5.147    | 17:18:42.981        |
| 2 -                       | 47.511        | 120.4                    | 1:15.942        | 133.9              | 28.599        | <b>90.3</b> | 2:32.052            | 86.16            | 1.257    | 17:21:15.033        |
| 3 -                       | 47.477        | 117.7                    | 1:15.681        | 132.8              | 29.015        | 88.5        | 2:32.173            | 86.09            | 1.378    | 17:23:47.206        |
| 4 -                       | 47.675        | 122.4                    | 1:16.442        | 133.1              | 28.727        | 89.0        | 2:32.844            | 85.71            | 2.049    | 17:26:20.050        |
| 5 -                       | 47.269        | 122.4                    | 1:15.884        | <b>134.2</b>       | 28.879        | 89.1        | 2:32.032            | 86.17            | 1.237    | 17:28:52.082        |
| 6 -                       | 47.309        | 124.2                    | 1:17.328        | <b>134.2</b>       | IN PIT        |             | 2:36.932            | <b>P</b> 83.48   | 6.137    | 17:31:29.014        |
| 7 -                       | OUTLAP        | 128.3                    | 1:16.587        | 133.6              | 28.910        | 87.6        | 4:02.686            | 53.98            | 1:31.891 | 17:35:31.700        |
| 8 -                       | 48.295        | 123.3                    | 1:15.492        | 132.3              | 28.759        | 88.4        | 2:32.546            | 85.88            | 1.751    | 17:38:04.246        |
| 9 -                       | <b>46.743</b> | 124.7                    | 1:15.794        | 132.8              | 28.571        | 89.1        | 2:31.108            | <b>(2)</b> 86.70 | 0.313    | 17:40:35.354        |
| 10 -                      | 47.406        | 123.3                    | 1:15.731        | 132.6              | 28.489        | 86.4        | 2:31.626            | 86.40            | 0.831    | 17:43:06.980        |
| <b>11 -</b>               | 47.083        | 128.3                    | <b>1:15.235</b> | 133.4              | <b>28.477</b> | 89.7        | <b>2:30.795 (1)</b> | <b>86.88</b>     |          | <b>17:45:37.775</b> |
| 12 -                      | 46.765        | 124.2                    | 1:15.799        | <b>134.2</b>       | 29.084        | 88.8        | 2:31.648            | 86.39            | 0.853    | 17:48:09.423        |
| 13 -                      | 47.672        | 121.5                    | 1:15.759        | 131.8              | 31.588        | 79.4        | 2:35.019            | 84.51            | 4.224    | 17:50:44.442        |
| 14 -                      | 47.133        | 121.5                    | 1:16.595        | 131.8              | 28.659        | 88.0        | 2:32.387            | 85.97            | 1.592    | 17:53:16.829        |
| 15 -                      | 47.384        | 129.8                    | 1:15.239        | 133.6              | 28.938        | 76.6        | 2:31.561            | 86.44            | 0.766    | 17:55:48.390        |
| 16 -                      | 47.128        | <b>130.0</b>             | 1:15.325        | 132.8              | 28.895        | 87.0        | 2:31.348            | <b>(3)</b> 86.56 | 0.553    | 17:58:19.738        |
| 17 -                      | 47.395        | 129.5                    | 1:17.668        | 133.9              | 28.707        | 85.5        | 2:33.770            | 85.20            | 2.975    | 18:00:53.508        |
| 18 -                      | 47.484        | 128.8                    | 1:16.177        | 132.8              | 29.079        | 87.4        | 2:32.740            | 85.77            | 1.945    | 18:03:26.248        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



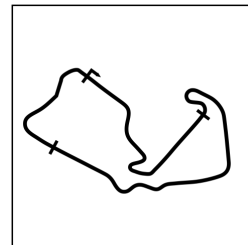
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P9                        |          | 9 THA |                          | Craig DAVIES |          | Ford Mustang       |              |       |          |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:30.724 |          |       | BEST LAP TIME : 2:31.637 |              |          | DIFFERENCE : 0.913 |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 115.3 | 1:16.749                 | 136.6        | 29.081   | 89.8               | 2:36.220     | 83.86 | 4.583    | 17:18:43.259 |
| 2 -                       | 48.336   | 122.9 | 1:15.115                 | 136.6        | 28.616   | 89.9               | 2:32.067 (3) | 86.15 | 0.430    | 17:21:15.326 |
| 3 -                       | 47.592   | 124.5 | 1:15.227                 | 137.2        | 29.327   | 89.7               | 2:32.146     | 86.11 | 0.509    | 17:23:47.472 |
| 4 -                       | 47.000   | 132.3 | 1:16.040                 | 135.5        | 28.898   | 86.5               | 2:31.938 (2) | 86.23 | 0.301    | 17:26:19.410 |
| 5 -                       | 46.993   | 127.5 | 1:15.722                 | 135.5        | 28.922   | 86.5               | 2:31.637 (1) | 86.40 |          | 17:28:51.047 |
| 6 -                       | 47.215   | 123.5 | 1:15.967                 | 136.6        | 29.226   | 87.1               | 2:32.408     | 85.96 | 0.771    | 17:31:23.455 |
| 7 -                       | 47.081   | 127.3 | 1:16.397                 | 135.8        | 29.123   | 86.7               | 2:32.601     | 85.85 | 0.964    | 17:33:56.056 |
| 8 -                       | 47.033   | 123.5 | 1:16.552                 | 135.5        | 29.381   | 88.0               | 2:32.966     | 85.65 | 1.329    | 17:36:29.022 |
| 9 -                       | 47.880   | 120.6 | 1:16.526                 | 135.8        | 29.371   | 89.0               | 2:33.777     | 85.19 | 2.140    | 17:39:02.799 |
| 10 -                      | 47.469   | 114.3 | 1:16.959                 | 135.8        | IN PIT   |                    | 2:36.777 P   | 83.56 | 5.140    | 17:41:39.576 |
| 11 -                      | OUTLAP   | 119.8 | 1:16.281                 | 135.8        | 29.031   | 86.0               | 3:55.561     | 55.61 | 1:23.924 | 17:45:35.137 |
| 12 -                      | 47.398   | 123.1 | 1:17.451                 | 136.1        | 29.118   | 88.4               | 2:33.967     | 85.09 | 2.330    | 17:48:09.104 |
| 13 -                      | 47.852   | 127.3 | 1:18.805                 | 131.8        | 29.646   | 86.8               | 2:36.303     | 83.82 | 4.666    | 17:50:45.407 |
| 14 -                      | 47.248   | 117.1 | 1:18.020                 | 132.6        | 29.223   | 89.0               | 2:34.491     | 84.80 | 2.854    | 17:53:19.898 |
| 15 -                      | 47.826   | 122.2 | 1:16.674                 | 135.2        | 29.496   | 84.9               | 2:33.996     | 85.07 | 2.359    | 17:55:53.894 |
| 16 -                      | 47.189   | 122.9 | 1:17.232                 | 133.9        | 29.461   | 89.3               | 2:33.882     | 85.14 | 2.245    | 17:58:27.776 |
| 17 -                      | 47.638   | 118.7 | 1:17.122                 | 135.8        | 29.471   | 89.1               | 2:34.231     | 84.94 | 2.594    | 18:01:02.007 |
| 18 -                      | 47.924   | 118.9 | 1:17.922                 | 135.0        | 29.885   | 85.1               | 2:35.731     | 84.13 | 4.094    | 18:03:37.738 |

| P10                       |          | 198 THC |                          | GIDDINGS / STREATHER |          | Ford Lotus Cortina |              |       |          |              |
|---------------------------|----------|---------|--------------------------|----------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:31.688 |          |         | BEST LAP TIME : 2:32.107 |                      |          | DIFFERENCE : 0.419 |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 117.3   | 1:17.872                 | 118.3                | 28.783   | 88.4               | 2:36.735     | 83.59 | 4.628    | 17:18:43.774 |
| 2 -                       | 48.397   | 119.1   | 1:16.695                 | 117.3                | 28.503   | 89.4               | 2:33.595     | 85.30 | 1.488    | 17:21:17.369 |
| 3 -                       | 47.316   | 119.8   | 1:17.040                 | 119.1                | 28.531   | 87.9               | 2:32.887     | 85.69 | 0.780    | 17:23:50.256 |
| 4 -                       | 47.740   | 119.1   | 1:17.649                 | 118.3                | 28.123   | 86.4               | 2:33.512     | 85.34 | 1.405    | 17:26:23.768 |
| 5 -                       | 47.617   | 119.8   | 1:16.407                 | 118.3                | 28.083   | 88.6               | 2:32.107 (1) | 86.13 |          | 17:28:55.875 |
| 6 -                       | 47.925   | 119.4   | 1:16.289                 | 118.3                | 28.759   | 86.4               | 2:32.973     | 85.64 | 0.866    | 17:31:28.848 |
| 7 -                       | 47.358   | 118.9   | 1:16.903                 | 118.3                | 28.537   | 87.0               | 2:32.798 (3) | 85.74 | 0.691    | 17:34:01.646 |
| 8 -                       | 47.887   | 118.3   | 1:16.464                 | 118.1                | 28.327   | 87.3               | 2:32.678 (2) | 85.81 | 0.571    | 17:36:34.324 |
| 9 -                       | 47.549   | 118.7   | 1:17.831                 | 117.5                | IN PIT   |                    | 2:38.299 P   | 82.76 | 6.192    | 17:39:12.623 |
| 10 -                      | OUTLAP   | 117.7   | 1:17.980                 | 117.5                | 28.785   | 85.2               | 3:49.324     | 57.13 | 1:17.217 | 17:43:01.947 |
| 11 -                      | 48.085   | 117.3   | 1:17.670                 | 117.7                | 28.921   | 85.2               | 2:34.676     | 84.70 | 2.569    | 17:45:36.623 |
| 12 -                      | 48.013   | 117.9   | 1:17.152                 | 118.1                | 28.500   | 86.5               | 2:33.665     | 85.26 | 1.558    | 17:48:10.288 |
| 13 -                      | 48.176   | 118.9   | 1:18.390                 | 115.9                | 28.894   | 87.2               | 2:35.460     | 84.27 | 3.353    | 17:50:45.748 |
| 14 -                      | 47.814   | 115.1   | 1:18.015                 | 117.5                | 28.722   | 87.8               | 2:34.551     | 84.77 | 2.444    | 17:53:20.299 |
| 15 -                      | 48.110   | 117.3   | 1:17.647                 | 117.7                | 28.498   | 86.8               | 2:34.255     | 84.93 | 2.148    | 17:55:54.554 |
| 16 -                      | 47.722   | 118.1   | 1:17.154                 | 117.7                | 28.625   | 87.9               | 2:33.501     | 85.35 | 1.394    | 17:58:28.055 |
| 17 -                      | 48.213   | 117.9   | 1:17.635                 | 117.9                | 28.498   | 88.1               | 2:34.346     | 84.88 | 2.239    | 18:01:02.401 |
| 18 -                      | 48.235   | 116.7   | 1:19.743                 | 117.7                | 28.481   | 88.0               | 2:36.459     | 83.73 | 4.352    | 18:03:38.860 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



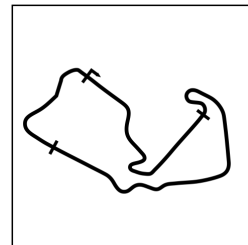
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P11 170 THC Jonathan MITCHELL |               | Ford Lotus cortina       |                 |              |                    |             |                     |              |             |                     |
|-------------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:31.757     |               | BEST LAP TIME : 2:32.295 |                 |              | DIFFERENCE : 0.538 |             |                     |              |             |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                           |               | 116.3                    | 1:18.320        | 119.1        | 28.719             | 86.4        | 2:39.002            | 82.39        | 6.707       | 17:18:46.041        |
| 2 -                           | 48.111        | 118.7                    | 1:17.341        | 120.4        | 28.547             | 88.1        | 2:33.999            | 85.07        | 1.704       | 17:21:20.040        |
| 3 -                           | 47.731        | 120.2                    | 1:16.721        | 119.6        | <b>28.198</b>      | 88.1        | 2:32.650 (3)        | 85.82        | 0.355       | 17:23:52.690        |
| 4 -                           | <b>47.429</b> | 120.2                    | 1:16.602        | 119.1        | 28.264             | <b>88.6</b> | <b>2:32.295 (1)</b> | <b>86.02</b> |             | <b>17:26:24.985</b> |
| 5 -                           | 47.540        | <b>120.4</b>             | 1:16.508        | 119.1        | 28.408             | 88.4        | 2:32.456 (2)        | 85.93        | 0.161       | 17:28:57.441        |
| 6 -                           | 47.612        | 118.9                    | <b>1:16.130</b> | <b>121.3</b> | 29.560             | 74.3        | 2:33.302            | 85.46        | 1.007       | 17:31:30.743        |
| 7 -                           | 48.693        | 116.9                    | 1:16.746        | 118.1        | IN PIT             |             | 2:37.682 P          | 83.08        | 5.387       | 17:34:08.425        |
| 8 -                           | OUTLAP        | 117.5                    | 1:16.566        | 117.9        | 28.446             | 87.7        | 3:57.275            | 55.21        | 1:24.980    | 17:38:05.700        |
| 9 -                           | 47.580        | 117.5                    | 1:17.116        | 117.5        | 28.429             | 87.0        | 2:33.125            | 85.56        | 0.830       | 17:40:38.825        |
| 10 -                          | 47.945        | 116.9                    | 1:17.097        | 117.7        | 28.433             | 87.1        | 2:33.475            | 85.36        | 1.180       | 17:43:12.300        |
| 11 -                          | 47.812        | 116.3                    | 1:17.291        | 118.3        | 28.428             | 87.9        | 2:33.531            | 85.33        | 1.236       | 17:45:45.831        |
| 12 -                          | 47.759        | 117.3                    | 1:17.320        | 117.3        | 28.642             | 86.5        | 2:33.721            | 85.23        | 1.426       | 17:48:19.552        |
| 13 -                          | 48.292        | 116.1                    | 1:17.442        | 115.9        | 29.195             | 86.1        | 2:34.929            | 84.56        | 2.634       | 17:50:54.481        |
| 14 -                          | 48.086        | 116.5                    | 1:18.822        | 114.9        | 28.789             | 87.2        | 2:35.697            | 84.14        | 3.402       | 17:53:30.178        |
| 15 -                          | 49.344        | 116.5                    | 1:17.590        | 116.9        | 28.531             | 87.0        | 2:35.465            | 84.27        | 3.170       | 17:56:05.643        |
| 16 -                          | 47.799        | 116.3                    | 1:17.562        | 116.1        | 28.451             | 87.3        | 2:33.812            | 85.18        | 1.517       | 17:58:39.455        |
| 17 -                          | 47.546        | 116.5                    | 1:17.463        | 117.1        | 29.012             | 84.7        | 2:34.021            | 85.06        | 1.726       | 18:01:13.476        |
| 18 -                          | 48.053        | 116.3                    | 1:17.347        | 117.3        | 28.591             | 85.8        | 2:33.991            | 85.08        | 1.696       | 18:03:47.467        |

| P12 711 THC Guy SMITH     |               | Ford Lotus Cortina       |                 |              |                    |             |                     |              |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:31.127 |               | BEST LAP TIME : 2:31.599 |                 |              | DIFFERENCE : 0.472 |             |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |                    | LAP TIME    | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       |               | 114.7                    | 1:17.383        | 117.7        | 29.005             | 86.8        | 2:37.756            | 83.05        | 6.157       | 17:18:44.795        |
| 2 -                       | 47.806        | 117.7                    | 1:16.373        | 117.7        | 28.200             | 89.3        | 2:32.379            | 85.98        | 0.780       | 17:21:17.174        |
| 3 -                       | 47.534        | 114.9                    | 1:16.458        | 117.9        | 28.103             | 89.0        | 2:32.095            | 86.14        | 0.496       | 17:23:49.269        |
| 4 -                       | 47.316        | <b>120.0</b>             | <b>1:16.056</b> | 118.3        | 28.227             | 88.5        | <b>2:31.599 (1)</b> | <b>86.42</b> |             | <b>17:26:20.868</b> |
| 5 -                       | 47.837        | 119.1                    | 1:16.112        | 117.9        | <b>27.982</b>      | <b>89.4</b> | 2:31.931 (3)        | 86.23        | 0.332       | 17:28:52.799        |
| 6 -                       | 47.682        | 119.1                    | 1:17.476        | <b>118.5</b> | 29.189             | 86.2        | 2:34.347            | 84.88        | 2.748       | 17:31:27.146        |
| 7 -                       | 48.222        | 116.9                    | 1:16.525        | 117.1        | IN PIT             |             | 2:37.164 P          | 83.36        | 5.565       | 17:34:04.310        |
| 8 -                       | OUTLAP        | 117.1                    | 1:16.606        | 116.9        | 28.282             | 87.8        | 4:16.610            | 51.05        | 1:45.011    | 17:38:20.920        |
| 9 -                       | <b>47.089</b> | 118.7                    | 1:17.575        | 117.1        | 28.864             | 83.9        | 2:33.528            | 85.33        | 1.929       | 17:40:54.448        |
| 10 -                      | 47.314        | 117.5                    | 1:16.570        | 116.5        | 28.426             | 86.5        | 2:32.310            | 86.02        | 0.711       | 17:43:26.758        |
| 11 -                      | 47.430        | 118.1                    | 1:16.084        | 117.3        | 28.133             | 87.2        | 2:31.647 (2)        | 86.39        | 0.048       | 17:45:58.405        |
| 12 -                      | 47.961        | 115.9                    | 1:16.346        | 117.7        | 27.988             | 87.6        | 2:32.295            | 86.02        | 0.696       | 17:48:30.700        |
| 13 -                      | 48.068        | 117.7                    | 1:17.145        | 116.9        | 28.954             | 87.3        | 2:34.167            | 84.98        | 2.568       | 17:51:04.867        |
| 14 -                      | 48.002        | 118.5                    | 1:18.413        | 116.9        | 29.059             | 87.0        | 2:35.474            | 84.26        | 3.875       | 17:53:40.341        |
| 15 -                      | 48.755        | 116.9                    | 1:16.778        | 118.3        | 28.282             | 88.0        | 2:33.815            | 85.17        | 2.216       | 17:56:14.156        |
| 16 -                      | 47.569        | 117.1                    | 1:16.457        | 116.3        | 28.152             | 87.6        | 2:32.178            | 86.09        | 0.579       | 17:58:46.334        |
| 17 -                      | 47.626        | 117.5                    | 1:17.572        | 116.9        | 28.397             | 86.2        | 2:33.595            | 85.30        | 1.996       | 18:01:19.929        |
| 18 -                      | 47.493        | 116.5                    | 1:17.352        | 117.5        | 28.318             | 87.1        | 2:33.163            | 85.54        | 1.564       | 18:03:53.092        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



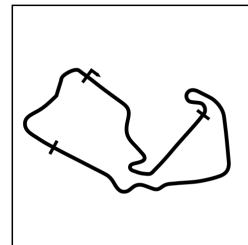
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 16 THA                |               | ROSS / JOHNSON           |                 | Ford Mustang       |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:31.454 |               | BEST LAP TIME : 2:31.819 |                 | DIFFERENCE : 0.365 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       |               | 117.9                    | 1:16.347        | 129.0              | 29.472        | 86.3        | 2:38.377            | 82.72        | 6.558    | 17:18:45.416        |
| 2 -                       | 47.859        | 121.3                    | 1:16.707        | 134.4              | 29.087        | 87.1        | 2:33.653            | 85.26        | 1.834    | 17:21:19.069        |
| 3 -                       | 47.822        | 127.3                    | 1:15.733        | 135.8              | 29.040        | <b>88.6</b> | 2:32.595            | 85.85        | 0.776    | 17:23:51.664        |
| 4 -                       | <b>47.029</b> | 124.9                    | 1:15.732        | 135.8              | 29.194        | 86.4        | 2:31.955 (2)        | 86.22        | 0.136    | 17:26:23.619        |
| 5 -                       | 47.223        | 124.7                    | <b>1:15.594</b> | 135.5              | 29.002        | 87.6        | <b>2:31.819 (1)</b> | <b>86.29</b> |          | <b>17:28:55.438</b> |
| 6 -                       | 47.779        | 127.5                    | 1:15.768        | <b>136.3</b>       | <b>28.831</b> | 87.4        | 2:32.378 (3)        | 85.98        | 0.559    | 17:31:27.816        |
| 7 -                       | 47.602        | 123.1                    | 1:16.507        | 135.5              | 29.328        | 84.7        | 2:33.437            | 85.38        | 1.618    | 17:34:01.253        |
| 8 -                       | 47.761        | 125.4                    | 1:15.655        | 134.7              | 28.967        | 87.7        | 2:32.383            | 85.97        | 0.564    | 17:36:33.636        |
| 9 -                       | 47.209        | 128.0                    | 1:16.059        | 135.5              | 29.703        | 88.1        | 2:32.971            | 85.64        | 1.152    | 17:39:06.607        |
| 10 -                      | 47.070        | <b>128.8</b>             | 1:19.242        | 135.0              | 29.086        | 88.0        | 2:35.398            | 84.31        | 3.579    | 17:41:42.005        |
| 11 -                      | 47.345        | 122.6                    | 1:18.360        | 133.9              | IN PIT        |             | 2:37.083 P          | 83.40        | 5.264    | 17:44:19.088        |
| 12 -                      | OUTLAP        | 122.0                    | 1:17.609        | 132.6              | 29.296        | 87.2        | 4:10.732            | 52.25        | 1:38.913 | 17:48:29.820        |
| 13 -                      | 48.224        | 123.3                    | 1:17.148        | 130.0              | 29.522        | 87.6        | 2:34.894            | 84.58        | 3.075    | 17:51:04.714        |
| 14 -                      | 47.594        | 125.9                    | 1:18.419        | 131.5              | 30.046        | 88.3        | 2:36.059            | 83.95        | 4.240    | 17:53:40.773        |
| 15 -                      | 49.944        | 125.2                    | 1:17.215        | 130.5              | 29.850        | 81.8        | 2:37.009            | 83.44        | 5.190    | 17:56:17.782        |
| 16 -                      | 47.733        | 123.5                    | 1:17.202        | 131.8              | 29.022        | 88.0        | 2:33.957            | 85.09        | 2.138    | 17:58:51.739        |
| 17 -                      | 47.894        | 125.6                    | 1:17.882        | 132.8              | 29.275        | 87.1        | 2:35.051            | 84.49        | 3.232    | 18:01:26.790        |
| 18 -                      | 47.712        | 127.8                    | 1:17.447        | 131.3              | 29.030        | 87.8        | 2:34.189            | 84.97        | 2.370    | 18:04:00.979        |

| P14 66 THA                |               | Rob FENN                 |                 | Ford Mustang       |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:33.906 |               | BEST LAP TIME : 2:34.273 |                 | DIFFERENCE : 0.367 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY         |              |          |                     |
| 1 -                       |               | 110.9                    | 1:18.068        | <b>131.3</b>       | 29.788        | 86.3        | 2:40.400            | 81.68        | 6.127    | 17:18:47.439        |
| 2 -                       | 49.538        | 117.9                    | 1:18.387        | 130.0              | 29.651        | 86.0        | 2:37.576            | 83.14        | 3.303    | 17:21:25.015        |
| 3 -                       | 48.321        | 122.6                    | 1:17.369        | 129.8              | 29.316        | 87.4        | 2:35.006            | 84.52        | 0.733    | 17:24:00.021        |
| 4 -                       | 47.949        | <b>125.4</b>             | 1:17.211        | 130.3              | 29.501        | 86.5        | 2:34.661 (3)        | 84.71        | 0.388    | 17:26:34.682        |
| 5 -                       | 48.038        | 123.8                    | 1:17.422        | 129.3              | 29.587        | 86.7        | 2:35.047            | 84.50        | 0.774    | 17:29:09.729        |
| 6 -                       | 47.886        | 124.7                    | <b>1:16.934</b> | 130.8              | 29.486        | 86.1        | 2:34.306 (2)        | 84.90        | 0.033    | 17:31:44.035        |
| 7 -                       | 49.257        | 120.6                    | 1:18.300        | 128.5              | 30.007        | 86.4        | 2:37.564            | 83.15        | 3.291    | 17:34:21.599        |
| 8 -                       | 48.054        | 123.3                    | 1:17.548        | 130.0              | IN PIT        |             | 2:38.511 P          | 82.65        | 4.238    | 17:37:00.110        |
| 9 -                       | OUTLAP        | 121.3                    | 1:17.790        | 130.5              | 29.846        | 77.9        | 3:54.886            | 55.77        | 1:20.613 | 17:40:54.996        |
| 10 -                      | 48.321        | 121.3                    | 1:17.306        | 130.8              | <b>29.203</b> | <b>87.9</b> | 2:34.830            | 84.62        | 0.557    | 17:43:29.826        |
| 11 -                      | <b>47.769</b> | 121.7                    | 1:17.217        | 130.3              | 29.287        | 85.9        | <b>2:34.273 (1)</b> | <b>84.92</b> |          | <b>17:46:04.099</b> |
| 12 -                      | 48.323        | 121.7                    | 1:17.266        | 130.3              | 29.374        | 86.5        | 2:34.963            | 84.54        | 0.690    | 17:48:39.062        |
| 13 -                      | 48.346        | 122.0                    | 1:17.433        | 130.5              | 29.410        | 87.8        | 2:35.189            | 84.42        | 0.916    | 17:51:14.251        |
| 14 -                      | 48.644        | 124.2                    | 1:17.633        | 129.3              | 29.585        | 84.2        | 2:35.862            | 84.05        | 1.589    | 17:53:50.113        |
| 15 -                      | 47.973        | 124.7                    | 1:17.802        | 130.3              | 29.272        | 81.6        | 2:35.047            | 84.50        | 0.774    | 17:56:25.160        |
| 16 -                      | 48.337        | 124.2                    | 1:17.590        | 130.3              | 29.348        | 86.5        | 2:35.275            | 84.37        | 1.002    | 17:59:00.435        |
| 17 -                      | 48.753        | 122.2                    | 1:18.512        | 129.5              | 29.505        | 84.6        | 2:36.770            | 83.57        | 2.497    | 18:01:37.205        |
| 18 -                      | 48.400        | 119.6                    | 1:18.004        | 130.0              | 29.514        | 84.3        | 2:35.918            | 84.02        | 1.645    | 18:04:13.123        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



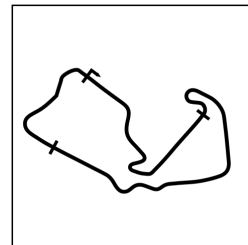
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P15 777 THA ZISER / WEBB  |               | Ford Mustang             |                 |              |                    |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:32.281 |               | BEST LAP TIME : 2:32.535 |                 |              | DIFFERENCE : 0.254 |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |              | SECTOR 3           |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 111.1                    | 1:21.243        | 125.9        | 29.640             | 83.4        | 2:44.912            | 79.44        | 12.377   | 17:18:51.951        |
| 2 -                       | 48.613        | 121.5                    | 1:17.563        | 129.3        | 29.844             | 85.2        | 2:36.020            | 83.97        | 3.485    | 17:21:27.971        |
| 3 -                       | 49.007        | 116.9                    | 1:18.749        | 124.2        | 29.481             | 86.7        | 2:37.237            | 83.32        | 4.702    | 17:24:05.208        |
| 4 -                       | 48.369        | 119.6                    | 1:17.671        | 129.0        | 29.437             | 86.7        | 2:35.477            | 84.26        | 2.942    | 17:26:40.685        |
| 5 -                       | 48.093        | 122.6                    | 1:17.466        | 128.0        | 29.713             | 84.7        | 2:35.272            | 84.37        | 2.737    | 17:29:15.957        |
| 6 -                       | 49.138        | 117.3                    | 1:18.027        | <b>129.8</b> | 29.997             | 84.9        | 2:37.162            | 83.36        | 4.627    | 17:31:53.119        |
| 7 -                       | 49.530        | 114.7                    | 1:18.952        | 127.3        | IN PIT             |             | 2:42.272 <b>P</b>   | 80.73        | 9.737    | 17:34:35.391        |
| 8 -                       | OUTLAP        | <b>123.5</b>             | 1:17.757        | 127.8        | 29.392             | 87.0        | 4:12.037            | 51.98        | 1:39.502 | 17:38:47.428        |
| 9 -                       | 48.066        | 114.3                    | 1:17.354        | 126.8        | 29.043             | 87.4        | 2:34.463            | 84.82        | 1.928    | 17:41:21.891        |
| 10 -                      | 47.676        | 119.1                    | 1:16.404        | 127.0        | 29.099             | 86.7        | 2:33.179 <b>(3)</b> | 85.53        | 0.644    | 17:43:55.070        |
| 11 -                      | 47.676        | 121.7                    | <b>1:16.267</b> | 126.6        | 29.095             | 86.9        | 2:33.038 <b>(2)</b> | 85.61        | 0.503    | 17:46:28.108        |
| 12 -                      | <b>47.069</b> | 123.3                    | 1:16.438        | 125.4        | 29.028             | 86.2        | <b>2:32.535 (1)</b> | <b>85.89</b> |          | <b>17:49:00.643</b> |
| 13 -                      | 47.641        | 121.3                    | 1:16.705        | 124.0        | <b>28.945</b>      | <b>88.5</b> | 2:33.291            | 85.46        | 0.756    | 17:51:33.934        |
| 14 -                      | 47.403        | 122.4                    | 1:16.911        | 124.5        | 28.948             | 85.7        | 2:33.262            | 85.48        | 0.727    | 17:54:07.196        |
| 15 -                      | 47.307        | 122.4                    | 1:16.988        | 126.8        | 28.995             | 86.4        | 2:33.290            | 85.47        | 0.755    | 17:56:40.486        |
| 16 -                      | 48.333        | 119.4                    | 1:16.454        | 125.6        | 29.295             | 85.2        | 2:34.082            | 85.03        | 1.547    | 17:59:14.568        |
| 17 -                      | 47.780        | 121.7                    | 1:20.893        | 127.8        | 29.672             | 87.3        | 2:38.345            | 82.74        | 5.810    | 18:01:52.913        |
| 18 -                      | 50.060        | 119.1                    | 1:17.012        | 125.2        | 29.391             | 82.9        | 2:36.463            | 83.73        | 3.928    | 18:04:29.376        |

| P16 168 THA RUSSELL / CHILLEYSTONE |               | Ford Mustang             |                 |              |                    |             |                     |              |          |                     |
|------------------------------------|---------------|--------------------------|-----------------|--------------|--------------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:31.059          |               | BEST LAP TIME : 2:31.127 |                 |              | DIFFERENCE : 0.068 |             |                     |              |          |                     |
| LAP                                | SECTOR 1      |                          | SECTOR 2        |              | SECTOR 3           |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                |               | 115.1                    | 1:17.475        | <b>133.9</b> | 29.036             | 86.3        | 2:37.518            | 83.17        | 6.391    | 17:18:44.557        |
| 2 -                                | 48.019        | 116.3                    | 1:16.723        | 130.5        | 28.896             | 90.0        | 2:33.638            | 85.27        | 2.511    | 17:21:18.195        |
| 3 -                                | 47.009        | 112.7                    | 1:16.393        | 129.3        | 29.275             | 89.5        | 2:32.677            | 85.81        | 1.550    | 17:23:50.872        |
| 4 -                                | 47.035        | 119.8                    | 1:16.285        | <b>133.9</b> | 28.657             | 89.1        | 2:31.977 <b>(2)</b> | 86.20        | 0.850    | 17:26:22.849        |
| 5 -                                | 46.911        | <b>124.5</b>             | <b>1:15.596</b> | 132.8        | <b>28.620</b>      | <b>90.1</b> | <b>2:31.127 (1)</b> | <b>86.69</b> |          | <b>17:28:53.976</b> |
| 6 -                                | <b>46.843</b> | 121.5                    | 1:16.799        | 132.6        | 29.340             | 87.8        | 2:32.982            | 85.64        | 1.855    | 17:31:26.958        |
| 7 -                                | 47.179        | 122.4                    | 1:16.074        | 132.6        | 28.877             | 88.8        | 2:32.130 <b>(3)</b> | 86.12        | 1.003    | 17:33:59.088        |
| 8 -                                | 48.368        | 124.0                    | 1:16.303        | 132.3        | 28.987             | 89.3        | 2:33.658            | 85.26        | 2.531    | 17:36:32.746        |
| 9 -                                | 47.536        | 118.7                    | 1:16.337        | <b>133.9</b> | IN PIT             |             | 2:37.223 <b>P</b>   | 83.33        | 6.096    | 17:39:09.969        |
| 10 -                               | OUTLAP        | 117.1                    | 1:18.737        | 122.9        | 30.500             | 80.7        | 4:07.807            | 52.87        | 1:36.680 | 17:43:17.776        |
| 11 -                               | 49.055        | 116.3                    | 1:19.307        | 130.3        | 30.555             | 81.3        | 2:38.917            | 82.44        | 7.790    | 17:45:56.693        |
| 12 -                               | 49.558        | 120.0                    | 1:19.644        | 130.3        | 30.083             | 79.8        | 2:39.285            | 82.25        | 8.158    | 17:48:35.978        |
| 13 -                               | 49.598        | 121.3                    | 1:19.009        | 127.3        | 30.759             | 87.3        | 2:39.366            | 82.21        | 8.239    | 17:51:15.344        |
| 14 -                               | 49.027        | 117.5                    | 1:18.355        | 125.4        | 30.151             | 87.1        | 2:37.533            | 83.16        | 6.406    | 17:53:52.877        |
| 15 -                               | 49.919        | 122.6                    | 1:19.927        | 129.0        | 30.943             | 76.4        | 2:40.789            | 81.48        | 9.662    | 17:56:33.666        |
| 16 -                               | 49.070        | 120.4                    | 1:18.889        | 129.3        | 29.848             | 85.1        | 2:37.807            | 83.02        | 6.680    | 17:59:11.473        |
| 17 -                               | 49.811        | 120.9                    | 1:21.485        | 131.0        | 29.906             | 85.7        | 2:41.202            | 81.27        | 10.075   | 18:01:52.675        |
| 18 -                               | 50.176        | 123.3                    | 1:18.963        | 130.5        | 30.088             | 86.1        | 2:39.227            | 82.28        | 8.100    | 18:04:31.902        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

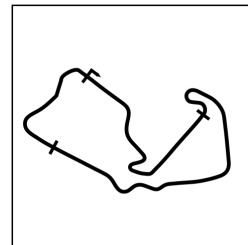
| P17 60 THA                |               | Neil FISHER              |                 | Ford Mustang       |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:34.153 |               | BEST LAP TIME : 2:34.355 |                 | DIFFERENCE : 0.202 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 119.1                    | 1:19.441        | 128.8              | 30.268        | 79.7        | 2:45.973            | 78.93        | 11.618   | 17:18:53.012        |
| 2 -                       | 48.162        | 121.7                    | 1:17.310        | <b>131.5</b>       | 30.097        | 80.4        | 2:35.569            | 84.21        | 1.214    | 17:21:28.581        |
| 3 -                       | 48.903        | 120.6                    | 1:18.451        | 122.2              | 29.809        | <b>86.4</b> | 2:37.163            | 83.36        | 2.808    | 17:24:05.744        |
| 4 -                       | 48.288        | 119.1                    | 1:17.732        | 130.0              | 29.399        | 85.5        | 2:35.419            | 84.29        | 1.064    | 17:26:41.163        |
| 5 -                       | 48.658        | 122.9                    | 1:17.172        | 129.0              | 29.294        | 86.1        | 2:35.124            | 84.45        | 0.769    | 17:29:16.287        |
| 6 -                       | <b>47.927</b> | 121.7                    | 1:17.224        | 128.8              | 29.204        | 85.0        | <b>2:34.355 (1)</b> | <b>84.88</b> |          | <b>17:31:50.642</b> |
| 7 -                       | 48.079        | 123.5                    | 1:17.712        | 127.8              | 29.839        | 83.8        | 2:35.630            | 84.18        | 1.275    | 17:34:26.272        |
| 8 -                       | 48.300        | 123.3                    | <b>1:17.066</b> | 128.5              | IN PIT        |             | 2:37.834 <b>P</b>   | 83.00        | 3.479    | 17:37:04.106        |
| 9 -                       | OUTLAP        | 123.1                    | 1:18.573        | 127.0              | 29.661        | 82.9        | 3:59.669            | 54.66        | 1:25.314 | 17:41:03.775        |
| 10 -                      | 48.217        | 122.4                    | 1:17.353        | 128.0              | 29.262        | 84.4        | 2:34.832 <b>(2)</b> | 84.61        | 0.477    | 17:43:38.607        |
| 11 -                      | 48.111        | 124.2                    | 1:17.819        | 128.8              | <b>29.160</b> | 82.6        | 2:35.090            | 84.47        | 0.735    | 17:46:13.697        |
| 12 -                      | 48.295        | 122.6                    | 1:17.611        | 127.3              | 29.225        | 83.7        | 2:35.131            | 84.45        | 0.776    | 17:48:48.828        |
| 13 -                      | 48.071        | <b>124.5</b>             | 1:17.535        | 126.8              | 29.260        | 84.3        | 2:34.866 <b>(3)</b> | 84.60        | 0.511    | 17:51:23.694        |
| 14 -                      | 48.281        | 117.5                    | 1:17.898        | 127.5              | 29.643        | 82.9        | 2:35.822            | 84.08        | 1.467    | 17:53:59.516        |
| 15 -                      | 48.647        | 120.6                    | 1:18.920        | 126.1              | 29.168        | 82.2        | 2:36.735            | 83.59        | 2.380    | 17:56:36.251        |
| 16 -                      | 49.673        | 120.6                    | 1:18.965        | 124.2              | 30.374        | 83.0        | 2:39.012            | 82.39        | 4.657    | 17:59:15.263        |
| 17 -                      | 49.510        | 110.3                    | 1:20.629        | 121.7              | 29.354        | 85.2        | 2:39.493            | 82.14        | 5.138    | 18:01:54.756        |
| 18 -                      | 48.953        | 115.1                    | 1:19.347        | 127.0              | 29.261        | 84.4        | 2:37.561            | 83.15        | 3.206    | 18:04:32.317        |

| P18 213 THC               |               | WOLFE / TINKLER          |                 | Ford Lotus Cortina |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:33.508 |               | BEST LAP TIME : 2:34.216 |                 | DIFFERENCE : 0.708 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 117.5                    | 1:19.004        | 118.3              | <b>28.220</b> | <b>88.1</b> | 2:40.866            | 81.44        | 6.650    | 17:18:47.905        |
| 2 -                       | 48.381        | 117.3                    | 1:20.455        | 117.7              | 29.698        | 81.3        | 2:38.534            | 82.64        | 4.318    | 17:21:26.439        |
| 3 -                       | 48.807        | 116.5                    | 1:18.347        | 118.3              | 28.498        | 86.4        | 2:35.652            | 84.17        | 1.436    | 17:24:02.091        |
| 4 -                       | 48.278        | <b>118.3</b>             | 1:17.594        | 118.7              | 28.472        | 84.5        | 2:34.344 <b>(3)</b> | 84.88        | 0.128    | 17:26:36.435        |
| 5 -                       | 48.060        | 117.3                    | 1:17.685        | 118.5              | 28.471        | 85.5        | <b>2:34.216 (1)</b> | <b>84.95</b> |          | <b>17:29:10.651</b> |
| 6 -                       | 48.533        | 117.5                    | <b>1:17.353</b> | 117.5              | 28.438        | 87.9        | 2:34.324 <b>(2)</b> | 84.89        | 0.108    | 17:31:44.975        |
| 7 -                       | 49.243        | 115.3                    | 1:20.286        | 115.3              | 29.010        | 88.0        | 2:38.539            | 82.64        | 4.323    | 17:34:23.514        |
| 8 -                       | <b>47.935</b> | 118.1                    | 1:17.780        | <b>118.9</b>       | 28.702        | 86.5        | 2:34.417            | 84.84        | 0.201    | 17:36:57.931        |
| 9 -                       | 48.683        | 117.3                    | 1:18.469        | 118.1              | IN PIT        |             | 2:40.424 <b>P</b>   | 81.66        | 6.208    | 17:39:38.355        |
| 10 -                      | OUTLAP        | 114.3                    | 1:19.443        | 114.5              | 29.066        | 85.9        | 3:58.112            | 55.02        | 1:23.896 | 17:43:36.467        |
| 11 -                      | 48.079        | 115.3                    | 1:17.815        | 115.7              | 28.477        | 87.6        | 2:34.371            | 84.87        | 0.155    | 17:46:10.838        |
| 12 -                      | 48.772        | 116.3                    | 1:17.947        | 115.5              | 28.664        | 86.5        | 2:35.383            | 84.31        | 1.167    | 17:48:46.221        |
| 13 -                      | 49.166        | 117.5                    | 1:18.335        | 115.3              | 29.075        | 86.0        | 2:36.576            | 83.67        | 2.360    | 17:51:22.797        |
| 14 -                      | 49.316        | 113.5                    | 1:18.588        | 117.3              | 28.998        | 85.2        | 2:36.902            | 83.50        | 2.686    | 17:53:59.699        |
| 15 -                      | 48.790        | 114.9                    | 1:19.057        | 117.9              | 28.888        | 81.3        | 2:36.735            | 83.59        | 2.519    | 17:56:36.434        |
| 16 -                      | 50.283        | 117.1                    | 1:18.815        | 116.5              | 29.979        | 79.0        | 2:39.077            | 82.36        | 4.861    | 17:59:15.511        |
| 17 -                      | 48.956        | 114.1                    | 1:19.897        | 117.7              | 28.838        | 87.2        | 2:37.691            | 83.08        | 3.475    | 18:01:53.202        |
| 18 -                      | 50.403        | 114.3                    | 1:19.630        | 118.1              | 29.428        | 86.4        | 2:39.461            | 82.16        | 5.245    | 18:04:32.663        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

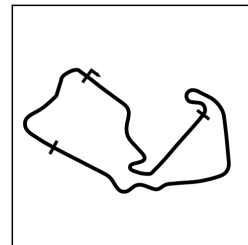
| P19 116 THA               |               | MATHIESON / MANN         |                 |              |               |             | Ford Mustang        |                |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|----------------|-------------|---------------------|
| IDEAL LAP TIME : 2:33.574 |               | BEST LAP TIME : 2:34.916 |                 |              |               |             | DIFFERENCE : 1.342  |                |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |               | LAP TIME    | MPH                 | DIFF           | TIME OF DAY |                     |
| 1 -                       |               | 108.5                    | 1:20.396        | 129.5        | 30.993        | 79.8        | 2:46.251            | 78.80          | 11.335      | 17:18:53.290        |
| 2 -                       | 50.005        | 120.9                    | 1:16.822        | 132.8        | 29.587        | 85.2        | 2:36.414            | 83.76          | 1.498       | 17:21:29.704        |
| 3 -                       | 48.324        | 119.4                    | 1:17.933        | 125.2        | 30.582        | 83.9        | 2:36.839            | 83.53          | 1.923       | 17:24:06.543        |
| 4 -                       | 48.281        | 122.6                    | 1:17.589        | 127.8        | 30.111        | 87.2        | 2:35.981            | 83.99          | 1.065       | 17:26:42.524        |
| 5 -                       | 48.571        | 118.5                    | 1:16.682        | 128.5        | 29.930        | 85.9        | 2:35.183            | 84.42          | 0.267       | 17:29:17.707        |
| 6 -                       | <b>47.829</b> | 122.0                    | 1:17.635        | <b>133.9</b> | <b>29.452</b> | 86.9        | <b>2:34.916 (1)</b> | <b>84.57</b>   |             | <b>17:31:52.623</b> |
| 7 -                       | 50.964        | 116.9                    | 1:19.268        | 132.8        | 30.092        | 85.7        | 2:40.324            | 81.72          | 5.408       | 17:34:32.947        |
| 8 -                       | 48.923        | <b>123.8</b>             | <b>1:16.293</b> | 129.8        | 30.474        | 83.8        | 2:35.690            | 84.15          | 0.774       | 17:37:08.637        |
| 9 -                       | 48.425        | 118.1                    | 1:17.492        | 118.9        | IN PIT        |             | 2:46.169            | <b>P</b> 78.84 | 11.253      | 17:39:54.806        |
| 10 -                      | OUTLAP        | 112.9                    | 1:19.187        | 123.8        | 29.771        | 87.1        | 4:02.600            | 54.00          | 1:27.684    | 17:43:57.406        |
| 11 -                      | 48.822        | 109.4                    | 1:19.267        | 123.5        | 30.041        | <b>88.1</b> | 2:38.130            | 82.85          | 3.214       | 17:46:35.536        |
| 12 -                      | 48.017        | 107.8                    | 1:18.257        | 132.3        | 29.871        | 81.8        | 2:36.145            | 83.90          | 1.229       | 17:49:11.681        |
| 13 -                      | 48.713        | 112.0                    | 1:19.413        | 126.8        | 29.831        | 81.9        | 2:37.957            | 82.94          | 3.041       | 17:51:49.638        |
| 14 -                      | 48.538        | 113.3                    | 1:17.484        | 128.5        | 29.863        | 81.4        | 2:35.885            | 84.04          | 0.969       | 17:54:25.523        |
| 15 -                      | 48.208        | 115.7                    | 1:17.936        | 132.6        | 29.554        | 81.5        | 2:35.698            | 84.14          | 0.782       | 17:57:01.221        |
| 16 -                      | 48.022        | 113.1                    | 1:17.423        | 126.6        | 29.678        | 82.9        | 2:35.123 <b>(3)</b> | 84.46          | 0.207       | 17:59:36.344        |
| 17 -                      | 49.081        | 116.3                    | 1:17.977        | 130.8        | 29.515        | 85.5        | 2:36.573            | 83.67          | 1.657       | 18:02:12.917        |
| 18 -                      | 47.849        | 117.3                    | 1:17.168        | 132.6        | 29.932        | 77.9        | 2:34.949 <b>(2)</b> | 84.55          | 0.033       | 18:04:47.866        |

| P20 19 THA                |               | Richard MCALPINE         |                 |              |               |             | Ford Falcon         |                |             |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|---------------------|----------------|-------------|---------------------|
| IDEAL LAP TIME : 2:33.024 |               | BEST LAP TIME : 2:34.289 |                 |              |               |             | DIFFERENCE : 1.265  |                |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |                 | SECTOR 3     |               | LAP TIME    | MPH                 | DIFF           | TIME OF DAY |                     |
| 1 -                       |               | 106.8                    | 1:19.747        | 128.8        | 29.566        | 86.8        | 2:47.442            | 78.24          | 13.153      | 17:18:54.481        |
| 2 -                       | 51.119        | 112.2                    | 1:18.161        | 133.9        | <b>29.051</b> | 87.3        | 2:38.331            | 82.74          | 4.042       | 17:21:32.812        |
| 3 -                       | 48.243        | 125.6                    | <b>1:16.246</b> | 132.1        | 30.138        | 82.6        | 2:34.627 <b>(2)</b> | 84.73          | 0.338       | 17:24:07.439        |
| 4 -                       | 48.882        | 117.5                    | 1:17.189        | <b>136.6</b> | 30.315        | <b>89.1</b> | 2:36.386            | 83.77          | 2.097       | 17:26:43.825        |
| 5 -                       | 48.651        | 118.1                    | 1:18.124        | 135.8        | 29.815        | <b>89.1</b> | 2:36.590            | 83.66          | 2.301       | 17:29:20.415        |
| 6 -                       | 48.530        | 118.3                    | 1:17.022        | 133.1        | 29.596        | 88.0        | 2:35.148            | 84.44          | 0.859       | 17:31:55.563        |
| 7 -                       | 48.295        | 123.1                    | 1:18.332        | 135.8        | 29.673        | 87.7        | 2:36.300            | 83.82          | 2.011       | 17:34:31.863        |
| 8 -                       | 48.348        | 124.7                    | 1:16.990        | 133.4        | IN PIT        |             | 2:38.779            | <b>P</b> 82.51 | 4.490       | 17:37:10.642        |
| 9 -                       | OUTLAP        | 124.2                    | 1:21.270        | 132.1        | 29.449        | 86.2        | 4:10.210            | 52.36          | 1:35.921    | 17:41:20.852        |
| 10 -                      | 48.335        | 117.5                    | 1:17.821        | 135.0        | 29.263        | 87.0        | 2:35.419            | 84.29          | 1.130       | 17:43:56.271        |
| 11 -                      | 47.900        | <b>126.1</b>             | 1:18.304        | 134.2        | 34.263        | 78.3        | 2:40.467            | 81.64          | 6.178       | 17:46:36.738        |
| 12 -                      | 48.953        | 122.9                    | 1:17.648        | 132.3        | 30.983        | 87.1        | 2:37.584            | 83.14          | 3.295       | 17:49:14.322        |
| 13 -                      | 48.471        | 122.0                    | 1:17.779        | 134.2        | 29.706        | 88.4        | 2:35.956            | 84.00          | 1.667       | 17:51:50.278        |
| 14 -                      | 49.086        | 119.4                    | 1:17.521        | 133.6        | 29.857        | 86.3        | 2:36.464            | 83.73          | 2.175       | 17:54:26.742        |
| 15 -                      | 48.305        | 113.1                    | 1:17.623        | 133.1        | 29.658        | 87.0        | 2:35.586            | 84.20          | 1.297       | 17:57:02.328        |
| 16 -                      | 48.114        | 120.0                    | 1:17.188        | 133.1        | 29.701        | 86.9        | 2:35.003 <b>(3)</b> | 84.52          | 0.714       | 17:59:37.331        |
| 17 -                      | 48.847        | 122.4                    | 1:18.101        | 132.1        | 29.660        | 85.7        | 2:36.608            | 83.65          | 2.319       | 18:02:13.939        |
| 18 -                      | <b>47.727</b> | 123.3                    | 1:16.736        | 135.8        | 29.826        | 85.8        | <b>2:34.289 (1)</b> | <b>84.91</b>   |             | <b>18:04:48.228</b> |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



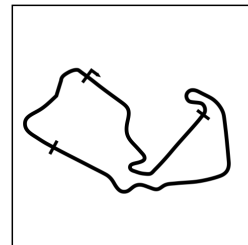
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P21 17 THC                |               | David TOMLIN             |                 | Ford Lotus Cortina |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:33.032 |               | BEST LAP TIME : 2:33.820 |                 | DIFFERENCE : 0.788 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 111.1                    | 1:20.323        | 113.5              | 29.960        | 84.9        | 2:48.126            | 77.92        | 14.306   | 17:18:55.165        |
| 2 -                       | 51.005        | 115.9                    | 1:19.301        | 111.2              | 29.037        | 85.1        | 2:39.343            | 82.22        | 5.523    | 17:21:34.508        |
| 3 -                       | 48.434        | 114.9                    | 1:18.022        | 108.4              | 28.861        | <b>88.1</b> | 2:35.317 (3)        | 84.35        | 1.497    | 17:24:09.825        |
| 4 -                       | 48.924        | 115.1                    | 1:19.411        | 105.3              | 28.876        | 86.9        | 2:37.211            | 83.33        | 3.391    | 17:26:47.036        |
| 5 -                       | 48.548        | 113.1                    | 1:18.705        | 105.1              | 29.032        | 85.7        | 2:36.285            | 83.83        | 2.465    | 17:29:23.321        |
| 6 -                       | 48.974        | 107.3                    | 1:19.391        | 103.4              | 29.630        | 85.0        | 2:37.995            | 82.92        | 4.175    | 17:32:01.316        |
| 7 -                       | 48.952        | 106.3                    | 1:19.139        | 104.5              | IN PIT        |             | 2:41.558 P          | 81.09        | 7.738    | 17:34:42.874        |
| 8 -                       | OUTLAP        | 116.1                    | 1:18.557        | 116.7              | 28.677        | 86.9        | 4:04.943            | 53.48        | 1:31.123 | 17:38:47.817        |
| 9 -                       | 48.868        | 116.7                    | 1:18.025        | 113.7              | 28.687        | 87.7        | 2:35.580            | 84.21        | 1.760    | 17:41:23.397        |
| 10 -                      | <b>47.936</b> | <b>117.3</b>             | 1:17.776        | <b>117.7</b>       | 28.713        | 86.3        | 2:34.425 (2)        | 84.84        | 0.605    | 17:43:57.822        |
| 11 -                      | 49.347        | 115.9                    | 1:18.108        | 116.1              | 28.805        | 86.0        | 2:36.260            | 83.84        | 2.440    | 17:46:34.082        |
| 12 -                      | 49.198        | 115.3                    | 1:20.101        | 116.1              | 28.834        | 87.2        | 2:38.133            | 82.85        | 4.313    | 17:49:12.215        |
| 13 -                      | 49.060        | <b>117.3</b>             | 1:18.203        | 113.9              | 28.875        | 84.4        | 2:36.138            | 83.91        | 2.318    | 17:51:48.353        |
| 14 -                      | 53.184        | 114.1                    | 1:19.471        | 117.1              | <b>28.604</b> | 87.9        | 2:41.259            | 81.24        | 7.439    | 17:54:29.612        |
| 15 -                      | 49.530        | 115.1                    | 1:17.752        | 116.1              | 28.709        | 83.5        | 2:35.991            | 83.99        | 2.171    | 17:57:05.603        |
| 16 -                      | 48.675        | 115.7                    | <b>1:16.492</b> | 116.7              | 28.653        | 86.3        | <b>2:33.820</b> (1) | <b>85.17</b> |          | <b>17:59:39.423</b> |
| 17 -                      | 48.122        | <b>117.3</b>             | 1:21.962        | 115.9              | 28.786        | 87.3        | 2:38.870            | 82.46        | 5.050    | 18:02:18.293        |
| 18 -                      | 48.895        | 114.7                    | 1:17.846        | 115.7              | 28.893        | 86.0        | 2:35.634            | 84.18        | 1.814    | 18:04:53.927        |

| P22 712 THC               |               | Peter SMITH              |                 | Ford Lotus Cortina |               |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:34.816 |               | BEST LAP TIME : 2:35.721 |                 | DIFFERENCE : 0.905 |               |             |                     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |                    | SECTOR 3      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 113.5                    | 1:18.971        | 117.5              | 28.997        | 83.9        | 2:42.332            | 80.70        | 6.611    | 17:18:49.371        |
| 2 -                       | 48.763        | 115.9                    | 1:18.762        | 117.9              | 30.054        | 86.5        | 2:37.579            | 83.14        | 1.858    | 17:21:26.950        |
| 3 -                       | 49.220        | 117.5                    | 1:19.370        | 117.7              | 29.138        | 85.1        | 2:37.728            | 83.06        | 2.007    | 17:24:04.678        |
| 4 -                       | 48.655        | 116.7                    | 1:18.104        | 117.1              | 30.188        | 87.0        | 2:36.947            | 83.47        | 1.226    | 17:26:41.625        |
| 5 -                       | 48.903        | 115.1                    | <b>1:17.555</b> | <b>118.1</b>       | 29.911        | 85.2        | 2:36.369 (3)        | 83.78        | 0.648    | 17:29:17.994        |
| 6 -                       | 48.813        | 113.5                    | 1:17.951        | <b>118.1</b>       | <b>28.957</b> | <b>87.7</b> | <b>2:35.721</b> (1) | <b>84.13</b> |          | <b>17:31:53.715</b> |
| 7 -                       | 49.427        | 112.0                    | 1:19.453        | 117.3              | IN PIT        |             | 2:42.539 P          | 80.60        | 6.818    | 17:34:36.254        |
| 8 -                       | OUTLAP        | 115.5                    | 1:18.856        | 116.5              | 29.783        | 86.7        | 4:02.926            | 53.93        | 1:27.205 | 17:38:39.180        |
| 9 -                       | 49.947        | 115.3                    | 1:19.039        | 116.7              | 29.879        | 85.7        | 2:38.865            | 82.47        | 3.144    | 17:41:18.045        |
| 10 -                      | 49.158        | 115.5                    | 1:18.613        | 116.5              | 29.727        | 87.3        | 2:37.498            | 83.18        | 1.777    | 17:43:55.543        |
| 11 -                      | 48.989        | 115.3                    | 1:19.179        | 117.5              | 30.059        | 82.5        | 2:38.227            | 82.80        | 2.506    | 17:46:33.770        |
| 12 -                      | 49.799        | 112.5                    | 1:20.058        | 111.8              | 29.494        | 87.3        | 2:39.351            | 82.21        | 3.630    | 17:49:13.121        |
| 13 -                      | 48.651        | <b>118.3</b>             | 1:19.202        | 117.7              | 29.711        | 86.0        | 2:37.564            | 83.15        | 1.843    | 17:51:50.685        |
| 14 -                      | 50.241        | 110.1                    | 1:18.738        | 116.9              | 29.459        | 86.9        | 2:38.438            | 82.69        | 2.717    | 17:54:29.123        |
| 15 -                      | 50.355        | 116.5                    | 1:17.769        | <b>118.1</b>       | 29.332        | <b>87.7</b> | 2:37.456            | 83.20        | 1.735    | 17:57:06.579        |
| 16 -                      | <b>48.304</b> | 118.1                    | 1:18.797        | 117.1              | 29.181        | 85.8        | 2:36.282 (2)        | 83.83        | 0.561    | 17:59:42.861        |
| 17 -                      | 49.053        | 116.5                    | 1:20.727        | 117.1              | 29.753        | 84.0        | 2:39.533            | 82.12        | 3.812    | 18:02:22.394        |
| 18 -                      | 49.454        | 116.5                    | 1:19.768        | 116.9              | 29.712        | 84.7        | 2:38.934            | 82.43        | 3.213    | 18:05:01.328        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



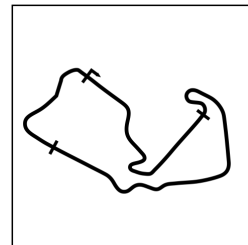
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P23 71 THC                |               | THOMPSON / NEWHEY        |                 | Ford Lotus Cortina |               |             |                 |            |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 2:33.255 |               | BEST LAP TIME : 2:33.799 |                 | DIFFERENCE : 0.544 |               |             |                 |            |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY     |            |              |                     |
| 1 -                       |               | 101.3                    | 1:21.346        | 117.3              | 30.635        | 74.4        | 2:50.571        | 76.81      | 16.772       | 17:18:57.610        |
| 2 -                       | 51.269        | 115.5                    | 1:19.358        | 116.9              | 29.420        | 84.6        | 2:40.047        | 81.86      | 6.248        | 17:21:37.657        |
| 3 -                       | 48.930        | 117.1                    | 1:18.521        | 117.1              | 30.345        | 86.2        | 2:37.796        | 83.02      | 3.997        | 17:24:15.453        |
| 4 -                       | 48.684        | 114.9                    | 1:19.200        | 116.9              | 29.536        | 85.7        | 2:37.420        | 83.22      | 3.621        | 17:26:52.873        |
| 5 -                       | 48.534        | 116.1                    | 1:18.817        | <b>118.3</b>       | 30.418        | 85.5        | 2:37.769        | 83.04      | 3.970        | 17:29:30.642        |
| 6 -                       | 49.736        | 115.1                    | 1:18.709        | 116.7              | 29.634        | 86.2        | 2:38.079        | 82.88      | 4.280        | 17:32:08.721        |
| 7 -                       | 48.865        | 115.3                    | 1:19.291        | 115.9              | 30.324        | 83.7        | 2:38.480        | 82.67      | 4.681        | 17:34:47.201        |
| 8 -                       | 49.266        | 114.7                    | 1:21.138        | 115.3              | IN PIT        |             | 2:45.939        | <b>P</b>   | 78.95        | 12.140 17:37:33.140 |
| 9 -                       | OUTLAP        | 112.2                    | 1:19.236        | 116.7              | 30.075        | 86.0        | 4:12.657        | 51.85      | 1:38.858     | 17:41:45.797        |
| 10 -                      | 48.651        | 115.3                    | 1:18.802        | 116.1              | 29.244        | 87.2        | 2:36.697        | 83.61      | 2.898        | 17:44:22.494        |
| 11 -                      | 48.731        | 116.1                    | 1:18.759        | 115.1              | 28.846        | 87.8        | 2:36.336        | 83.80      | 2.537        | 17:46:58.830        |
| 12 -                      | 48.000        | 115.1                    | 1:17.609        | 116.1              | 29.217        | 87.0        | 2:34.826        | 84.62      | 1.027        | 17:49:33.656        |
| 13 -                      | 47.737        | 116.3                    | 1:18.100        | 115.9              | 29.893        | 85.3        | 2:35.730        | 84.13      | 1.931        | 17:52:09.386        |
| 14 -                      | 48.344        | 115.5                    | 1:17.472        | 115.5              | 28.955        | 87.8        | 2:34.771        | <b>(3)</b> | 84.65        | 0.972 17:54:44.157  |
| <b>15 -</b>               | 47.633        | 115.9                    | 1:17.519        | 116.1              | <b>28.647</b> | 87.2        | <b>2:33.799</b> | <b>(1)</b> | <b>85.18</b> | <b>17:57:17.956</b> |
| 16 -                      | 47.713        | 116.1                    | 1:17.354        | 115.9              | 28.741        | 88.0        | 2:33.808        | <b>(2)</b> | 85.18        | 0.009 17:59:51.764  |
| 17 -                      | <b>47.563</b> | <b>117.7</b>             | 1:17.686        | 107.0              | 29.841        | 83.5        | 2:35.090        | 84.47      | 1.291        | 18:02:26.854        |
| 18 -                      | 49.006        | 116.7                    | <b>1:17.045</b> | 116.5              | 28.975        | <b>88.1</b> | 2:35.026        | 84.51      | 1.227        | 18:05:01.880        |

| P24 113 THC               |               | LYNN / LUNDY             |                 | Ford Lotus Cortina |               |             |                 |            |              |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------------|---------------|-------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 2:35.410 |               | BEST LAP TIME : 2:35.410 |                 | DIFFERENCE : 0.000 |               |             |                 |            |              |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY     |            |              |                     |
| 1 -                       |               | 110.7                    | 1:21.037        | 116.3              | 29.650        | 82.8        | 2:48.277        | 77.85      | 12.867       | 17:18:55.316        |
| 2 -                       | 50.189        | 111.2                    | 1:19.730        | 114.5              | 28.591        | 83.2        | 2:38.510        | 82.65      | 3.100        | 17:21:33.826        |
| <b>3 -</b>                | <b>48.574</b> | 113.5                    | <b>1:18.286</b> | 114.7              | <b>28.550</b> | <b>85.9</b> | <b>2:35.410</b> | <b>(1)</b> | <b>84.30</b> | <b>17:24:09.236</b> |
| 4 -                       | 49.118        | 113.5                    | 1:19.131        | 115.1              | 28.706        | 85.3        | 2:36.955        | 83.47      | 1.545        | 17:26:46.191        |
| 5 -                       | 48.843        | 113.9                    | 1:19.174        | 113.5              | 28.900        | 83.3        | 2:36.917        | <b>(3)</b> | 83.49        | 1.507 17:29:23.108  |
| 6 -                       | 48.834        | 113.3                    | 1:18.780        | 115.3              | 28.711        | 85.0        | 2:36.325        | <b>(2)</b> | 83.81        | 0.915 17:31:59.433  |
| 7 -                       | 49.229        | 112.2                    | 1:20.015        | 113.1              | 28.997        | 83.5        | 2:38.241        | 82.79      | 2.831        | 17:34:37.674        |
| 8 -                       | 48.730        | 112.7                    | 1:19.489        | 111.8              | 29.333        | 83.2        | 2:37.552        | 83.15      | 2.142        | 17:37:15.226        |
| 9 -                       | 49.098        | 111.1                    | 1:19.246        | 110.7              | 29.522        | 81.6        | 2:37.866        | 82.99      | 2.456        | 17:39:53.092        |
| 10 -                      | 49.114        | 111.8                    | 1:20.635        | 110.7              | IN PIT        |             | 2:40.634        | <b>P</b>   | 81.56        | 5.224 17:42:33.726  |
| 11 -                      | OUTLAP        | 112.5                    | 1:20.735        | 116.5              | 29.785        | 82.0        | 4:07.086        | 53.02      | 1:31.676     | 17:46:40.812        |
| 12 -                      | 49.960        | 114.3                    | 1:19.326        | 114.3              | 29.731        | 82.9        | 2:39.017        | 82.39      | 3.607        | 17:49:19.829        |
| 13 -                      | 48.962        | <b>114.9</b>             | 1:19.312        | 113.5              | 29.471        | 83.6        | 2:37.745        | 83.05      | 2.335        | 17:51:57.574        |
| 14 -                      | 49.334        | 114.1                    | 1:18.766        | 116.3              | 29.023        | 85.2        | 2:37.123        | 83.38      | 1.713        | 17:54:34.697        |
| 15 -                      | 48.689        | 112.4                    | 1:19.518        | 113.9              | 29.364        | 85.0        | 2:37.571        | 83.14      | 2.161        | 17:57:12.268        |
| 16 -                      | 49.004        | 112.2                    | 1:19.654        | 115.1              | 29.124        | 85.0        | 2:37.782        | 83.03      | 2.372        | 17:59:50.050        |
| 17 -                      | 49.205        | 114.5                    | 1:19.481        | 115.1              | 29.533        | 78.2        | 2:38.219        | 82.80      | 2.809        | 18:02:28.269        |
| 18 -                      | 49.667        | 110.3                    | 1:19.471        | <b>116.7</b>       | 29.078        | 82.2        | 2:38.216        | 82.80      | 2.806        | 18:05:06.485        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - SECTOR ANALYSIS



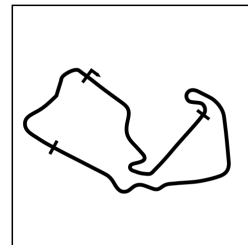
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P25 56 THC                |          | Adam CUNNINGTON          |          | Ford Lotus Cortina |        |          |             |        |              |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|--------|----------|-------------|--------|--------------|--------------|--------------|
| IDEAL LAP TIME : 2:36.217 |          | BEST LAP TIME : 2:36.764 |          | DIFFERENCE : 0.547 |        |          |             |        |              |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH    | DIFF     | TIME OF DAY |        |              |              |              |
| 1 -                       | 110.7    | 1:21.033                 | 119.1    | 30.354             | 77.4   | 2:50.408 | 76.88       | 13.644 | 17:18:57.447 |              |              |
| 2 -                       | 49.004   | 117.1                    | 1:19.239 | 118.5              | 29.335 | 85.5     | 2:37.578    | 83.14  | 0.814        | 17:21:35.025 |              |
| 3 -                       | 49.816   | 115.3                    | 1:19.095 | 118.9              | 29.338 | 86.1     | 2:38.249    | 82.79  | 1.485        | 17:24:13.274 |              |
| 4 -                       | 48.929   | 114.5                    | 1:18.885 | 115.5              | 29.002 | 84.7     | 2:36.816    | (3)    | 83.54        | 0.052        | 17:26:50.090 |
| 5 -                       | 49.075   | 113.1                    | 1:19.447 | 114.7              | 29.159 | 84.6     | 2:37.681    | 83.09  | 0.917        | 17:29:27.771 |              |
| 6 -                       | 48.701   | 113.3                    | 1:19.948 | 114.3              | 28.980 | 84.7     | 2:37.629    | 83.11  | 0.865        | 17:32:05.400 |              |
| 7 -                       | 48.864   | 112.4                    | 1:18.781 | 114.3              | 29.119 | 85.2     | 2:36.764    | (1)    | 83.57        |              | 17:34:42.164 |
| 8 -                       | 48.894   | 113.9                    | 1:19.157 | 113.5              | IN PIT |          | 2:40.893    | P      | 81.43        | 4.129        | 17:37:23.057 |
| 9 -                       | OUTLAP   | 115.5                    | 1:19.539 | 113.9              | 29.415 | 85.0     | 4:00.933    | 54.37  | 1:24.169     | 17:41:23.990 |              |
| 10 -                      | 48.981   | 115.1                    | 1:18.536 | 117.1              | 29.277 | 83.2     | 2:36.794    | (2)    | 83.56        | 0.030        | 17:44:00.784 |
| 11 -                      | 49.646   | 112.5                    | 1:20.415 | 114.9              | 29.806 | 82.2     | 2:39.867    | 81.95  | 3.103        | 17:46:40.651 |              |
| 12 -                      | 49.550   | 113.9                    | 1:19.566 | 113.1              | 29.981 | 83.6     | 2:39.097    | 82.35  | 2.333        | 17:49:19.748 |              |
| 13 -                      | 48.901   | 114.7                    | 1:19.089 | 112.0              | 29.309 | 84.4     | 2:37.299    | 83.29  | 0.535        | 17:51:57.047 |              |
| 14 -                      | 48.894   | 114.1                    | 1:19.550 | 114.1              | 29.707 | 82.6     | 2:38.151    | 82.84  | 1.387        | 17:54:35.198 |              |
| 15 -                      | 48.708   | 115.5                    | 1:19.600 | 115.7              | 29.138 | 84.4     | 2:37.446    | 83.21  | 0.682        | 17:57:12.644 |              |
| 16 -                      | 48.767   | 114.1                    | 1:19.199 | 113.5              | 29.297 | 83.6     | 2:37.263    | 83.31  | 0.499        | 17:59:49.907 |              |
| 17 -                      | 48.793   | 113.5                    | 1:18.961 | 115.9              | 29.744 | 74.2     | 2:37.498    | 83.18  | 0.734        | 18:02:27.405 |              |
| 18 -                      | 50.529   | 110.5                    | 1:19.324 | 115.5              | 29.856 | 83.7     | 2:39.709    | 82.03  | 2.945        | 18:05:07.114 |              |

| P26 119 THA               |          | Jack RUDELL              |          | Ford Mustang       |          |      |             |        |              |              |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|------|-------------|--------|--------------|--------------|--------------|
| IDEAL LAP TIME : 2:31.671 |          | BEST LAP TIME : 2:32.153 |          | DIFFERENCE : 0.482 |          |      |             |        |              |              |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH      | DIFF | TIME OF DAY |        |              |              |              |
| 1 -                       | 98.1     | 1:26.333                 | 105.3    | IN PIT             | 2:58.714 | P    | 73.31       | 26.561 | 17:19:05.753 |              |              |
| 2 -                       | OUTLAP   | 125.2                    | 1:16.632 | 129.8              | 28.971   | 87.3 | 3:39.591    | 59.66  | 1:07.438     | 17:22:45.344 |              |
| 3 -                       | 46.862   | 121.7                    | 1:16.308 | 129.5              | 28.983   | 87.3 | 2:32.153    | (1)    | 86.10        |              | 17:25:17.497 |
| 4 -                       | 46.887   | 119.4                    | 1:16.318 | 132.1              | 29.244   | 84.2 | 2:32.449    | (2)    | 85.94        | 0.296        | 17:27:49.946 |
| 5 -                       | 48.414   | 111.6                    | 1:16.560 | 129.5              | 28.967   | 86.1 | 2:33.941    | 85.10  | 1.788        | 17:30:23.887 |              |
| 6 -                       | 48.030   | 119.6                    | 1:15.910 | 129.3              | 28.982   | 87.3 | 2:32.922    | 85.67  | 0.769        | 17:32:56.809 |              |
| 7 -                       | 47.036   | 123.3                    | 1:16.668 | 131.3              | 29.166   | 87.4 | 2:32.870    | 85.70  | 0.717        | 17:35:29.679 |              |
| 8 -                       | 47.790   | 124.0                    | 1:16.127 | 130.3              | 28.899   | 85.5 | 2:32.816    | 85.73  | 0.663        | 17:38:02.495 |              |
| 9 -                       | 47.370   | 122.9                    | 1:16.157 | 131.3              | 29.008   | 88.8 | 2:32.535    | (3)    | 85.89        | 0.382        | 17:40:35.030 |
| 10 -                      | 48.537   | 119.1                    | 1:16.422 | 132.8              | IN PIT   |      | 2:37.972    | P      | 82.93        | 5.819        | 17:43:13.002 |
| 11 -                      | OUTLAP   | 119.8                    | 1:17.426 | 128.8              | 29.570   | 82.6 | 3:58.645    | 54.90  | 1:26.492     | 17:47:11.647 |              |
| 12 -                      | 47.690   | 112.4                    | 1:17.666 | 131.0              | 29.613   | 81.7 | 2:34.969    | 84.54  | 2.816        | 17:49:46.616 |              |
| 13 -                      | 47.826   | 114.9                    | 1:17.403 | 130.5              | 29.510   | 83.8 | 2:34.739    | 84.66  | 2.586        | 17:52:21.355 |              |
| 14 -                      | 47.524   | 123.1                    | 1:16.993 | 132.1              | 29.319   | 86.0 | 2:33.836    | 85.16  | 1.683        | 17:54:55.191 |              |
| 15 -                      | 49.026   | 111.1                    | 1:17.683 | 129.3              | 29.418   | 87.7 | 2:36.127    | 83.91  | 3.974        | 17:57:31.318 |              |
| 16 -                      | 47.637   | 120.9                    | 1:18.380 | 131.0              | 29.370   | 86.3 | 2:35.387    | 84.31  | 3.234        | 18:00:06.705 |              |
| 17 -                      | 47.953   | 122.4                    | 1:17.334 | 130.8              | 29.934   | 87.8 | 2:35.221    | 84.40  | 3.068        | 18:02:41.926 |              |
| 18 -                      | 47.756   | 117.7                    | 1:19.985 | 131.0              | 30.164   | 84.9 | 2:37.905    | 82.97  | 5.752        | 18:05:19.831 |              |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

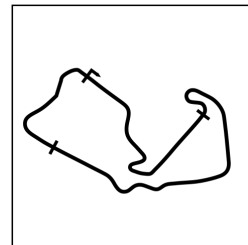
| <b>P27 888 THD Daniel WHEELER</b> <span style="float: right;"><b>Austin Mini Cooper S</b></span> |               |              |                          |              |               |                    |                     |              |          |                     |
|--------------------------------------------------------------------------------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:37.007                                                                        |               |              | BEST LAP TIME : 2:37.384 |              |               | DIFFERENCE : 0.377 |                     |              |          |                     |
| LAP                                                                                              | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                              |               | <b>108.9</b> | 1:22.220                 | <b>112.5</b> | 30.470        | 78.2               | 2:52.040            | 76.15        | 14.656   | 17:18:59.079        |
| 2 -                                                                                              | 51.722        | 108.0        | 1:19.607                 | 108.4        | 28.914        | 84.6               | 2:40.243            | 81.76        | 2.859    | 17:21:39.322        |
| 3 -                                                                                              | 49.802        | 108.4        | 1:19.357                 | 108.2        | 28.951        | 84.5               | 2:38.110            | 82.86        | 0.726    | 17:24:17.432        |
| 4 -                                                                                              | 49.281        | 108.2        | 1:19.376                 | 110.3        | 28.918        | 84.5               | 2:37.575 (2)        | 83.14        | 0.191    | 17:26:55.007        |
| 5 -                                                                                              | 49.457        | 107.5        | <b>1:19.212</b>          | 108.5        | <b>28.715</b> | 83.4               | <b>2:37.384 (1)</b> | <b>83.24</b> |          | <b>17:29:32.391</b> |
| 6 -                                                                                              | 49.557        | 107.7        | 1:20.353                 | 109.4        | 28.945        | 84.0               | 2:38.855            | 82.47        | 1.471    | 17:32:11.246        |
| 7 -                                                                                              | 49.215        | 108.0        | 1:19.730                 | 108.7        | IN PIT        |                    | 2:41.442 P          | 81.15        | 4.058    | 17:34:52.688        |
| 8 -                                                                                              | OUTLAP        | 104.8        | 1:20.614                 | 106.8        | 29.270        | 84.3               | 4:01.258            | 54.30        | 1:23.874 | 17:38:53.946        |
| 9 -                                                                                              | 51.201        | 106.0        | 1:21.242                 | 106.1        | 28.858        | 84.0               | 2:41.301            | 81.22        | 3.917    | 17:41:35.247        |
| 10 -                                                                                             | 49.984        | 105.5        | 1:20.024                 | 105.6        | 28.879        | 84.8               | 2:38.887            | 82.45        | 1.503    | 17:44:14.134        |
| 11 -                                                                                             | <b>49.080</b> | 106.3        | 1:19.749                 | 105.8        | 28.824        | 85.0               | 2:37.653 (3)        | 83.10        | 0.269    | 17:46:51.787        |
| 12 -                                                                                             | 49.277        | 106.5        | 1:20.922                 | 105.8        | 28.791        | 83.8               | 2:38.990            | 82.40        | 1.606    | 17:49:30.777        |
| 13 -                                                                                             | 49.108        | 106.8        | 1:20.102                 | 108.0        | 29.678        | 82.3               | 2:38.888            | 82.45        | 1.504    | 17:52:09.665        |
| 14 -                                                                                             | 50.252        | 107.2        | 1:20.839                 | 106.1        | 28.917        | <b>85.2</b>        | 2:40.008            | 81.88        | 2.624    | 17:54:49.673        |
| 15 -                                                                                             | 49.631        | 106.6        | 1:20.462                 | 106.3        | 28.908        | 84.6               | 2:39.001            | 82.40        | 1.617    | 17:57:28.674        |
| 16 -                                                                                             | 49.350        | 106.8        | 1:20.124                 | 107.3        | 28.937        | 84.6               | 2:38.411            | 82.70        | 1.027    | 18:00:07.085        |
| 17 -                                                                                             | 49.539        | 107.5        | 1:19.775                 | 107.0        | 28.914        | 82.5               | 2:38.228            | 82.80        | 0.844    | 18:02:45.313        |
| 18 -                                                                                             | 49.617        | 107.5        | 1:19.718                 | 109.8        | 30.523        | 83.1               | 2:39.858            | 81.95        | 2.474    | 18:05:25.171        |

| <b>P28 223 THC Garry TOWNSEND</b> <span style="float: right;"><b>Ford Lotus Cortina</b></span> |               |              |                          |              |               |                    |                     |              |          |                     |
|------------------------------------------------------------------------------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:35.577                                                                      |               |              | BEST LAP TIME : 2:36.586 |              |               | DIFFERENCE : 1.009 |                     |              |          |                     |
| LAP                                                                                            | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                            |               | 109.8        | 1:21.320                 | 119.4        | 30.247        | 79.7               | 2:51.499            | 76.39        | 14.913   | 17:18:58.538        |
| 2 -                                                                                            | 51.039        | 115.5        | 1:19.092                 | 118.9        | 29.672        | 85.2               | 2:39.803            | 81.98        | 3.217    | 17:21:38.341        |
| 3 -                                                                                            | 49.033        | 116.5        | 1:18.124                 | 118.7        | 30.276        | 85.0               | 2:37.433 (3)        | 83.22        | 0.847    | 17:24:15.774        |
| 4 -                                                                                            | 49.004        | <b>116.9</b> | 1:19.004                 | 119.1        | 29.699        | 85.0               | 2:37.707            | 83.07        | 1.121    | 17:26:53.481        |
| 5 -                                                                                            | 48.884        | 115.5        | <b>1:17.940</b>          | <b>120.6</b> | 29.762        | 84.5               | <b>2:36.586 (1)</b> | <b>83.67</b> |          | <b>17:29:30.067</b> |
| 6 -                                                                                            | 51.644        | 115.5        | 1:19.278                 | 119.6        | 29.531        | 84.7               | 2:40.453            | 81.65        | 3.867    | 17:32:10.520        |
| 7 -                                                                                            | 48.877        | 115.7        | 1:19.180                 | 115.9        | IN PIT        |                    | 2:40.091 P          | 81.83        | 3.505    | 17:34:50.611        |
| 8 -                                                                                            | OUTLAP        | 113.3        | 1:22.002                 | 115.9        | 31.531        | 78.9               | 4:09.457            | 52.52        | 1:32.871 | 17:39:00.068        |
| 9 -                                                                                            | 49.516        | 115.9        | 1:20.114                 | 116.9        | 29.883        | 85.7               | 2:39.513            | 82.13        | 2.927    | 17:41:39.581        |
| 10 -                                                                                           | 50.170        | 114.1        | 1:21.567                 | 118.3        | 29.865        | 85.3               | 2:41.602            | 81.07        | 5.016    | 17:44:21.183        |
| 11 -                                                                                           | 49.431        | 113.5        | 1:19.729                 | 117.1        | 29.078        | 86.4               | 2:38.238            | 82.79        | 1.652    | 17:46:59.421        |
| 12 -                                                                                           | <b>48.560</b> | 112.0        | 1:19.530                 | 115.7        | 29.204        | 86.5               | 2:37.294 (2)        | 83.29        | 0.708    | 17:49:36.715        |
| 13 -                                                                                           | 49.540        | 114.1        | 1:19.963                 | 112.7        | 29.515        | 85.1               | 2:39.018            | 82.39        | 2.432    | 17:52:15.733        |
| 14 -                                                                                           | 48.909        | 113.7        | 1:19.294                 | 116.3        | 29.885        | 83.1               | 2:38.088            | 82.87        | 1.502    | 17:54:53.821        |
| 15 -                                                                                           | 49.983        | 113.5        | 1:19.435                 | 116.1        | 29.695        | 83.1               | 2:39.113            | 82.34        | 2.527    | 17:57:32.934        |
| 16 -                                                                                           | 49.409        | 113.3        | 1:19.717                 | 115.1        | 29.278        | 86.8               | 2:38.404            | 82.71        | 1.818    | 18:00:11.338        |
| 17 -                                                                                           | 49.249        | 113.5        | 1:19.453                 | 116.1        | <b>29.077</b> | <b>87.0</b>        | 2:37.779            | 83.03        | 1.193    | 18:02:49.117        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

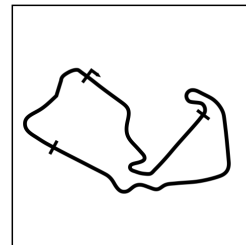
| P29                       |          | 7 THD |                          | Mark BURNETT |          | Austin Mini Cooper S |              |       |          |              |
|---------------------------|----------|-------|--------------------------|--------------|----------|----------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:37.992 |          |       | BEST LAP TIME : 2:38.242 |              |          | DIFFERENCE : 0.250   |              |       |          |              |
| LAP                       | SECTOR 1 |       | SECTOR 2                 |              | SECTOR 3 |                      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 109.4 | 1:22.921                 | 114.9        | 30.104   | 82.3                 | 2:52.766     | 75.83 | 14.524   | 17:18:59.805 |
| 2 -                       | 52.428   | 111.4 | 1:20.381                 | 110.3        | 29.662   | 81.3                 | 2:42.471     | 80.64 | 4.229    | 17:21:42.276 |
| 3 -                       | 50.329   | 110.7 | 1:21.104                 | 111.4        | 30.770   | 81.9                 | 2:42.203     | 80.77 | 3.961    | 17:24:24.479 |
| 4 -                       | 50.025   | 108.4 | 1:20.465                 | 109.1        | 29.145   | 82.6                 | 2:39.635     | 82.07 | 1.393    | 17:27:04.114 |
| 5 -                       | 49.562   | 108.4 | 1:20.284                 | 108.0        | 28.940   | 83.1                 | 2:38.786 (3) | 82.51 | 0.544    | 17:29:42.900 |
| 6 -                       | 49.564   | 107.3 | 1:20.400                 | 109.4        | 29.094   | 83.6                 | 2:39.058     | 82.37 | 0.816    | 17:32:21.958 |
| 7 -                       | 49.434   | 107.8 | 1:21.280                 | 107.7        | 28.917   | 83.4                 | 2:39.631     | 82.07 | 1.389    | 17:35:01.589 |
| 8 -                       | 49.245   | 107.8 | 1:21.026                 | 106.5        | 29.084   | 81.9                 | 2:39.355     | 82.21 | 1.113    | 17:37:40.944 |
| 9 -                       | 49.461   | 108.2 | 1:21.619                 | 107.5        | 29.302   | 82.8                 | 2:40.382     | 81.69 | 2.140    | 17:40:21.326 |
| 10 -                      | 49.765   | 110.1 | 1:20.487                 | 108.9        | IN PIT   |                      | 2:42.780 P   | 80.48 | 4.538    | 17:43:04.106 |
| 11 -                      | OUTLAP   | 109.1 | 1:20.042                 | 111.2        | 29.950   | 76.6                 | 4:00.255     | 54.53 | 1:22.013 | 17:47:04.361 |
| 12 -                      | 50.773   | 108.2 | 1:20.593                 | 108.2        | 29.113   | 81.7                 | 2:40.479     | 81.64 | 2.237    | 17:49:44.840 |
| 13 -                      | 49.229   | 108.7 | 1:21.050                 | 108.2        | 28.899   | 84.0                 | 2:39.178     | 82.30 | 0.936    | 17:52:24.018 |
| 14 -                      | 49.119   | 108.9 | 1:20.282                 | 108.7        | 28.841   | 84.2                 | 2:38.242 (1) | 82.79 |          | 17:55:02.260 |
| 15 -                      | 49.272   | 108.9 | 1:20.154                 | 109.4        | 29.003   | 83.9                 | 2:38.429 (2) | 82.69 | 0.187    | 17:57:40.689 |
| 16 -                      | 49.109   | 111.1 | 1:21.773                 | 111.4        | 28.948   | 84.7                 | 2:39.830     | 81.97 | 1.588    | 18:00:20.519 |
| 17 -                      | 50.161   | 108.2 | 1:22.312                 | 113.5        | 30.250   | 80.7                 | 2:42.723     | 80.51 | 4.481    | 18:03:03.242 |

| P30                       |          | 149 THA |                          | NYBLAEUS / WELCH |          | Ford Falcon Sprint |              |       |          |              |
|---------------------------|----------|---------|--------------------------|------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.490 |          |         | BEST LAP TIME : 2:33.880 |                  |          | DIFFERENCE : 0.390 |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |                  | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 111.6   | 1:19.644                 | 126.6            | 29.791   | 85.8               | 2:43.792     | 79.98 | 9.912    | 17:18:50.831 |
| 2 -                       | 48.413   | 121.7   | 1:17.525                 | 131.3            | 29.869   | 84.7               | 2:35.807     | 84.08 | 1.927    | 17:21:26.638 |
| 3 -                       | 48.521   | 118.9   | 1:17.363                 | 131.5            | 29.318   | 85.7               | 2:35.202     | 84.41 | 1.322    | 17:24:01.840 |
| 4 -                       | 47.705   | 120.6   | 1:16.983                 | 132.1            | 29.192   | 84.8               | 2:33.880 (1) | 85.14 |          | 17:26:35.720 |
| 5 -                       | 47.580   | 119.6   | 1:17.521                 | 133.1            | 29.237   | 86.4               | 2:34.338 (3) | 84.88 | 0.458    | 17:29:10.058 |
| 6 -                       | 48.038   | 123.3   | 1:16.718                 | 127.0            | 29.571   | 83.9               | 2:34.327 (2) | 84.89 | 0.447    | 17:31:44.385 |
| 7 -                       | 49.456   | 117.7   | 1:19.437                 | 129.8            | 29.325   | 84.7               | 2:38.218     | 82.80 | 4.338    | 17:34:22.603 |
| 8 -                       | 47.778   | 120.4   | 1:17.652                 | 130.5            | 29.683   | 83.8               | 2:35.113     | 84.46 | 1.233    | 17:36:57.716 |
| 9 -                       | 48.115   | 119.6   | 1:18.239                 | 128.0            | IN PIT   |                    | 2:39.512 P   | 82.13 | 5.632    | 17:39:37.228 |
| 10 -                      | OUTLAP   | 104.0   | 1:22.149                 | 121.3            | 31.695   | 80.7               | 4:13.867     | 51.60 | 1:39.987 | 17:43:51.095 |
| 11 -                      | 53.247   | 103.8   | 1:23.618                 | 118.7            | 31.599   | 81.3               | 2:48.464     | 77.77 | 14.584   | 17:46:39.559 |
| 12 -                      | 51.611   | 110.0   | 1:21.623                 | 122.2            | 31.424   | 80.8               | 2:44.658     | 79.56 | 10.778   | 17:49:24.217 |
| 13 -                      | 51.267   | 107.2   | 1:21.647                 | 120.4            | 32.046   | 82.5               | 2:44.960     | 79.42 | 11.080   | 17:52:09.177 |
| 14 -                      | 51.500   | 113.5   | 1:21.505                 | 114.5            | 31.380   | 82.2               | 2:44.385     | 79.70 | 10.505   | 17:54:53.562 |
| 15 -                      | 50.978   | 105.8   | 1:21.524                 | 113.7            | 32.008   | 81.6               | 2:44.510     | 79.64 | 10.630   | 17:57:38.072 |
| 16 -                      | 50.293   | 115.7   | 1:21.449                 | 127.5            | 30.156   | 83.3               | 2:41.898     | 80.92 | 8.018    | 18:00:19.970 |
| 17 -                      | 50.199   | 115.1   | 1:21.767                 | 120.6            | 31.864   | 79.7               | 2:43.830     | 79.97 | 9.950    | 18:03:03.800 |

| P31                       |          | 101 THD |                          | WOODROW S / WOODROW A |          | Morris Mini Cooper S |              |       |          |              |
|---------------------------|----------|---------|--------------------------|-----------------------|----------|----------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:36.365 |          |         | BEST LAP TIME : 2:36.618 |                       |          | DIFFERENCE : 0.253   |              |       |          |              |
| LAP                       | SECTOR 1 |         | SECTOR 2                 |                       | SECTOR 3 |                      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 111.8   | 1:21.044                 | 116.1                 | 30.703   | 79.7                 | 2:51.158     | 76.54 | 14.540   | 17:18:58.197 |
| 2 -                       | 50.363   | 112.5   | 1:19.746                 | 110.9                 | 29.726   | 82.3                 | 2:39.835     | 81.97 | 3.217    | 17:21:38.032 |
| 3 -                       | 49.532   | 111.8   | 1:19.585                 | 110.3                 | 29.463   | 85.2                 | 2:38.580     | 82.61 | 1.962    | 17:24:16.612 |
| 4 -                       | 48.967   | 111.1   | 1:19.791                 | 110.7                 | 29.126   | 85.0                 | 2:37.884     | 82.98 | 1.266    | 17:26:54.496 |
| 5 -                       | 49.016   | 110.0   | 1:18.578                 | 111.1                 | 29.024   | 85.0                 | 2:36.618 (1) | 83.65 |          | 17:29:31.114 |
| 6 -                       | 50.509   | 108.0   | 1:19.068                 | 111.4                 | 29.296   | 83.1                 | 2:38.873     | 82.46 | 2.255    | 17:32:09.987 |
| 7 -                       | 49.289   | 109.2   | 1:19.994                 | 110.3                 | IN PIT   |                      | 2:41.948 P   | 80.90 | 5.330    | 17:34:51.935 |
| 8 -                       | OUTLAP   | 108.2   | 1:21.608                 | 99.5                  | 30.174   | 84.3                 | 4:15.520     | 51.27 | 1:38.902 | 17:39:07.455 |
| 9 -                       | 50.253   | 109.1   | 1:20.555                 | 109.1                 | 29.433   | 83.9                 | 2:40.241     | 81.76 | 3.623    | 17:41:47.696 |
| 10 -                      | 49.694   | 108.9   | 1:21.483                 | 111.1                 | 30.914   | 82.4                 | 2:42.091     | 80.82 | 5.473    | 17:44:29.787 |
| 11 -                      | 50.319   | 106.8   | 1:19.975                 | 107.3                 | 29.148   | 85.3                 | 2:39.442     | 82.17 | 2.824    | 17:47:09.229 |
| 12 -                      | 49.401   | 106.1   | 1:20.896                 | 110.3                 | 29.609   | 81.2                 | 2:39.906     | 81.93 | 3.288    | 17:49:49.135 |
| 13 -                      | 49.586   | 108.5   | 1:19.415                 | 112.2                 | 28.820   | 83.6                 | 2:37.821 (3) | 83.01 | 1.203    | 17:52:26.956 |
| 14 -                      | 49.442   | 107.5   | 1:19.721                 | 107.8                 | 29.040   | 82.9                 | 2:38.203     | 82.81 | 1.585    | 17:55:05.159 |
| 15 -                      | 49.349   | 107.8   | 1:19.742                 | 106.8                 | 29.924   | 83.3                 | 2:39.015     | 82.39 | 2.397    | 17:57:44.174 |
| 16 -                      | 49.262   | 107.8   | 1:19.475                 | 110.1                 | 29.044   | 84.3                 | 2:37.781 (2) | 83.03 | 1.163    | 18:00:21.955 |
| 17 -                      | 49.606   | 109.2   | 1:22.407                 | 108.4                 | 30.140   | 77.2                 | 2:42.153     | 80.79 | 5.535    | 18:03:04.108 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

| P32 23 THD                |               | HACK A / HACK F          |                 | Morris Mini Cooper S |               |             |                 |                  |          |                     |
|---------------------------|---------------|--------------------------|-----------------|----------------------|---------------|-------------|-----------------|------------------|----------|---------------------|
| IDEAL LAP TIME : 2:38.277 |               | BEST LAP TIME : 2:38.516 |                 | DIFFERENCE : 0.239   |               |             |                 |                  |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME             | MPH           | DIFF        | TIME OF DAY     |                  |          |                     |
| 1 -                       |               | 103.8                    | 1:24.700        | 106.8                | 29.369        | 82.3        | 2:53.429        | 75.54            | 14.913   | 17:19:00.468        |
| 2 -                       | 53.236        | 104.8                    | 1:22.079        | <b>107.0</b>         | 29.649        | 82.7        | 2:44.964        | 79.42            | 6.448    | 17:21:45.432        |
| 3 -                       | 50.527        | 103.2                    | 1:20.452        | 104.2                | 29.170        | 81.8        | 2:40.149        | 81.80            | 1.633    | 17:24:25.581        |
| 4 -                       | 50.027        | 103.2                    | 1:21.511        | 104.3                | 28.823        | 83.4        | 2:40.361        | 81.70            | 1.845    | 17:27:05.942        |
| 5 -                       | 50.880        | 103.0                    | 1:20.684        | 104.0                | 28.992        | 82.9        | 2:40.556        | 81.60            | 2.040    | 17:29:46.498        |
| 6 -                       | 50.203        | 104.5                    | 1:21.171        | 103.4                | 29.487        | 82.9        | 2:40.861        | 81.44            | 2.345    | 17:32:27.359        |
| 7 -                       | 50.052        | 103.0                    | 1:20.592        | 102.7                | IN PIT        |             | 2:44.868        | <b>P</b> 79.46   | 6.352    | 17:35:12.227        |
| 8 -                       | OUTLAP        | 103.2                    | 1:20.675        | 104.0                | 29.077        | 81.5        | 4:04.599        | 53.56            | 1:26.083 | 17:39:16.826        |
| 9 -                       | 50.358        | 102.7                    | 1:20.477        | 103.4                | 28.804        | 82.9        | 2:39.639        | 82.07            | 1.123    | 17:41:56.465        |
| 10 -                      | 49.961        | 101.9                    | 1:20.384        | 103.5                | 28.989        | 82.3        | 2:39.334        | 82.22            | 0.818    | 17:44:35.799        |
| 11 -                      | 49.938        | 103.5                    | 1:20.161        | 104.2                | 29.233        | 82.0        | 2:39.332        | 82.22            | 0.816    | 17:47:15.131        |
| 12 -                      | 49.568        | <b>105.8</b>             | 1:20.643        | 103.0                | 29.135        | 83.0        | 2:39.346        | 82.22            | 0.830    | 17:49:54.477        |
| 13 -                      | 49.733        | 103.0                    | 1:20.030        | 104.5                | 28.835        | <b>83.6</b> | 2:38.598        | <b>(3)</b> 82.60 | 0.082    | 17:52:33.075        |
| 14 -                      | 50.815        | 102.6                    | 1:20.344        | 103.8                | 29.432        | <b>83.6</b> | 2:40.591        | 81.58            | 2.075    | 17:55:13.666        |
| 15 -                      | <b>49.509</b> | 103.8                    | 1:20.240        | 104.0                | <b>28.767</b> | 83.4        | <b>2:38.516</b> | <b>(1)</b> 82.65 |          | <b>17:57:52.182</b> |
| 16 -                      | 49.757        | 103.2                    | 1:21.471        | 105.6                | 28.826        | 83.2        | 2:40.054        | 81.85            | 1.538    | 18:00:32.236        |
| 17 -                      | 49.675        | 104.2                    | <b>1:20.001</b> | 105.3                | 28.860        | 82.2        | 2:38.536        | <b>(2)</b> 82.64 | 0.020    | 18:03:10.772        |

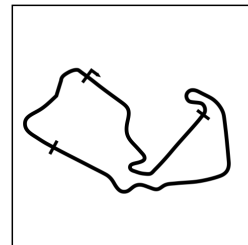
| P33 69 THA                |               | WILLS R / WILLS G        |                 | Mercury Comet Cyclone |               |             |                 |                         |          |                     |
|---------------------------|---------------|--------------------------|-----------------|-----------------------|---------------|-------------|-----------------|-------------------------|----------|---------------------|
| IDEAL LAP TIME : 2:34.404 |               | BEST LAP TIME : 2:34.944 |                 | DIFFERENCE : 0.540    |               |             |                 |                         |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3        | LAP TIME              | MPH           | DIFF        | TIME OF DAY     |                         |          |                     |
| 1 -                       |               | 111.8                    | 1:20.032        | 127.0                 | 29.701        | 83.5        | 2:46.467        | 78.70                   | 11.523   | 17:18:53.506        |
| 2 -                       | 50.433        | 116.7                    | <b>1:16.925</b> | <b>128.8</b>          | <b>29.189</b> | 84.6        | 2:36.547        | <b>(3)</b> 83.69        | 1.603    | 17:21:30.053        |
| 3 -                       | 48.995        | 118.9                    | 1:18.007        | 127.8                 | 29.860        | 82.3        | 2:36.862        | 83.52                   | 1.918    | 17:24:06.915        |
| 4 -                       | 49.225        | 115.1                    | 1:17.325        | 126.8                 | 29.634        | <b>86.4</b> | 2:36.184        | <b>(2)</b> 83.88        | 1.240    | 17:26:43.099        |
| 5 -                       | 48.738        | 116.3                    | 1:18.481        | 125.6                 | 29.491        | 84.7        | 2:36.710        | 83.60                   | 1.766    | 17:29:19.809        |
| 6 -                       | <b>48.290</b> | 115.1                    | 1:17.023        | 124.5                 | 29.631        | 82.7        | <b>2:34.944</b> | <b>(1)</b> <b>84.55</b> |          | <b>17:31:54.753</b> |
| 7 -                       | 49.129        | 111.4                    | 1:20.023        | 127.8                 | IN PIT        |             | 2:42.244        | <b>P</b> 80.75          | 7.300    | 17:34:36.997        |
| 8 -                       | OUTLAP        | 114.5                    | 1:21.440        | 124.0                 | 31.615        | 79.7        | 4:16.044        | 51.16                   | 1:41.100 | 17:38:53.041        |
| 9 -                       | 51.809        | 116.1                    | 1:22.706        | 126.3                 | 30.720        | 81.7        | 2:45.235        | 79.29                   | 10.291   | 17:41:38.276        |
| 10 -                      | 50.868        | 120.2                    | 1:21.539        | 126.1                 | 31.490        | 80.9        | 2:43.897        | 79.93                   | 8.953    | 17:44:22.173        |
| 11 -                      | 50.700        | 118.5                    | 1:20.444        | 124.7                 | 30.907        | 75.4        | 2:42.051        | 80.84                   | 7.107    | 17:47:04.224        |
| 12 -                      | 50.651        | 114.3                    | 1:22.574        | 125.6                 | 31.552        | 78.3        | 2:44.777        | 79.51                   | 9.833    | 17:49:49.001        |
| 13 -                      | 50.859        | 114.3                    | 1:21.689        | 125.4                 | 31.030        | 79.1        | 2:43.578        | 80.09                   | 8.634    | 17:52:32.579        |
| 14 -                      | 51.192        | 114.7                    | 1:21.336        | 126.1                 | 31.242        | 80.5        | 2:43.770        | 80.00                   | 8.826    | 17:55:16.349        |
| 15 -                      | 49.946        | <b>120.6</b>             | 1:22.000        | 123.8                 | 31.091        | 80.0        | 2:43.037        | 80.36                   | 8.093    | 17:57:59.386        |
| 16 -                      | 50.251        | 118.1                    | 1:21.213        | 124.0                 | 31.256        | 79.3        | 2:42.720        | 80.51                   | 7.776    | 18:00:42.106        |
| 17 -                      | 50.395        | 113.1                    | 1:23.940        | 123.1                 | 31.931        | 75.0        | 2:46.266        | 78.79                   | 11.322   | 18:03:28.372        |

| P34 44 THA                |               | KJALLGREN G / KJALLGREN S |                 | Ford Mustang       |               |             |                 |                         |          |                     |
|---------------------------|---------------|---------------------------|-----------------|--------------------|---------------|-------------|-----------------|-------------------------|----------|---------------------|
| IDEAL LAP TIME : 2:35.994 |               | BEST LAP TIME : 2:36.666  |                 | DIFFERENCE : 0.672 |               |             |                 |                         |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                  | SECTOR 3        | LAP TIME           | MPH           | DIFF        | TIME OF DAY     |                         |          |                     |
| 1 -                       |               | 114.3                     | 1:20.914        | 128.0              | 29.552        | <b>87.0</b> | 2:46.946        | 78.47                   | 10.280   | 17:18:53.985        |
| 2 -                       | 49.655        | <b>122.4</b>              | 1:18.022        | 129.3              | 29.504        | 84.6        | 2:37.181        | 83.35                   | 0.515    | 17:21:31.166        |
| 3 -                       | 49.852        | 119.8                     | 1:18.423        | 129.5              | <b>29.357</b> | 85.2        | 2:37.632        | 83.11                   | 0.966    | 17:24:08.798        |
| 4 -                       | 49.276        | 115.1                     | <b>1:17.914</b> | <b>130.3</b>       | 29.476        | 86.2        | <b>2:36.666</b> | <b>(1)</b> <b>83.62</b> |          | <b>17:26:45.464</b> |
| 5 -                       | 48.802        | 121.3                     | 1:18.453        | 129.5              | 29.429        | 85.7        | 2:36.684        | <b>(2)</b> 83.61        | 0.018    | 17:29:22.148        |
| 6 -                       | <b>48.723</b> | 119.4                     | 1:18.698        | 128.5              | 29.619        | 83.1        | 2:37.040        | <b>(3)</b> 83.42        | 0.374    | 17:31:59.188        |
| 7 -                       | 49.125        | 121.1                     | 1:19.112        | 127.8              | IN PIT        |             | 2:42.069        | <b>P</b> 80.84          | 5.403    | 17:34:41.257        |
| 8 -                       | OUTLAP        | 109.8                     | 1:23.760        | 123.5              | 31.692        | 79.8        | 4:17.992        | 50.78                   | 1:41.326 | 17:38:59.249        |
| 9 -                       | 51.576        | 101.3                     | 1:23.655        | 120.2              | 31.045        | 83.3        | 2:46.276        | 78.79                   | 9.610    | 17:41:45.525        |
| 10 -                      | 50.246        | 110.9                     | 1:22.320        | 118.3              | 31.080        | 84.8        | 2:43.646        | 80.06                   | 6.980    | 17:44:29.171        |
| 11 -                      | 51.100        | 98.9                      | 1:21.995        | 118.5              | 31.096        | 83.9        | 2:44.191        | 79.79                   | 7.525    | 17:47:13.362        |
| 12 -                      | 50.420        | 109.8                     | 1:22.948        | 119.4              | 31.760        | 83.3        | 2:45.128        | 79.34                   | 8.462    | 17:49:58.490        |
| 13 -                      | 51.158        | 107.0                     | 1:21.919        | 123.1              | 31.482        | 83.5        | 2:44.559        | 79.61                   | 7.893    | 17:52:43.049        |
| 14 -                      | 50.966        | 115.1                     | 1:22.294        | 124.5              | 32.035        | 82.4        | 2:45.295        | 79.26                   | 8.629    | 17:55:28.344        |
| 15 -                      | 52.113        | 114.9                     | 1:21.018        | 119.1              | 31.876        | 79.5        | 2:45.007        | 79.40                   | 8.341    | 17:58:13.351        |
| 16 -                      | 50.719        | 115.9                     | 1:21.148        | 125.6              | 30.993        | 84.3        | 2:42.860        | 80.44                   | 6.194    | 18:00:56.211        |
| 17 -                      | 51.010        | 115.5                     | 1:23.493        | 112.0              | 31.204        | 83.7        | 2:45.707        | 79.06                   | 9.041    | 18:03:41.918        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

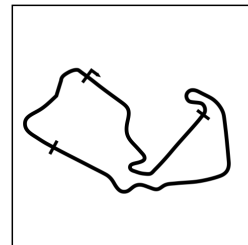
| P35 155 THD               |               | Christopher EDMUNDS |                          |              |                    | Morris Mini Cooper S |                     |              |          |                     |
|---------------------------|---------------|---------------------|--------------------------|--------------|--------------------|----------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:39.806 |               |                     | BEST LAP TIME : 2:40.255 |              | DIFFERENCE : 0.449 |                      |                     |              |          |                     |
| LAP                       | SECTOR 1      |                     | SECTOR 2                 |              | SECTOR 3           |                      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 107.0               | 1:24.689                 | 108.2        | 30.225             | 82.2                 | 2:55.823            | 74.51        | 15.568   | 17:19:02.862        |
| 2 -                       | 51.403        | <b>107.3</b>        | 1:21.282                 | 105.5        | 29.650             | 82.1                 | 2:42.335            | 80.70        | 2.080    | 17:21:45.197        |
| 3 -                       | 50.871        | 105.8               | 1:20.888                 | <b>108.4</b> | 29.976             | 79.9                 | 2:41.735            | 81.00        | 1.480    | 17:24:26.932        |
| 4 -                       | 50.537        | 106.0               | <b>1:20.434</b>          | 108.0        | 29.284             | 82.8                 | <b>2:40.255 (1)</b> | <b>81.75</b> |          | <b>17:27:07.187</b> |
| 5 -                       | 50.379        | 106.6               | 1:22.193                 | 106.3        | <b>29.274</b>      | <b>83.2</b>          | 2:41.846            | 80.95        | 1.591    | 17:29:49.033        |
| 6 -                       | 50.647        | 104.6               | 1:20.880                 | 106.5        | 29.440             | 81.9                 | 2:40.967            | 81.39        | 0.712    | 17:32:30.000        |
| 7 -                       | 50.211        | 106.1               | 1:20.923                 | 105.8        | 29.342             | 81.7                 | 2:40.476 (2)        | 81.64        | 0.221    | 17:35:10.476        |
| 8 -                       | 50.359        | 105.5               | 1:20.754                 | 104.3        | 29.575             | 82.5                 | 2:40.688 (3)        | 81.53        | 0.433    | 17:37:51.164        |
| 9 -                       | 50.770        | 105.1               | 1:21.273                 | 105.6        | 29.406             | 82.1                 | 2:41.449            | 81.15        | 1.194    | 17:40:32.613        |
| 10 -                      | 50.834        | 104.8               | 1:22.422                 | 106.0        | IN PIT             |                      | 2:46.941 P          | 78.48        | 6.686    | 17:43:19.554        |
| 11 -                      | OUTLAP        | 104.3               | 1:21.382                 | 103.4        | 30.901             | 80.1                 | 4:06.602            | 53.12        | 1:26.347 | 17:47:26.156        |
| 12 -                      | 50.197        | 104.6               | 1:20.954                 | 102.9        | 30.744             | 81.0                 | 2:41.895            | 80.92        | 1.640    | 17:50:08.051        |
| 13 -                      | 50.503        | 104.3               | 1:22.919                 | 104.8        | 30.854             | 82.9                 | 2:44.276            | 79.75        | 4.021    | 17:52:52.327        |
| 14 -                      | <b>50.098</b> | 106.0               | 1:21.458                 | 105.1        | 29.549             | 81.7                 | 2:41.105            | 81.32        | 0.850    | 17:55:33.432        |
| 15 -                      | 50.512        | 105.5               | 1:21.402                 | 106.0        | 29.503             | 81.3                 | 2:41.417            | 81.16        | 1.162    | 17:58:14.849        |
| 16 -                      | 50.342        | <b>107.3</b>        | 1:22.650                 | 106.8        | 29.531             | 82.3                 | 2:42.523            | 80.61        | 2.268    | 18:00:57.372        |
| 17 -                      | 50.911        | 106.3               | 1:24.128                 | 107.3        | 29.892             | 82.6                 | 2:44.931            | 79.43        | 4.676    | 18:03:42.303        |

| P36 151 THC               |          | Allan THOM |                          | Ford Lotus Cortina |          |                    |              |       |          |              |
|---------------------------|----------|------------|--------------------------|--------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:41.998 |          |            | BEST LAP TIME : 2:42.821 |                    |          | DIFFERENCE : 0.823 |              |       |          |              |
| LAP                       | SECTOR 1 |            | SECTOR 2                 |                    | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 105.6      | 1:24.093                 | 108.4              | 30.101   | 83.9               | 2:56.581     | 74.19 | 13.760   | 17:19:03.620 |
| 2 -                       | 51.951   | 107.3      | 1:22.349                 | 107.7              | 30.259   | 83.3               | 2:44.559     | 79.61 | 1.738    | 17:21:48.179 |
| 3 -                       | 50.504   | 107.7      | 1:21.785                 | 107.7              | 31.008   | 81.8               | 2:43.297 (3) | 80.23 | 0.476    | 17:24:31.476 |
| 4 -                       | 50.250   | 109.4      | 1:22.436                 | 108.4              | 30.135   | 80.6               | 2:42.821 (1) | 80.46 |          | 17:27:14.297 |
| 5 -                       | 50.112   | 108.4      | 1:23.311                 | 101.8              | 30.285   | 82.6               | 2:43.708     | 80.03 | 0.887    | 17:29:58.005 |
| 6 -                       | 50.954   | 108.2      | 1:23.056                 | 106.6              | 30.729   | 80.1               | 2:44.739     | 79.53 | 1.918    | 17:32:42.744 |
| 7 -                       | 52.232   | 105.3      | 1:23.036                 | 107.7              | 30.556   | 81.8               | 2:45.824     | 79.00 | 3.003    | 17:35:28.568 |
| 8 -                       | 51.790   | 110.0      | 1:22.319                 | 108.7              | IN PIT   |                    | 2:48.210 P   | 77.88 | 5.389    | 17:38:16.778 |
| 9 -                       | OUTLAP   | 109.6      | 1:22.697                 | 105.8              | 30.233   | 81.9               | 4:09.651     | 52.48 | 1:26.830 | 17:42:26.429 |
| 10 -                      | 50.340   | 107.5      | 1:22.466                 | 108.2              | 30.297   | 82.3               | 2:43.103 (2) | 80.32 | 0.282    | 17:45:09.532 |
| 11 -                      | 50.579   | 109.1      | 1:23.675                 | 110.9              | 30.244   | 84.4               | 2:44.498     | 79.64 | 1.677    | 17:47:54.030 |
| 12 -                      | 52.016   | 109.6      | 1:22.500                 | 106.5              | 30.199   | 79.6               | 2:44.715     | 79.54 | 1.894    | 17:50:38.745 |
| 13 -                      | 51.704   | 108.0      | 1:26.023                 | 92.1               | 32.314   | 77.7               | 2:50.041     | 77.05 | 7.220    | 17:53:28.786 |
| 14 -                      | 53.858   | 107.0      | 1:24.170                 | 108.7              | 31.390   | 81.6               | 2:49.418     | 77.33 | 6.597    | 17:56:18.204 |
| 15 -                      | 51.518   | 108.4      | 1:22.695                 | 108.7              | 30.481   | 82.9               | 2:44.694     | 79.55 | 1.873    | 17:59:02.898 |
| 16 -                      | 50.236   | 109.6      | 1:23.233                 | 107.0              | 30.540   | 83.4               | 2:44.009     | 79.88 | 1.188    | 18:01:46.907 |
| 17 -                      | 50.508   | 108.4      | 1:22.881                 | 108.2              | 30.857   | 81.0               | 2:44.246     | 79.76 | 1.425    | 18:04:31.153 |

| P37 14 THC                |               | HORROBIN / PALMER |                          | Ford Lotus Cortina |               |                    |                     |              |          |                     |
|---------------------------|---------------|-------------------|--------------------------|--------------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:39.172 |               |                   | BEST LAP TIME : 2:39.929 |                    |               | DIFFERENCE : 0.757 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                   | SECTOR 2                 |                    | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | <b>112.2</b>      | 1:22.494                 | <b>114.7</b>       | 30.220        | 83.3               | 2:52.523            | 75.94        | 12.594   | 17:18:59.562        |
| 2 -                       | 52.421        | 111.4             | 1:20.864                 | 113.5              | 29.835        | 84.2               | 2:43.120            | 80.31        | 3.191    | 17:21:42.682        |
| 3 -                       | 50.599        | 111.4             | 1:20.106                 | 112.5              | 30.575        | 82.7               | 2:41.280            | 81.23        | 1.351    | 17:24:23.962        |
| 4 -                       | 51.997        | 108.9             | <b>1:19.809</b>          | 114.1              | 29.784        | 80.6               | 2:41.590            | 81.08        | 1.661    | 17:27:05.552        |
| 5 -                       | 50.949        | 109.8             | 1:20.010                 | 112.0              | 29.498        | <b>84.9</b>        | 2:40.457 (2)        | 81.65        | 0.528    | 17:29:46.009        |
| 6 -                       | <b>49.921</b> | 109.8             | 1:20.566                 | 112.9              | <b>29.442</b> | 84.6               | <b>2:39.929 (1)</b> | <b>81.92</b> |          | <b>17:32:25.938</b> |
| 7 -                       | 50.218        | 110.1             | 1:20.582                 | 111.6              | 29.663        | 84.4               | 2:40.463 (3)        | 81.64        | 0.534    | 17:35:06.401        |
| 8 -                       | 50.583        | 110.0             | 1:21.115                 | 111.8              | 29.650        | 84.8               | 2:41.348            | 81.20        | 1.419    | 17:37:47.749        |
| 9 -                       | 51.718        | 109.1             | 1:21.944                 | 112.9              | IN PIT        |                    | 2:46.617 P          | 78.63        | 6.688    | 17:40:34.366        |
| 10 -                      | OUTLAP        | 104.8             | 1:24.919                 | 111.2              | 32.972        | 76.7               | 4:19.825            | 50.42        | 1:39.896 | 17:44:54.191        |
| 11 -                      | 54.196        | 107.7             | 1:24.455                 | 110.9              | 32.760        | 79.8               | 2:51.411            | 76.43        | 11.482   | 17:47:45.602        |
| 12 -                      | 54.210        | 109.6             | 1:24.137                 | 110.1              | 32.320        | 79.6               | 2:50.667            | 76.76        | 10.738   | 17:50:36.269        |
| 13 -                      | 53.679        | 108.0             | 1:25.510                 | 110.1              | 32.821        | 77.7               | 2:52.010            | 76.16        | 12.081   | 17:53:28.279        |
| 14 -                      | 53.636        | 108.0             | 1:23.673                 | 111.4              | 32.053        | 78.3               | 2:49.362            | 77.35        | 9.433    | 17:56:17.641        |
| 15 -                      | 53.679        | 109.1             | 1:23.247                 | 111.4              | 32.066        | 78.5               | 2:48.992            | 77.52        | 9.063    | 17:59:06.633        |
| 16 -                      | 52.675        | 109.1             | 1:27.516                 | 112.5              | 32.544        | 77.4               | 2:52.735            | 75.84        | 12.806   | 18:01:59.368        |
| 17 -                      | 53.236        | 108.2             | 1:24.687                 | 111.6              | 33.471        | 76.6               | 2:51.394            | 76.44        | 11.465   | 18:04:50.762        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

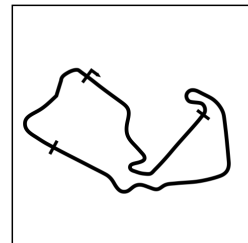
| P38 15 THC                |          | Andreas HALUSA |                          | Alfa Romeo 1600 GTA |          |                    |              |         |          |              |
|---------------------------|----------|----------------|--------------------------|---------------------|----------|--------------------|--------------|---------|----------|--------------|
| IDEAL LAP TIME : 2:42.528 |          |                | BEST LAP TIME : 2:43.304 |                     |          | DIFFERENCE : 0.776 |              |         |          |              |
| LAP                       | SECTOR 1 |                | SECTOR 2                 |                     | SECTOR 3 |                    | LAP TIME     | MPH     | DIFF     | TIME OF DAY  |
| 1 -                       |          | 103.7          | 1:27.325                 | 109.2               | 32.619   | 76.7               | 3:03.900     | 71.24   | 20.596   | 17:19:10.939 |
| 2 -                       | 54.513   | 105.0          | 1:22.821                 | 111.2               | 32.250   | 77.2               | 2:49.584     | 77.25   | 6.280    | 17:22:00.523 |
| 3 -                       | 51.541   | 106.5          | 1:22.904                 | 109.8               | 30.908   | 81.1               | 2:45.353     | 79.23   | 2.049    | 17:24:45.876 |
| 4 -                       | 51.301   | 108.9          | 1:23.858                 | 110.3               | 33.827   | 74.1               | 2:48.986     | 77.53   | 5.682    | 17:27:34.862 |
| 5 -                       | 53.615   | 99.8           | 1:22.850                 | 111.4               | 30.857   | 80.2               | 2:47.322     | 78.30   | 4.018    | 17:30:22.184 |
| 6 -                       | 51.569   | 107.2          | 1:22.245                 | 110.7               | 30.571   | 80.2               | 2:44.385     | 79.70   | 1.081    | 17:33:06.569 |
| 7 -                       | 51.197   | 107.8          | 1:24.973                 | 109.8               | IN PIT   |                    | 2:54.008     | P 75.29 | 10.704   | 17:36:00.577 |
| 8 -                       | OUTLAP   | 106.5          | 1:23.093                 | 110.3               | 30.886   | 80.4               | 4:12.778     | 51.83   | 1:29.474 | 17:40:13.355 |
| 9 -                       | 51.432   | 108.9          | 1:23.449                 | 111.4               | 30.537   | 80.7               | 2:45.418     | 79.20   | 2.114    | 17:42:58.773 |
| 10 -                      | 51.608   | 107.8          | 1:22.709                 | 113.7               | 30.004   | 80.2               | 2:44.321     | 79.73   | 1.017    | 17:45:43.094 |
| 11 -                      | 50.713   | 106.6          | 1:22.141                 | 112.4               | 30.450   | 80.5               | 2:43.304 (1) | 80.22   |          | 17:48:26.398 |
| 12 -                      | 52.461   | 107.5          | 1:22.926                 | 110.0               | 31.071   | 80.1               | 2:46.458     | 78.70   | 3.154    | 17:51:12.856 |
| 13 -                      | 52.455   | 110.1          | 1:22.571                 | 110.7               | 31.215   | 80.8               | 2:46.241     | 78.81   | 2.937    | 17:53:59.097 |
| 14 -                      | 51.350   | 110.9          | 1:21.811                 | 113.3               | 30.509   | 80.5               | 2:43.670 (2) | 80.04   | 0.366    | 17:56:42.767 |
| 15 -                      | 51.373   | 109.6          | 1:23.260                 | 110.1               | 31.906   | 78.6               | 2:46.539     | 78.67   | 3.235    | 17:59:29.306 |
| 16 -                      | 51.413   | 109.4          | 1:25.104                 | 110.0               | 31.265   | 81.0               | 2:47.782     | 78.08   | 4.478    | 18:02:17.088 |
| 17 -                      | 51.111   | 111.8          | 1:21.923                 | 112.9               | 30.992   | 80.1               | 2:44.026 (3) | 79.87   | 0.722    | 18:05:01.114 |

| P39 102 THD               |               | TURNER / GALLIFORD |                          |              |               | Morris Mini Cooper S |                     |              |          |                     |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|----------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:40.461 |               |                    | BEST LAP TIME : 2:40.909 |              |               | DIFFERENCE : 0.448   |                     |              |          |                     |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 104.3              | 1:26.474                 | 109.2        | 36.939        | 72.8                 | 3:07.819            | 69.75        | 26.910   | 17:19:14.858        |
| 2 -                       | 52.268        | <b>109.2</b>       | 1:21.567                 | <b>111.2</b> | 30.647        | 76.0                 | 2:44.482            | 79.65        | 3.573    | 17:21:59.340        |
| 3 -                       | 51.010        | 107.7              | 1:20.883                 | 107.2        | 30.125        | 79.9                 | 2:42.018            | 80.86        | 1.109    | 17:24:41.358        |
| 4 -                       | 51.127        | 107.7              | 1:20.976                 | 107.2        | 29.636        | 78.9                 | 2:41.739 <b>(2)</b> | 81.00        | 0.830    | 17:27:23.097        |
| 5 -                       | 51.185        | 107.3              | 1:20.785                 | 107.3        | 30.011        | 75.5                 | 2:41.981 <b>(3)</b> | 80.88        | 1.072    | 17:30:05.078        |
| <b>6 -</b>                | 50.807        | 106.6              | <b>1:20.658</b>          | 105.3        | <b>29.444</b> | <b>80.7</b>          | <b>2:40.909 (1)</b> | <b>81.42</b> |          | <b>17:32:45.987</b> |
| 7 -                       | <b>50.359</b> | 107.8              | 1:21.943                 | 104.3        | 30.786        | 77.7                 | 2:43.088            | 80.33        | 2.179    | 17:35:29.075        |
| 8 -                       | 51.938        | 108.9              | 1:21.989                 | 108.5        | IN PIT        |                      | 2:51.974 <b>P</b>   | 76.18        | 11.065   | 17:38:21.049        |
| 9 -                       | OUTLAP        | 106.6              | 1:24.171                 | 107.8        | 31.871        | 76.2                 | 4:14.320            | 51.51        | 1:33.411 | 17:42:35.369        |
| 10 -                      | 52.020        | 106.8              | 1:24.079                 | 109.6        | 30.993        | 79.8                 | 2:47.092            | 78.41        | 6.183    | 17:45:22.461        |
| 11 -                      | 51.858        | 107.8              | 1:22.751                 | 109.4        | 30.657        | 77.6                 | 2:45.266            | 79.27        | 4.357    | 17:48:07.727        |
| 12 -                      | 52.724        | 108.9              | 1:23.228                 | 102.1        | 32.561        | 74.5                 | 2:48.513            | 77.74        | 7.604    | 17:50:56.240        |
| 13 -                      | 52.910        | 98.1               | 1:28.135                 | 99.2         | 32.223        | 76.2                 | 2:53.268            | 75.61        | 12.359   | 17:53:49.508        |
| 14 -                      | 55.003        | 100.7              | 1:25.979                 | 100.7        | 31.492        | 72.3                 | 2:52.474            | 75.96        | 11.565   | 17:56:41.982        |
| 15 -                      | 54.176        | 99.5               | 1:24.681                 | 100.1        | 31.307        | 73.3                 | 2:50.164            | 76.99        | 9.255    | 17:59:32.146        |
| 16 -                      | 55.750        | 93.3               | 1:28.852                 | 93.0         | 32.712        | 76.0                 | 2:57.314            | 73.89        | 16.405   | 18:02:29.460        |
| 17 -                      | 56.190        | 91.3               | 1:29.033                 | 100.7        | 33.542        | 68.8                 | 2:58.765            | 73.29        | 17.856   | 18:05:28.225        |

| P40 54 THD                |          | NAIRN B / NAIRN C |                          | Morris Mini Cooper S |          |                    |          |           |          |              |
|---------------------------|----------|-------------------|--------------------------|----------------------|----------|--------------------|----------|-----------|----------|--------------|
| IDEAL LAP TIME : 2:38.979 |          |                   | BEST LAP TIME : 2:39.669 |                      |          | DIFFERENCE : 0.690 |          |           |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME | MPH       | DIFF     | TIME OF DAY  |
| 1 -                       |          | 104.3             | 1:26.964                 | 108.7                | 32.927   | 72.5               | 3:03.476 | 71.40     | 23.807   | 17:19:10.515 |
| 2 -                       | 55.408   | 105.5             | 1:25.377                 | 107.5                | 32.324   | 80.1               | 2:53.109 | 75.68     | 13.440   | 17:22:03.624 |
| 3 -                       | 53.304   | 106.0             | 1:24.565                 | 106.3                | 31.996   | 76.3               | 2:49.865 | 77.13     | 10.196   | 17:24:53.489 |
| 4 -                       | 54.993   | 107.8             | 1:24.835                 | 108.0                | 31.661   | 78.1               | 2:51.489 | 76.39     | 11.820   | 17:27:44.978 |
| 5 -                       | 53.551   | 105.5             | 1:25.125                 | 109.1                | 32.094   | 76.6               | 2:50.770 | 76.72     | 11.101   | 17:30:35.748 |
| 6 -                       | 54.992   | 104.0             | 1:25.947                 | 106.8                | 33.408   | 73.5               | 2:54.347 | 75.14     | 14.678   | 17:33:30.095 |
| 7 -                       | 54.095   | 106.1             | 1:24.809                 | 108.0                | 34.302   | 74.7               | 2:53.206 | 75.64     | 13.537   | 17:36:23.301 |
| 8 -                       | 54.464   | 106.3             | 1:25.814                 | 107.7                | 32.085   | 77.2               | 2:52.363 | 76.01     | 12.694   | 17:39:15.664 |
| 9 -                       | 54.365   | 104.6             | 1:26.235                 | 104.8                | IN PIT   |                    | 2:58.754 | P 73.29   | 19.085   | 17:42:14.418 |
| 10 -                      | OUTLAP   | 106.5             | 1:20.955                 | 110.7                | 29.931   | 83.5               | 4:51.178 | 44.99     | 2:11.509 | 17:47:05.596 |
| 11 -                      | 50.248   | 110.5             | 1:21.275                 | 109.6                | 30.165   | 83.5               | 2:41.688 | 81.03     | 2.019    | 17:49:47.284 |
| 12 -                      | 50.355   | 107.5             | 1:20.379                 | 108.9                | 29.616   | 83.5               | 2:40.350 | (3) 81.70 | 0.681    | 17:52:27.634 |
| 13 -                      | 49.692   | 109.1             | 1:20.732                 | 110.0                | 29.497   | 83.7               | 2:39.921 | (2) 81.92 | 0.252    | 17:55:07.555 |
| 14 -                      | 49.932   | 108.5             | 1:20.410                 | 110.0                | 29.327   | 83.9               | 2:39.669 | (1) 82.05 |          | 17:57:47.224 |
| 15 -                      | 49.586   | 108.2             | 1:21.546                 | 110.0                | 30.382   | 83.2               | 2:41.514 | 81.11     | 1.845    | 18:00:28.738 |
| 16 -                      | 50.998   | 109.6             | 1:20.066                 | 109.6                | 29.806   | 82.7               | 2:40.870 | 81.44     | 1.201    | 18:03:09.608 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

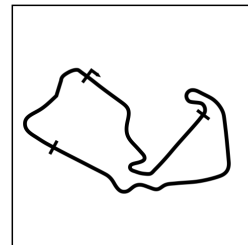
| P41 123 THC               |               | POULTON A / POULTON M    |                 |              |               |             | Alfa Romeo Giulia Super |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|-------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:49.682 |               | BEST LAP TIME : 2:50.204 |                 |              |               |             | DIFFERENCE : 0.522      |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |              | SECTOR 3      |             | LAP TIME                | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 102.7                    | 1:27.220        | 105.1        | 31.837        | 77.4        | 3:05.447                | 70.64        | 15.243   | 17:19:12.486        |
| 2 -                       | 55.958        | 99.7                     | <b>1:25.244</b> | 101.5        | 31.577        | 76.8        | 2:52.779                | 75.82        | 2.575    | 17:22:05.265        |
| 3 -                       | 53.709        | 100.0                    | 1:25.329        | 104.3        | 31.578        | <b>79.2</b> | 2:50.616                | 76.79        | 0.412    | 17:24:55.881        |
| 4 -                       | 53.531        | 101.5                    | 1:25.276        | <b>105.3</b> | 31.942        | 72.7        | 2:50.749                | 76.73        | 0.545    | 17:27:46.630        |
| 5 -                       | 53.573        | 101.0                    | 1:25.493        | 104.8        | 31.374        | 78.5        | 2:50.440 (2)            | 76.87        | 0.236    | 17:30:37.070        |
| 6 -                       | 53.269        | 100.9                    | 1:25.715        | 102.1        | <b>31.220</b> | 79.0        | <b>2:50.204 (1)</b>     | <b>76.97</b> |          | <b>17:33:27.274</b> |
| 7 -                       | 54.781        | 100.3                    | 1:26.208        | 102.7        | 37.161        | 74.0        | 2:58.150                | 73.54        | 7.946    | 17:36:25.424        |
| 8 -                       | <b>53.218</b> | <b>103.4</b>             | 1:25.826        | 105.1        | 31.539        | 76.0        | 2:50.583 (3)            | 76.80        | 0.379    | 17:39:16.007        |
| 9 -                       | 53.569        | 101.2                    | 1:26.129        | 102.9        | IN PIT        |             | 2:56.602 P              | 74.18        | 6.398    | 17:42:12.609        |
| 10 -                      | OUTLAP        | 98.6                     | 1:28.605        | 103.7        | 33.366        | 77.2        | 4:27.857                | 48.91        | 1:37.653 | 17:46:40.466        |
| 11 -                      | 54.447        | 100.6                    | 1:27.749        | 101.8        | 32.421        | 74.5        | 2:54.617                | 75.03        | 4.413    | 17:49:35.083        |
| 12 -                      | 54.907        | 99.5                     | 1:28.956        | 95.1         | 32.307        | 76.4        | 2:56.170                | 74.36        | 5.966    | 17:52:31.253        |
| 13 -                      | 55.330        | 101.0                    | 1:28.004        | 103.8        | 32.579        | 78.9        | 2:55.913                | 74.47        | 5.709    | 17:55:27.166        |
| 14 -                      | 53.961        | 101.3                    | 1:26.401        | 104.2        | 32.327        | 70.4        | 2:52.689                | 75.86        | 2.485    | 17:58:19.855        |
| 15 -                      | 54.568        | 98.5                     | 1:27.119        | 103.2        | 32.060        | 73.1        | 2:53.747                | 75.40        | 3.543    | 18:01:13.602        |
| 16 -                      | 53.926        | 100.6                    | 1:26.144        | 104.2        | 31.610        | 74.2        | 2:51.680                | 76.31        | 1.476    | 18:04:05.282        |

| P42 82 THC                |               | GODDARD / COMPTON GODDARD |                 |              |               |             | Alfa Romeo Giulia TI Super |              |          |                     |
|---------------------------|---------------|---------------------------|-----------------|--------------|---------------|-------------|----------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:51.975 |               | BEST LAP TIME : 2:52.550  |                 |              |               |             | DIFFERENCE : 0.575         |              |          |                     |
| LAP                       | SECTOR 1      |                           | SECTOR 2        |              | SECTOR 3      |             | LAP TIME                   | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               |                           |                 |              |               |             | 3:19.129                   | 65.79        | 26.579   | 17:19:26.168        |
| 2 -                       |               |                           |                 |              |               |             | 3:05.487                   | 70.63        | 12.937   | 17:22:31.655        |
| 3 -                       |               |                           |                 |              |               |             | 3:01.331                   | 72.25        | 8.781    | 17:25:32.986        |
| 4 -                       |               |                           |                 |              |               |             | 2:58.743                   | 73.29        | 6.193    | 17:28:31.729        |
| 5 -                       |               |                           |                 |              |               |             | 2:58.747                   | 73.29        | 6.197    | 17:31:30.476        |
| 6 -                       |               |                           |                 |              |               |             | 2:58.794                   | 73.27        | 6.244    | 17:34:29.270        |
| 7 -                       |               |                           |                 |              |               |             | 3:00.520                   | 72.57        | 7.970    | 17:37:29.790        |
| 8 -                       |               |                           |                 |              | IN PIT        |             | 3:03.302 P                 | 71.47        | 10.752   | 17:40:33.092        |
| 9 -                       | OUTLAP        | 100.4                     | 1:28.455        | 98.5         | 33.739        | 74.0        | 4:21.826                   | 50.03        | 1:29.276 | 17:44:54.919        |
| 10 -                      | 55.079        | 100.9                     | 1:27.958        | 98.6         | 32.474        | 74.6        | 2:55.511                   | 74.64        | 2.961    | 17:47:50.430        |
| 11 -                      | 54.817        | 101.0                     | 1:26.525        | 99.1         | 33.154        | 75.6        | 2:54.496 (3)               | 75.08        | 1.946    | 17:50:44.926        |
| 12 -                      | <b>53.784</b> | 101.5                     | 1:27.642        | 98.9         | <b>32.032</b> | 76.3        | 2:53.458 (2)               | 75.53        | 0.908    | 17:53:38.384        |
| 13 -                      | 54.629        | 102.1                     | 1:27.646        | <b>101.5</b> | 33.488        | 74.6        | 2:55.763                   | 74.54        | 3.213    | 17:56:34.147        |
| 14 -                      | 55.249        | <b>102.9</b>              | 1:27.217        | 99.5         | 32.186        | 76.8        | 2:54.652                   | 75.01        | 2.102    | 17:59:28.799        |
| 15 -                      | 55.427        | 101.8                     | 1:26.865        | 97.5         | 33.244        | 76.8        | 2:55.536                   | 74.63        | 2.986    | 18:02:24.335        |
| 16 -                      | 54.134        | 102.1                     | <b>1:26.159</b> | 95.5         | 32.257        | <b>77.6</b> | <b>2:52.550 (1)</b>        | <b>75.93</b> |          | <b>18:05:16.885</b> |

| P43 163 THA               |               | SIMPSON / KEARNEY        |                 |              |               |             | Studebaker 62V Lark V3 |              |          |                     |
|---------------------------|---------------|--------------------------|-----------------|--------------|---------------|-------------|------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:48.065 |               | BEST LAP TIME : 2:49.942 |                 |              |               |             | DIFFERENCE : 1.877     |              |          |                     |
| LAP                       | SECTOR 1      |                          | SECTOR 2        |              | SECTOR 3      |             | LAP TIME               | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 105.6                    | 1:27.271        | 108.5        | 32.516        | 77.0        | 3:05.183               | 70.75        | 15.241   | 17:19:12.222        |
| 2 -                       | 54.295        | 106.3                    | 1:25.107        | 112.0        | 32.677        | <b>80.1</b> | 2:52.079               | 76.13        | 2.137    | 17:22:04.301        |
| 3 -                       | 54.077        | 107.2                    | <b>1:23.576</b> | 110.0        | 32.351        | 77.4        | 2:50.004 (2)           | 77.06        | 0.062    | 17:24:54.305        |
| 4 -                       | 53.585        | <b>108.4</b>             | 1:24.567        | 110.9        | <b>31.790</b> | 77.6        | <b>2:49.942 (1)</b>    | <b>77.09</b> |          | <b>17:27:44.247</b> |
| 5 -                       | <b>52.699</b> | 107.5                    | 1:25.708        | 104.8        | 32.285        | 77.7        | 2:50.692 (3)           | 76.75        | 0.750    | 17:30:34.939        |
| 6 -                       | 55.518        | 97.2                     | 1:27.716        | 101.2        | 32.713        | 78.1        | 2:55.947               | 74.46        | 6.005    | 17:33:30.886        |
| 7 -                       | 54.423        | 89.2                     | 1:28.577        | 90.6         | IN PIT        |             | 3:02.237 P             | 71.89        | 12.295   | 17:36:33.123        |
| 8 -                       | OUTLAP        | 94.2                     | 1:32.402        | 105.3        | 35.323        | 61.2        | 4:56.909               | 44.12        | 2:06.967 | 17:41:30.032        |
| 9 -                       | 58.017        | 101.3                    | 1:30.480        | 110.1        | 34.496        | 68.8        | 3:02.993               | 71.59        | 13.051   | 17:44:33.025        |
| 10 -                      | 56.616        | 103.8                    | 1:28.943        | 110.3        | 34.153        | 71.7        | 2:59.712               | 72.90        | 9.770    | 17:47:32.737        |
| 11 -                      | 56.410        | 102.4                    | 1:30.020        | 110.5        | 34.637        | 72.9        | 3:01.067               | 72.35        | 11.125   | 17:50:33.804        |
| 12 -                      | 58.059        | 100.4                    | 1:30.010        | 112.0        | 33.906        | 71.0        | 3:01.975               | 71.99        | 12.033   | 17:53:35.779        |
| 13 -                      | 56.086        | 106.3                    | 1:27.813        | <b>112.7</b> | 33.853        | 71.2        | 2:57.752               | 73.70        | 7.810    | 17:56:33.531        |
| 14 -                      | 56.405        | 103.0                    | 1:27.422        | 107.5        | 33.649        | 73.6        | 2:57.476               | 73.82        | 7.534    | 17:59:31.007        |
| 15 -                      | 55.199        | 99.1                     | 1:27.804        | 112.5        | 34.351        | 67.3        | 2:57.354               | 73.87        | 7.412    | 18:02:28.361        |
| 16 -                      | 56.301        | 100.6                    | 1:29.392        | 112.5        | 33.637        | 72.7        | 2:59.330               | 73.05        | 9.388    | 18:05:27.691        |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

| P44 96 THA                |          | Tim SCOTT ANDREWS |                          |       |          | Ford Falcon        |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|-------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:33.695 |          |                   | BEST LAP TIME : 2:34.343 |       |          | DIFFERENCE : 0.648 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 114.7             | 1:19.722                 | 135.2 | 29.864   | 85.4               | 2:44.493     | 79.64 | 10.150   | 17:18:51.532 |
| 2 -                       | 48.194   | 125.6             | 1:17.873                 | 136.9 | 30.071   | 84.6               | 2:36.138     | 83.91 | 1.795    | 17:21:27.670 |
| 3 -                       | 48.533   | 114.7             | 1:18.076                 | 136.6 | 29.205   | 88.0               | 2:35.814     | 84.08 | 1.471    | 17:24:03.484 |
| 4 -                       | 47.600   | 123.1             | 1:17.069                 | 134.4 | 29.674   | 86.0               | 2:34.343 (1) | 84.88 |          | 17:26:37.827 |
| 5 -                       | 48.004   | 126.8             | 1:16.890                 | 134.4 | 30.057   | 83.9               | 2:34.951 (3) | 84.55 | 0.608    | 17:29:12.778 |
| 6 -                       | 47.743   | 129.3             | 1:17.468                 | 135.8 | 29.794   | 84.6               | 2:35.005     | 84.52 | 0.662    | 17:31:47.783 |
| 7 -                       | 48.310   | 120.9             | 1:18.198                 | 133.4 | 30.375   | 85.8               | 2:36.883     | 83.51 | 2.540    | 17:34:24.666 |
| 8 -                       | 48.112   | 126.1             | 1:17.343                 | 134.7 | 30.197   | 85.1               | 2:35.652     | 84.17 | 1.309    | 17:37:00.318 |
| 9 -                       | 47.897   | 122.0             | 1:17.248                 | 135.8 | 29.499   | 85.0               | 2:34.644 (2) | 84.72 | 0.301    | 17:39:34.962 |
| 10 -                      | 48.093   | 122.2             | 1:18.115                 | 135.8 | IN PIT   |                    | 2:40.978 P   | 81.38 | 6.635    | 17:42:15.940 |
| 11 -                      | OUTLAP   | 124.0             | 1:17.707                 | 136.3 | 30.752   | 83.3               | 3:53.910     | 56.01 | 1:19.567 | 17:46:09.850 |
| 12 -                      | 48.841   | 119.4             | 1:17.199                 | 136.3 | 29.591   | 82.6               | 2:35.631     | 84.18 | 1.288    | 17:48:45.481 |
| 13 -                      | 49.171   | 121.5             | 1:17.459                 | 135.8 | 29.745   | 83.0               | 2:36.375     | 83.78 | 2.032    | 17:51:21.856 |
| 14 -                      | 48.486   | 123.3             | 1:17.443                 | 134.2 | 29.902   | 85.4               | 2:35.831     | 84.07 | 1.488    | 17:53:57.687 |
| 15 -                      | 48.539   | 122.6             | 1:17.901                 | 137.5 | 30.254   | 80.0               | 2:36.694     | 83.61 | 2.351    | 17:56:34.381 |

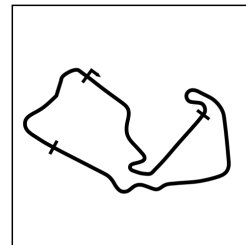
| P45 18 THB                |               | Harry BARTON |                          | BMW 1800 Tisa |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------|--------------------------|---------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:37.223 |               |              | BEST LAP TIME : 2:38.183 |               |               | DIFFERENCE : 0.960 |                     |              |          |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |               | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 105.6        | 1:22.376                 | <b>116.3</b>  | 30.604        | 77.9               | 2:51.770            | 76.27        | 13.587   | 17:18:58.809        |
| 2 -                       | 1:04.692      | 101.0        | 1:19.448                 | 112.7         | <b>28.991</b> | 85.1               | 2:53.131            | 75.67        | 14.948   | 17:21:51.940        |
| 3 -                       | <b>49.247</b> | 110.0        | 1:19.489                 | 113.9         | 29.447        | <b>85.8</b>        | <b>2:38.183 (1)</b> | <b>82.82</b> |          | <b>17:24:30.123</b> |
| 4 -                       | 50.665        | 108.0        | <b>1:18.985</b>          | 114.1         | 29.056        | 85.3               | 2:38.706 <b>(2)</b> | 82.55        | 0.523    | 17:27:08.829        |
| 5 -                       | 49.629        | <b>110.5</b> | 1:20.194                 | 113.9         | 29.685        | 83.8               | 2:39.508 <b>(3)</b> | 82.13        | 1.325    | 17:29:48.337        |
| 6 -                       | 52.441        | 97.5         | 1:20.355                 | 96.2          | IN PIT        |                    | 2:54.093 <b>P</b>   | 75.25        | 15.910   | 17:32:42.430        |
| 7 -                       | OUTLAP        | 63.1         | 2:12.708                 | 56.8          | IN PIT        |                    | 5:42.224 <b>P</b>   | 38.28        | 3:04.041 | 17:38:24.654        |

| P46 193 THD               |          | Phil BULLEN-BROWN |                          | Austin Mini Cooper S |          |                    |              |       |          |              |
|---------------------------|----------|-------------------|--------------------------|----------------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:35.469 |          |                   | BEST LAP TIME : 2:36.816 |                      |          | DIFFERENCE : 1.347 |              |       |          |              |
| LAP                       | SECTOR 1 |                   | SECTOR 2                 |                      | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 108.2             | 1:21.462                 | 112.2                | 30.661   | 77.3               | 2:50.744     | 76.73 | 13.928   | 17:18:57.783 |
| 2 -                       | 50.235   | 110.1             | 1:18.706                 | 109.6                | 28.655   | 84.7               | 2:37.596     | 83.13 | 0.780    | 17:21:35.379 |
| 3 -                       | 50.651   | 110.5             | 1:18.499                 | 110.7                | 29.448   | 85.0               | 2:38.598     | 82.60 | 1.782    | 17:24:13.977 |
| 4 -                       | 49.705   | 110.5             | 1:18.505                 | 110.7                | 28.871   | 82.2               | 2:37.081 (2) | 83.40 | 0.265    | 17:26:51.058 |
| 5 -                       | 49.589   | 107.2             | 1:19.053                 | 110.3                | 28.793   | 82.8               | 2:37.435     | 83.21 | 0.619    | 17:29:28.493 |
| 6 -                       | 49.081   | 109.4             | 1:19.303                 | 110.7                | 28.796   | 83.1               | 2:37.180     | 83.35 | 0.364    | 17:32:05.673 |
| 7 -                       | 49.024   | 109.2             | 1:19.101                 | 108.2                | IN PIT   |                    | 2:42.631 P   | 80.56 | 5.815    | 17:34:48.304 |
| 8 -                       | OUTLAP   | 107.7             | 1:19.275                 | 106.0                | 28.918   | 82.8               | 3:57.149     | 55.24 | 1:20.333 | 17:38:45.453 |
| 9 -                       | 48.812   | 107.7             | 1:19.342                 | 109.8                | 28.662   | 84.9               | 2:36.816 (1) | 83.54 |          | 17:41:22.269 |
| 10 -                      | 49.067   | 109.1             | 1:19.545                 | 108.4                | 28.552   | 83.9               | 2:37.164 (3) | 83.36 | 0.348    | 17:43:59.433 |
| 11 -                      | 48.418   | 111.8             | 1:19.297                 | 110.7                | 29.614   | 76.9               | 2:37.329     | 83.27 | 0.513    | 17:46:36.762 |

| P47 26 THA                |          | Colin SOWTER |                          | Ford Mustang |          |                    |              |       |          |              |
|---------------------------|----------|--------------|--------------------------|--------------|----------|--------------------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 2:36.366 |          |              | BEST LAP TIME : 2:38.004 |              |          | DIFFERENCE : 1.638 |              |       |          |              |
| LAP                       | SECTOR 1 |              | SECTOR 2                 |              | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       |          | 104.0        | 1:22.411                 | 121.5        | 30.485   | 71.9               | 2:52.477     | 75.96 | 14.473   | 17:18:59.516 |
| 2 -                       | 53.097   | 113.7        | 1:19.499                 | 130.3        | 30.269   | 77.4               | 2:42.865     | 80.44 | 4.861    | 17:21:42.381 |
| 3 -                       | 48.444   | 123.3        | 1:18.485                 | 123.5        | 38.339   | 42.3               | 2:45.268     | 79.27 | 7.264    | 17:24:27.649 |
| 4 -                       | 50.916   | 125.2        | 1:19.809                 | 113.7        | 30.259   | 84.8               | 2:40.984     | 81.38 | 2.980    | 17:27:08.633 |
| 5 -                       | 48.736   | 109.2        | 1:20.721                 | 116.5        | 30.158   | 80.5               | 2:39.615 (2) | 82.08 | 1.611    | 17:29:48.248 |
| 6 -                       | 49.351   | 116.3        | 1:20.200                 | 120.4        | 30.880   | 83.1               | 2:40.431     | 81.66 | 2.427    | 17:32:28.679 |
| 7 -                       | 49.555   | 117.1        | 1:20.107                 | 112.9        | 30.723   | 80.4               | 2:40.385 (3) | 81.68 | 2.381    | 17:35:09.064 |
| 8 -                       | 48.952   | 117.7        | 1:19.446                 | 126.8        | 29.606   | 82.3               | 2:38.004 (1) | 82.92 |          | 17:37:47.068 |
| 9 -                       | 56.081   | 111.8        | 1:20.648                 | 108.2        | IN PIT   |                    | 2:49.673 P   | 77.21 | 11.669   | 17:40:36.741 |
| 10 -                      | OUTLAP   | 115.9        | 1:19.784                 | 129.3        | 29.437   | 85.4               | 4:06.771     | 53.09 | 1:28.767 | 17:44:43.512 |
| 11 -                      | 54.196   | 122.0        | 1:20.078                 | 127.3        | 30.068   | 82.0               | 2:44.342     | 79.72 | 6.338    | 17:47:27.854 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - 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

| P48 79 THC DRAIN / GRIFFITHS |               | Ford Lotus Cortina |                          |              |               |                    |                     |              |          |                     |
|------------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:35.456    |               |                    | BEST LAP TIME : 2:37.205 |              |               | DIFFERENCE : 1.749 |                     |              |          |                     |
| LAP                          | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                          |               | 111.4              | 1:24.958                 | <b>118.5</b> | 30.251        | 84.2               | 2:47.941            | 78.01        | 10.736   | 17:18:54.980        |
| 2 -                          | 50.447        | 118.5              | 1:18.740                 | 117.5        | 30.098        | 74.7               | 2:39.285            | 82.25        | 2.080    | 17:21:34.265        |
| 3 -                          | 50.898        | 119.6              | 1:18.673                 | 117.7        | 29.815        | 85.0               | 2:39.386            | 82.20        | 2.181    | 17:24:13.651        |
| 4 -                          | 49.138        | <b>122.0</b>       | 1:18.779                 | 117.9        | 29.288        | 81.8               | <b>2:37.205 (1)</b> | <b>83.34</b> |          | <b>17:26:50.856</b> |
| 5 -                          | 49.745        | 112.4              | 1:18.570                 | 115.9        | 29.052        | 85.0               | 2:37.367 (2)        | 83.25        | 0.162    | 17:29:28.223        |
| 6 -                          | <b>48.853</b> | 119.1              | 1:19.998                 | 116.5        | 29.449        | 84.2               | 2:38.300 (3)        | 82.76        | 1.095    | 17:32:06.523        |
| 7 -                          | 49.604        | 119.4              | 1:19.254                 | 116.5        | IN PIT        |                    | 2:43.406 P          | 80.17        | 6.201    | 17:34:49.929        |
| 8 -                          | OUTLAP        | 119.8              | <b>1:17.637</b>          | 117.5        | <b>28.966</b> | <b>85.5</b>        | 4:09.715            | 52.46        | 1:32.510 | 17:38:59.644        |
| 9 -                          | 48.955        | 119.8              | 1:19.535                 | 117.1        | IN PIT        |                    | 2:43.189 P          | 80.28        | 5.984    | 17:41:42.833        |

| P49 3 THC Richard DUTTON  |               | Ford Lotus Cortina |                          |              |               |                    |                     |              |          |                     |
|---------------------------|---------------|--------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 2:31.781 |               |                    | BEST LAP TIME : 2:32.451 |              |               | DIFFERENCE : 0.670 |                     |              |          |                     |
| LAP                       | SECTOR 1      |                    | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |               | 118.9              | 1:18.900                 | 120.0        | 29.554        | 82.9               | 2:38.646            | 82.58        | 6.195    | 17:18:45.685        |
| 2 -                       | 48.455        | 117.9              | 1:16.957                 | 120.2        | 28.306        | 87.1               | 2:33.718            | 85.23        | 1.267    | 17:21:19.403        |
| 3 -                       | 47.712        | 115.3              | 1:16.699                 | 119.4        | <b>28.112</b> | <b>88.3</b>        | 2:32.523 (3)        | 85.90        | 0.072    | 17:23:51.926        |
| 4 -                       | 47.811        | 119.8              | 1:16.327                 | 121.3        | 28.355        | 87.2               | 2:32.493 (2)        | 85.91        | 0.042    | 17:26:24.419        |
| 5 -                       | 47.549        | <b>120.4</b>       | <b>1:16.285</b>          | 121.3        | 28.617        | 86.8               | <b>2:32.451 (1)</b> | <b>85.94</b> |          | <b>17:28:56.870</b> |
| 6 -                       | <b>47.384</b> | 119.4              | 1:16.362                 | <b>122.6</b> | 28.873        | 83.6               | 2:32.619            | 85.84        | 0.168    | 17:31:29.489        |
| 7 -                       | 47.668        | 118.9              | 1:17.293                 | 119.1        | IN PIT        |                    | 2:38.031 P          | 82.90        | 5.580    | 17:34:07.520        |
| 8 -                       | OUTLAP        | 118.9              | 1:17.579                 | 115.7        | 28.382        | 85.8               | 3:59.710            | 54.65        | 1:27.259 | 17:38:07.230        |

| P50 10 THA Tom SHARP      |               | Ford Falcon  |                          |              |               |                    |                     |              |       |                     |
|---------------------------|---------------|--------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.351 |               |              | BEST LAP TIME : 2:30.740 |              |               | DIFFERENCE : 0.389 |                     |              |       |                     |
| LAP                       | SECTOR 1      |              | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 125.9        | 1:15.961                 | <b>136.1</b> | 29.007        | 88.1               | 2:32.306            | 86.02        | 1.566 | 17:18:39.345        |
| 2 -                       | 47.006        | 128.3        | <b>1:14.958</b>          | 132.8        | 28.776        | <b>89.0</b>        | <b>2:30.740 (1)</b> | <b>86.91</b> |       | <b>17:21:10.085</b> |
| 3 -                       | <b>46.733</b> | 125.6        | 1:15.141                 | 132.6        | 28.883        | 87.6               | 2:30.757 (2)        | 86.90        | 0.017 | 17:23:40.842        |
| 4 -                       | 47.384        | <b>129.5</b> | 1:15.392                 | 133.1        | 29.832        | 77.6               | 2:32.608            | 85.85        | 1.868 | 17:26:13.450        |
| 5 -                       | 47.122        | 126.3        | 1:15.328                 | <b>136.1</b> | <b>28.660</b> | 88.5               | 2:31.110 (3)        | 86.70        | 0.370 | 17:28:44.560        |
| 6 -                       | 46.964        | 123.5        | 1:16.049                 | 135.0        | 28.692        | 88.0               | 2:31.705            | 86.36        | 0.965 | 17:31:16.265        |
| 7 -                       | 46.990        | 128.3        | 1:17.896                 | 132.1        | 29.147        | 87.3               | 2:34.033            | 85.05        | 3.293 | 17:33:50.298        |

| P51 22 THD BIRCHENHOUGH / TOPLISS |               | Austin Mini Cooper S |                          |              |               |                    |                     |              |        |                     |
|-----------------------------------|---------------|----------------------|--------------------------|--------------|---------------|--------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:50.521         |               |                      | BEST LAP TIME : 2:51.041 |              |               | DIFFERENCE : 0.520 |                     |              |        |                     |
| LAP                               | SECTOR 1      |                      | SECTOR 2                 |              | SECTOR 3      |                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                               |               | 99.2                 | 1:26.785                 | 103.5        | 33.449        | 77.4               | 3:07.198            | 69.98        | 16.157 | 17:19:14.237        |
| 2 -                               | 54.492        | 93.7                 | <b>1:25.584</b>          | 101.0        | 32.775        | 76.0               | 2:52.851            | 75.79        | 1.810  | 17:22:07.088        |
| 3 -                               | 54.052        | <b>102.2</b>         | 1:25.894                 | 103.7        | 32.859        | 75.4               | 2:52.805 (3)        | 75.81        | 1.764  | 17:24:59.893        |
| 4 -                               | 54.482        | 100.1                | 1:25.914                 | <b>104.5</b> | 32.351        | <b>79.1</b>        | 2:52.747 (2)        | 75.84        | 1.706  | 17:27:52.640        |
| 5 -                               | <b>53.125</b> | 100.1                | 1:26.104                 | 103.8        | <b>31.812</b> | 75.1               | <b>2:51.041 (1)</b> | <b>76.59</b> |        | <b>17:30:43.681</b> |

| P52 135 THC REYNOLDS / QUINTERO |          | Ford Lotus Cortina |                 |              |               |              |          |       |      |              |
|---------------------------------|----------|--------------------|-----------------|--------------|---------------|--------------|----------|-------|------|--------------|
| IDEAL LAP TIME :                |          |                    | BEST LAP TIME : |              |               | DIFFERENCE : |          |       |      |              |
| LAP                             | SECTOR 1 |                    | SECTOR 2        |              | SECTOR 3      |              | LAP TIME | MPH   | DIFF | TIME OF DAY  |
| 1 -                             |          | <b>106.5</b>       | <b>1:21.705</b> | <b>116.7</b> | <b>31.339</b> | <b>79.8</b>  | 2:50.984 | 76.62 |      | 17:18:58.023 |

| P53 27 THC Charles NEARBURG |          | Alfa Romeo Giulia Sprint GTA |                 |             |               |              |            |       |      |              |
|-----------------------------|----------|------------------------------|-----------------|-------------|---------------|--------------|------------|-------|------|--------------|
| IDEAL LAP TIME :            |          |                              | BEST LAP TIME : |             |               | DIFFERENCE : |            |       |      |              |
| LAP                         | SECTOR 1 |                              | SECTOR 2        |             | SECTOR 3      |              | LAP TIME   | MPH   | DIFF | TIME OF DAY  |
| 1 -                         |          | <b>100.3</b>                 | <b>1:30.845</b> | <b>82.2</b> | <b>IN PIT</b> |              | 3:26.041 P | 63.58 |      | 17:19:33.080 |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - 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 |     | 2:27.306                |          |          |       |  |
| 1        | 600 | TORDOFF           | 45.746 | 600      | TORDOFF           | 1:13.578 | 711 | SMITH             | 27.982 | 1           | 600 | TORDOFF                 | 2:27.591 | 2:27.746 | 0.155 |  |
| 2        | 179 | GREENSALL / SPIE  | 45.774 | 41       | MARDENBOROUGH     | 1:13.802 | 198 | GIDDINGS / STREA  | 28.083 | 2           | 179 | GREENSALL / SPIER       | 2:27.839 | 2:27.922 | 0.083 |  |
| 3        | 41  | MARDENBOROUGH     | 46.066 | 179      | GREENSALL / SPIE  | 1:13.857 | 3   | DUTTON            | 28.112 | 3           | 41  | MARDENBOROUGH /         | 2:28.062 | 2:28.265 | 0.203 |  |
| 4        | 47  | SHEPHERD B / SHE  | 46.394 | 49       | WHITAKER JNR      | 1:14.790 | 41  | MARDENBOROUGH     | 28.194 | 4           | 192 | THOMAS                  | 2:29.811 | 2:30.264 | 0.453 |  |
| 5        | 192 | THOMAS            | 46.558 | 192      | THOMAS            | 1:14.847 | 170 | MITCHELL          | 28.198 | 5           | 49  | WHITAKER JNR            | 2:29.873 | 2:30.323 | 0.450 |  |
| 6        | 49  | WHITAKER JNR      | 46.649 | 10       | SHARP             | 1:14.958 | 179 | GREENSALL / SPIE  | 28.208 | 6           | 63  | DAVISON                 | 2:30.188 | 2:30.532 | 0.344 |  |
| 7        | 63  | DAVISON           | 46.711 | 9        | DAVIES            | 1:15.115 | 213 | WOLFE / TINKLER   | 28.220 | 7           | 10  | SHARP                   | 2:30.351 | 2:30.740 | 0.389 |  |
| 8        | 10  | SHARP             | 46.733 | 63       | DAVISON           | 1:15.151 | 600 | TORDOFF           | 28.267 | 8           | 47  | SHEPHERD B / SHEP       | 2:30.400 | 2:30.969 | 0.569 |  |
| 9        | 99  | TAYLOR / PRIAULX  | 46.743 | 99       | TAYLOR / PRIAULX  | 1:15.235 | 63  | DAVISON           | 28.326 | 9           | 99  | TAYLOR / PRIAULX        | 2:30.455 | 2:30.795 | 0.340 |  |
| 10       | 168 | RUSSELL / CHILLE' | 46.843 | 47       | SHEPHERD B / SHE  | 1:15.392 | 192 | THOMAS            | 28.406 | 10          | 9   | DAVIES                  | 2:30.724 | 2:31.637 | 0.913 |  |
| 11       | 119 | RUDDELL           | 46.862 | 16       | ROSS / JOHNSON    | 1:15.594 | 49  | WHITAKER JNR      | 28.434 | 11          | 168 | RUSSELL / CHILLEYE      | 2:31.059 | 2:31.127 | 0.068 |  |
| 12       | 9   | DAVIES            | 46.993 | 168      | RUSSELL / CHILLE' | 1:15.596 | 99  | TAYLOR / PRIAULX  | 28.477 | 12          | 711 | SMITH                   | 2:31.127 | 2:31.599 | 0.472 |  |
| 13       | 16  | ROSS / JOHNSON    | 47.029 | 119      | RUDDELL           | 1:15.910 | 113 | LYNN / LUNDY      | 28.550 | 13          | 16  | ROSS / JOHNSON          | 2:31.454 | 2:31.819 | 0.365 |  |
| 14       | 777 | ZISER / WEBB      | 47.069 | 711      | SMITH             | 1:16.056 | 193 | BULLEN-BROWN      | 28.552 | 14          | 119 | RUDDELL                 | 2:31.671 | 2:32.153 | 0.482 |  |
| 15       | 711 | SMITH             | 47.089 | 170      | MITCHELL          | 1:16.130 | 17  | TOMLIN            | 28.604 | 15          | 198 | GIDDINGS / STREATH      | 2:31.688 | 2:32.107 | 0.419 |  |
| 16       | 198 | GIDDINGS / STREA  | 47.316 | 19       | MCALPINE          | 1:16.246 | 47  | SHEPHERD B / SHE  | 28.614 | 16          | 170 | MITCHELL                | 2:31.757 | 2:32.295 | 0.538 |  |
| 17       | 3   | DUTTON            | 47.384 | 777      | ZISER / WEBB      | 1:16.267 | 9   | DAVIES            | 28.616 | 17          | 3   | DUTTON                  | 2:31.781 | 2:32.451 | 0.670 |  |
| 18       | 170 | MITCHELL          | 47.429 | 3        | DUTTON            | 1:16.285 | 168 | RUSSELL / CHILLE' | 28.620 | 18          | 777 | ZISER / WEBB            | 2:32.281 | 2:32.535 | 0.254 |  |
| 19       | 71  | THOMPSON / NEWI   | 47.563 | 198      | GIDDINGS / STREA  | 1:16.289 | 71  | THOMPSON / NEWI   | 28.647 | 19          | 19  | MCALPINE                | 2:33.024 | 2:34.289 | 1.265 |  |
| 20       | 149 | NYBLAEUS / WELC   | 47.580 | 116      | MATHIESON / MANI  | 1:16.293 | 10  | SHARP             | 28.660 | 20          | 17  | TOMLIN                  | 2:33.032 | 2:33.820 | 0.788 |  |
| 21       | 96  | SCOTT ANDREWS     | 47.600 | 17       | TOMLIN            | 1:16.492 | 888 | WHEELER           | 28.715 | 21          | 71  | THOMPSON / NEWI         | 2:33.255 | 2:33.799 | 0.544 |  |
| 22       | 19  | MCALPINE          | 47.727 | 149      | NYBLAEUS / WELC   | 1:16.718 | 23  | HACK A / HACK F   | 28.767 | 22          | 149 | NYBLAEUS / WELCH        | 2:33.490 | 2:33.880 | 0.390 |  |
| 23       | 66  | FENN              | 47.769 | 96       | SCOTT ANDREWS     | 1:16.890 | 101 | WOODROW S / WO    | 28.820 | 23          | 213 | WOLFE / TINKLER         | 2:33.508 | 2:34.216 | 0.708 |  |
| 24       | 116 | MATHIESON / MANI  | 47.829 | 69       | WILLS R / WILLS G | 1:16.925 | 16  | ROSS / JOHNSON    | 28.831 | 24          | 116 | MATHIESON / MANN        | 2:33.574 | 2:34.916 | 1.342 |  |
| 25       | 60  | FISHER            | 47.927 | 66       | FENN              | 1:16.934 | 7   | BURNETT           | 28.841 | 25          | 96  | SCOTT ANDREWS           | 2:33.695 | 2:34.343 | 0.648 |  |
| 26       | 213 | WOLFE / TINKLER   | 47.935 | 71       | THOMPSON / NEWI   | 1:17.045 | 119 | RUDDELL           | 28.899 | 26          | 66  | FENN                    | 2:33.906 | 2:34.273 | 0.367 |  |
| 27       | 17  | TOMLIN            | 47.936 | 60       | FISHER            | 1:17.066 | 777 | ZISER / WEBB      | 28.945 | 27          | 60  | FISHER                  | 2:34.153 | 2:34.355 | 0.202 |  |
| 28       | 69  | WILLS R / WILLS G | 48.290 | 213      | WOLFE / TINKLER   | 1:17.353 | 712 | SMITH             | 28.957 | 28          | 69  | WILLS R / WILLS G       | 2:34.404 | 2:34.944 | 0.540 |  |
| 29       | 712 | SMITH             | 48.304 | 712      | SMITH             | 1:17.555 | 79  | DRAIN / GRIFFITHS | 28.966 | 29          | 712 | SMITH                   | 2:34.816 | 2:35.721 | 0.905 |  |
| 30       | 193 | BULLEN-BROWN      | 48.418 | 79       | DRAIN / GRIFFITHS | 1:17.637 | 56  | CUNNINGTON        | 28.980 | 30          | 113 | LYNN / LUNDY            | 2:35.410 | 2:35.410 | 0.000 |  |
| 31       | 26  | SOWTER            | 48.444 | 44       | KJALLGREN G / KJ  | 1:17.914 | 18  | BARTON            | 28.991 | 31          | 79  | DRAIN / GRIFFITHS       | 2:35.456 | 2:37.205 | 1.749 |  |
| 32       | 223 | TOWNSEND          | 48.560 | 223      | TOWNSEND          | 1:17.940 | 19  | MCALPINE          | 29.051 | 32          | 193 | BULLEN-BROWN            | 2:35.469 | 2:36.816 | 1.347 |  |
| 33       | 113 | LYNN / LUNDY      | 48.574 | 113      | LYNN / LUNDY      | 1:18.286 | 223 | TOWNSEND          | 29.077 | 33          | 223 | TOWNSEND                | 2:35.577 | 2:36.586 | 1.009 |  |
| 34       | 56  | CUNNINGTON        | 48.701 | 26       | SOWTER            | 1:18.485 | 60  | FISHER            | 29.160 | 34          | 44  | KJALLGREN G / KJAL      | 2:35.994 | 2:36.666 | 0.672 |  |
| 35       | 44  | KJALLGREN G / KJ  | 48.723 | 193      | BULLEN-BROWN      | 1:18.499 | 69  | WILLS R / WILLS G | 29.189 | 35          | 56  | CUNNINGTON              | 2:36.217 | 2:36.764 | 0.547 |  |
| 36       | 79  | DRAIN / GRIFFITHS | 48.853 | 56       | CUNNINGTON        | 1:18.536 | 149 | NYBLAEUS / WELC   | 29.192 | 36          | 101 | WOODROW S / WOO         | 2:36.365 | 2:36.618 | 0.253 |  |
| 37       | 101 | WOODROW S / WO    | 48.967 | 101      | WOODROW S / WO    | 1:18.578 | 66  | FENN              | 29.203 | 37          | 26  | SOWTER                  | 2:36.366 | 2:38.004 | 1.638 |  |
| 38       | 888 | WHEELER           | 49.080 | 18       | BARTON            | 1:18.985 | 96  | SCOTT ANDREWS     | 29.205 | 38          | 888 | WHEELER                 | 2:37.007 | 2:37.384 | 0.377 |  |
| 39       | 7   | BURNETT           | 49.109 | 888      | WHEELER           | 1:19.212 | 155 | EDMUNDS           | 29.274 | 39          | 18  | BARTON                  | 2:37.223 | 2:38.183 | 0.960 |  |
| 40       | 18  | BARTON            | 49.247 | 14       | HORROBIN / PALMI  | 1:19.809 | 54  | NAIRN B / NAIRN C | 29.327 | 40          | 7   | BURNETT                 | 2:37.992 | 2:38.242 | 0.250 |  |
| 41       | 23  | HACK A / HACK F   | 49.509 | 23       | HACK A / HACK F   | 1:20.001 | 44  | KJALLGREN G / KJ  | 29.357 | 41          | 23  | HACK A / HACK F         | 2:38.277 | 2:38.516 | 0.239 |  |
| 42       | 54  | NAIRN B / NAIRN C | 49.586 | 7        | BURNETT           | 1:20.042 | 26  | SOWTER            | 29.437 | 42          | 54  | NAIRN B / NAIRN C       | 2:38.979 | 2:39.669 | 0.690 |  |
| 43       | 14  | HORROBIN / PALMI  | 49.921 | 54       | NAIRN B / NAIRN C | 1:20.066 | 14  | HORROBIN / PALMI  | 29.442 | 43          | 14  | HORROBIN / PALMEF       | 2:39.172 | 2:39.929 | 0.757 |  |
| 44       | 155 | EDMUNDS           | 50.098 | 155      | EDMUNDS           | 1:20.434 | 102 | TURNER / GALLIFO  | 29.444 | 44          | 155 | EDMUNDS                 | 2:39.806 | 2:40.255 | 0.449 |  |
| 45       | 151 | THOM              | 50.112 | 102      | TURNER / GALLIFO  | 1:20.658 | 116 | MATHIESON / MANI  | 29.452 | 45          | 102 | TURNER / GALLIFOR       | 2:40.461 | 2:40.909 | 0.448 |  |
| 46       | 102 | TURNER / GALLIFO  | 50.359 | 135      | REYNOLDS / QUIN   | 1:21.705 | 15  | HALUSA            | 30.004 | 46          | 151 | THOM                    | 2:41.998 | 2:42.821 | 0.823 |  |
| 47       | 15  | HALUSA            | 50.713 | 151      | THOM              | 1:21.785 | 151 | THOM              | 30.101 | 47          | 15  | HALUSA                  | 2:42.528 | 2:43.304 | 0.776 |  |
| 48       | 163 | SIMPSON / KEARNI  | 52.699 | 15       | HALUSA            | 1:21.811 | 123 | POULTON A / POUL  | 31.220 | 48          | 163 | SIMPSON / KEARNEY       | 2:48.065 | 2:49.942 | 1.877 |  |
| 49       | 22  | BIRCHENHOUGH /    | 53.125 | 163      | SIMPSON / KEARNI  | 1:23.576 | 135 | REYNOLDS / QUIN   | 31.339 | 49          | 123 | POULTON A / POULT       | 2:49.682 | 2:50.204 | 0.522 |  |
| 50       | 123 | POULTON A / POUL  | 53.218 | 123      | POULTON A / POUL  | 1:25.244 | 163 | SIMPSON / KEARNI  | 31.790 | 50          | 22  | BIRCHENHOUGH / T        | 2:50.521 | 2:51.041 | 0.520 |  |
| 51       | 82  | GODDARD / COMPT   | 53.784 | 22       | BIRCHENHOUGH /    | 1:25.584 | 22  | BIRCHENHOUGH /    | 31.812 | 51          | 82  | GODDARD / COMPTC        | 2:51.975 | 2:52.550 | 0.575 |  |
| 52       |     |                   |        | 82       | GODDARD / COMPT   | 1:26.159 | 82  | GODDARD / COMPT   | 32.032 | 52          | 27  | NEARBURG                |          |          |       |  |
| 53       |     |                   |        | 27       | NEARBURG          | 1:30.845 |     |                   |        | 53          | 135 | REYNOLDS / QUINTE       |          |          |       |  |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - BEST SPEEDS

| INTERMEDIATE 1 |     |                           |       | INTERMEDIATE 2 |                           |       | FINISH LINE |                           |      |
|----------------|-----|---------------------------|-------|----------------|---------------------------|-------|-------------|---------------------------|------|
| POS            | NO  | NAME                      | MPH   | NO             | NAME                      | MPH   | NO          | NAME                      | MPH  |
| 1              | 600 | TORDOFF                   | 132.8 | 192            | THOMAS                    | 138.0 | 41          | MARDENBOROUGH / BROADBE   | 91.5 |
| 2              | 192 | THOMAS                    | 132.3 | 47             | SHEPHERD B / SHEPHERD F   | 138.0 | 179         | GREENSALL / SPIERS        | 90.4 |
| 3              | 9   | DAVIES                    | 132.3 | 96             | SCOTT ANDREWS             | 137.5 | 99          | TAYLOR / PRIAULX          | 90.3 |
| 4              | 41  | MARDENBOROUGH / BROADBE   | 130.3 | 600            | TORDOFF                   | 137.2 | 49          | WHITAKER JNR              | 90.1 |
| 5              | 99  | TAYLOR / PRIAULX          | 130.0 | 9              | DAVIES                    | 137.2 | 168         | RUSSELL / CHILLEYSTONE    | 90.1 |
| 6              | 63  | DAVISON                   | 129.8 | 63             | DAVISON                   | 136.6 | 9           | DAVIES                    | 89.9 |
| 7              | 47  | SHEPHERD B / SHEPHERD F   | 129.8 | 19             | MCALPINE                  | 136.6 | 600         | TORDOFF                   | 89.4 |
| 8              | 10  | SHARP                     | 129.5 | 49             | WHITAKER JNR              | 136.3 | 47          | SHEPHERD B / SHEPHERD F   | 89.4 |
| 9              | 96  | SCOTT ANDREWS             | 129.3 | 16             | ROSS / JOHNSON            | 136.3 | 198         | GIDDINGS / STREATHER      | 89.4 |
| 10             | 49  | WHITAKER JNR              | 129.0 | 10             | SHARP                     | 136.1 | 711         | SMITH                     | 89.4 |
| 11             | 16  | ROSS / JOHNSON            | 128.8 | 41             | MARDENBOROUGH / BROADBE   | 135.8 | 63          | DAVISON                   | 89.3 |
| 12             | 179 | GREENSALL / SPIERS        | 128.3 | 179            | GREENSALL / SPIERS        | 135.5 | 192         | THOMAS                    | 89.1 |
| 13             | 19  | MCALPINE                  | 126.1 | 99             | TAYLOR / PRIAULX          | 134.2 | 19          | MCALPINE                  | 89.1 |
| 14             | 66  | FENN                      | 125.4 | 168            | RUSSELL / CHILLEYSTONE    | 133.9 | 10          | SHARP                     | 89.0 |
| 15             | 119 | RUDDELL                   | 125.2 | 116            | MATHIESON / MANN          | 133.9 | 119         | RUDDELL                   | 88.8 |
| 16             | 26  | SOWTER                    | 125.2 | 149            | NYBLAEUS / WELCH          | 133.1 | 170         | MITCHELL                  | 88.6 |
| 17             | 168 | RUSSELL / CHILLEYSTONE    | 124.5 | 119            | RUDDELL                   | 132.8 | 16          | ROSS / JOHNSON            | 88.6 |
| 18             | 60  | FISHER                    | 124.5 | 60             | FISHER                    | 131.5 | 777         | ZISER / WEBB              | 88.5 |
| 19             | 116 | MATHIESON / MANN          | 123.8 | 66             | FENN                      | 131.3 | 3           | DUTTON                    | 88.3 |
| 20             | 777 | ZISER / WEBB              | 123.5 | 44             | KJALLGREN G / KJALLGREN S | 130.3 | 213         | WOLFE / TINKLER           | 88.1 |
| 21             | 149 | NYBLAEUS / WELCH          | 123.3 | 26             | SOWTER                    | 130.3 | 116         | MATHIESON / MANN          | 88.1 |
| 22             | 44  | KJALLGREN G / KJALLGREN S | 122.4 | 777            | ZISER / WEBB              | 129.8 | 17          | TOMLIN                    | 88.1 |
| 23             | 79  | DRAIN / GRIFFITHS         | 122.0 | 69             | WILLS R / WILLS G         | 128.8 | 71          | THOMPSON / NEWEY          | 88.1 |
| 24             | 69  | WILLS R / WILLS G         | 120.6 | 3              | DUTTON                    | 122.6 | 96          | SCOTT ANDREWS             | 88.0 |
| 25             | 170 | MITCHELL                  | 120.4 | 170            | MITCHELL                  | 121.3 | 66          | FENN                      | 87.9 |
| 26             | 3   | DUTTON                    | 120.4 | 223            | TOWNSEND                  | 120.6 | 712         | SMITH                     | 87.7 |
| 27             | 711 | SMITH                     | 120.0 | 198            | GIDDINGS / STREATHER      | 119.1 | 223         | TOWNSEND                  | 87.0 |
| 28             | 198 | GIDDINGS / STREATHER      | 119.8 | 56             | CUNNINGTON                | 119.1 | 44          | KJALLGREN G / KJALLGREN S | 87.0 |
| 29             | 213 | WOLFE / TINKLER           | 118.3 | 213            | WOLFE / TINKLER           | 118.9 | 60          | FISHER                    | 86.4 |
| 30             | 712 | SMITH                     | 118.3 | 711            | SMITH                     | 118.5 | 149         | NYBLAEUS / WELCH          | 86.4 |
| 31             | 71  | THOMPSON / NEWEY          | 117.7 | 79             | DRAIN / GRIFFITHS         | 118.5 | 69          | WILLS R / WILLS G         | 86.4 |
| 32             | 17  | TOMLIN                    | 117.3 | 71             | THOMPSON / NEWEY          | 118.3 | 56          | CUNNINGTON                | 86.1 |
| 33             | 56  | CUNNINGTON                | 117.1 | 712            | SMITH                     | 118.1 | 113         | LYNN / LUNDY              | 85.9 |
| 34             | 223 | TOWNSEND                  | 116.9 | 17             | TOMLIN                    | 117.7 | 18          | BARTON                    | 85.8 |
| 35             | 113 | LYNN / LUNDY              | 114.9 | 113            | LYNN / LUNDY              | 116.7 | 79          | DRAIN / GRIFFITHS         | 85.5 |
| 36             | 101 | WOODROW S / WOODROW A     | 112.5 | 135            | REYNOLDS / QUINTERO       | 116.7 | 26          | SOWTER                    | 85.4 |
| 37             | 14  | HORROBIN / PALMER         | 112.2 | 18             | BARTON                    | 116.3 | 101         | WOODROW S / WOODROW A     | 85.3 |
| 38             | 15  | HALUSA                    | 111.8 | 101            | WOODROW S / WOODROW A     | 116.1 | 888         | WHEELER                   | 85.2 |
| 39             | 193 | BULLEN-BROWN              | 111.8 | 7              | BURNETT                   | 114.9 | 193         | BULLEN-BROWN              | 85.0 |
| 40             | 7   | BURNETT                   | 111.4 | 14             | HORROBIN / PALMER         | 114.7 | 14          | HORROBIN / PALMER         | 84.9 |
| 41             | 54  | NAIRN B / NAIRN C         | 110.5 | 15             | HALUSA                    | 113.7 | 7           | BURNETT                   | 84.7 |
| 42             | 18  | BARTON                    | 110.5 | 163            | SIMPSON / KEARNEY         | 112.7 | 151         | THOM                      | 84.4 |
| 43             | 151 | THOM                      | 110.0 | 888            | WHEELER                   | 112.5 | 54          | NAIRN B / NAIRN C         | 83.9 |
| 44             | 102 | TURNER / GALLIFORD        | 109.2 | 193            | BULLEN-BROWN              | 112.2 | 23          | HACK A / HACK F           | 83.6 |
| 45             | 888 | WHEELER                   | 108.9 | 102            | TURNER / GALLIFORD        | 111.2 | 155         | EDMUNDS                   | 83.2 |
| 46             | 163 | SIMPSON / KEARNEY         | 108.4 | 151            | THOM                      | 110.9 | 15          | HALUSA                    | 81.1 |
| 47             | 155 | EDMUNDS                   | 107.3 | 54             | NAIRN B / NAIRN C         | 110.7 | 102         | TURNER / GALLIFORD        | 80.7 |
| 48             | 135 | REYNOLDS / QUINTERO       | 106.5 | 155            | EDMUNDS                   | 108.4 | 163         | SIMPSON / KEARNEY         | 80.1 |
| 49             | 23  | HACK A / HACK F           | 105.8 | 23             | HACK A / HACK F           | 107.0 | 135         | REYNOLDS / QUINTERO       | 79.8 |
| 50             | 123 | POULTON A / POULTON M     | 103.4 | 123            | POULTON A / POULTON M     | 105.3 | 123         | POULTON A / POULTON M     | 79.2 |
| 51             | 82  | GODDARD / COMPTON GODDAI  | 102.9 | 22             | BIRCHENHOUGH / TOPLISS    | 104.5 | 22          | BIRCHENHOUGH / TOPLISS    | 79.1 |
| 52             | 22  | BIRCHENHOUGH / TOPLISS    | 102.2 | 82             | GODDARD / COMPTON GODDAI  | 101.5 | 82          | GODDARD / COMPTON GODDAI  | 77.6 |
| 53             | 27  | NEARBURG                  | 100.3 | 27             | NEARBURG                  | 82.2  |             |                           |      |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - PIT STOP ANALYSIS

| P1 600 Sam TORDOFF |              |           |            |              |
|--------------------|--------------|-----------|------------|--------------|
| STOP               | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                | 17:38:18.416 | 2:00.413  | 2:00.413   | 17:40:18.829 |

| P2 192 Julian THOMAS |              |           |            |              |
|----------------------|--------------|-----------|------------|--------------|
| STOP                 | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                  | 17:41:19.575 | 1:33.222  | 1:33.222   | 17:42:52.797 |

| P3 41 MARDENBOROUGH / BROADBENT |              |           |            |              |
|---------------------------------|--------------|-----------|------------|--------------|
| STOP                            | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                             | 17:40:53.145 | 1:53.887  | 1:53.887   | 17:42:47.032 |

| P4 179 GREENSALL / SPIERS |              |           |            |              |
|---------------------------|--------------|-----------|------------|--------------|
| STOP                      | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                       | 17:40:50.038 | 1:46.127  | 1:46.127   | 17:42:36.165 |

| P5 63 John DAVISON |              |           |            |              |
|--------------------|--------------|-----------|------------|--------------|
| STOP               | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                | 17:38:49.588 | 1:34.502  | 1:34.502   | 17:40:24.090 |

| P6 49 Michael WHITAKER JNR |              |           |            |              |
|----------------------------|--------------|-----------|------------|--------------|
| STOP                       | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                        | 17:38:47.330 | 1:40.343  | 1:40.343   | 17:40:27.673 |

| P7 47 SHEPHERD B / SHEPHERD F |              |           |            |              |
|-------------------------------|--------------|-----------|------------|--------------|
| STOP                          | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                           | 17:33:51.130 | 1:37.817  | 1:37.817   | 17:35:28.947 |

| P8 99 TAYLOR / PRIAULX |              |           |            |              |
|------------------------|--------------|-----------|------------|--------------|
| STOP                   | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                    | 17:31:19.283 | 1:43.862  | 1:43.862   | 17:33:03.145 |

| P9 9 Craig DAVIES |              |           |            |              |
|-------------------|--------------|-----------|------------|--------------|
| STOP              | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -               | 17:41:31.179 | 1:36.833  | 1:36.833   | 17:43:08.012 |

| P10 198 GIDDINGS / STREATHER |              |           |            |              |
|------------------------------|--------------|-----------|------------|--------------|
| STOP                         | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                          | 17:39:03.155 | 1:30.474  | 1:30.474   | 17:40:33.629 |

| P11 170 Jonathan MITCHELL |              |           |            |              |
|---------------------------|--------------|-----------|------------|--------------|
| STOP                      | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                       | 17:33:59.012 | 1:39.628  | 1:39.628   | 17:35:38.640 |

| P12 711 Guy SMITH |              |           |            |              |
|-------------------|--------------|-----------|------------|--------------|
| STOP              | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -               | 17:33:55.834 | 1:58.941  | 1:58.941   | 17:35:54.775 |

| P13 16 ROSS / JOHNSON |              |           |            |              |
|-----------------------|--------------|-----------|------------|--------------|
| STOP                  | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                   | 17:44:10.100 | 1:48.857  | 1:48.857   | 17:45:58.957 |

| P14 66 Rob FENN |              |           |            |              |
|-----------------|--------------|-----------|------------|--------------|
| STOP            | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -             | 17:36:51.669 | 1:34.012  | 1:34.012   | 17:38:25.681 |

| P15 777 ZISER / WEBB |              |           |            |              |
|----------------------|--------------|-----------|------------|--------------|
| STOP                 | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                  | 17:34:26.811 | 1:50.449  | 1:50.449   | 17:36:17.260 |

| P16 168 RUSSELL / CHILLEYSTONE |              |           |            |              |
|--------------------------------|--------------|-----------|------------|--------------|
| STOP                           | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                            | 17:39:01.224 | 1:42.627  | 1:42.627   | 17:40:43.851 |

| P17 60 Neil FISHER |              |           |            |              |
|--------------------|--------------|-----------|------------|--------------|
| STOP               | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                | 17:36:55.667 | 1:36.546  | 1:36.546   | 17:38:32.213 |

| P18 213 WOLFE / TINKLER |              |           |            |              |
|-------------------------|--------------|-----------|------------|--------------|
| STOP                    | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                     | 17:39:28.914 | 1:35.249  | 1:35.249   | 17:41:04.163 |

| P19 116 MATHIESON / MANN |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:39:44.567 | 1:41.028  | 1:41.028   | 17:41:25.595 |

| P20 19 Richard MCALPINE |              |           |            |              |
|-------------------------|--------------|-----------|------------|--------------|
| STOP                    | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                     | 17:37:02.298 | 1:45.742  | 1:45.742   | 17:38:48.040 |

| P21 17 David TOMLIN |              |           |            |              |
|---------------------|--------------|-----------|------------|--------------|
| STOP                | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                 | 17:34:33.367 | 1:43.311  | 1:43.311   | 17:36:16.678 |

| P22 712 Peter SMITH |              |           |            |              |
|---------------------|--------------|-----------|------------|--------------|
| STOP                | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                 | 17:34:27.539 | 1:39.751  | 1:39.751   | 17:36:07.290 |

| P23 71 THOMPSON / NEWHEY |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:37:23.397 | 1:48.874  | 1:48.874   | 17:39:12.271 |

| P24 113 LYNN / LUNDY |              |           |            |              |
|----------------------|--------------|-----------|------------|--------------|
| STOP                 | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                  | 17:42:25.639 | 1:41.039  | 1:41.039   | 17:44:06.678 |

| P25 56 Adam CUNNINGTON |              |           |            |              |
|------------------------|--------------|-----------|------------|--------------|
| STOP                   | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                    | 17:37:14.225 | 1:38.161  | 1:38.161   | 17:38:52.386 |

| P26 119 Jack RUDELL |              |           |            |              |
|---------------------|--------------|-----------|------------|--------------|
| STOP                | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                 | 17:18:56.545 | 1:22.369  | 1:22.369   | 17:20:18.914 |
| 2 -                 | 17:43:04.337 | 1:38.500  | 3:00.869   | 17:44:42.837 |

# Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

## RACE 19 - PIT STOP ANALYSIS

| P27 888 Daniel WHEELER |              |           |            |              |
|------------------------|--------------|-----------|------------|--------------|
| STOP                   | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                    | 17:34:43.415 | 1:36.024  | 1:36.024   | 17:36:19.439 |

| P28 223 Garry TOWNSEND |              |           |            |              |
|------------------------|--------------|-----------|------------|--------------|
| STOP                   | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                    | 17:34:40.920 | 1:42.488  | 1:42.488   | 17:36:23.408 |

| P29 7 Mark BURNETT |              |           |            |              |
|--------------------|--------------|-----------|------------|--------------|
| STOP               | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                | 17:42:56.107 | 1:34.924  | 1:34.924   | 17:44:31.031 |

| P30 149 NYBLAEUS / WELCH |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:39:28.204 | 1:41.086  | 1:41.086   | 17:41:09.290 |

| P31 101 WOODROW S / WOODROW A |              |           |            |              |
|-------------------------------|--------------|-----------|------------|--------------|
| STOP                          | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                           | 17:34:42.310 | 1:49.079  | 1:49.079   | 17:36:31.389 |

| P32 23 HACK A / HACK F |              |           |            |              |
|------------------------|--------------|-----------|------------|--------------|
| STOP                   | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                    | 17:35:02.748 | 1:39.741  | 1:39.741   | 17:36:42.489 |

| P33 69 WILLS R / WILLS G |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:34:28.414 | 1:47.501  | 1:47.501   | 17:36:15.915 |

| P34 44 KJALLGREN G / KJALLGREN S |              |           |            |              |
|----------------------------------|--------------|-----------|------------|--------------|
| STOP                             | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                              | 17:34:31.415 | 1:47.150  | 1:47.150   | 17:36:18.565 |

| P35 155 Christopher EDMUNDS |              |           |            |              |
|-----------------------------|--------------|-----------|------------|--------------|
| STOP                        | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                         | 17:43:09.511 | 1:39.203  | 1:39.203   | 17:44:48.714 |

| P36 151 Allan THOM |              |           |            |              |
|--------------------|--------------|-----------|------------|--------------|
| STOP               | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                | 17:38:06.957 | 1:41.991  | 1:41.991   | 17:39:48.948 |

| P37 14 HORROBIN / PALMER |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:40:26.197 | 1:41.400  | 1:41.400   | 17:42:07.597 |

| P38 15 Andreas HALUSA |              |           |            |              |
|-----------------------|--------------|-----------|------------|--------------|
| STOP                  | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                   | 17:35:51.023 | 1:41.011  | 1:41.011   | 17:37:32.034 |

| P39 102 TURNER / GALLIFORD |              |           |            |              |
|----------------------------|--------------|-----------|------------|--------------|
| STOP                       | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                        | 17:38:13.296 | 1:40.905  | 1:40.905   | 17:39:54.201 |

| P40 54 NAIRN B / NAIRN C |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:42:05.261 | 2:20.809  | 2:20.809   | 17:44:26.070 |

| P41 123 POULTON A / POULTON M |              |           |            |              |
|-------------------------------|--------------|-----------|------------|--------------|
| STOP                          | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                           | 17:42:03.972 | 1:45.984  | 1:45.984   | 17:43:49.956 |

| P42 82 GODDARD / COMPTON GODDARD |              |           |            |              |
|----------------------------------|--------------|-----------|------------|--------------|
| STOP                             | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                              | 17:40:23.289 | 1:40.725  | 1:40.725   | 17:42:04.014 |

| P43 163 SIMPSON / KEARNEY |              |           |            |              |
|---------------------------|--------------|-----------|------------|--------------|
| STOP                      | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                       | 17:36:24.520 | 2:05.347  | 2:05.347   | 17:38:29.867 |

| P44 96 Tim SCOTT ANDREWS |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:42:06.161 | 1:33.707  | 1:33.707   | 17:43:39.868 |

| P45 18 Harry BARTON |              |           |            |              |
|---------------------|--------------|-----------|------------|--------------|
| STOP                | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                 | 17:32:32.724 | 1:50.018  | 1:50.018   | 17:34:22.742 |
| 2 -                 | 17:38:15.513 |           |            |              |

| P46 193 Phil BULLEN-BROWN |              |           |            |              |
|---------------------------|--------------|-----------|------------|--------------|
| STOP                      | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                       | 17:34:38.170 | 1:36.652  | 1:36.652   | 17:36:14.822 |

| P47 26 Colin SOWTER |              |           |            |              |
|---------------------|--------------|-----------|------------|--------------|
| STOP                | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                 | 17:40:28.122 | 1:42.850  | 1:42.850   | 17:42:10.972 |

| P48 79 DRAIN / GRIFFITHS |              |           |            |              |
|--------------------------|--------------|-----------|------------|--------------|
| STOP                     | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                      | 17:34:39.298 | 1:50.851  | 1:50.851   | 17:36:30.149 |
| 2 -                      | 17:41:33.602 |           |            |              |

| P49 3 Richard DUTTON |              |           |            |              |
|----------------------|--------------|-----------|------------|--------------|
| STOP                 | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME     |
| 1 -                  | 17:33:57.562 | 1:39.996  | 1:39.996   | 17:35:37.558 |

| P53 27 Charles NEARBURG |              |           |            |          |
|-------------------------|--------------|-----------|------------|----------|
| STOP                    | IN TIME      | STOP TIME | TOTAL TIME | OUT TIME |
| 1 -                     | 17:19:22.817 |           |            |          |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - STATISTICS

Competitors Started 53

Planned Start 2024-08-25 @ 17:05:00.000

Actual Start 2024-08-25 @ 17:16:07.038

Finish Time 2024-08-25 @ 18:02:47.359

Track Length 3.6393mi.

Total Laps 829

Total Distance Covered 3017.0386mi.

Session Fastest Lap History

| NO  | CL  | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----|--------------------|----------|--------------|-----|--------------------|
| 600 | THA | Sam TORDOFF        | 2:29.082 | 17:21:04.131 | 2   | Ford Falcon Sprint |
| 179 | THA | GREENSALL / SPIERS | 2:28.696 | 17:21:04.767 | 2   | Ford Mustang       |
| 600 | THA | Sam TORDOFF        | 2:28.146 | 17:23:32.277 | 3   | Ford Falcon Sprint |
| 600 | THA | Sam TORDOFF        | 2:27.746 | 17:26:00.023 | 4   | Ford Falcon Sprint |

Session Leader History

| NO  | CL  | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|-----|--------------------|----------|----------|-------------|--------------------|
| 600 | THA | Sam TORDOFF        | 1        | 8        | 29.11 miles | Ford Falcon Sprint |
| 179 | THA | GREENSALL / SPIERS | 9        | 2        | 7.27 miles  | Ford Mustang       |
| 16  | THA | ROSS / JOHNSON     | 11       | 1        | 3.63 miles  | Ford Mustang       |
| 179 | THA | GREENSALL / SPIERS | 12       | 1        | 3.63 miles  | Ford Mustang       |
| 600 | THA | Sam TORDOFF        | 13       | 6        | 21.83 miles | Ford Falcon Sprint |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:16:07.038 |
| FINISH | 18:02:47.359 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 18         | 49:40.791  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### RACE 19 - STATISTICS

**CLASS : THC**

19 Starters

#### Fastest Lap History

| NO  | NAME      | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------|----------|--------------|-----|--------------------|
| 711 | Guy SMITH | 2:32.379 | 17:21:17.177 | 2   | Ford Lotus Cortina |
| 711 | Guy SMITH | 2:32.095 | 17:23:49.273 | 3   | Ford Lotus Cortina |
| 711 | Guy SMITH | 2:31.599 | 17:26:20.768 | 4   | Ford Lotus Cortina |

#### Leader History

| NO  | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|----------------------|----------|----------|-------------|--------------------|
| 198 | GIDDINGS / STREATHER | 1        | 1        | 3.63 miles  | Ford Lotus Cortina |
| 711 | Guy SMITH            | 2        | 5        | 18.19 miles | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 7        | 3        | 10.91 miles | Ford Lotus Cortina |
| 113 | LYNN / LUNDY         | 10       | 1        | 3.63 miles  | Ford Lotus Cortina |
| 198 | GIDDINGS / STREATHER | 11       | 8        | 29.11 miles | Ford Lotus Cortina |

## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### RACE 19 - STATISTICS

CLASS : THA

24 Starters

#### Fastest Lap History

| NO  | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|--------------------|----------|--------------|-----|--------------------|
| 600 | Sam TORDOFF        | 2:29.082 | 17:21:04.131 | 2   | Ford Falcon Sprint |
| 179 | GREENSALL / SPIERS | 2:28.696 | 17:21:04.767 | 2   | Ford Mustang       |
| 600 | Sam TORDOFF        | 2:28.146 | 17:23:32.277 | 3   | Ford Falcon Sprint |
| 600 | Sam TORDOFF        | 2:27.746 | 17:26:00.023 | 4   | Ford Falcon Sprint |

#### Leader History

| NO  | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|--------------------|----------|----------|-------------|--------------------|
| 600 | Sam TORDOFF        | 1        | 8        | 29.11 miles | Ford Falcon Sprint |
| 179 | GREENSALL / SPIERS | 9        | 2        | 7.27 miles  | Ford Mustang       |
| 16  | ROSS / JOHNSON     | 11       | 1        | 3.63 miles  | Ford Mustang       |
| 179 | GREENSALL / SPIERS | 12       | 1        | 3.63 miles  | Ford Mustang       |
| 600 | Sam TORDOFF        | 13       | 6        | 21.83 miles | Ford Falcon Sprint |

## Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

### RACE 19 - STATISTICS

**CLASS : THD**

**9 Starters**

#### Fastest Lap History

| NO  | NAME                  | LAP TIME        | TIME OF DAY  | LAP | VEHICLE              |
|-----|-----------------------|-----------------|--------------|-----|----------------------|
| 193 | Phil BULLEN-BROWN     | <b>2:37.596</b> | 17:21:35.377 | 2   | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN     | <b>2:37.081</b> | 17:26:50.980 | 4   | Austin Mini Cooper S |
| 101 | WOODROW S / WOODROW A | <b>2:36.618</b> | 17:29:31.114 | 5   | Morris Mini Cooper S |

#### Leader History

| NO  | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE              |
|-----|-------------------|----------|----------|-------------|----------------------|
| 193 | Phil BULLEN-BROWN | 1        | 7        | 25.47 miles | Austin Mini Cooper S |
| 7   | Mark BURNETT      | 8        | 3        | 10.91 miles | Austin Mini Cooper S |
| 193 | Phil BULLEN-BROWN | 11       | 1        | 3.63 miles  | Austin Mini Cooper S |
| 888 | Daniel WHEELER    | 12       | 7        | 25.47 miles | Austin Mini Cooper S |

Pure Michigan Mustang Celebration Trophy (Pre '66 Touring Cars)

RACE 19 - STATISTICS

CLASS : THB 1 Starters

Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|--------------|----------|--------------|-----|---------------|
| 18 | Harry BARTON | 2:53.131 | 17:21:51.945 | 2   | BMW 1800 Tisa |
| 18 | Harry BARTON | 2:38.183 | 17:24:30.128 | 3   | BMW 1800 Tisa |

Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE       |
|----|--------------|----------|----------|-------------|---------------|
| 18 | Harry BARTON | 1        | 7        | 25.47 miles | BMW 1800 Tisa |